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AR Min Rdr#1 - 16
AR Min TO#1 - 21
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LA Min Rdr#4 - 264
LA Min TO#4 - 272
MS Min Alt#4 - 535
MS Min Rdr#4 - 539
MS Min TO#4 - 547
OK Min Alt#1 - 781
OK Min Rdr#1 - 785
OK Min TO#1 - 790
TX Min Alt#2 - 1128
TX Min Alt#3 - 1131
TX Min Alt#5 - 1134
TX Min Rdr#2 - 1136
TX Min Rdr#3 - 1140
TX Min Rdr#5 - 1146
TX Min TO#2 - 1147
TX Min TO#3 - 1157
TX Min TO#5 - 1166
00R - 2772
07F - 2055
0F2 - 1417
0M0 - 83
0M8 - 401
0R0 - 587
0R3 - 284
0R5 - 533
11R - 1425
15F - 2112
17K - 851
19M - 690
1F0 - 834
1F4 - 968
1K4 - 933
1L0 - 495
1O8 - 1092
1R7 - 579
1X1 - 2121
23R - 1816
25M - 752
2A2 - 70
2E3 - 2094
2F5 - 2726
2F7 - 1484
2K4 - 970
2O8 - 949
2R6 - 333
2R9 - 2649
2T1 - 2888
3F3 - 404
3F4 - 529
3F6 - 2917
3F7 - 852
3F9 - 2873
3M9 - 253
3R4 - 406
3R7 - 377
3R9 - 1311
3T5 - 2678
41F - 1844
42A - 172
45R - 2676
4F2 - 1457
4M3 - 64
4M9 - 74
4O4 - 958
4R7 - 345
50F - 1874
50R - 2776
51R - 2811
54T - 1348
5A4 - 727
5A6 - 775
5C1 - 2975
5F4 - 365
5M5 - 81
5R8 - 337
5T9 - 1824
60F - 3046
60R - 2894
6K4 - 922
6M7 - 169
6R3 - 1472
77F - 3174
7F3 - 1450
7M1 - 171
7M2 - 188
7M4 - 196
7M5 - 197
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87I - 777
8F3 - 1530
8M1 - 576
8T6 - 2039
ABI - 1172
ACP - 479
ACT - 3126
ADH - 803
ADM - 837
ADS - 1535
AEX - 288
AFW - 1877
AGO - 165
ALI - 1194
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AQO - 2773
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ASL - 2817
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AXH - 2126
AXS - 807
BAD - 320
BAZ - 2895
BBD - 1421
BDQ - 182
BEA - 1402
BFE - 1430
BFK - 854
BGD - 1413
BIF - 1848
BIX - 570
BKD - 1424
BKN - 848
BKS - 1841
BMQ - 1447
BMT - 1384
BPG - 1406
BPK - 184
BPT - 1388
BQP - 301
BRO - 1432
BTR - 305
BVO - 843
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BWD - 1439
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BYY - 1344
CBM - 588
CDH - 61
CDS - 1465
CFD - 1444
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CQB - 856
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CRS - 1519
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CUH - 877
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DTO - 1792
DUA - 883
DUC - 879
DUX - 1818
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DYS - 1181
E01 - 2880
E11 - 1241
E19 - 2095
E30 - 1342
E38 - 1199
E41 - 1405
E42 - 3060
EBG - 1828
ECU - 2958
EDC - 1338
EFD - 2260
ELA - 1821
ELD - 85
ELK - 892
ELP - 1830
END - 894
ERV - 2650
ESF - 297
ETN - 1826
EYQ - 2317
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F05 - 3118
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F14 - 3153
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F35 - 2056
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F44 - 1306
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FTW - 1905
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GGG - 2778
GKY - 1282
GLE - 1990
GLH - 617
GLS - 1993
GMJ - 937
GNC - 3044
GNF - 630
GOK - 940
GPM - 2063
GPT - 636
GRK - 1858
GTR - 608
GTU - 2041
GUY - 944
GVT - 2086
GWO - 625
GYB - 2051
GYI - 3048
GZL - 1080
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H35 - 67
H68 - 1119
H70 - 3068
H71 - 1066
HBG - 651
HBR - 951
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HBZ - 125
HDC - 359
HDO - 2124
HEE - 127
HEZ - 718
HHF - 1453
HHW - 957
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HKS - 666
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HMY - 964
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HOU - 2354
HPY - 1366
HQZ - 2827
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HRX - 2118
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IER - 426
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ILE - 2655
INJ - 2122
INK - 3170
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JAN - 670
JAS - 2644
JBR - 143
JCT - 2647
JDD - 2874
JSO - 2642
JSV - 1067
JWG - 1121
JWY - 2872
JXI - 2054

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LAW - 960
LBB - 2789
LBX - 1242
LCH - 392
LFK - 2804
LFT - 380
LIT - 151
LIU - 2771
LLN - 2765
LLQ - 179
LMS - 691
LNC - 2730
LRD - 2754
LRF - 138
LTS - 811
LUD - 1772
LUL - 686
LVJ - 2533
LXY - 2853
LZZ - 2728
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M19 - 189
M32 - 147
M36 - 60
M37 - 616
M40 - 559
M41 - 659
M43 - 747
M51 - 755
M70 - 208
M72 - 725
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MAF - 2855
MBO - 693
MCB - 698
MDD - 2870
MDF - 981
MEI - 702
MEZ - 174
MFE - 2820
MIO - 979
MJD - 744
MKN - 1483
MKO - 982
MKV - 408
MLC - 972
MLU - 416
MMS - 696
MNZ - 2096
MPE - 740
MPJ - 183
MRF - 2814
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NBG - 456
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NGP - 1497
NMM - 711
NOG - 2907
NQI - 2663
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O53 - 977
OCH - 2890
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OJA - 1123
OKC - 1001
OKM - 1049
OLV - 729
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ORK - 192
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OSX - 684
OUN - 986
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PEQ - 2933
PEZ - 2942
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PIL - 2945
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PQL - 736
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PSX - 2918
PTN - 486
PVJ - 1052
PVW - 2939
PWA - 1018
PWG - 3139
PYX - 2935
RAS - 2943
RBD - 1608
RBO - 2950
RCE - 1027
RFI - 2115
RKP - 2952
RKR - 1061
RND - 3092
RNV - 584
ROG - 209
RPH - 2058
RQO - 887
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SEP - 3065
SGR - 2554
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SKF - 3001
SLG - 222
SLR - 3069
SNK - 3057
SNL - 1075
SOA - 3059
SPH - 520
SPS - 3155
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SRE - 1073
SSF - 3019
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SUZ - 43
SWI - 3047
SWO - 1082
SWW - 3072
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T15 - 2816
T23 - 1192
T27 - 1839
T30 - 2932
T41 - 2682

T45 - 2927
T51 - 2597
T59 - 3150
T65 - 3143
T69 - 3053
T74 - 3073
T78 - 2769
T82 - 1987
T85 - 3175
T92 - 2819
T93 - 1846
TDW - 1218
TFP - 2640
TIK - 1033
TKI - 1637
TME - 2598
TPL - 3074
TQH - 1089
TRL - 3080
TUL - 1101
TUP - 763
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TYR - 3083
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AR Mins - Take-Off #1 - 21
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LA Mins - Radar #4 - 264
LA Mins - Take-Off #4 - 272
MS Mins - Alternates #4 - 535
MS Mins - Radar #4 - 539
MS Mins - Take-Off #4 - 547
OK Mins - Alternates #1 - 781
OK Mins - Radar #1 - 785
OK Mins - Take-Off #1 - 790
TX Mins - Alternates #2 - 1128
TX Mins - Alternates #3 - 1131
TX Mins - Alternates #5 - 1134
TX Mins - Radar #2 - 1136
TX Mins - Radar #3 - 1140
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AUSTIN, TX ..... 3R9 - 1311
AUSTIN, TX ..... AUS - 1318
AUSTIN, TX ..... EDC - 1338
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BARTLESVILLE, OK .. BVO - 843
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BATESVILLE, AR .... BVX - 40
BATESVILLE, MS .... PMU - 562
BATON ROUGE, LA ... BTR - 305
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LEXINGTON, OK ..... HMY - 964
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LLANO, TX ..... AQO - 2773
LOCKHART, TX ..... 50R - 2776
LONGVIEW, TX ..... GGG - 2778
LOUISVILLE, MS .... LMS - 691
LUBBOCK, TX ..... LBB - 2789
LUFKIN, TX ..... LFK - 2804
MADILL, OK ..... 1F4 - 968
MADISON, MS ..... MBO - 693
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MANGUM, OK ..... 2K4 - 970
MANILA, AR ..... MXA - 168
MANSFIELD, LA ..... 3F3 - 404

MANY, LA ..... 3R4 - 406
MARFA, TX ..... MRF - 2814
MARIANNA, AR ..... 6M7 - 169
MARKS, MS ..... MMS - 696
MARKSVILLE, LA .... MKV - 408
MARLIN, TX ..... T15 - 2816
MARSHALL, TX ..... ASL - 2817
MASON, TX ..... T92 - 2819
MC ALESTER, OK .... MLC - 972
MC ALLEN, TX ..... MFE - 2820
MC COMB, MS ..... MCB - 698
MC GEHEE, AR ..... 7M1 - 171
MEDFORD, OK ..... O53 - 977
MELBOURNE, AR ..... 42A - 172
MENA, AR ..... MEZ - 174
MERIDIAN, MS ..... MEI - 702
MERIDIAN, MS ..... NMM - 711
MESQUITE, TX ..... HQZ - 2827
MEXIA, TX ..... LXY - 2853
MIAMI, OK ..... MIO - 979
MIDLAND, TX ..... MAF - 2855
MIDLAND, TX ..... MDD - 2870
MIDLOTHIAN-WAXA, TX JWY - 2872
MINDEN, LA ..... F24 - 411
MINEOLA-QUITMAN, TX JDD - 2874
MINEOLA, TX ..... 3F9 - 2873
MINERAL WELLS, TX . MWL - 2877
MONAHANS, TX ..... E01 - 2880
MONROE, LA ..... MLU - 416
MONTICELLO, AR .... LLQ - 179
MOORELAND, OK ..... MDF - 981
MORRILTON, AR ..... BDQ - 182
MORRILTON, AR ..... MPJ - 183
MOUNT PLEASANT, TX OSA - 2883
MOUNT VERNON, TX .. F53 - 2886
MOUNTAIN HOME, AR . BPK - 184
MOUNTAIN VIEW, AR . 7M2 - 188
MULESHOE, TX ..... 2T1 - 2888
MUSKOGEE, OK ..... MKO - 982
NACOGDOCHES, TX ... OCH - 2890
NATCHEZ, MS ..... HEZ - 718
NATCHITOCHES, LA .. IER - 426
NAVASOTA, TX ..... 60R - 2894
NEW ALBANY, MS .... M72 - 725
NEW BRAUNFELS, TX . BAZ - 2895
NEW IBERIA, LA .... ARA - 430
NEW ORLEANS, LA ... MSY - 436
NEW ORLEANS, LA ... NBG - 456
NEW ORLEANS, LA ... NEW - 464
NEW ROADS, LA ..... HZR - 474
NEWPORT, AR ..... M19 - 189
NORMAN, OK ..... OUN - 986
NORTH LITTLE RO, AR ORK - 192
OAKDALE, LA ..... ACP - 479
ODESSA, TX ..... ODO - 2901
OKLAHOMA CITY, OK . HSD - 995
OKLAHOMA CITY, OK . OKC - 1001
OKLAHOMA CITY, OK . PWA - 1018
OKLAHOMA CITY, OK . RCE - 1027
OKLAHOMA CITY, OK . TIK - 1033
OKMULGEE, OK ..... OKM - 1049
OKOLONA, MS ..... 5A4 - 727
OLIVE BRANCH, MS .. OLV - 729
OLNEY, TX ..... ONY - 2906
OPELOUSAS, LA ..... OPL - 482
ORANGE GROVE, TX .. NOG - 2907
ORANGE, TX ..... ORG - 2914
OSCEOLA, AR ..... 7M4 - 196
OXFORD, MS ..... UOX - 732
OZARK, AR ..... 7M5 - 197
OZONA, TX ..... OZA - 2916
PADUCAH, TX ..... 3F6 - 2917
PALACIOS, TX ..... PSX - 2918
PALESTINE, TX ..... PSN - 2920
PAMPA, TX ..... PPA - 2924
PANHANDLE, TX ..... T45 - 2927
PARAGOULD, AR ..... PGR - 199
PARIS, TX ..... PRX - 2929
PASCAGOULA, MS .... PQL - 736
PATTERSON, LA ..... PTN - 486
PAULS VALLEY, OK .. PVJ - 1052
PEARSALL, TX ..... T30 - 2932
PECOS, TX ..... PEQ - 2933
PERRY, OK ..... F22 - 1055
PERRYTON, TX ..... PYX - 2935
PHILADELPHIA, MS .. MPE - 740
PICAYUNE, MS ..... MJD - 744
PINE BLUFF, AR .... PBF - 203
PLAINS, TX ..... F98 - 2937
PLAINVIEW, TX ..... PVW - 2939
PLEASANTON, TX .... PEZ - 2942
POCAHONTAS, AR .... M70 - 208
PONCA CITY, OK .... PNC - 1057
PORT ARANSAS, TX .. RAS - 2943
PORT ISABEL, TX ... PIL - 2945
PORT LAVACA, TX ... PKV - 2948
POTEAU, OK ..... RKR - 1061
PRAGUE, OK ..... O47 - 1064
PRENTISS, MS ..... M43 - 747
PRYOR, OK ..... H71 - 1066
RAYMOND, MS ..... M16 - 749
RAYVILLE, LA ..... M79 - 491

RESERVE, LA ..... 1L0 - 495
RIPLEY, MS ..... 25M - 752
ROBSTOWN, TX ..... RBO - 2950
ROCKPORT, TX ..... RKP - 2952
ROCKSPRINGS, TX ... ECU - 2958
ROCKWALL, TX ..... F46 - 2960
ROGERS, AR ..... ROG - 209
RUSSELLVILLE, AR .. RUE - 216
RUSTON, LA ..... RSN - 498
SALLISAW, OK ..... JSV - 1067
SAN ANGELO, TX .... SJT - 2963
SAN ANTONIO, TX ... 5C1 - 2975
SAN ANTONIO, TX ... SAT - 2977
SAN ANTONIO, TX ... SKF - 3001
SAN ANTONIO, TX ... SSF - 3019
SAN MARCOS, TX .... HYI - 3038
SAND SPRINGS, OK .. OWP - 1069
SEARCY, AR ..... SRC - 219
SEMINOLE, OK ..... SRE - 1073
SEMINOLE, TX ..... GNC - 3044
SEYMOUR, TX ..... 60F - 3046
SHAWNEE, OK ..... SNL - 1075
SHERMAN-DENISON, TX GYI - 3048
SHERMAN, TX ..... SWI - 3047
SHREVEPORT, LA .... DTN - 503
SHREVEPORT, LA .... SHV - 507
SILOAM SPRINGS, AR SLG - 222
SINTON, TX ..... T69 - 3053
SLIDELL, LA ..... ASD - 516
SNYDER, TX ..... SNK - 3057
SONORA, TX ..... SOA - 3059
SPEARMAN, TX ..... E42 - 3060
SPRINGDALE, AR .... ASG - 225
SPRINGHILL, LA .... SPH - 520
STAMFORD, TX ..... F56 - 3063
STARKVILLE, MS .... M51 - 755
STARKVILLE, MS .... STF - 756
STEPHENVILLE, TX .. SEP - 3065
STIGLER, OK ..... GZL - 1080
STILLWATER, OK .... SWO - 1082
STRATFORD, TX ..... H70 - 3068
STUTTGART, AR ..... SGT - 232
SULPHUR SPRINGS, TX SLR - 3069
SULPHUR, LA ..... UXL - 521
SWEETWATER, TX .... SWW - 3072
TAHLEQUAH, OK ..... TQH - 1089
TALLULAH-VICKSB, LA TVR - 525
TAYLOR, TX ..... T74 - 3073
TEMPLE, TX ..... TPL - 3074
TERRELL, TX ..... TRL - 3080
TEXARKANA, AR ..... TXK - 239
THIBODAUX, LA ..... L83 - 528
TIPTON, OK ..... 1O8 - 1092
TULSA, OK ..... RVS - 1094
TULSA, OK ..... TUL - 1101
TUNICA, MS ..... UTA - 760
TUPELO, MS ..... TUP - 763
TYLER, TX ..... TYR - 3083
UNIVERSAL CITY, TX RND - 3092
UVALDE, TX ..... UVA - 3114
VAN HORN, TX ..... VHN - 3116
VERNON, TX ..... F05 - 3118
VICKSBURG, MS ..... VKS - 770
VICTORIA, TX ..... VCT - 3121
VIVIAN, LA ..... 3F4 - 529
WACO, TX ..... ACT - 3126
WACO, TX ..... CNW - 3135
WACO, TX ..... PWG - 3139
WAGONER, OK ..... H68 - 1119
WALNUT RIDGE, AR .. ARG - 247
WARREN, AR ..... 3M9 - 253
WATONGA, OK ..... JWG - 1121
WEATHERFORD, OK ... OJA - 1123
WEATHERFORD, TX ... WEA - 3142
WESLACO, TX ..... T65 - 3143
WEST MEMPHIS, AR .. AWM - 256
WEST POINT, MS .... M83 - 771
WHARTON, TX ..... ARM - 3145
WHEELER, TX ..... T59 - 3150
WICHITA FALLS, TX . CWC - 3151
WICHITA FALLS, TX . F14 - 3153
WICHITA FALLS, TX . SPS - 3155
WINK, TX ..... INK - 3170
WINNFIELD, LA ..... 0R5 - 533
WINNSBORO, TX ..... F51 - 3173
WINONA, MS ..... 5A6 - 775
WINTERS, TX ..... 77F - 3174
WOODWARD, OK ..... WWR - 1125
YAZOO CITY, MS .... 87I - 777
YOAKUM, TX ..... T85 - 3175

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ADA, OK	
ADA MUNI	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
NA when local weather not available.	
ALTUS, OK	
ALTUS/QUARTZ MOUNTAIN RGNL	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR-A
	VOR-B[1]
NA when local weather not available.	
[1]NA when KLTS ATCT closed.	
ARDMORE, OK	
ARDMORE MUNI	**ILS or LOC Rwy 31[13]**
	VOR-B[2]
[1]ILS,Category B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.	
[2]Category D, 800-2½.	
[3]NA when control tower closed.	
BARTLESVILLE, OK	
BARTLESVILLE MUNI	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR Rwy 17
	VOR/DME Rwy 35
NA when local weather not available. Category D, 800-2¼.	
BATESVILLE, AR	
BATESVILLE RGNL	**RNAV (GPS) Rwy 7**
	RNAV (GPS) Rwy 25
NA when local weather not available.	
BLACKWELL, OK	
BLACKWELL-TONKAWA MUNI	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR-A
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
BLYTHEVILLE, AR	
ARKANSAS INTL	**VOR Rwy 18**
	VOR Rwy 36
NA when using Blytheville Muni altimeter setting.	
BLYTHEVILLE MUNI	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 36
NA when local weather not available.	
CLAREMORE, OK	
CLAREMORE RGNL	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
NA when local weather not available.	
CLINTON, OK	
CLINTON-SHERMAN	**ILS or LOC Rwy 17R[12]**
	RNAV (GPS) Rwy 17R[34]
	RNAV (GPS) Rwy 35L[34]
	VOR Rwy 35L[15]
[1]NA when control tower closed.	
[2]ILS, Category E, 700-2¼. LOC, Category E, 800-2¾.	
[3]Category E, 800-2½.	
[4]NA when local weather not available.	
[5]Category E, 800-2¾.	
CLINTON RGNL	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR/DME-A
NA when local weather not available.	
CUSHING, OK	
CUSHING MUNI	**NDB Rwy 36**
	RNAV (GPS) Rwy 36
NA when local weather not available.	
DEQUEEN, AR	
J. LYNN HELMS SEVIER COUNTY	**RNAV (GPS) Rwy 8**
NA when local weather not available.	

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NAME ALTERNATE MINIMUMS

DUNCAN, OK

HALLIBURTON FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.
Category D, 800-2¼.

DURANT, OK

EAKER FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

EL DORADO, AR

SOUTH ARKANSAS RGNL AT
GOODWIN FIELD ..... **VOR Rwy 22**
NA when control zone not in effect.

EL RENO, OK

EL RENO RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 35
NA when local weather not available.

ENID, OK

ENID
WOODRING RGNL ..... **ILS or LOC Rwy 35[1]**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR Rwy 35
NA when local weather not available.
[1]NA when control tower closed.

FAYETTEVILLE, AR

DRAKE FIELD ..... **LDA/DME Rwy 34[134]**
LOC Rwy 16[23]
RNAV (GPS) Rwy 16[24]
RNAV (GPS) Rwy 34[45]
VOR-A[24]
VOR/DME-B[2]
[1]LDA/GS,Category A,B, 800-2; Category C, 800-2½. LDA, Category C, 800-2½.
[2]Category C, 800-2¼; Category D, 1100-3.
[3]NA when control tower closed.
[4]NA when local weather not available.
[5]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

FAYETTEVILLE/SPRINGDALE/ ROGERS, AR

NORTHWEST
ARKANSAS RGNL .... **ILS or LOC/DME Rwy 16**
ILS or LOC/DME Rwy 34
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

NAME ALTERNATE MINIMUMS

FLIPPIN, AR

MARION COUNTY
RGNL ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 22
VOR-A
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.

FORT SMITH, AR

FORT SMITH RGNL ..... **ILS or LOC Rwy 7[1]**
ILS or LOC Rwy 25[1]
NDB Rwy 25[2]
RADAR-1[3]
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 25[3]
VOR/DME or TACAN Rwy 7[3]
VOR or TACAN Rwy 25[3]
NA when control tower closed.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼; Category E, 800-2½. LOC, Category D, 800-2¼; Category E, 800-2½.
[2]Category D, 800-2¼.
[3]Category D, 800-2¼; Category E, 800-2½.

FREDERICK, OK

FREDERICK RGNL ..... **RNAV (GPS) Rwy 35**
NA when local weather not available.

GUTHRIE, OK

GUTHRIE-EDMOND
RGNL ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

HARRISON, AR

BOONE COUNTY ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

HOBART, OK

HOBART RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.

HOT SPRINGS, AR

MEMORIAL FIELD ..... **VOR Rwy 5[1]**
ZAPLE VOR Rwy 5
NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

JONESBORO, AR

JONESBORO MUNI ..... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 31
VOR Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LAWTON, OK
LAWTON-FORT SILL RGNL ..... **ILS or LOC Rwy 35**
VOR Rwy 35
NA when control tower closed.

LITTLE ROCK, AR
ADAMS FIELD ..... **ILS or LOC Rwy 4L[1]**
ILS or LOC Rwy 4R[2]
ILS or LOC Rwy 22R[14]
ILS or LOC Rwy 22L[14]
RADAR-1[3]
RNAV (GPS) Rwy 4L[34]
RNAV (GPS) Rwy 4R[34]
RNAV (GPS) Rwy 22L[34]
RNAV (GPS) Rwy 22R[34]
VOR-A[3]
[1]ILS, Category C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]ILS, Categories A,B,C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[3]Category D, 1000-3.
[4]NA when local weather not available.

MC ALESTER, OK
MC ALESTER RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

MONTICELLO, AR
MONTICELLO MUNI/ ELLIS FIELD ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A
NA when local weather not available.

MOUNTAIN HOME, AR
OZARK RGNL ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR-A
NA when local weather not available.

MUSKOGEE, OK
DAVIS FIELD ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31[1]
NA when local weather not available.
[1]Category E, 1000-3.

NEWPORT, AR
NEWPORT MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORMAN, OK
UNIVERSITY OF OKLAHOMA WESTHEIMER ..... **ILS or LOC Rwy 17[1]**
NDB Rwy 3[23]
NDB Rwy 35[23]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 17[2]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

OKLAHOMA CITY, OK
CLARENCE E. PAGE MUNI ..... **RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L
VOR-B
NA when local weather not available.

WILEY POST ..... **ILS or LOC Rwy 17L[1]**
RNAV (GPS) Rwy 17L
RNAV (GPS) Rwy 35R
NA when local weather not available.
[1]NA when control tower closed.

WILL ROGERS WORLD .. **ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 17R[1]
ILS Rwy 35R[1]
ILS or LOC/DME Rwy 35L[1]
RADAR-1[1]
VOR Rwy 17L[2]
[1]Category E, 1000-3.
[2]Categories A,B, 1100-2; Categories C,D,E, 1100-3.

OKMULGEE, OK
OKMULGEE RGNL ..... **RNAV (GPS) Rwy 18**
NA when local weather not available.

PAULS VALLEY, OK
PAULS VALLEY MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35[1]
NA when local weather not available.
[1]Category D, 800-2½.

PONCA CITY, OK
PONCA CITY RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

ROGERS, AR
ROGERS MUNI-CARTER FIELD ..... **RNAV (GPS) Rwy 20[1]**
VOR Rwy 2[2]
[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

RUSSELLVILLE, AR

RUSSELLVILLE RGNL ..... **RNAV (GPS) Rwy 7**
Category D, 900-2¾.

SEARCY, AR

SEARCY MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

SEMINOLE, OK

SEMINOLE MUNI ..... **RNAV (GPS) Rwy 16**
NA when local weather not available.

SHAWNEE, OK

SHAWNEE RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

SILOAM SPRINGS, AR

SMITH FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

STILLWATER, OK

STILLWATER RGNL ..... **ILS or LOC Rwy 17[1]**
NDB Rwy 17[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR Rwy 17[2]
VOR/DME Rwy 35[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

STUTTGART, AR

STUTTGART MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
NA when local weather not available.

TAHLEQUAH, OK

TAHLEQUAH MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

TEXARKANA, AR

TEXARKANA RGNL/
WEBB FIELD ..... **ILS or LOC Rwy 22[1][2]**
LOC BC Rwy 4[1]
RNAV (GPS Rwy 4
RNAV (GPS Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS,Category D, 700-2.

NAME ALTERNATE MINIMUMS

TULSA, OK

RICHARD LLOYD
JONES,JR. ..... **ILS or LOC Rwy 1L[1]**
RNAV (GPS) Rwy 1L
VOR/DME-A
NA when local weather not available.
[1]ILS, 700-2. ILS,LOC, NA when control tower closed.

TULSA INTL ..... **ILS or LOC Rwy 18L[1]**
ILS or LOC Rwy 18R[2]
ILS or LOC Rwy 36R[3]
RNAV (GPS) Rwy 8[4]
RNAV (GPS) Rwy 18L[5]
RNAV (GPS) Y Rwy 18R[5]
RNAV (GPS) Y Rwy 26[5]
RNAV (GPS) Rwy 36R[5]
VOR/DME Rwy 8[5]
VOR or TACAN Rwy 26[5]
[1]ILS, Category D, 700-2; Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]ILS, Category D, 700-2.
[3]ILS, Categories A, B, C, D, 700-2. LOC, Category E, NA.
[4]Category D, 800-2¼; Category E, 800-2½.
[5]Category E, 800-2¼.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI ... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

WOODWARD, OK

WEST WOODWARD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.
Category D, 800-2¼.

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ALTUS AFB (KLTS), OK (Amdt 3, 10210 USAF) ELEV 1382

RADAR[1] - Ctc APP CON **(E)** 125.1 257.725

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	17R[3 4]		AB	**1740**/24	361	(400-½)
			CDE	**1740**/35	361	(400-$^{5}/_{8}$)
	17L[3 4]		AB	**1740**/24	358	(400-½)
			CDE	**1740**/30	358	(400-$^{5}/_{8}$)
	35R[5]		AB	**1740**/24	386	(400-½)
			CDE	**1740**/35	386	(400-$^{5}/_{8}$)
	35L[5]		AB	**1760**/24	414	(400-½)
			CDE	**1760**/40	414	(400-¾)
CIR[6]	All Rwy		A	**1780**-1	398	(400-1)
			B	**1840**-1	458	(500-1)
			C	**1840**-1½	458	(500-1½)
			D	**1940**-2	558	(600-2)
			E	**1980**-2	598	(600-2)

[1]Opr 1500-2300Z++ Mon-Fri,clsd wkend and hol. [2]No-NOTAM preventive maint sked: ASR 1100-1330++ Mon-Fri. [3]Stepdown fix 2 NM fr rwy thld. [4]When ALS inop, increase RVR all CATs to 55 and vis to 1 mile. [5]When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 $^{1}/_{8}$ miles. [6]Circling not authorized W of Rwy 17R-35L.

FAYETTEVILLE, AR Orig-A, APR 21, 1997 (FAA) ELEV 1251

DRAKE FIELD

RADAR- 121.0 244.57

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16		A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
			C	**2060**-2¼	809	(900-2¼)	D	**2060**-2½	809	(900-2½)
CIRCLING			A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
			C	**2060**-2¼	809	(900-2¼)	D	**2300**-3	1049	(1100-3)

Circling NA East of runway 16-34.
Inoperative table does not apply.

21 OCT 2010 to 18 NOV 2010

FORT SMITH, AR Amdt 8B, AUG 28, 2008 (FAA) ELEV 469

FORT SMITH RGNL

RADAR - 120.9 343.75 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25		AB	**1040**/24	594	(600-½)	C	**1040**/50	594	(600-1)
			D	**1040**/60	594	(600-1¼)	E	**1040**-1½	594	(600-1½)
	1		AB	**1140**-1	692	(700-1)	C	**1140**-2	692	(700-2)
			D	**1140**-2¼	692	(700-2¼)	E	**1140**-2½	692	(700-2½)
	7		AB	**1200**-½	731	(800-½)	C	**1200**-1½	731	(800-1½)
			D	**1200**-1¾	731	(800-1¾)	E	**1200**-2	731	(800-2)
CIRCLING			AB	**1200**-1	731	(800-1)	C	**1200**-2	731	(800-2)
			D	**1200**-2¼	731	(800-2¼)	E	**1200**-2½	731	(800-2½)

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.
Circling Cat E NA when R-2401B active.

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA) ELEV 1187

RADAR - (E) 120.55 322.4 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	35	3.0°/48/918	AB	**1388**/24	200	(200-½)
			CDE	**1388**/40	200	(200-¾)
	17	3.0°/42/809	ABCDE	**1388**-¾	200	(200-¾)
ASR	35		ABC	**1540**/40	352	(400-¾)
			DE	**1540**/50	352	(400-1)
	17		AB	**1660**-1	472	(500-1)
			C	**1660**-1¼	472	(500-1¼)
			D	**1660**-1½	472	(600-1½)
			E	**1660**-1¾	472	(500-1¾)
CIR[1]	17-35		AB	**1680**-1	492	(500-1)
			C	**1680**-1½	492	(500-1½)
			D	**1740**-2	552	(600-2)
			E	**1780**-2	592	(600-2)

[1]Cat E cir not auth W of Rwy 17-35.

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LAWTON, OK AMDT.4A, JAN 10, 2000 (FAA) ELEV 1110

LAWTON-FORT SILL RGNL

RADAR 1 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35		ABC	**1560**-¾	471	(500-¾)	D	**1560**-1	471	(500-1)
CIRCLING			AB	**1600**-1	490	(500-1)	C	**1620**-1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
10266

LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA) ELEV **1110**

LAWTON-FORT SILL RGNL

RADAR 2 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		AB	**1620**-1	510	(600-1)	CD	**1620**-1½	510	(600-1½)
CIRCLING			AB	**1620**-1	510	(600-1)	C	**1620**-1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA) ELEV **262**

ADAMS FIELD

RADAR-1 - 135.4 291.775 353.6 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4R		ABC	**720**/40	460	(500-¾)	D	**720**/50	460	(500-1)
	4L		AB	**780**/40	522	(500-¾)	C	**780**/50	522	(600-1)
			D	**780**/60	522	(600-1¼)				
	18		AB	**720**-1	462	(500-1)	C	**720**-1¼	462	(500-1¼)
			D	**720**-1½	462	(700-1½)				
	22R		AB	**740**/24	478	(500-½)	C	**740**/40	478	(500-¾)
			D	**740**/50	478	(500-1)				
	22L		AB	**740**/40	480	(500-¾)	C	**740**/60	480	(500-1¼)
			D	**740**-1½	480	(500-1½)				
	36		AB	**780**-1	523	(600-1)	C	**780**-1½	523	(600-1½)
			D	**780**-1¾	523	(600-1¾)				
CIRCLING			AB	**780**-1	518	(600-1)	C	**880**-1¾	618	(700-1¾)
			D	**1180**-3	918	(1000-3)				

For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA) ELEV **1299**

WILEY POST

RADAR - 124.6 266.8 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35R		AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
			D	**1840**-1¾	541	(600-1¾)				
CIRCLING			AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
			D	**1880**-2	581	(600-2)				

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

OKLAHOMA CITY, OK Amdt. 20A, OCT 30, 2002 (FAA) ELEV 1295

WILL ROGERS WORLD

RADAR - 124.6 266.8 ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35R		ABC	**1680**/40	386	(400-¾)	DE	**1680**/50	386	(400-1)
	17L		ABCDE	**1680**/60	394	(400-1¼)				
	17R		ABC	**1680**-¾	398	(400-¾)	DE	**1680**-1	398	(400-1)
	35L		ABCDE	**1680**-1¼	403	(400-1¼)				
CIRCLING			AB	**1760**-1¼	465	(500-1¼)	C	**1760**-1½	465	(500-1½)
			D	**1860**-2	565	(600-2)	E	**2240**-3	945	(1000-3)

Category D,E S-17R visibility increased ¼ mile for inoperative MALSR.
Category D,E S-35R visibility increased to RVR 6000 for inoperative ALSF.

TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF) ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 ▼

21 OCT 2010 to 18 NOV 2010

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35[1]		A	**1940**/24	649	(700-½)
			B	**1940**/40	649	(700-¾)
			C	**1940**/60	649	(700-1¼)
			D	**1940**-1½	649	(700-1½)
			E	**1940**-1¾	649	(700-1¾)
	17[2]		A	**2000**/40	733	(800-¾)
			B	**2000**/50	733	(800-1)
			C	**2000**-1¾	733	(800-1¾)
			D	**2000**-2	733	(800-2)
			E	**2000**-2¼	733	(800-2¼)
CIR[3]	35		A	**1940**-1	649	(700-1)
			B	**1940**-1¼	649	(700-1¼)
			C	**1940**-1¾	649	(700-1¾)
			D	**1980**-2¼	689	(700-2¼)
			E	**2040**-2¾	749	(800-2¾)
	17		A	**2000**-1	709	(800-1)
			B	**2000**-1¼	709	(800-1¼)
			C	**2000**-2	709	(800-2)
			D	**2000**-2¼	709	(800-2¼)
			E	**2040**-2¾	749	(800-2¾)

[1]When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. [2]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, and CAT E vis to 2½ miles. [3]CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

21 OCT 2010 to 18 NOV 2010

SC-1

TULSA, OK
TULSA INTL

Amdt.17D, MAY 16, 2000 (FAA) ELEV **677**

RADAR - 124.0 338.3 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	26		AB	**1060**-1	409	(400-1)	CD	**1060**-1¼	409	(400-1¼)
			E	**1060**-1½	409	(400-1½)				
	18R		AB	**1080**-1	413	(500-1)	CD	**1080**-1¼	413	(500-1¼)
			E	NA						
	18L		AB	**1080**/24	439	(500-½)	C	**1080**/40	439	(500-¾)
			DE	**1080**/50	439	(500-1)				
	8		AB	**1120**-1	449	(500-1)	C	**1120**-1¼	449	(500-1¼)
			DE	**1120**-1½	449	(500-1½)				
	36R		AB	**1140**/24	490	(500-½)	C	**1140**/40	490	(500-¾)
			DE	**1140**/50	490	(500-1)				
	36L		AB	**1180**-1	503	(600-1)	CD	**1180**-1½	503	(600-1½)
			E	NA						
CIRCLING			AB	**1180**-1	503	(600-1)	C	**1180**-1½	503	(600-1½)
			D	**1300**-2	623	(700-2)	E	**1300**-2¼	623	(700-2¼)

Category E circling not authorized south of runway 8-26.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADA, OK

ADA MUNI (ADH)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17,** 300-1¼ or std. w/ min. climb of 326' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1600 before proceeding on course.
NOTE: **Rwy 13,** bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17,** tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31,** trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35,** trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

NAME	TAKE-OFF MINIMUMS

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)
ORIG 09267 (FAA)
NOTE: **Rwy 35,** terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

ALTUS AFB (KLTS)

ALTUS, OK 09295
TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

ALVA, OK

ALVA RGNL
DEPARTURE PROCEDURE: **Rwys 8, 35**, climb on runway heading to 2000 before turning.

21 OCT 2010 to 18 NOV 2010

ARDMORE, OK

ARDMORE DOWNTOWN EXECUTIVE (1F0)
AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¼ or std. with a min. climb of 344' per NM to 1200.

NOTE: **Rwy 17,** vehicles on road, 658' from DER, left and right of centerline up to 15' AGL/862' MSL. Trees beginning 25' from DER 258' left of centerline up to 61' AGL/880' MSL. Trees beginning 239' from DER, 180' right of centerline up to 32' AGL/886' MSL. **Rwy 35,** hopper 5781' from DER, 1444' left of centerline, 214' AGL/1091' MSL. Multiple trees and poles beginning 82' from DER, 34' left of centerline, up to 78' AGL/941' MSL. Multiple trees and poles beginning 256' from DER, 40' right of centerline, up to 99' AGL/941' MSL.

ARDMORE MUNI (ADM)
AMDT 1A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-2¼ or std. with a min. climb of 230' per NM to 1600. **Rwy 35,** 500-2¼ or std. with a min. climb of 300' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 354° to 1400 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 1692' from DER 288' left of centerline, up to 100' AGL/789' MSL. Trees 527' from DER, 362' right of centerline, up to 100' AGL/248' MSL. Trees beginning 1910' from DER, 184' right of centerline, up to 100' AGL/777' MSL. **Rwy 13,** trees beginning 760' from DER, 385' right of centerline, up to 100' AGL/795' MSL. Trees beginning 807' from DER, 649' left of centerline, up to 100' AGL/776' MSL. Trees 3339' from DER, 876' left of centerline, up to 100' AGL/819' MSL.

ARKADELPHIA, AR

DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: **Rwy 4,** multiple towers, trees, and railroad beginning 20' from departure end of runway, 282' left of centerline, up to 85' AGL/320' MSL. Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL. **Rwy 22,** railroad 274' from departure end of runway, 434' right of centerline, 23' AGL/212' MSL.

ASH FLAT, AR

SHARP COUNTY RGNL

NOTE: **Rwy 4,** numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22,** numerous trees beginning 548' from departure end of runway, 83' left of centerline, up to 100' AGL/759' MSL.

BARTLESVILLE, OK

BARTLESVILLE MUNI (BVO)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy17,** 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway. **Rwy 35,** 400-2¾ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35,** tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL.

BATESVILLE, AR

BATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. with a min. climb of 215' per NM to 800. **Rwy 25,** std. with a min. climb of 230' per NM to 1500, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** for climb in visual conditions: cross Batesville Rgnl Airport at or above1300.

NOTE: **Rwy 7,** tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

BENTON, AR

SALINE COUNTY RGNL (SUZ)
ORIG 07354 (FAA)

NOTE: **Rwy 2,** road plus vehicles beginning 185' from departure end of runway, 331' left of centerline, 10' AGL/394' MSL. Multiple trees beginning 357' from departure end of runway, 354' left of centerline, up to 75' AGL/474' MSL. Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSL. **Rwy 20,** multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway, 10' right of centerline, up to 69' AGL/448' MSL.

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M. THADEN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2¼ or std. with a min. climb of 270' per NM to 1700.

NOTE: **Rwy 36,** tower 1.92NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runway, 81' AGL/1356' MSL.

BLACKWELL, OK

BLACKWELL-TONKAWA MUNI (BKN)
ORIG 10266 (FAA)

NOTE: **Rwy 35,** trees beginning 50' from DER, 249' left of centerline, up to 30' AGL/1050' MSL. Road with vehicles beginning 214' from DER, 397' right of centerline, up to 15' AGL/1043' MSL.

BLYTHEVILLE, AR

ARKANSAS INTL (BYH)
ORIG 08101 (FAA)
NOTE: **Rwy 36,** tree 3301' from departure end of runway, 1188' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE MUNI (HKA)
ORIG 08157 (FAA)
NOTE: **Rwy 18,** tree 487' from departure end of runway, 345' left of centerline, 100' AGL/364' MSL. Tree 1780' from departure end of runway, 748' right of centerline, 100' AGL/364' MSL. **Rwy 36,** tree 2393' from departure end of runway, 825' right of centerline, 100' AGL/359' MSL.

BOISE CITY, OK

BOISE CITY (17K)
ORIG 09295 (FAA)
NOTE: **Rwy 22,** hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' MSL.

BRISTOW, OK

JONES MEMORIAL (3F7)
AMDT 4A 10098 (FAA)
NOTE: **Rwy 17,** T-L tower 3133' from DER, 686' right of centerline, 70' AGL/960' MSL.

BUFFALO, OK

BUFFALO MUNI (BFK)
ORIG 10154 (FAA)
NOTE: **Rwy 17,** vehicles on roadway, at DER, 458' right of centerline, up to 17' AGL/1816' MSL. Trees beginning 907' from DER, left and right of centerline, up to 40' AGL/1829' MSL. **Rwy 35,** vehicles on roadway, 30' from DER, 467' left of centerline, up to 17' AGL/1846' MSL. Vehicles on roadway, 776' from DER, left and right of centerline, up to 17' AGL/1846' MSL.

CARLISLE, AR

CARLISLE MUNI (4M3)
ORIG 08157 (FAA)
NOTE: **Rwy 9,** trees 2966' from departure end of runway, 1135' right of centerline, 100' AGL/339' MSL. Building 82' from departure end of runway, 331' left of centerline, 20' AGL/264' MSL. Building 781' from departure end of runway, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18,** trees 306' from departure end of runway, across centerline, up to 100' AGL/344' MSL. Road 674' from departure end of runway, across centerline, 17' AGL/262' MSL. **Rwy 27,** trees 2668' from departure end of runway, 516' right of centerline, 100' AGL/344' MSL. **Rwy 36,** road 396' from departure end of runway, across centerline, 15' AGL/259' MSL.

CHANDLER, OK

CHANDLER RGNL
NOTE: **Rwy 35,** tree 1000' from departure end of runway, on centerline, 67' AGL/1029' MSL.

CLAREMORE, OK

CLAREMORE RGNL (GCM)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 300' per NM to 1100.
NOTE: **Rwy 17,** terrain 207' from DER, 385' left of centerline, 749' MSL. Ground 451' from DER, 505' left of centerline, 753' MSL. Terrain 208' from DER, 106' right of centerline, 739' MSL. **Rwy 35,** tree 6601' from DER, 1918' left of centerline, 100' AGL/949' MSL. Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL. Tree 1571' from DER, 558' right of centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL. Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

CLARKSVILLE, AR

CLARKSVILLE MUNI
TAKE-OFF MINIMUMS: **Rwy 9**, 400-2
DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)
ORIG 08325 (FAA)
NOTE: **Rwy 5,** numerous trees left and right of centerline, beginning 2' from departure end of runway, up to 100' AGL/1399' MSL. **Rwy 23,** numerous trees left and right of centerline, beginning 38' from departure end of runway, up to 100' AGL/1359' MSL.

CLINTON, OK

CLINTON RGNL
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles. **Rwy 35,** 300-1 or std. w/ min. climb of 408' per NM to 2000.
NOTE: **Rwy 35,** tower 4403' from departure end of runway, 1625' left of centerline, 230' AGL/1780' MSL.

CLINTON-SHERMAN (CSM)
ORIG 08325 (FAA)
NOTE: **Rwy 17L,** tree 655' from departure end of runway, 317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R,** tree 1275' from departure end of runway, 620' right of centerline, 35' AGL/1954' MSL. **Rwy 35R,** control tower 2797' from departure end of runway, 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from departure end of runway, 289' right of centerline, 76' AGL/1995' MSL.

CONWAY, AR

DENNIS F. CANTRELL FIELD (CWS)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA at night. **Rwy 26,** 200-1 or std. w/ min. climb of 346' per NM to 600. **Rwy 36,** 400-2½ or std. w/ min. a minimum climb of 289' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 358° to 900 before proceeding on course.

NOTE: **Rwy 8,** trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of centerline, up to 100' AGL/399' MSL. Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL. **Rwy 18,** silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway, 888' right of centerline, up to 100' AGL/399' MSL. **Rwy 26,** antenna 2003' from departure end of runway, 932' right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. **Rwy 36,** tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right of centerline, 186' AGL/687'. Trees beginning 2016' from departure end of runway, 340' right of centerline, up to 100' AGL/ 409' MSL. Trees and towers beginning 4368' from departure end of runway, 964' left of centerline, up to 119' AGL/428' MSL.

CUSHING, OK

CUSHING MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29,** NA. **Rwy 36,** 400-2 or std. with a min. climb of 210' per NM to 1400.

DEPARTURE PROCEDURES: **Rwy 36,** climb via heading 360° to 1400' before turning left.

NOTE: **Rwy 36,** tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

DE QUEEN, AR

J. LYNN HELMS SEVIER COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 310' per NM to 800.

DECATUR, AR

CRYSTAL LAKE

TAKE-OFF MINIMUMS: **Rwy 13**, NA-obstacles.

NOTE: **Rwy 31,** railroad 208' from departure end of runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231' MSL.

DUMAS, AR

BILLY FREE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

DUNCAN, OK

HALLIBURTON FIELD (DUC)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 500-2¼, or std. with a min. climb of 280' per NM to 1700.

NOTE: **Rwy 17,** multiple power poles beginning 978' from DER, 702' left of centerline, up to 60' AGL/1129' MSL. Multiple power poles beginning 945' from DER, 613' right of centerline, up to 60' AGL/1149' MSL. Multiple trees beginning 1704' from DER, 769' left of centerline, up to 100' AGL/1169' MSL. **Rwy 35,** multiple trees beginning 1934' from DER, left to right of centerline, up to 100' AGL/1219' MSL. Bush 7' from DER, 445' right of centerline, 9' AGL/1119' MSL. Tower 1.92 NM from DER, 2453' left of centerline, 362' AGL/ 1471' MSL.

DURANT, OK

EAKER FIELD (DUA)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 500-3 or std. w/ min. climb of 203' per NM to 1200, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.

NOTE: **Rwy 17,** tree 305' from DER, 553' left of centerline, 100' AGL/799' MSL. **Rwy 35,** tree 346' from DER, 568' right of centerline, 100' AGL/809' MSL. Tree 535' from DER, 585' left of centerline, 100' AGL/809' MSL. Tower 2.4 NM from DER, 420' left of centerline, 420' AGL/1073' MSL.

EL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN FIELD

TAKE-OFF MINIMUMS: **Rwys 13,22,31,35,** 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600, then climb on course.

EL RENO, OK

EL RENO RGNL (RQO)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18, 36,** NA-Environmental. **Rwy 35,** 200-1 or std. w/ min. climb of 300' per NM to 1700.

NOTE: **Rwy 17,** vehicle on road 444' from departure end of runway, on centerline, 17' AGL/1436' MSL. **Rwy 35,** powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.

ELK CITY, OK

ELK CITY RGNL BUSINESS

NOTE: **Rwy 35,** multiple trees beginning 43' from departure end of runway, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100' AGL/2119' MSL.

ENID, OK

ENID WOODRING RGNL (WDG)
AMDT 3A 09267 (FAA)

NOTE: **Rwy 13,** trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. **Rwy 35,** fence 218' from DER, 491' right of centerline, 8' AGL/1175' MSL. Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/ 1190' MSL.

FAIRVIEW, OK

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 270' per NM to 1700.

FAYETTEVILLE, AR

DRAKE FIELD (FYV)
AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 501' per NM to 1800 or 400-1¼ w/ min. climb of 360' per NM to 1900 or 1600-2½ for climb in visual conditions. **Rwy 34,** 300-1 or std. w/ min. climb of 648' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course. **Rwy 34,** climb heading 344° to 2700 before proceeding on course.

NOTE: **Rwy 16,** multiple trees, road, fence, light poles, terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL. Multiple trees beginning 825' from departure end of runway, 13' right of centerline, up to 105' AGL/1438' MSL. **Rwy 34,** multiple trees, road, fence, light poles, terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL. Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway, 319' right of centerline, up to 59' AGL/1540' MSL.

FAYETTEVILLE/SPRINGDALE/ROGERS, AR

NORTHWEST ARKANSAS RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 500-2 ¾ or std. with a min. climb of 227' per NM to 1900.

NOTES: **Rwy 16,** trees 1985' from departure end of runway, 1020' right of centerline, up to 100' AGL/1321' MSL. **Rwy 34,** tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.

FLIPPIN, AR

MARION COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

FORREST CITY, AR

FORREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 290' per NM to 900.

FORT SMITH, AR

FORT SMITH RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 353' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19,** 200-1¼ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway. **Rwy 25,** 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from departure end of runway, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. **Rwy 7,** terrain 835' from departure end of runway, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from departure end of runway, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41' AGL/640' MSL. **Rwy 19,** vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/ 474' MSL. Pole 1949' from departure end of runway, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25,** pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610' MSL.

FREDERICK, OK

FREDERICK RGNL (FDR)
ORIG 10266 (FAA)

NOTE: **Rwy 3,** vehicles on road 425' from DER, 231' right of centerline, 15' AGL/1269' MSL. **Rwy 12,** vehicles on road 404' from DER, 229' left of centerline, 15' AGL/1254' MSL.

GOLDSBY, OK
DAVID JAY PERRY
NOTE: **Rwy 13,** trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. **Rwy 31,** tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35,** tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/1194' MSL.

GROVE, OK
GROVE MUNI (GMJ)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 200-1¼ or std. w/ min. climb of 271' per NM to 1100.
NOTE: **Rwy 18,** building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from departure end of runway, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36,** rising terrain beginning 30' from departure end of runway, 277' left of centerline, up to 826' MSL. Pole 316' from departure end of runway, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from departure end of runway, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from departure end of runway, 49' right of centerline, up to 85' AGL/884' MSL.

GUTHRIE, OK
GUTHRIE-EDMOND RGNL (GOK)
AMDT 1 09351 (FAA)
NOTE: **Rwy 16,** trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

GUYMON, OK
GUYMON MUNI
TAKE-OFF MINIMUMS: **Rwys 6, 24**, 600-2.
DEPARTURE PROCEDURE: **Rwys 18,36**, climb runway heading to 3700 before turning.

HARRISON, AR
BOONE COUNTY
TAKE-OFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.
DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

HELENA/WEST HELENA, AR
THOMPSON-ROBBINS
TAKE-OFF MINIMUMS: **Rwy 8,** 400-2 or std. with a min. climb of 250' per NM to 700.

HENRY POST AAF (KFSI)
FORT SILL, OK 10098
Rwy 17, Standard
Rwy 35, Standard
DEPARTURE PROCEDURE:
Rwy 35, Climb heading 008° to 2200 before proceeding on course.
TAKE-OFF OBSTACLES: **Rwy 17:** Street light 30' AGL/1226' MSL, 1589' from DER, 862' right of centerline. Street light 30' AGL/1210' MSL, 1139' from DER, 786' right of centerline. Trees 50' AGL/1198' MSL, 951' from DER, 671' right of centerline. Trees 50' AGL/1221' MSL, 2151' from DER, 35' left of centerline. Trees 50' AGL/1229' MSL, 2488' from DER, 296' right of centerline.

HENRYETTA, OK
HENRYETTA MUNI (F10)
AMDT 3 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 312' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 356° to 1300 before proceeding on course.
NOTE: **Rwy 18,** numerous trees beginning 778' from DER, 177' left of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 335' from DER, 22' right of centerline, up to 100' AGL/959' MSL. **Rwy 36,** tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 33' AGL/1223' MSL.

HOBART, OK
HOBART RGNL (HBR)
AMDT 1 08073 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA-Environmental.
NOTE: **Rwy 35,** Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

HOPE, AR
HOPE MUNI (M18)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Rwy closed indefinitely.
NOTE: **Rwy 16,** tree 1395' from DER, 695' left of centerline, 70' AGL/409' MSL. Tree 1307' from DER, 842' right of centerline, 70' AGL/399' MSL. Tree 2217' from DER, on centerline, 70' AGL/399' MSL. **Rwy 34,** trees beginning 504' from DER, 113' right of centerline, up to 70' AGL/460' MSL. Trees beginning 1173' from DER, 59' left of centerline, up to 70' AGL/457' MSL. Bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL. Fence 410' from DER, 90' right of centerline, 11' AGL/370' MSL. Terrain 43' from DER, 448' left of centerline, 365' MSL.

HOT SPRINGS, AR

MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 31**, 1100-3 or std. with a min. climb of 700' per NM to 1700. **Rwy 5**, 1100-3 or std. with a min climb of 820' per NM to 1700. **Rwy 13**, 300-1 or std. with a min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via HOT R-065, continue climb to 1700 before departing on course. **Rwys 13,23,31**, climb on runway heading to 1700 before departing on course.

IDABEL, OK

MC CURTAIN COUNTY RGNL

NOTE: **Rwy 2,** trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL.

JONESBORO, AR

JONESBORO MUNI (JBR)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.

NOTE: **Rwy 5,** multiple trees beginning 872' from departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway, 557' left of centerline, 64' AGL/315' MSL. **Rwy 13,** multiple trees and poles beginning 356' from departure end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of centerline, up to 19' AGL/275' MSL. **Rwy 23,** multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.

LAKE VILLAGE, AR

LAKE VILLAGE MUNI (M32)

ORIG 10042 (FAA)

NOTE: **Rwy 1,** trees beginning 1184' from DER, left and right of centerline, up to 100' AGL/229' MSL. **Rwy 19,** trees beginning 654' from DER, left and right of centerline, up to 100' AGL/229' MSL.

LAWTON, OK

LAWTON-FT SILL RGNL (LAW)

ORIG 10042 (FAA)

NOTE: **Rwy 17,** tree 1709' from DER, 870' left of centerline, 60' AGL/1119' MSL. Tree 918' from DER, 733' right of centerline, 31' AGL/1098' MSL. **Rwy 35,** tree 2377' from DER, 802' left of centerline, 60' AGL/1179' MSL.

LITTLE ROCK, AR

ADAMS FIELD (LIT)

AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 391' per NM to 600. **Rwy 22L,** 300-1¾ or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 22R,** 300-2 or std. w/ min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE**: Rwy 22R,** climb heading 225° to 1100 before turning right. **Rwy 36,** climb heading 360° to 800 before turning left.

NOTE: **Rwy 4L,** tree 1784' from departure end of runway, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R,** tree 3337' from departure end of runway, 1050' right of centerline, 100' AGL/349' MSL. **Rwy 18,** trees beginning 1147' from departure end of runway, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from departure end of runway, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from departure end of runway, 371' right of centerline, 88' AGL/399' MSL. Train 60' from departure end of runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from departure end of runway, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from departure end of runway, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L,** trees, beginning 782' from departure end of runway, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from departure end of runway, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from departure end of runway, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from departure end of runway, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from departure end of runway, 503' right of centerline, 100' AGL/295' MSL. **Rwy 22R,** trees beginning 1236' from departure end of runway, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36,** trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.

LITTLE ROCK AFB (KLRF)

JACKSONVILLE, AR 08045

DEPARTURE PROCEDURE: **Rwy 25:** Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from departure end of rwy, 2248' left of centerline.

TAKE-OFF OBSTACLES: Rwy 07: Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 07** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25**: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

MADILL, OK

MADILL MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-3 or std. with a min. climb of 325' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2600 before turning southbound. **Rwy 18**, plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

MAGNOLIA, AR

MAGNOLIA MUNI

NOTE: **Rwy 18,** 100' AGL tree 1950' from departure end of runway, 350' left of centerline.

MALVERN, AR

MALVERN MUNI

NOTE: **Rwy 4,** multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22,** multiple trees and powerlines beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/ 604' MSL.

MANILA, AR

MANILA MUNI (MXA)

ORIG 10294 (FAA)

NOTE: **Rwy 18,** vehicle on road 439' from DER, 10' left of centerline, 15' AGL/255' MSL. Trees beginning 1796' from DER, 43' left of centerline, up to 100' AGL/344' MSL. Trees 1791' from DER, 139' right of centerline, up to 100' AGL/344' MSL. **Rwy 36,** multiple trees beginning 1091' from DER, 43' left of centerline, up to 100' AGL/344' MSL.

MARIANNA, AR

MARIANNA/LEE COUNTY - STEVE EDWARDS FIELD (6M7)

ORIG 10210 (FAA)

NOTE: **Rwy 18,** numerous poles beginning 85' from DER, 372' right of centerline, up to 52' AGL/269' MSL. Trees 1161' from DER, 530' right of centerline, up to 63' AGL/280' MSL. **Rwy 36,** trees beginning at DER, 483' left of centerline, up to 55' AGL/276' MSL. Trees 717' from DER, 682' right of centerline, up to 52' AGL/266' MSL.

MC ALESTER, OK

MC ALESTER RGNL (MLC)

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20,** 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2,** light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/ 828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20,** multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

MELBOURNE, AR

MELBOURNE MUNI-JOHN E MILLER FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1¼ or std. with a min. climb of 211' per NM to 1000.

NOTE: **Rwy 21,** water tank 1.1 NM from departure end of runway, 49' left of centerline, 105' AGL/939' MSL.

MENA, AR

MENA INTERMOUNTAIN MUNI

TAKE-OFF MINIMUMS:**Rwy 9,** std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17,** std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27,** std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35,** for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.

NOTE: **Rwy 27,** trees 2.01 NM from departure end of runway, on centerline, 100' AGL/1759' MSL.

MONTICELLO, AR

MONTICELLO MUNI/ELLIS FIELD (LLQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 200-1¼ or std. w/ min. climb of 436' per NM to 600.

NOTE: **Rwy 3,** tree 278' from departure end of runway, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from departure end of runway, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21,** tree 3687' from departure end of runway, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607' right of centerline, up to 100' AGL/399' MSL. Powerline 5621' from departure end of runway, 994' right of centerline, 79' AGL/458' MSL. Powerline 4504' from departure end of runway, 1652' right of centerline, 79' AGL/388' MSL.

MORRILTON, AR

MORRILTON MUNI (BDQ)

ORIG-A 08129 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27,** For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 9,** trees beginning 321' from departure end of runway, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from departure end of runway, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27,** trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from departure end of runway, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2 or std. with a min. climb of 420'per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

MOUNTAIN HOME, AR

OZARK RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right. **Rwy 23,** turn left: **All aircraft** proceed direct via FLP VOR/DME then climb on course.

MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

MULDROW AHP (KHMY)

LEXINGTON, OK . . . . . ORIG, 08213

TAKE-OFF OBSTACLES: **Rwy 17,** trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35,** trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

MUSKOGEE, OK

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 22,** 200-1½ or std. w/ min. climb of 436' per NM to 900. **Rwy 31,** 300-1½ or std. w/ min. climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 22,** tree 3637' from departure end of runway, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31,** tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

NEWPORT, AR

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: **Rwy 22,** building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36,** trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: **Rwy 3,** multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. **Rwy 21,** terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. **Rwy 35,** multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI

NOTE: **Rwy 5,** 80' AGL tree 360' from departure end of runway, 500' right of centerline. **Rwy 35,** 45' AGL trees 650' from departure end of runway, 300' left of centerline; 85' AGL tree 700' from departure end of runway, 600' right of centerline.

OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI

NOTE: **Rwy 17R,** multiple trees beginning 43' from departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L,** bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

SUNDANCE AIRPARK (HSD)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 171° to 1700 before proceeding on course.

NOTE: **Rwy 17,** multiple trees 134' from DER, 237' left of centerline, up to 45' AGL/1238' MSL. Building 442' from DER, 472' left of centerilne, 22' AGL/1215' MSL. Tower 4132' from DER, 561' left of centerline, 109' AGL/1334' MSL. Tower 4808' from DER, 109' right of centerline, 109' AGL/1341' MSL. **Rwy 35,** multiple trees 131' from DER, 330' left of centerline, up to 34' AGL/1187' MSL.

WILL ROGERS WORLD

NOTE: **Rwy 35L,** post 47' from departure end of runway, 495' left of centerline, 14' AGL/1287' MSL. **Rwy 36,** obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295' MSL.

21 OCT 2010 to 18 NOV 2010

OKLAHOMA CITY, OK (CON'T)

WILEY POST (PWA)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L,** 200-1 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 127° to 2300 before turning left. **Rwys 35L,35R,** climb heading 352° to 1900 before turning right.

NOTE: **Rwy 13,** multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL. Multiple hangars 466' from departure end of runway, 465' left of centerline, 17' AGL/1316' MSL. Multiple hangars 1348' from departure end of runway, 604' right of centerline, 35' AGL/1334' MSL. **Rwy 17L,** multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL. Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/1345' MSL. **Rwy 17R,** windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL. **Rwy 31,** road with vehicle 556' from departure end of runway, 319' left of centerline, 15' AGL/1289' MSL. **Rwy 35L,** multiple trees 706' from departure end of runway, 560' left of centerline, 50' AGL/1329' MSL. Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366' MSL.

OKMULGEE, OK

OKMULGEE RGNL

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 356° to 1600 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL 779' MSL.

OSCEOLA, AR

OSCEOLA MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

NOTE: **Rwy 1,** 180' AGL antenna 3003' from departure end of runway, 20' right of centerline.

OZARK, AR

OZARK-FRANKLIN COUNTY (7M5)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1½ or std. w/ min. climb of 492' per NM to 1200. **Rwy 22,** std. w/ min. climb of 245' per NM to 1400, or 900 - 2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course. **Rwy 22,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual conditions cross Ozark-Franklin County airport southwest bound at or above 1400 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

NOTE: **Rwy 4,** tower 6713' from DER, 470' left of centerline, 995' MSL/205' AGL. Multiple trees and terrain beginning 27' from DER, 5' right of centerline, up to 50' AGL/849' MSL. Multiple trees and terrain beginning 42' from DER, 87' left of centerline, up to 50' AGL/909' MSL. Tank 582' from DER, 521' left of centerline, 13' AGL/678' MSL. Tower 57' from DER, 404' right of centerline, 34' AGL/687' MSL. **Rwy 22,** multiple trees beginning 159' from DER, 59' right of centerline, up to 50' AGL/949' MSL. Multiple trees beginning 154' from DER, 59' left of centerline, up to 50' AGL/909' MSL.

PARAGOULD, AR

KIRK FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26,** NA-unsurveyed turf runways. **Rwy 22,** 200-1.

NOTE: **Rwy 4,** tank 5070' from departure end of runway, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22,** sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of runway, on centerline, 295' MSL.

PAULS VALLEY, OK

PAULS VALLEY MUNI (PVJ)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1½ or std. w/ min. climb of 282' per NM to 1300, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1200' prior to DER.

NOTE: **Rwy 12,** tank 1.13 NM from DER, 2259' right of centerline, 200' AGL/1130' MSL. **Rwy 35,** tree 1247' from DER, 364' right of centerline, 100' AGL/1040' MSL.

PONCA CITY, OK

PONCA CITY RGNL (PNC)

ORIG 07354 (FAA)

NOTE: **Rwy 17,** multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35,** antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from departure end of runway, 350' right of centerline 50' AGL/1030' MSL.

POTEAU, OK

ROBERT S. KERR

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2500 before turning on course. **Rwy 36,** climb runway heading to 2800 before turning on course.

NOTE: **Rwy 36,** cross departure end of runway at or above 16' AGL/461' MSL.

PRYOR, OK

MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb to 1400 before turning on course.

ROGERS, AR

ROGERS MUNI-CARTER FIELD

NOTES: **Rwy 20**, multiple towers and trees beginning 393' from departure end of runway, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from departure end of runway, 81' left of centerline, up to 108' AGL/1469' MSL.

RUSSELLVILLE, AR

RUSSELLVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25,** 1800-3 or std. with a min. climb of 230' per NM to 2200.

NOTE: **Rwy 7,** building, 3192' from departure end of runway, 204' left of centerline, 50' AGL/520' MSL.

SALLISAW, OK

SALLISAW MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 210' per NM to 1000. **Rwy 35,** 700-2 or std. with a min. climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1000 before turning. **Rwy 35,** climbing left turn to 1500 on heading 180° before proceeding on course.

SAND SPRINGS, OK

WILLIAM R. POGUE MUNI (OWP)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 169° to 2500 before turning left. **Rwy 35,** climb heading 349° to 2500 before turning right.

NOTE: **Rwy 17,** trees beginning 75' from DER, 121' left and right of centerline, up to 100' AGL/940' MSL. Vehicles 83' from DER, 35' left and right of centerline, 15' AGL/905' MSL. **Rwy 35,** vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL. Trees 1.24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

SEMINOLE, OK

SEMINOLE MUNI

NOTE: **Rwy 16,** powerline 419' from departure end of runway, 403' left of centerline, 46' AGL/1025' MSL.

SHAWNEE, OK

SHAWNEE RGNL (SNL)

ORIG 10210 (FAA)

NOTE: **Rwy 17,** multiple trees 620' from DER, 176' left of centerline, up to 41' AGL/1111' MSL. Multiple light poles 1408' from DER, 650' left of centerline, up to 39' AGL/1109' MSL. Multiple trees 165' from DER, 85' right of centerline, up to 43' AGL/1103' MSL. **Rwy 35,** tree 93' from DER, 499' left of centerline, 15' AGL/1075' MSL.

SILOAM SPRINGS, AR

SMITH FIELD

NOTE: **Rwy 18,** light pole 1320' from departure end of runway, 358' right of centerline, 31' AGL/1209' MSL. Trees 795' from departure end of runway, 354' left of centerline, up to 25' AGL/1197' MSL. Trees 1272' from departure end of runway, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36,** power pole 1185' from departure end of runway, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from departure end of runway, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

SPRINGDALE, AR

SPRINGDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1900 prior to turning on course or as directed by ATC.

NOTE: **Rwy 36,** 70' AGL/1422' MSL trees 4406' from departure end of runway, 522' right of centerline. 70' AGL/1409' MSL trees 2734' from departure end of runway, 325' right of centerline. 70' AGL/1403' MSL trees 2783' from departure end of runway, 42' right of centerline. 70' AGL/1418' MSL trees 3075' from departure end of runway, 329' right of centerline. 70' AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

STUTTGART, AR

STUTTGART MUNI

NOTE: **Rwy 18,** tree 108' from departure end of runway, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27,** tree 188' from departure end of runway, 152' left of centerline, 7' AGL/227' MSL.

TAHLEQUAH, OK

TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 345' per NM to 1200.

NOTE: **Rwy 17,** trees beginning 80' from departure end of runway, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from departure end of runway, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from departure end of runway, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35,** poles and trees beginning 23' from departure end of runway, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from departure end of runway, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from departure end of runway, 889' left centerline, 24' AGL/1024' MSL.

21 OCT 2010 to 18 NOV 2010

TEXARKANA, AR

TEXARKANA RGNL-WEBB FIELD (TXK)
AMDT 4 07354 (FAA)

NOTE: **Rwy 4,** multiple trees 881' from departure end of runway, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13,** multiple trees 21' from departure end of runway, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from departure end of runway, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from departure end of runway, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22,** multiple trees beginning 122' from departure end of runway, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from departure end of runway, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31,** vehicle on road 346' from departure end of runway, on centerline, 15' AGL/391' MSL. Multiple trees 535' from deaprture end of runway, 124' left of centerline, 60' AGL/391' MSL. Mutliple trees beginning 454' from departure end of runway, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL

TINKER AFB (KTIK),

OKLAHOMA CITY, OK 09043

DEPARTURE PROCEDURE: **Rwy 30,** climb on track 306° to 4000 prior to executing a right turn, left turns may be initiated at 1800. **Rwy 35,** intercept TIK R-354 climbing to 4000 prior to executing left turn.

TAKE-OFF OBSTACLES: **Rwy 30,** Trees 47' AGL/1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/1245' MSL, 2862' from DER, 1641' right of centerline.

TULSA, OK

RICHARD LLOYD JONES JR (RVS)
AMDT 6 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1¾ or std. w/ min. climb of 470' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 1L, 1R,** climb heading 007° to 1400 before proceeding on course. **Rwy 13,** climb heading 127° to 1400 before proceeding on course. **Rwys 19L, 19R,** climb heading 187° to 1400 before proceeding on course. **Rwy 31,** climb heading 307° to 1700 before proceeding on course.

NOTE: **Rwy 1L,** tree 1492' from departure end of runway, 627' right of centerline, 81' AGL/700' MSL **Rwy 1R,** railroad 163' from departure end of runway, 226' right of centerline, 23' AGL/669' MSL. Tree 250' from departure end of runway, 236' right of centerline, 45' AGL/669' MSL. Pole 582' from departure end of runway, 330' right of centerline, 49' AGL/673' MSL. Pole 992' from departure end of runway, 117' right of centerline, 40' AGL/664' MSL. Tree 1844' from departure end of runway, 74' left of centerline, 81' AGL/700' MSL. **Rwy 13,** building 717' from departure end of runway, 514' right of centerline, 25' AGL/641' MSL. Tree 1961' from departure end of runway, 92' left of centerline, 50' AGL/679' MSL. Tree 2021' from departure end of runway, 461' right of centerline, 76' AGL/695' MSL. Tree 2287' from departure end of runway, 102' right of centerline, 79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL. Tree 2697' from departure end of runway, 323' right of centerline, 90' AGL/709' MSL. Trees beginning 2292' from departure end of runway, 655' right of centerline, up to 100' AGL/729' MSL. **Rwy 19L,** tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL. Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. **Rwy 19R,** tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. **Rwy 31,** hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372' from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL. Transmission line towers beginning 2732' from departure end of runway, 28' right of centerline, up to 107' AGL/773' MSL.

21 OCT 2010 to 18 NOV 2010

TULSA, OK (CON'T)

TULSA INTL (TUL)

AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 26,** climb on a heading between 289°CW to 083° from DER, or minimum climb of 222' per NM to 2900 for headings 084° through 288°.

NOTE: **Rwy 18R,** vehicle on road 200' from DER, 419' right of centerline, 15' AGL/687' MSL. Antenna on building 549' from DER, 447' left of centerline, 22' AGL/692' MSL. Building 411' from DER, 574' right of centerline, 39' AGL/699' MSL. Sign 1151' from DER, 757' right of centerline, 46' AGL/720' MSL. Building 2847' from DER, 690' right of centerline, 118' AGL/788' MSL.**Rwy 26,** antenna and building 1031' from DER, 745' left of centerline, up to 53' AGL/708' MSL. Tree 1544' from DER, 425' left of centerline, 53' AGL/713' MSL. **Rwy 36L,** trees 726' from DER, 608' right of centerline, 69' AGL/659' MSL. Trees 822' from DER, 596' left of centerline, 82' AGL/672' MSL.

VANCE AFB (KEND)

ENID, OK 09323

TAKE-OFF OBSTACLES:

Rwy 17C: Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on centerline.

Rwy 17L: Terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

Rwy 17R: Barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline.

Rwy 35C: Barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline.

Rwy 35L: Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline.

Rwy 35R: Wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

WAGONER, OK

HEFNER-EASLEY (H68)

ORIG 08045 (FAA)

NOTE: **Rwy 36,** Multiple trees beginning 167' from departure end of runway, 544' right of centerline, up to 100' AGL/709' MSL.

WATONGA, OK

WATONGA RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.

NOTE: **Rwy 17,** vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from departure end of runway, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35,** trees beginning 3318' from departure end of runway, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from departure end of runway, 471' right of centerline, 15' AGL/1584' MSL.

WEATHERFORD, OK

THOMAS P. STAFFORD

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 17,** truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL.**Rwy 35,** tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** NOTE: 101' AGL trees 2155' from departure end of rwy, 196' right of centerline.

WOODWARD, OK

WEST WOODWARD

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 3100 before proceeding on course.

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

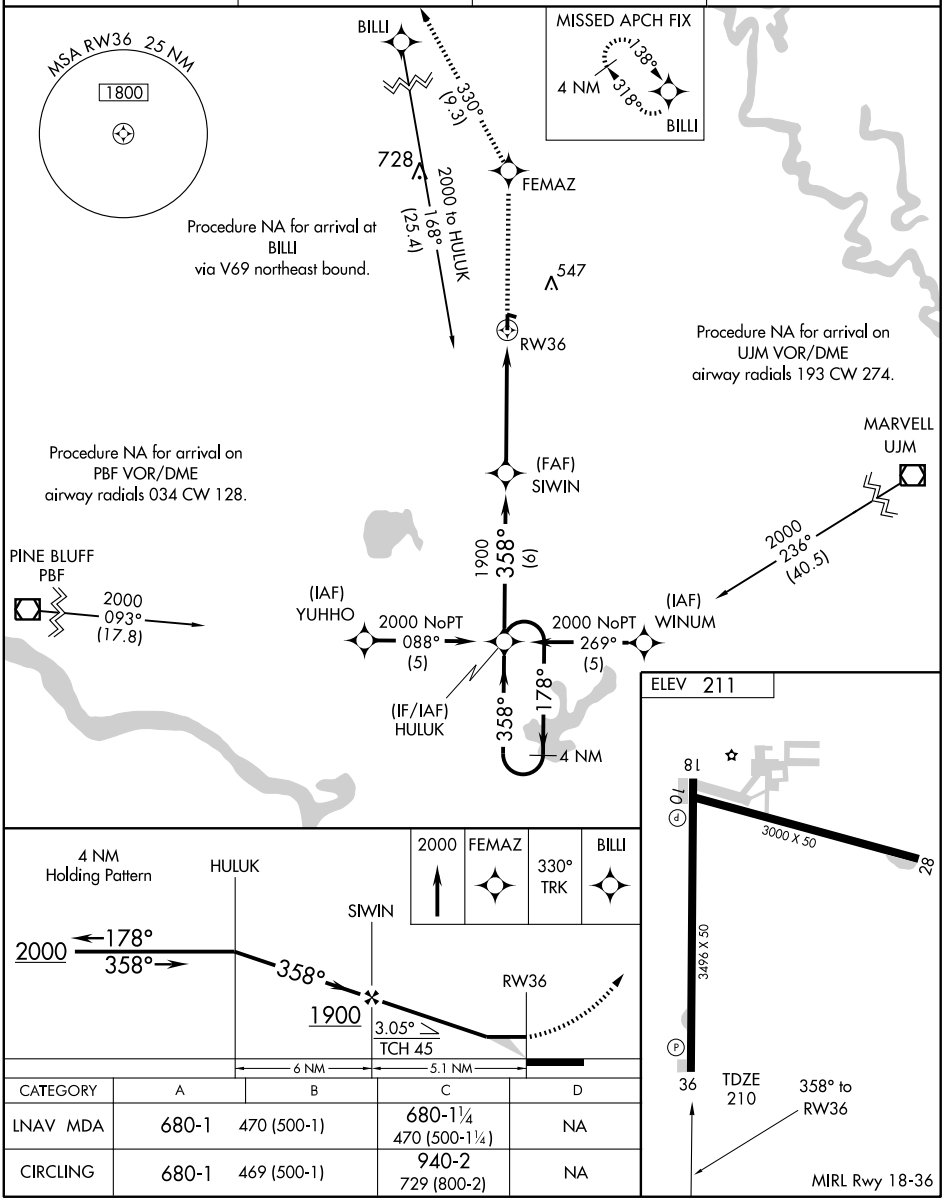
ALMYRA MUNI (M73)

APP CRS	Rwy Idg	3496
358°	TDZE	210
	Apt Elev	211

NA Use Stuttgart altimeter setting; if not received, use Pine Bluff/Grider Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct FEMAZ and via 330° track to BILLI and hold.

STUTTGART AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	119.85 353.6	119.85	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	680-1	470 (500-1)	680-1¼ 470 (500-1¼)	NA
CIRCLING	680-1	469 (500-1)	940-2 729 (800-2)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PBF 116.0 Chan 107	APP CRS 062°	Rwy Idg N/A TDZE N/A Apt Elev 211

VOR/DME-A

ALMYRA MUNI (M73)

NA Use Stuttgart altimeter setting; if not received, use Pine Bluff/Grider Field altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing right turn to 2000 via PBF R-062 to LISEL/10 DME and hold.		
STUTTGART AWOS-3 119.025	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF)

848

728

Procedure NA for arrival on PBF VORTAC airway radials 034 CW 068.

(IAF) ZELER PBF 10

2000 PBF 10 Arc

R-330

LR-050

LISEL PBF 10

2000 062° (10)

MINTE PBF 24.7 547

ASKER PBF 20

508

R-062

242°

LR-074

2000 062° (10)

IAF PINE BLUFF 116.0 PBF Chan 107

2000 PBF 10 Arc

R-128

10 NM

(IAF) WALPO PBF 10

MSA PBF 26 NM

180°

3300

090°

1900

ELEV 211

18

10

3000 X 50

28

3496 X 50

36

062° 4.7 NM from FAF

MIRL Rwy 18-36

LISEL PBF 10

ASKER PBF 20

2000 062° 2000

Procedure Turn NA

MINTE PBF 24.7

10 NM 4.7 NM

2000 PBF R-062

LISEL PBF 10

CATEGORY	A	B	C	D
CIRCLING	680-1 469 (500-1)	680-1¼ 469 (500-1¼)	940-2 729 (800-2)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

NDB ADF	APP CRS	Rwy Idg	5002
275	033°	TDZE	182
		Apt Elev	182

NDB RWY 4

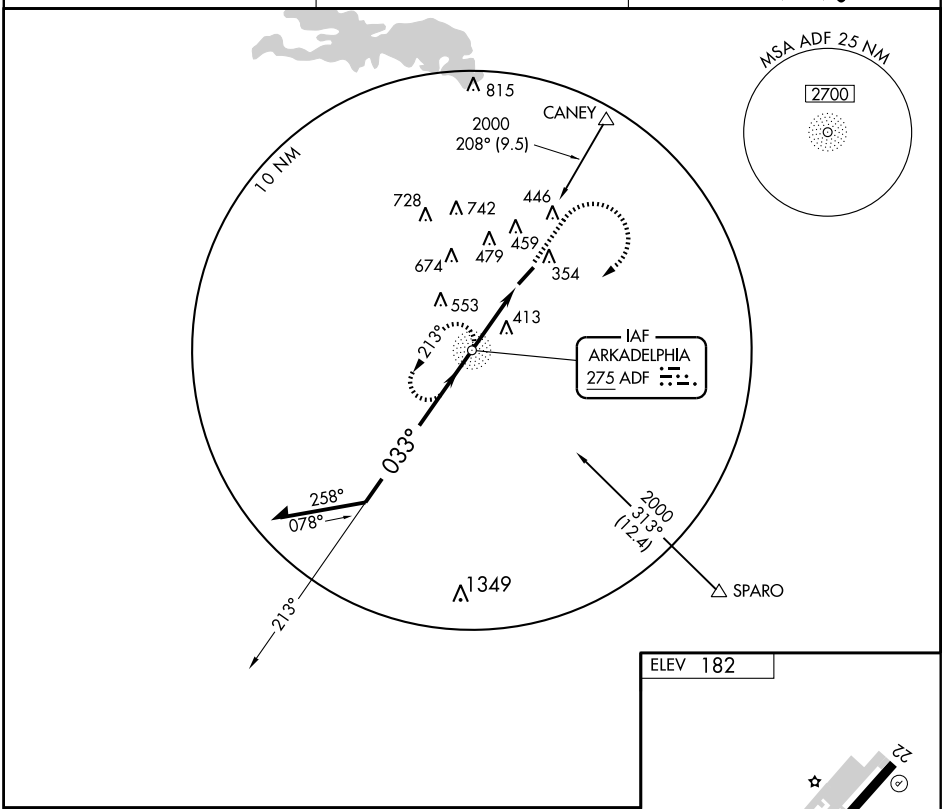
ARKADELPHIA/ DEXTER B. FLORENCE MEMORIAL FIELD (M89)

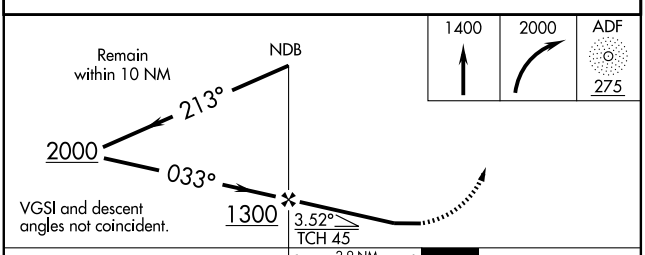
Use Hot Springs altimeter setting; if not received, use Little Rock altimeter setting and increase all MDAs 20 feet.

NA

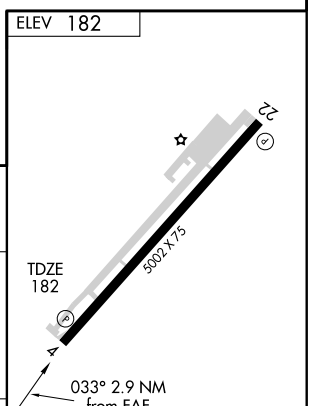
MISSED APPROACH: Climb to 1400 then climbing right turn to 2000 direct ADF NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.175	128.475 377.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-4	880-1	698 (700-1)	880-2 698 (700-2)	NA
CIRCLING	880-1	698 (700-1)	880-2 698 (700-2)	NA



MIRL Rwy 4-22 L

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
040°	TDZE	182
	Apt Elev	182

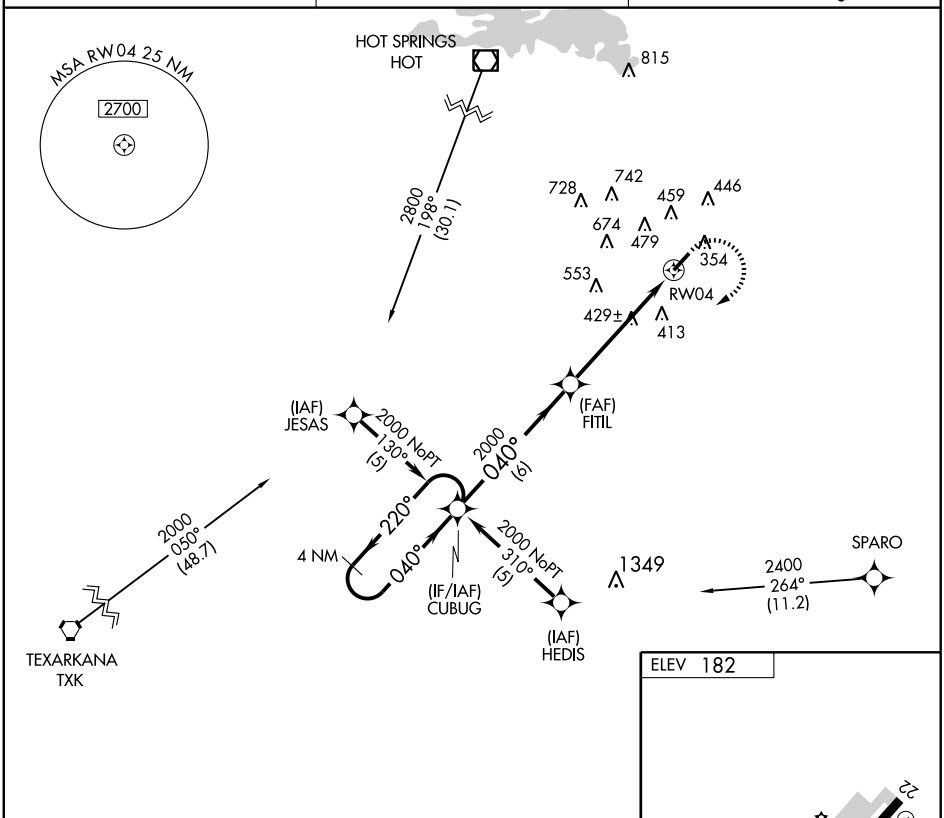
RNAV (GPS) RWY 4

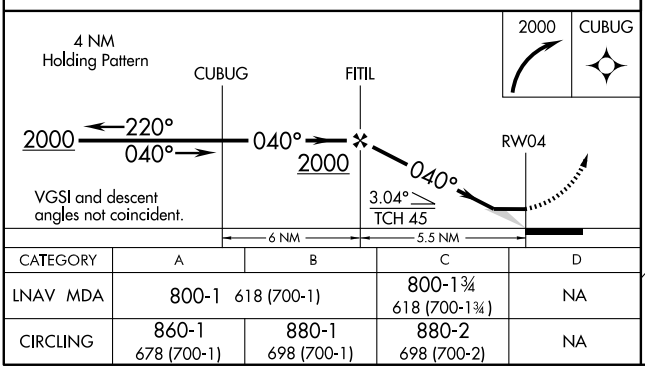
ARKADELPHIA/DEXTER B. FLORENCE MEMORIAL FIELD (M89)

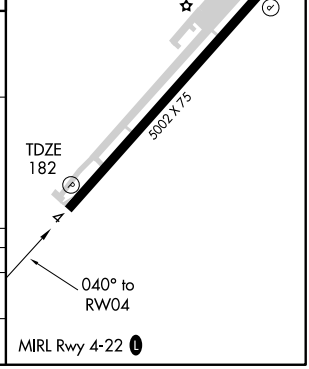
DME/DME RNP-0.3 NA.
Use Hot Springs altimeter setting; if not received, use Little Rock altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct CUBUG and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.175	128.475 377.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 618 (700-1)		800-1¾ 618 (700-1¾)	NA
CIRCLING	860-1 678 (700-1)	880-1 698 (700-1)	880-2 698 (700-2)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5156
036°	TDZE	700
	Apt Elev	716

RNAV (GPS) RWY 4

ASH FLAT/ SHARP COUNTY RGNL (CVK)

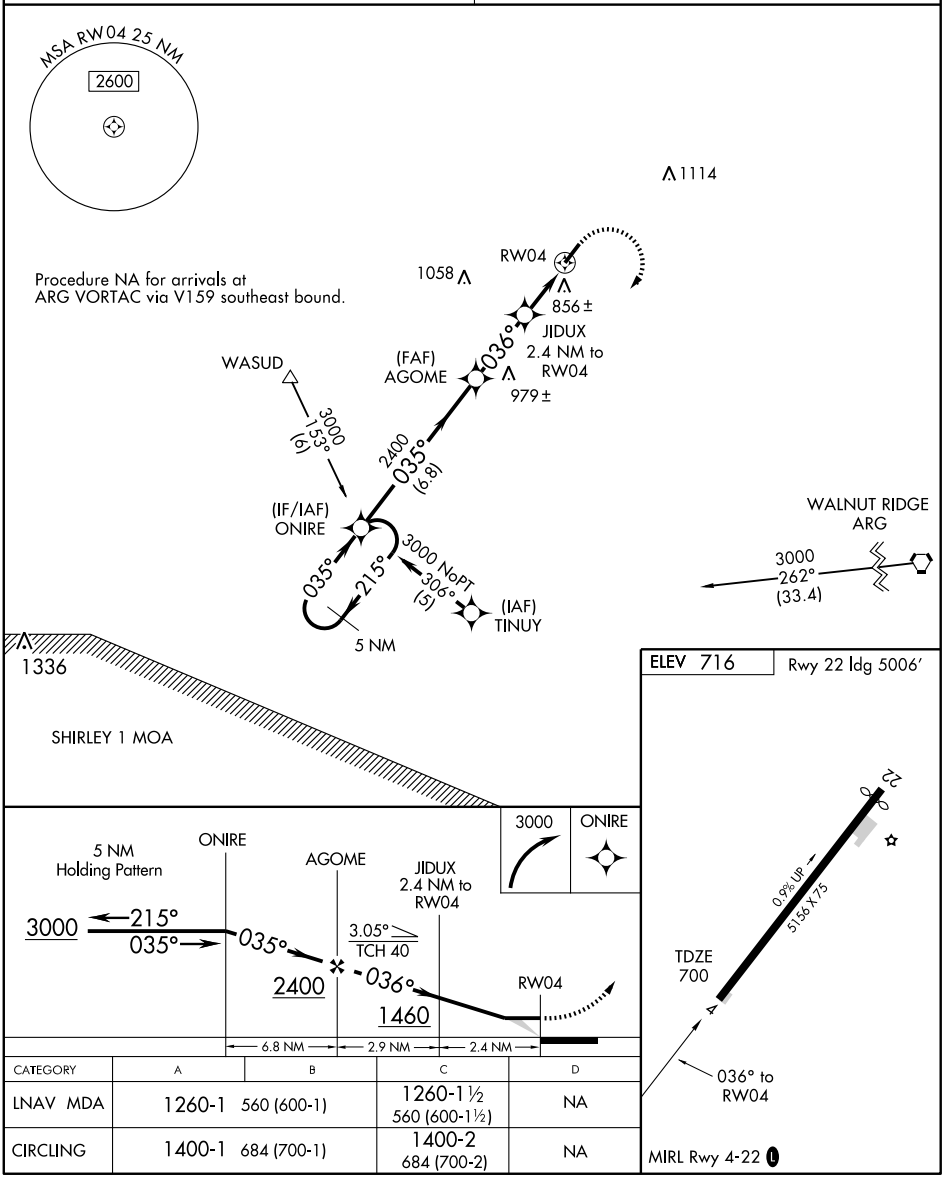
DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climbing right turn to 3000 direct ONIRE and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.7 (CTAF) L

SC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	1260-1 560 (600-1)		1260-1½ 560 (600-1½)	NA
CIRCLING	1400-1 684 (700-1)		1400-2 684 (700-2)	NA

APP CRS	Rwy Idg	5006
216°	TDZE	716
	Apt Elev	716

RNAV (GPS) RWY 22

ASH FLAT/ SHARP COUNTY RGNL (CVK)

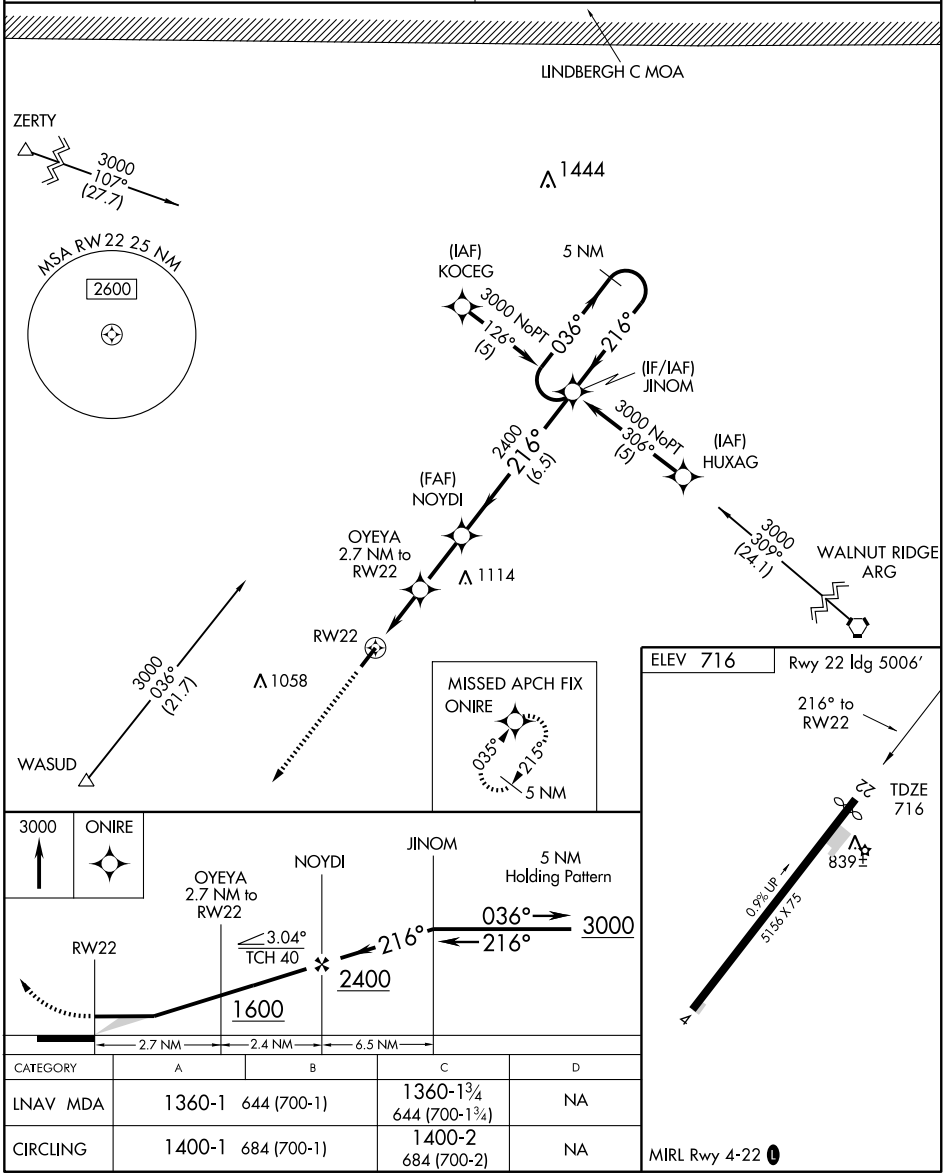
DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climb to 3000 direct ONIRE and hold.

MEMPHIS CENTER
120.075 289.4

UNICOM
122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1360-1	644 (700-1)	1360-1¾ 644 (700-1¾)	NA
CIRCLING	1400-1	684 (700-1)	1400-2 684 (700-2)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BVX	APP CRS	Rwy Idg 6002
109.7	079°	TDZE 463
Chan 34		Apt Elev 464

LOC RWY 7
BATESVILLE RGNL (BVX)

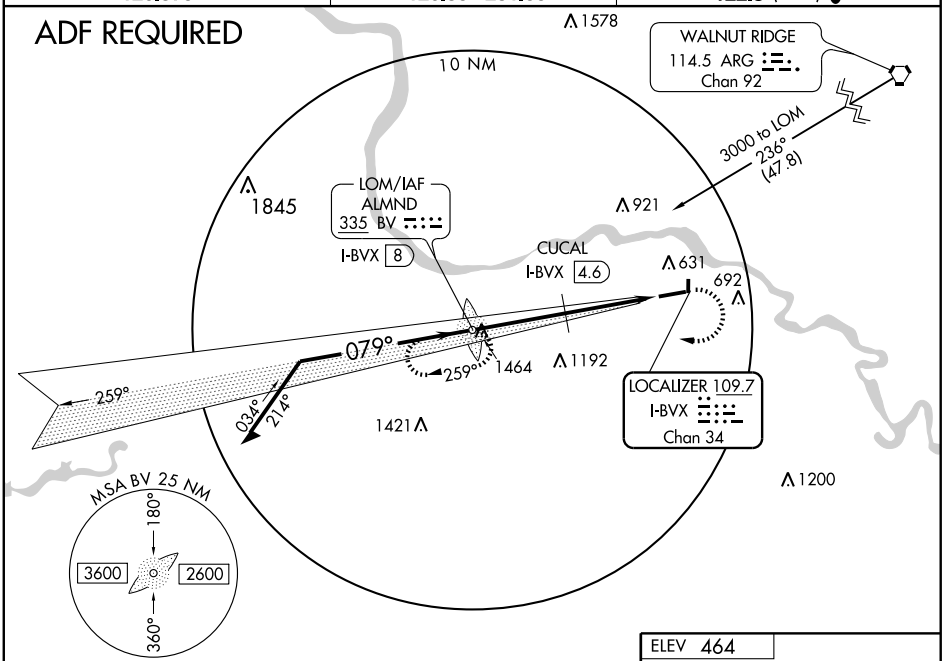
If local altimeter setting not received, use Searcy Muni altimeter setting and increase all MDAs 100 feet. VDP NA with Searcy Muni altimeter setting. Circling NA northwest of Rwys 7 and 25. Circling to Rwy 17-35 NA at night. Inoperative table does not apply to S-LOC 7 all Cats and CUCAL fix minimums S-LOC 7 Cat C. ADF Required.

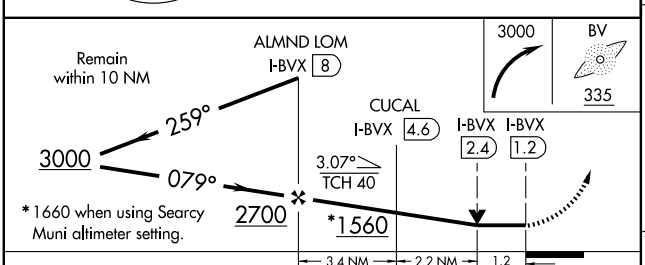
NA

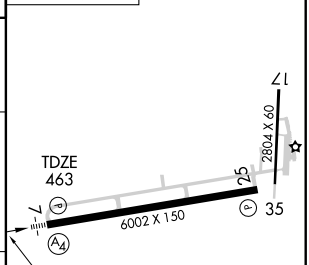
MALS

MISSED APPROACH: Climbing right turn to 3000 direct ALMND LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
126.375	126.85 281.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-LOC 7	1560-1¼ 1097 (1100-1¼)	1560-1½ 1097 (1100-1½)	1560-3 1097 (1100-3)	
CIRCLING	1560-1¼ 1096 (1100-1¼)	1560-1½ 1096 (1100-1½)	1560-3 1096 (1100-3)	
CUCAL FIX MINIMUMS				
S-LOC 7	880-¾ 417 (500-¾)		880-1¼ 417 (500-1¼)	
CIRCLING	980-1 516 (600-1)		980-1½ 516 (600-1½)	1040-2 576 (600-2)

MIRL Rwy 7-25 L

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97717 W07A | APP CRS 079° | Rwy Idg 6002 | TDZE 463 | Apt Elev 465

RNAV (GPS) RWY 7

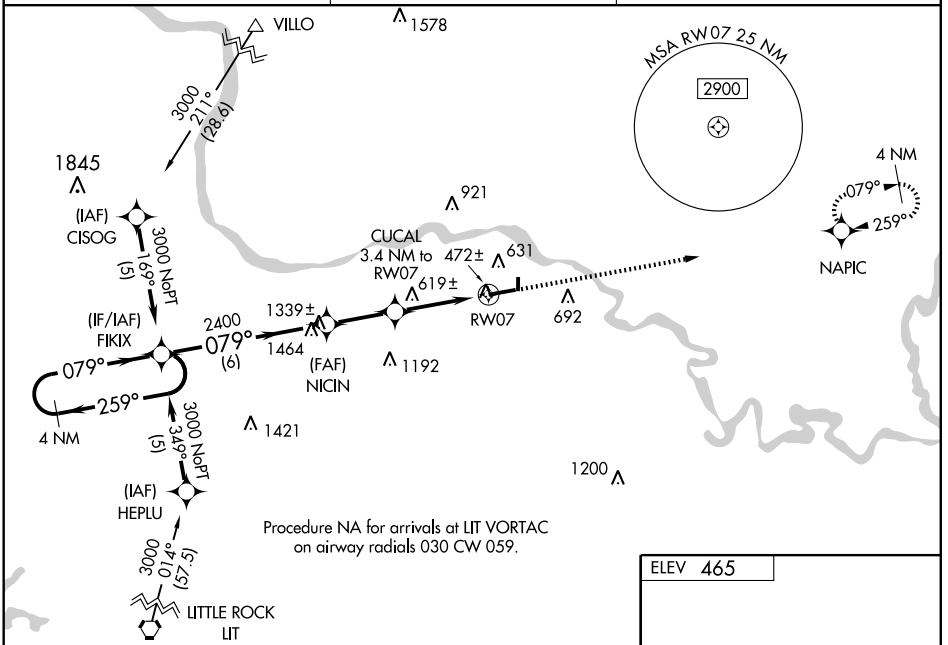
BATESVILLE RGNL (BVX)

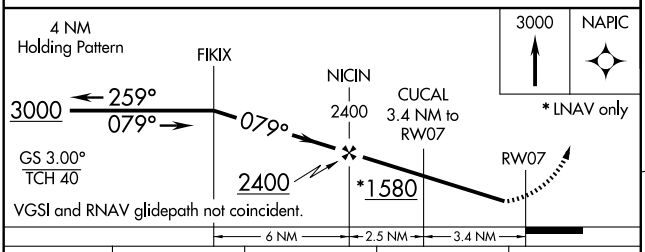
Circling to Rwy 17-35 NA at night. Inoperative table does not apply. Baro-VNAV NA when using Searcy Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Searcy Muni altimeter setting and increase all DA/MDA 100 feet, increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C/D visibility ¼ mile. Circling NA northwest of Rwys 7-25.

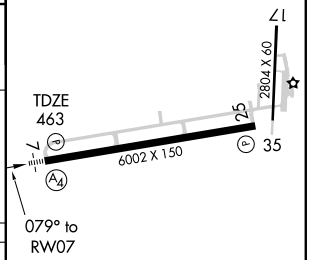
MALS

MISSED APPROACH: Climb to 3000 direct NAPIC and hold

AWOS-3	MEMPHIS CENTER	UNICOM
126.375	126.85 281.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	713-1 250 (300-1)			
LNAV/ VNAV DA	802-1¼ 339 (400-1¼)			
LNAV MDA	940-1 477 (500-1)		940-1¼ 477 (500-1¼)	940-1½ 477 (500-1½)
CIRCLING	980-1 515 (600-1)		980-1½ 515 (600-1½)	1040-2 575 (600-2)

MIRL Rwy 7-25 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6002
259°	TDZE	464
	Apt Elev	464

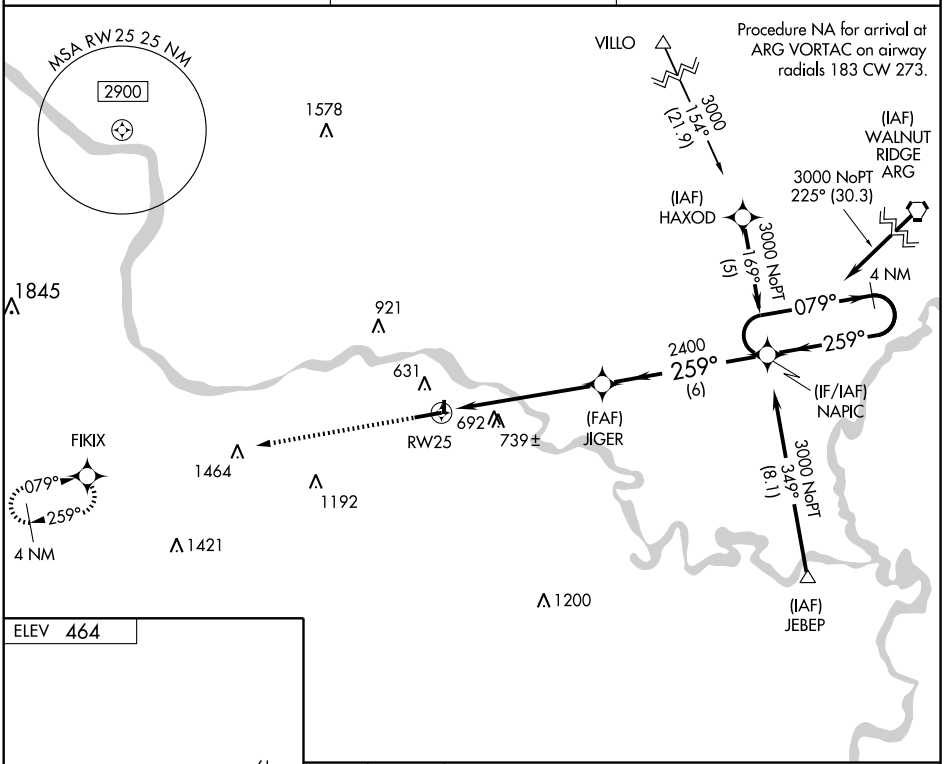
RNAV (GPS) RWY 25

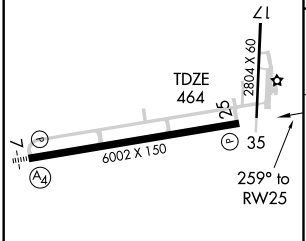
BATESVILLE RGNL (BVX)

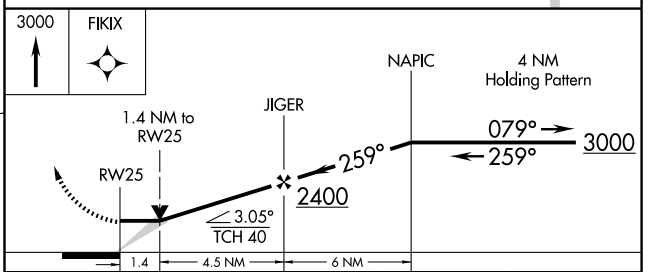
If local altimeter setting not received, use Searcy Muni altimeter setting and increase all MDAs 100 feet. VDP NA with Searcy Muni altimeter setting. Circling NA northwest of Rwy 7-25. Circling to Rwy 17-35 NA at night. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FIKIX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
126.375	126.85 281.55	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	940-1 476 (500-1)		940-1¼ 476 (500-1¼)	940-1½ 476 (500-1½)
CIRCLING	980-1 516 (600-1)		980-1½ 516 (600-1½)	1040-2 576 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SUZ	APP CRS	Rwy Idg 5001
111.95	019°	TDZE 390
Chan 56 (Y)		Apt Elev 390

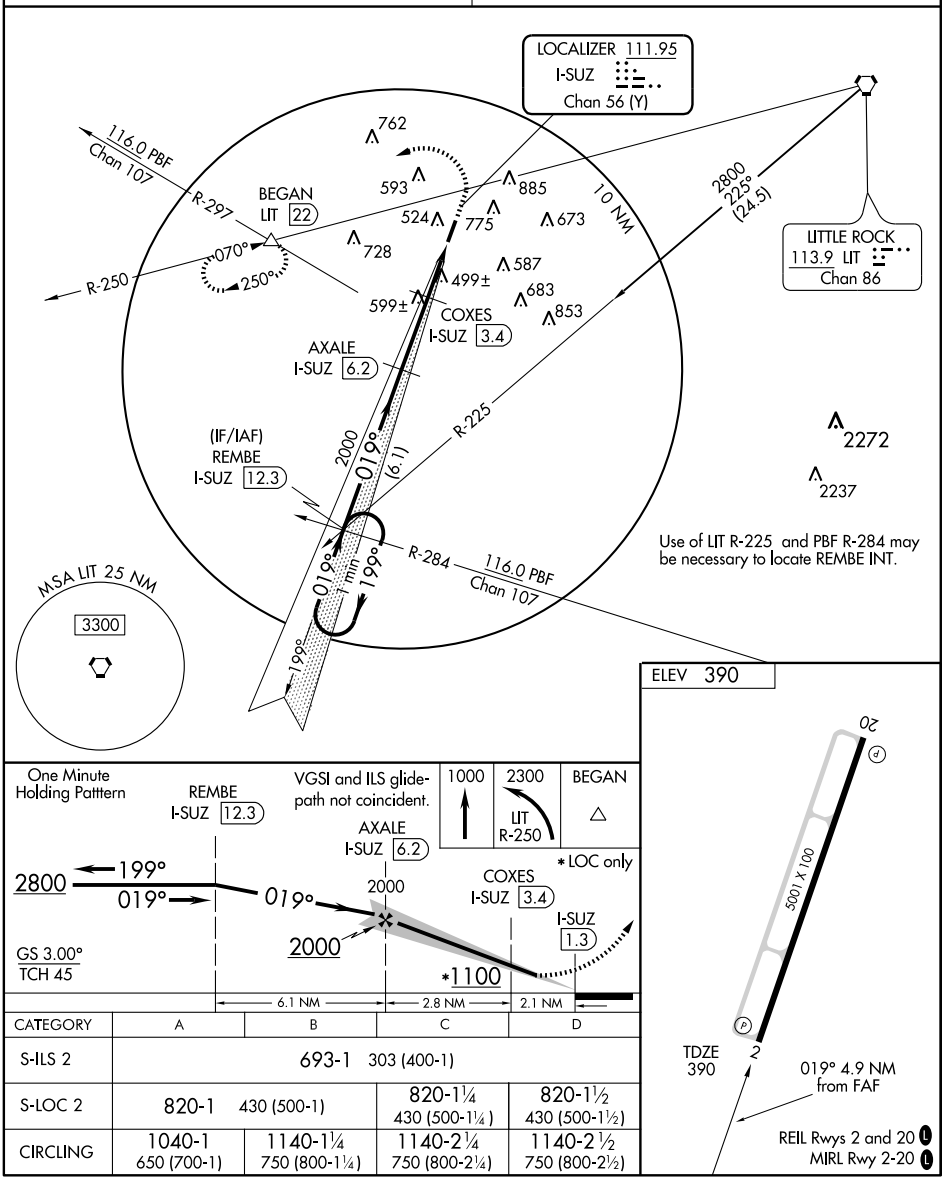
ILS or LOC/DME RWY 2

BENTON/ SALINE COUNTY RGNL (SUZ)

Visibility reduction by helicopters NA. Use Little Rock/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase S-ILS 2 all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 via LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

LITTLE ROCK APP CON	UNICOM
119.5 306.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 2	693-1 303 (400-1)			
S-LOC 2	820-1 430 (500-1)		820-1¼ 430 (500-1¼)	820-1½ 430 (500-1½)
CIRCLING	1040-1 650 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 58209	019°	TDZE	390
W02A		Apt Elev	390

RNAV (GPS) RWY 2

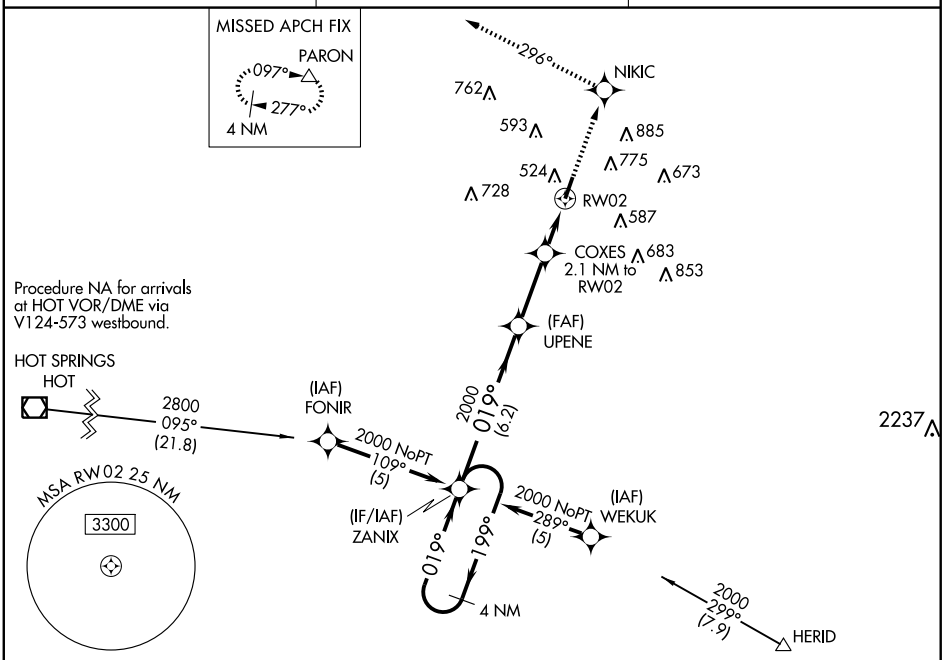
BENTON/ SALINE COUNTY RGNL (SUZ)

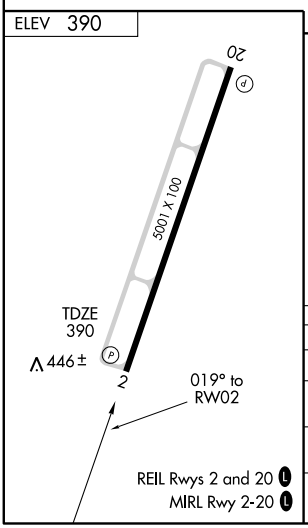
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV visibility all Cats ¼ mile and LNAV visibility Cat D ¼ mile.

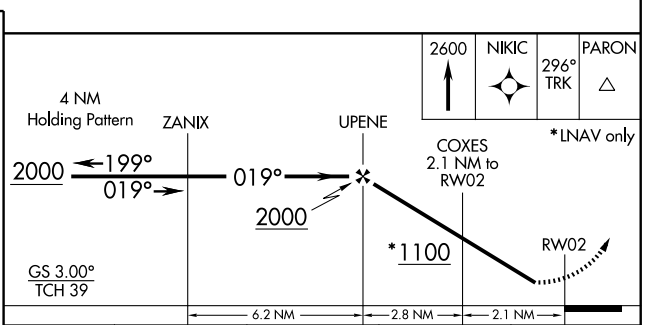
NA

MISSED APPROACH: Climb to 2600 direct NIKIC and via 296° track to PARON and hold.

HOT SPRINGS ASOS	LITTLE ROCK APP CON	UNICOM
119.925	119.5 306.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	735-1¼ 345 (400-1¼)			
LNAV/ VNAV DA	769-1¼ 379 (400-1¼)			
LNAV MDA	900-1 510 (600-1)		900-1½ 510 (600-1½)	
CIRCLING	1000-1 610 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 40309	199°	TDZE	387
W20A		Apt Elev	390

RNAV (GPS) RWY 20

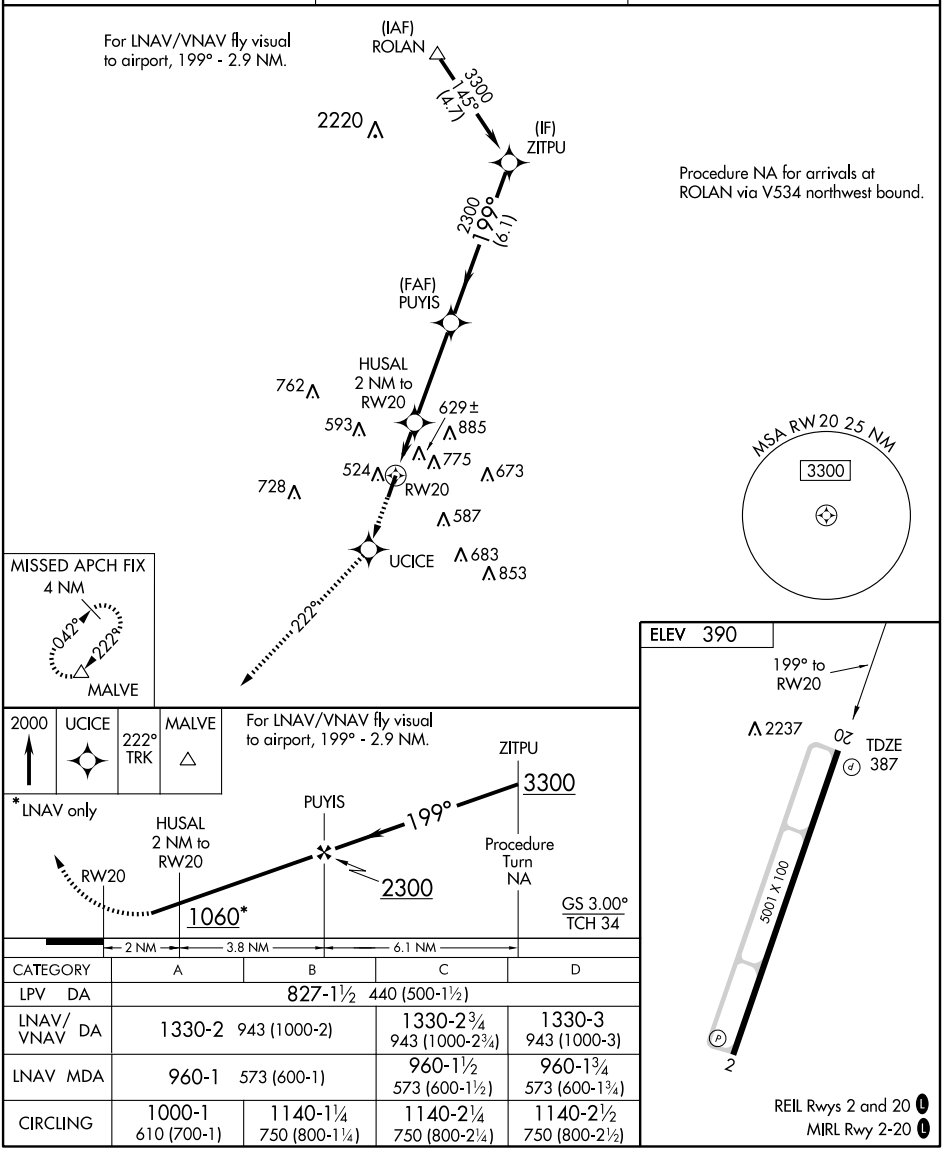
BENTON/ SALINE COUNTY RGNL (SUZ)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility Cat C ¼ mile and LNAV visibility Cat C, D ¼ mile.

NA

MISSED APPROACH: Climb to 2000 direct UCICE and via 222° track to MALVE and hold.

HOT SPRINGS ASOS	LITTLE ROCK APP CON	UNICOM
119.925	119.5 306.2	122.8 (CTAF) L



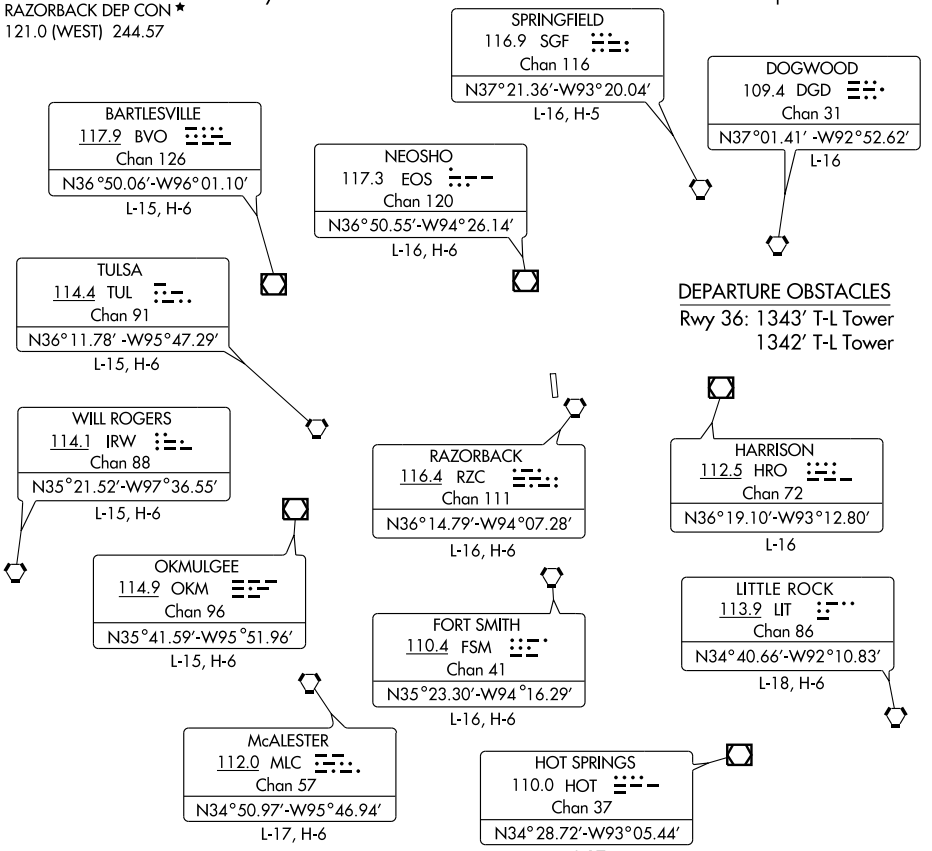
CATEGORY	A	B	C	D
LPV DA	827-1½ 440 (500-1½)			
LNAV/VNAV DA	1330-2 943 (1000-2)		1330-2¾ 943 (1000-2¾)	1330-3 943 (1000-3)
LNAV MDA	960-1 573 (600-1)		960-1½ 573 (600-1½)	960-1¾ 573 (600-1¾)
CIRCLING	1000-1 610 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

CLNC DEL 121.05 263.12
UNICOM 122.8 (CTAF)
AWOS-3 134.975
RAZORBACK DEP CON ★
121.0 (WEST) 244.57

TAKE-OFF MINIMUMS:
Rwy 18: standard.
Rwy 36: 300 -2 ¼ or standard with minimum climb at 270 feet per NM to 1700.



NOTE: Rwy 36 tower 11,638 feet from departure end of runway 1607 feet left of centerline, 345 feet AGL/1595 feet MSL.
Multiple T-L tower 2048 feet from departure end of runway, 81 feet AGL/1356 feet MSL.

NOTE: Chart not to scale.
NOTE: RADAR required.

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Fly runway heading; expect radar vectors to filed/assigned route. Climb and maintain 3000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet and proceed direct RZC VORTAC, then proceed on course.

APP CRS		
176°	Rwy Idg	3855
	TDZE	1290
	Apt Elev	1296

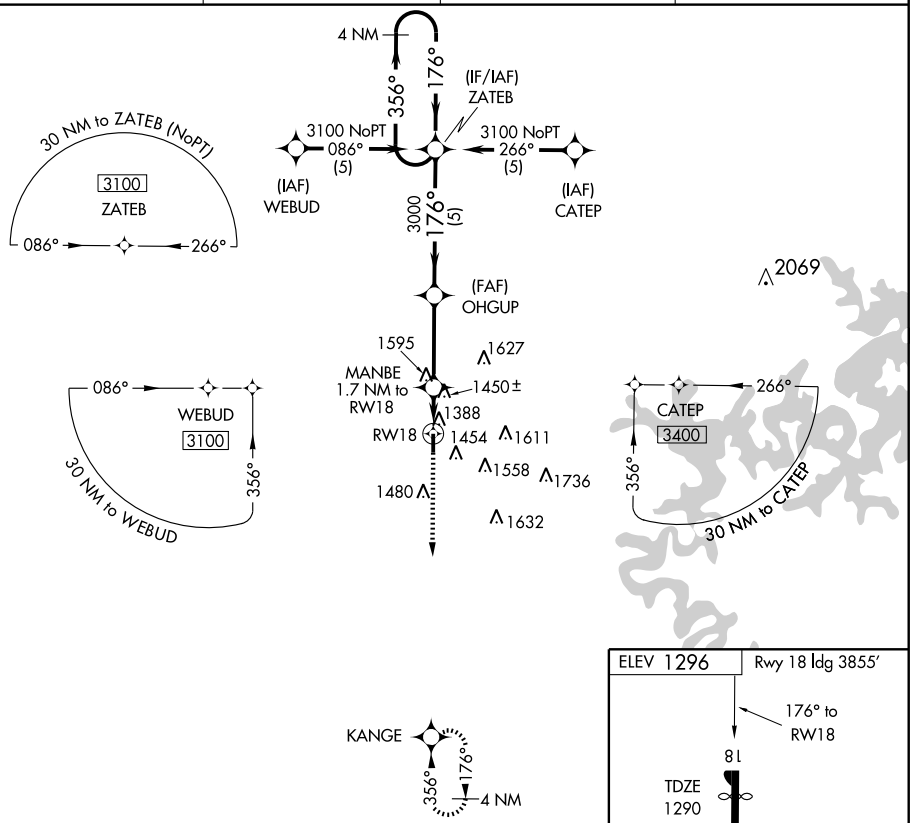
RNAV (GPS) RWY 18

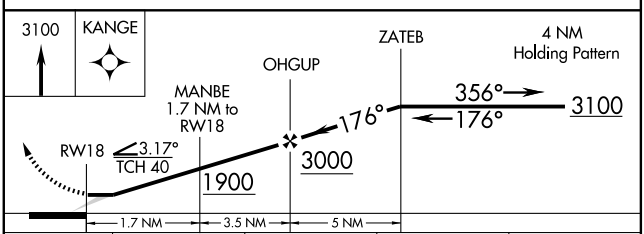
BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

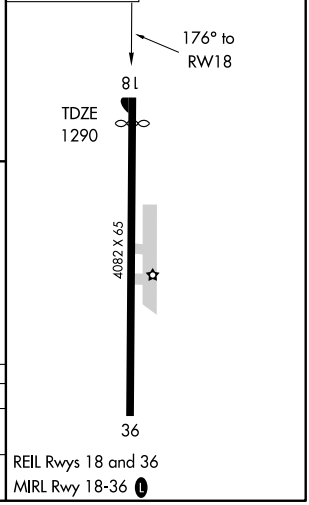
MISSED APPROACH: Climb to 3100 direct KANGE and hold.

AWOS-3	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.57	121.05 263.12	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1760-1 470 (500-1)		1760-1¼ 470 (500-1¼)	1760-1½ 470 (500-1½)
CIRCLING	1820-1 524 (600-1)		1820-1½ 524 (600-1½)	1960-2 664 (700-2)



REIL Rwys 18 and 36
MIRL Rwy 18-36 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

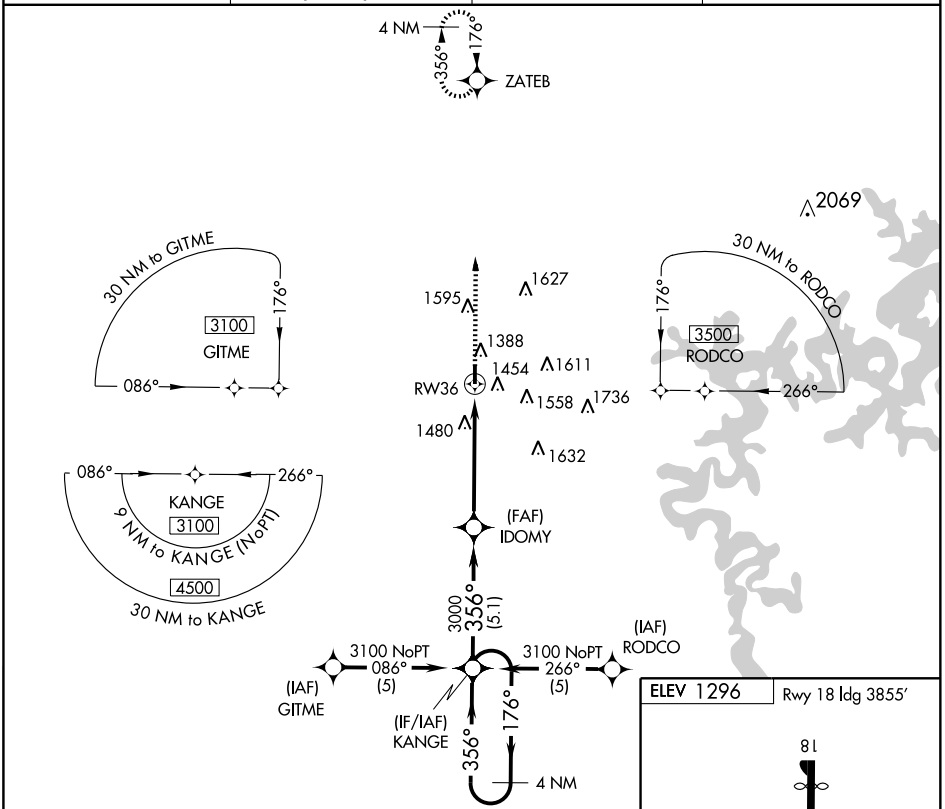
BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

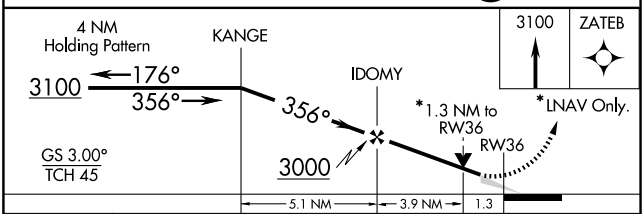
APP CRS	Rwy Idg	4082
356°	TDZE	1290
	Apt Elev	1296

Baro-VNAV NA below -17°C (-2°F).
NA GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.

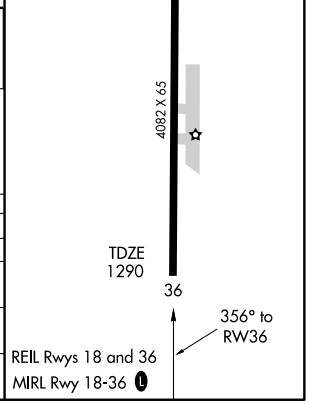
MISSED APPROACH: Climb to 3100 direct ZATEB WP and hold.

AWOS-3	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.57	121.05 263.12	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1700-1½ 410 (500-1½)			
LNAV MDA	1740-1 450 (500-1)		1740-1¼ 450 (500-1¼)	1740-1½ 450 (500-1½)
CIRCLING	1820-1½ 524 (600-1½)			1960-2 664 (700-2)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RZC	APP CRS	Rwy Idg	N/A
116.4	317°	TDZE	N/A
Chan 111		Apt Elev	1296

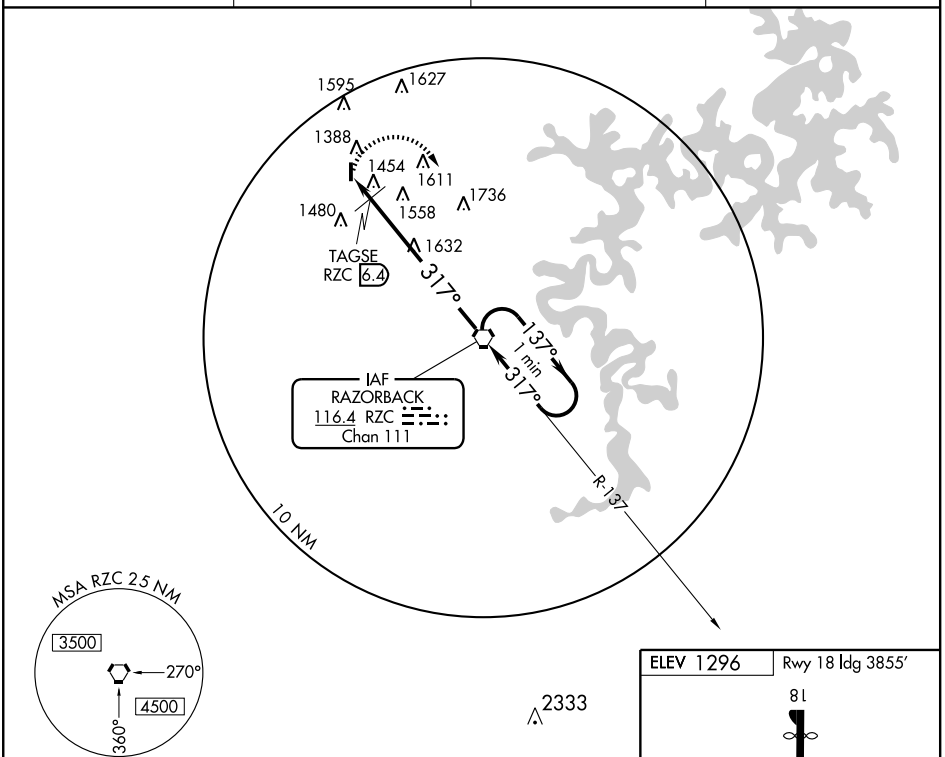
VOR-A

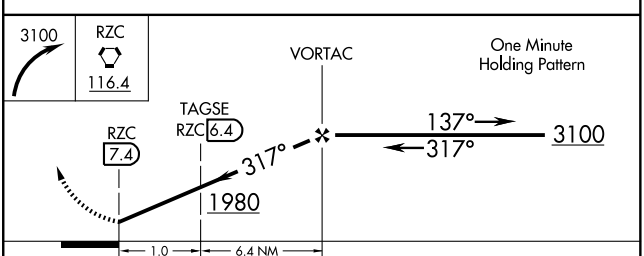
BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

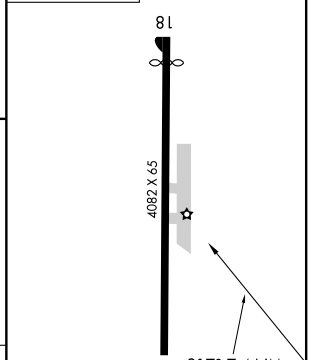
NA

MISSED APPROACH: Climbing right turn to 3100 direct RZC VORTAC and hold.

AWOS-3	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.57	121.05 263.12	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1980-1	684 (700-1)	1980-2 684 (700-2)	1980-2¼ 684 (700-2¼)
TAGSE FIX MINIMUMS				
CIRCLING	1820-1	524 (600-1)	1820-1½ 524 (600-1½)	1960-2 664 (700-2)

REIL Rwys 18 and 36
MIRL Rwy 18-36 L

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RZC 116.4 Chan 111	APP CRS 137°	Rwy Idg N/A TDZE N/A Apt Elev 1296

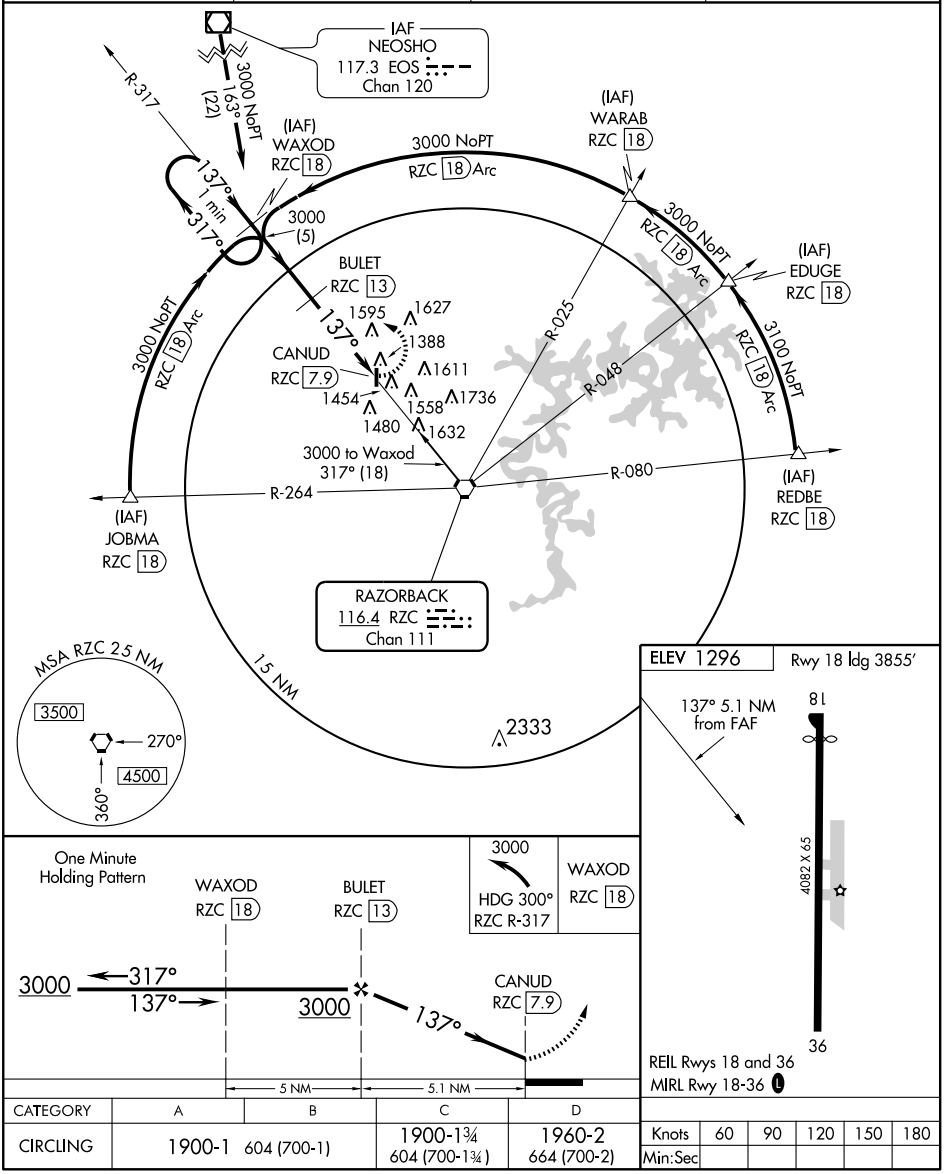
VOR/DME-B

BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

T
NA

MISSED APPROACH: Climbing left turn to 3000 via heading 300° and RZC R-317 to WAXOD/18.00 DME and hold.

AWOS-3	RAZORBACK APP CON*	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.57	121.05 263.12	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1900-1 604 (700-1)		1900-1¾ 604 (700-1¾)	1960-2 664 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BYH	APP CRS	Rwy Idg 11602
110.3	179°	TDZE 250
Chan 40		Apt Elev 254

ILS or LOC/DME RWY 18

BLYTHEVILLE/ARKANSAS INTL (BYH)

▼ ▲ NA — Inoperative table does not apply. Circling NA E of Rwy 18-36. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2000 then left turn via heading 320° and I-BYH north course to GURLY/I-BYH 7.5 DME and hold.

MEMPHIS CENTER 134.65 316.15

UNICOM 122.7 (CTAF) L

ALTERNATE MISSED APCH FIX
GOSNELL GOJ 111.8
R-354 174° 354°

Procedure NA for arrivals at MAW VORTAC on airway radials 198 CW 239.

2000 NoPT 181° (21.7)

IAF MALDEN 111.2 MAW Chan 49

(IF) OLVEE I-BYH 15

DME REQUIRED

359° 2000 179° (7.6)

10 NM

1294

Use of DYR R-273 and GOJ R-358 may be necessary to locate GURLY.

DYERSBURG 116.8 DYR Chan 115

2000 273° (30.6)

359° 1 min

(IAF) GURLY I-BYH 7.5

179° HUFVE I-BYH 3.6

LOCALIZER 110.3 I-BYH Chan 40

359±

GOSNELL 111.8 GOJ

MSA GOJ 25 NM 2300

444 379 378± 525 664 595 621 745

ELEV 254

179° 5.3 NM from FAF

TDZE 250

81

11602 X 150

389 379 382

36

HIRL Rwy 18-36 L

One Minute Holding Pattern

GURLY I-BYH 7.5 | 2000 | hdg 320° | I-BYH N crs | GURLY I-BYH 7.5

* LOC only.

2000 359° 179° 2000

HUFVE I-BYH 3.6

I-BYH 2.2

GS 3.00° TCH 54

*740

3.9 NM 1.4 NM

CATEGORY	A	B	C	D
S-ILS 18	450-¾ 200 (200-¾)			
S-LOC 18	620-1 370 (400-1)			620-1¼ 370 (400-1¼)
CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	720-1½ 466 (500-1½)	820-2 566 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11602
CH 58306	179°	TDZE	250
W18A		Apt Elev	254

RNAV (GPS) RWY 18

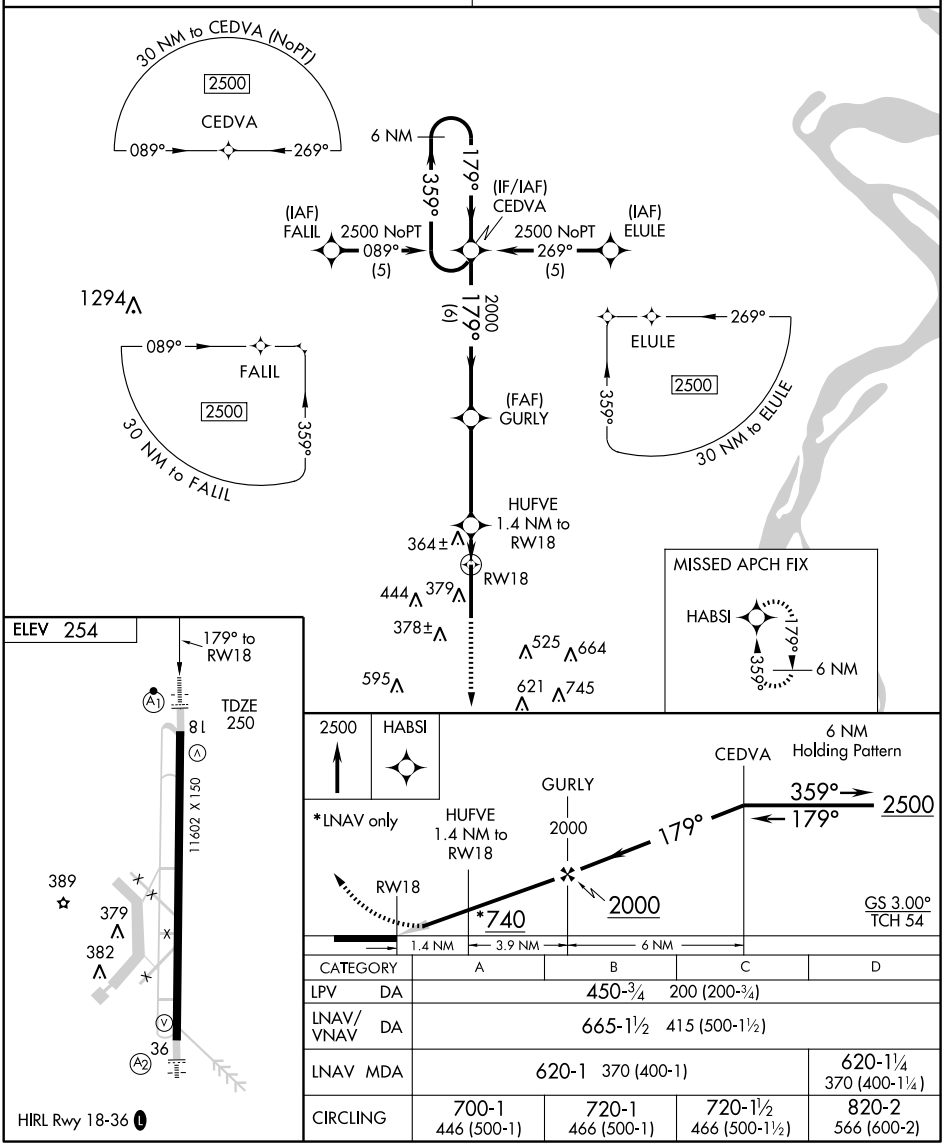
BLYTHEVILLE /ARKANSAS INTL (BYH)

NA — Inoperative table does not apply. Circling NA E of Rwy 18-36. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet.

ALSF-1

MISSED APPROACH: Climb to 2500 direct HABSI and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	450-¾ 200 (200-¾)			
LNAV/VNAV DA	665-1½ 415 (500-1½)			
LNAV MDA	620-1 370 (400-1)			620-1¼ 370 (400-1¼)
CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	720-1½ 466 (500-1½)	820-2 566 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 78318	359°	Rwy Idg	11602
W36A		TDZE	254
		Apt Elev	254

RNAV (GPS) RWY 36

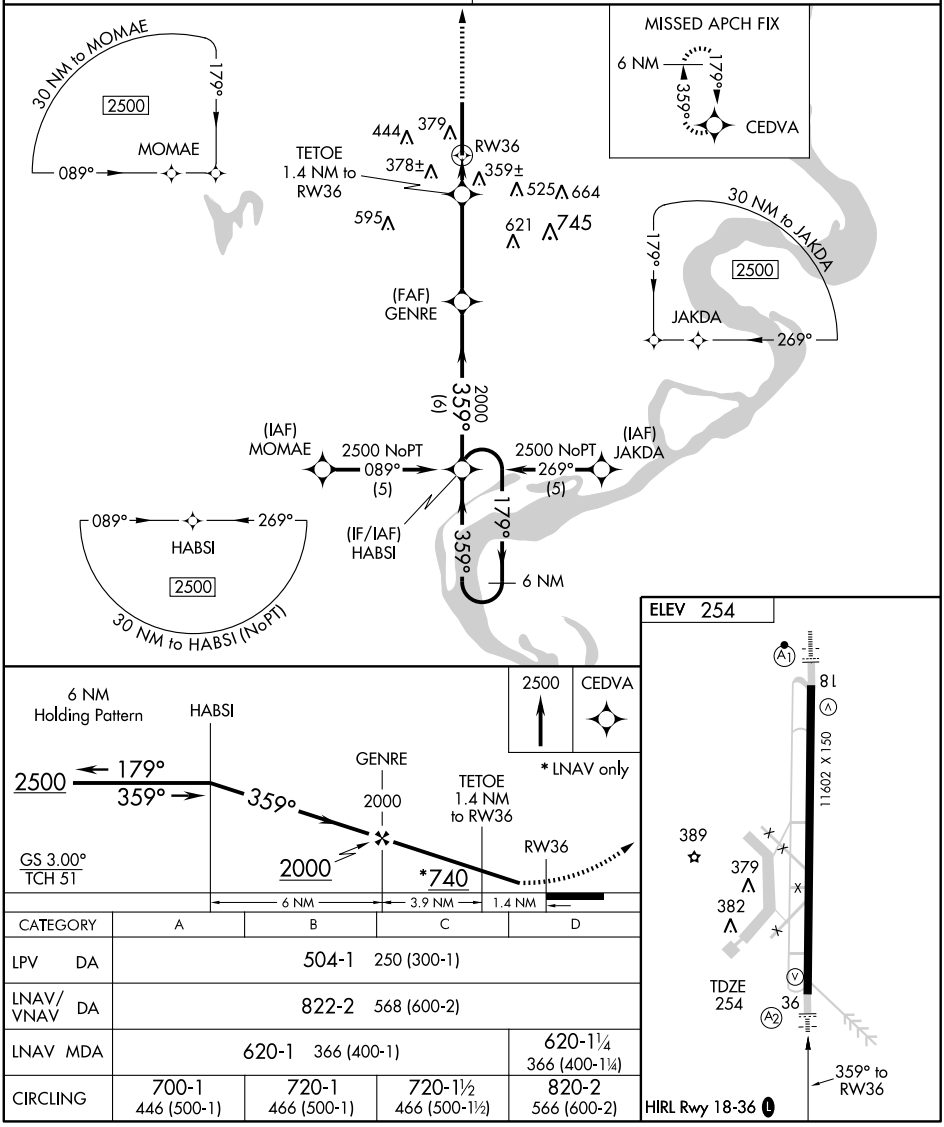
BLYTHEVILLE/ARKANSAS INTL (BYH)

NA — Inoperative table does not apply. Circling NA E of Rwy 18-36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet. Baro-VNAV NA when using Blytheville Muni altimeter setting.

SALS (A2)

MISSED APPROACH: Climb to 2500 direct CEDVA and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	504-1 250 (300-1)			
LNAV/VNAV DA	822-2 568 (600-2)			
LNAV MDA	620-1 366 (400-1)			620-1¼ 366 (400-1¼)
CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	720-1½ 466 (500-1½)	820-2 566 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR GOJ	APP CRS	Rwy Idg 11602
111.8	174°	TDZE 250
		Apt Elev 254

VOR RWY 18

BLYTHEVILLE/ARKANSAS INTL (BYH)

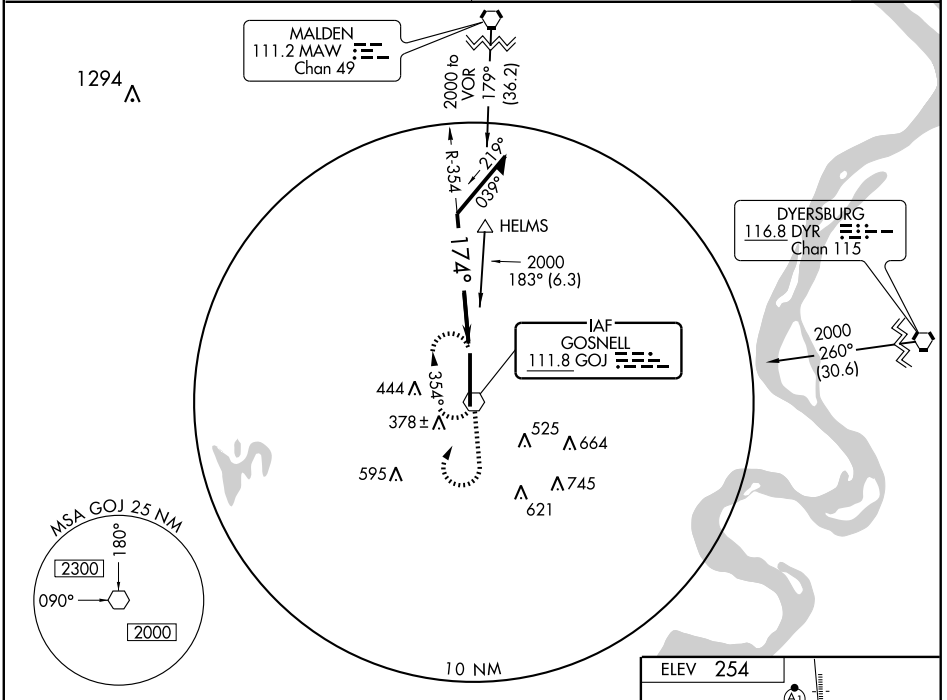
Circling NA East of Rwy 18-36. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

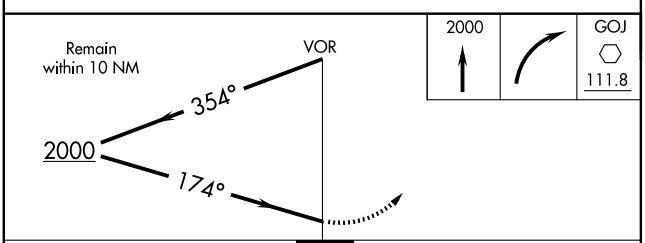
ALSF-1

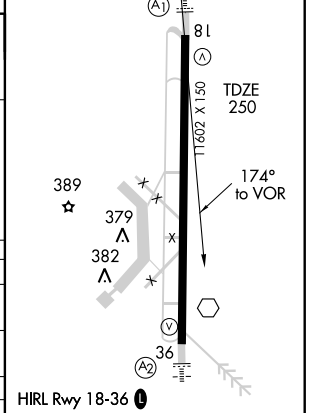
MISSED APPROACH: Climb to 2000 then right turn direct GOJ VOR and hold.

MEMPHIS CENTER
134.65 316.15

UNICOM
122.7 (CTAF)







CATEGORY	A	B	C	D
S-18	920-½	670 (700-½)	920-1¼ 670 (700-1¼)	920-1½ 670 (700-1½)
CIRCLING	920-1	666 (700-1)	920-1¾ 666 (700-1¾)	920-2 666 (700-2)
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-18	940-½	690 (700-½)	940-1½ 690 (700-1½)	940-1¾ 690 (700-1¾)
CIRCLING	940-1	686 (700-1)	940-2 686 (700-2)	940-2¼ 686 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR GOJ	APP CRS	Rwy Idg	11602
111.8	004°	TDZE	254
		Apt Elev	254

VOR RWY 36

BLYTHEVILLE/ARKANSAS INTL (BYH)

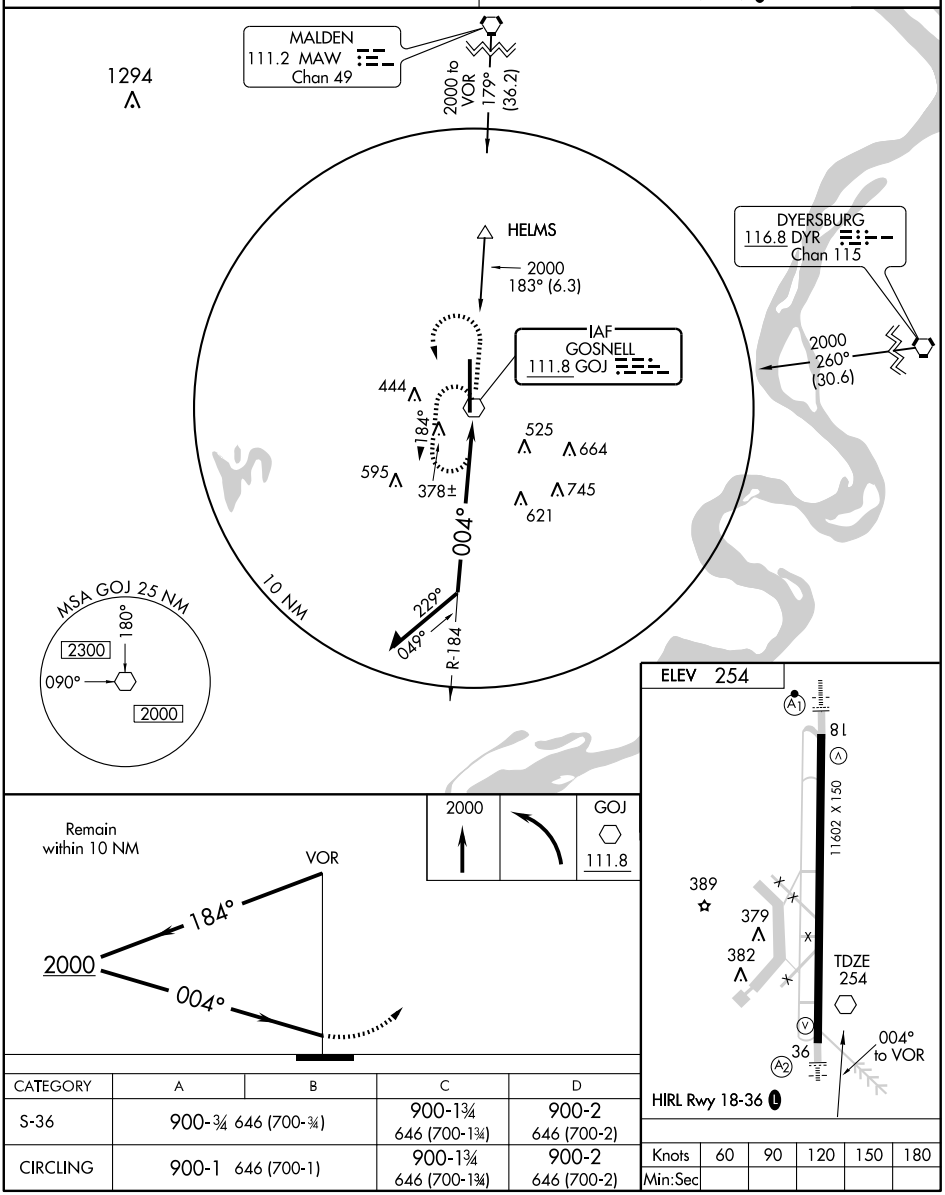
Circling NA East of Rwy 18-36. Obtain local altimeter on CTAF; when not received, use Blytheville Muni altimeter setting. Inoperative table does not apply to Cat C.

SALS A2

MISSED APPROACH: Climb to 2000 then left turn direct GOJ VOR and hold.

MEMPHIS CENTER 134.65 316.15

UNICOM 122.7 (CTAF) L



CATEGORY	A	B	C	D
S-36	900-¾ 646 (700-¾)		900-1¾ 646 (700-1¾)	900-2 646 (700-2)
CIRCLING	900-1 646 (700-1)		900-1¾ 646 (700-1¾)	900-2 646 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB IUI	APP CRS	Rwy Idg	5001
350	186°	TDZE	255
		Apt Elev	255

NDB RWY 18

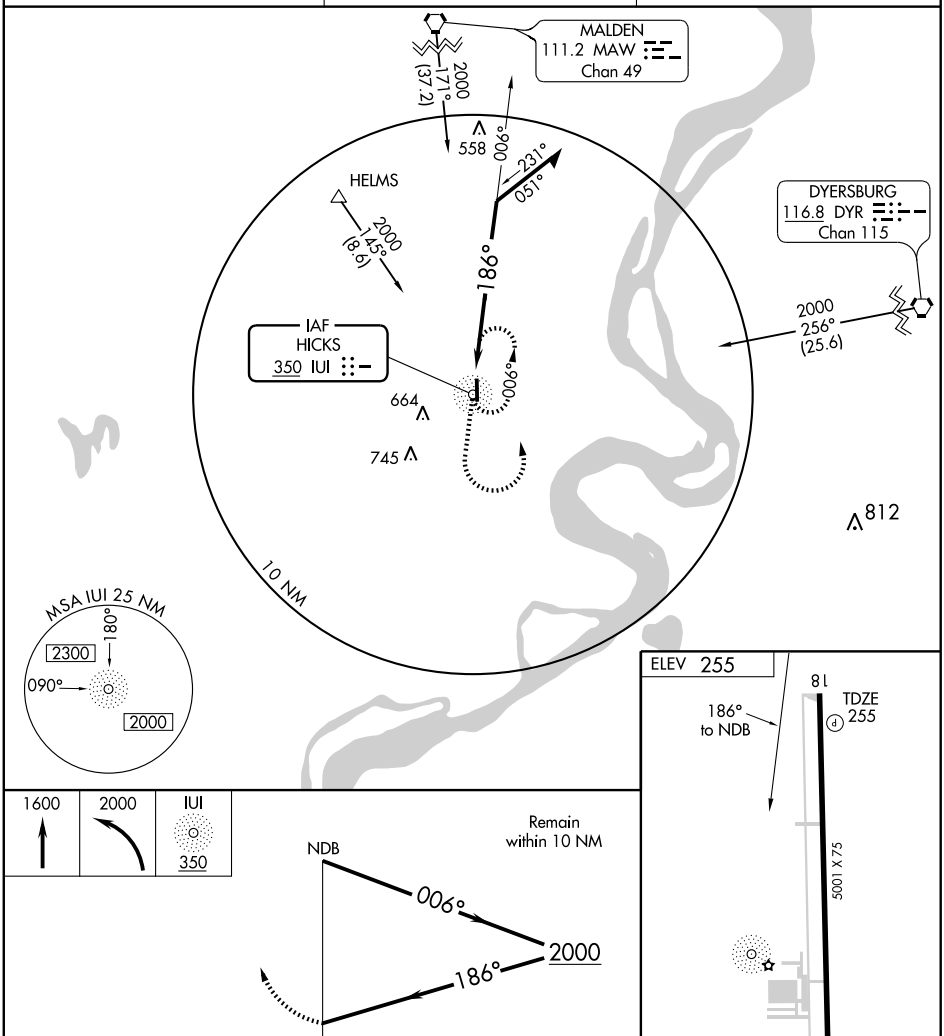
BLYTHEVILLE MUNI (HKA)

When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet and Cat B visibility ¼ mile.

NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct IUI NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-18	960-1	705 (800-1)	NA	
CIRCLING	960-1	705 (800-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB IUI	APP CRS	Rwy Idg	5001
350	347°	TDZE	255
		Apt Elev	255

NDB RWY 36

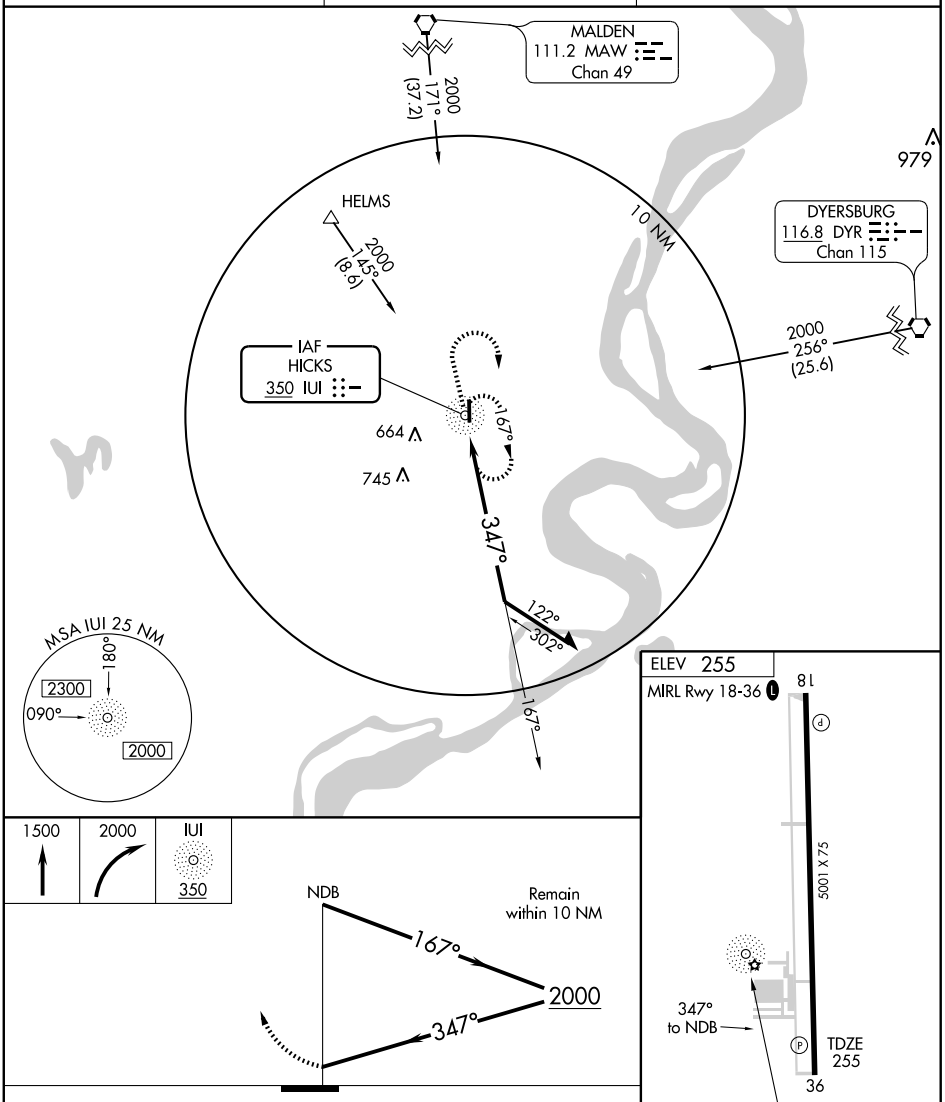
BLYTHEVILLE MUNI (HKA)

If local altimeter not received, use Dyersburg altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct IUI NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-36	820-1	565 (600-1)	NA	
CIRCLING	820-1	565 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
178°	TDZE	255
	Apt Elev	255

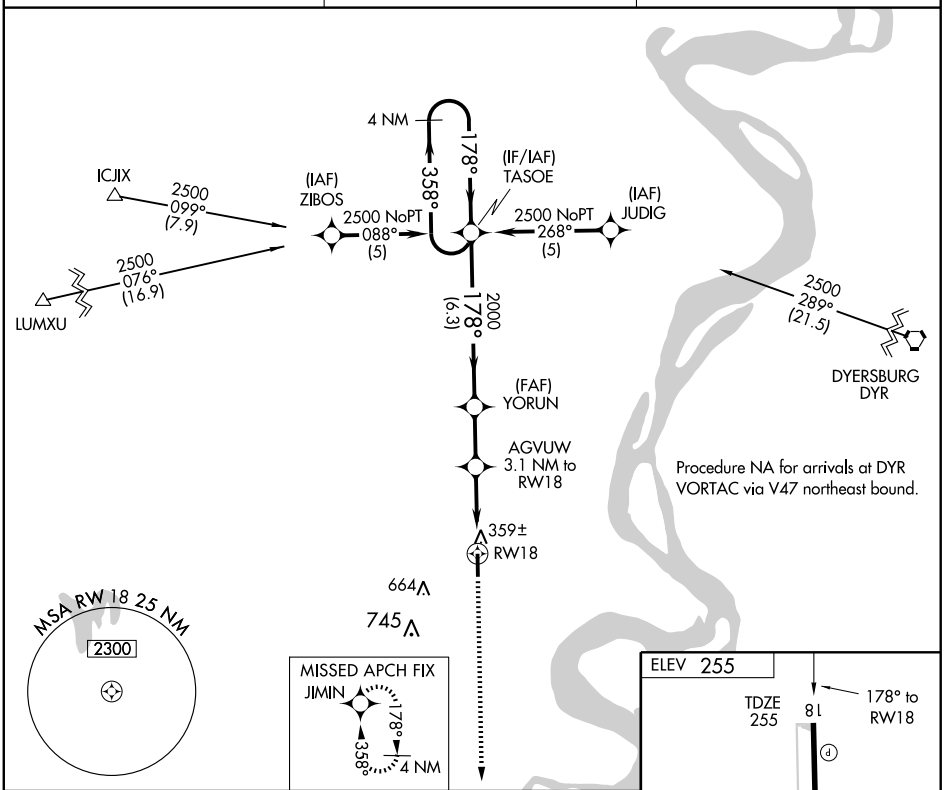
RNAV (GPS) RWY 18

BLYTHEVILLE MUNI (HKA)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

MISSED APPROACH: Climb to 2500 direct JIMIN and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1	365 (400-1)	NA	
CIRCLING	760-1 505 (600-1)	780-1 525 (600-1)	NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
358°	TDZE	255
	Apt Elev	255

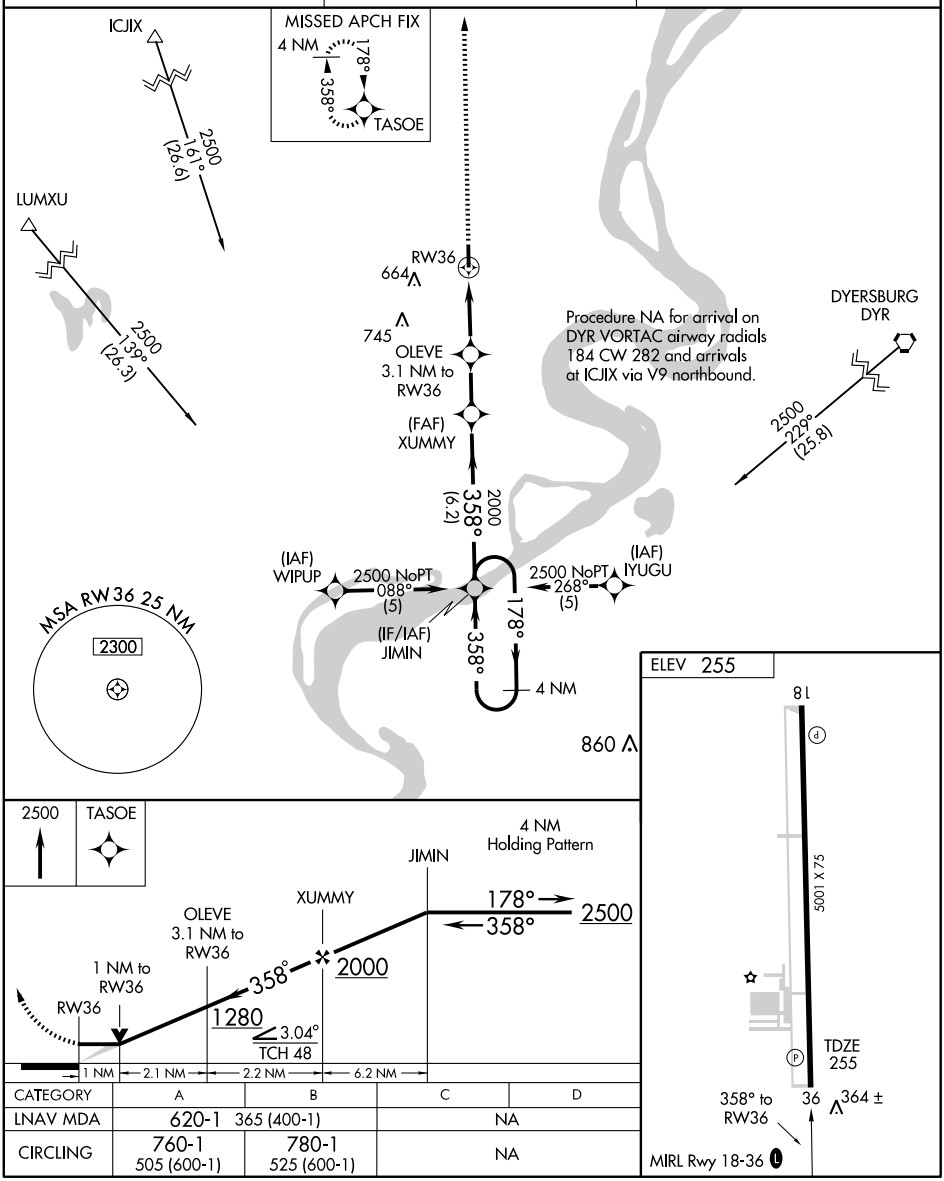
RNAV (GPS) RWY 36

BLYTHEVILLE MUNI (HKA)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

MISSED APPROACH: Climb to 2500 direct TASOE and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1	365 (400-1)	NA	
CIRCLING	760-1 505 (600-1)	780-1 525 (600-1)	NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3855
204°	TDZE	194
	Apt Elev	194

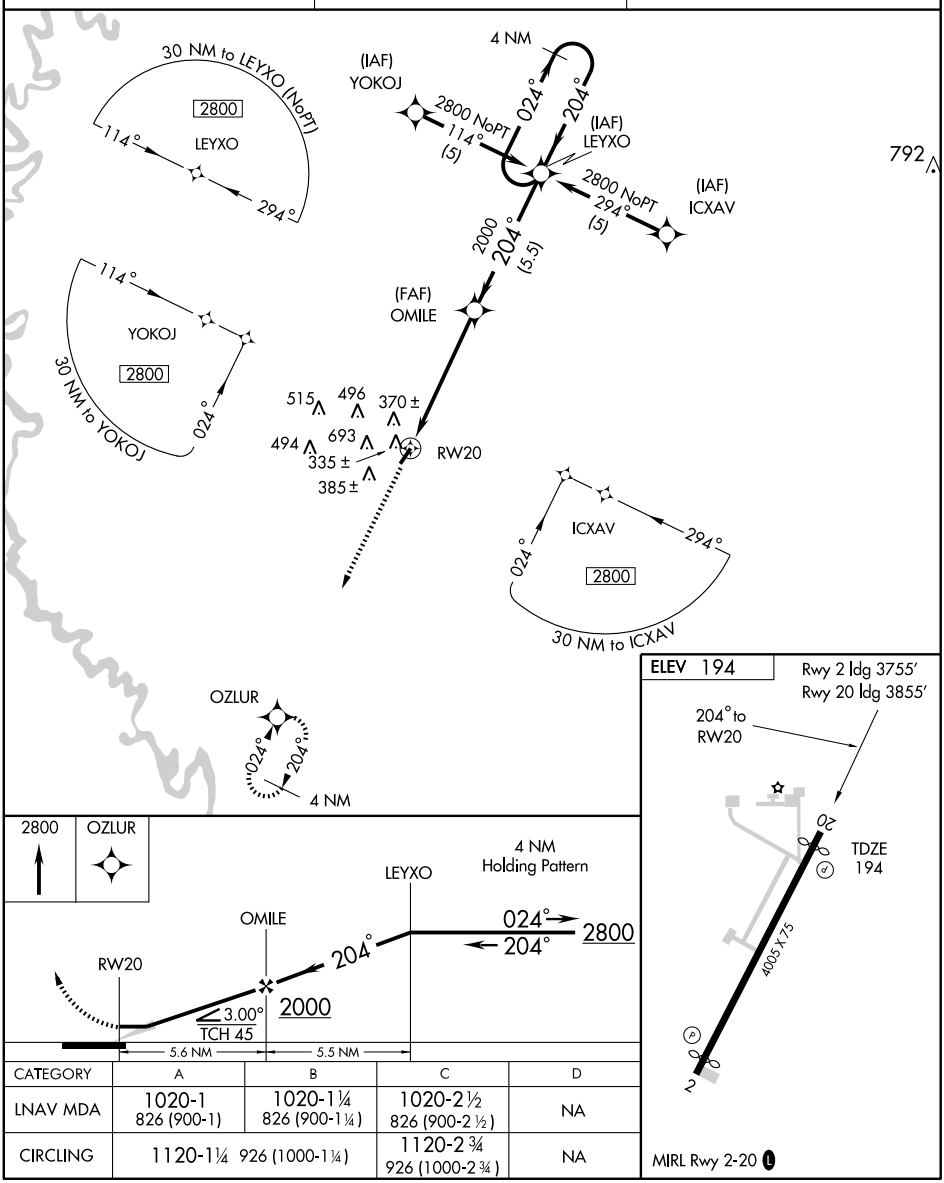
RNAV (GPS) RWY 20

BRINKLEY/ FRANK FEDERER MEMORIAL (M36)

⚠ NA Use Stuttgart Muni altimeter setting.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climb to 2800 direct OZLUR and hold.

STUTTGART AWOS-3	MEMPHIS CENTER	UNICOM
119.025	135.3 335.8	122.8 L (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1020-1 826 (900-1)	1020-1¼ 826 (900-1¼)	1020-2½ 826 (900-2½)	NA
CIRCLING	1120-1¼ 926 (1000-1¼)		1120-2¾ 926 (1000-2¾)	NA

MIRL Rwy 2-20 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

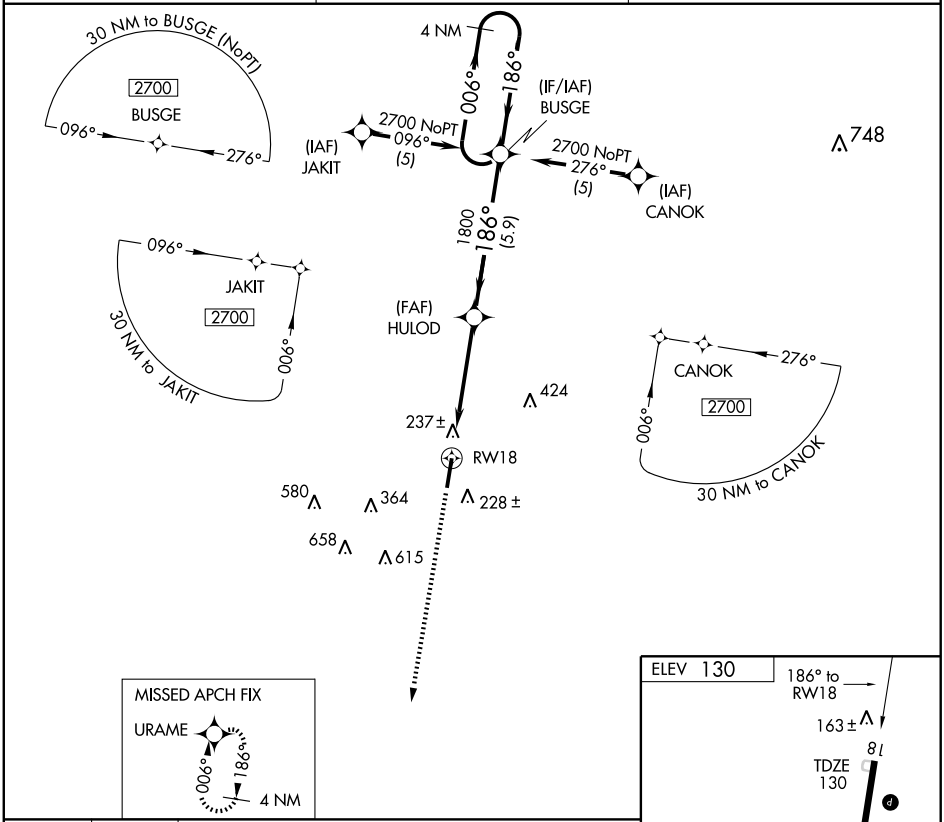
CAMDEN/HARRELL FIELD (CDH)

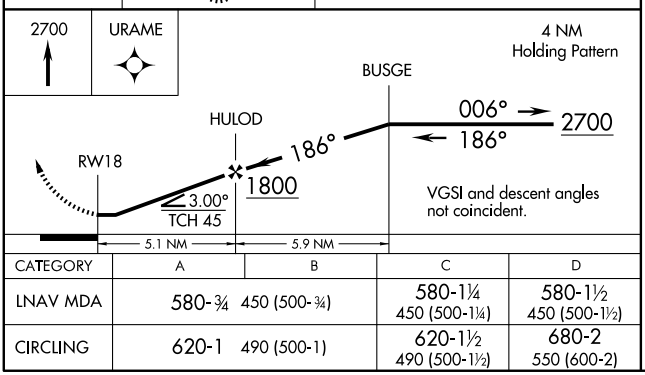
APP CRS	Rwy Idg	6502
186°	TDZE	130
	Apt Elev	130

NA Use El Dorado altimeter setting.
Inoperative table doesn't apply to Cat C.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

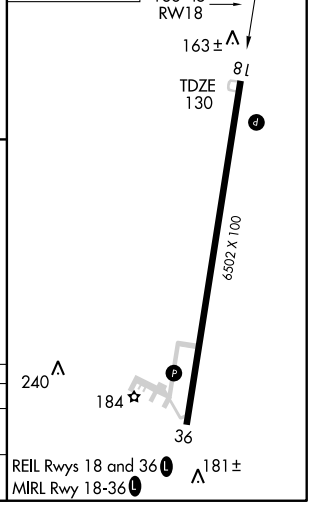
MISSED APPROACH: Climb to 2700 direct URAME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
125.2	128.2 269.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-¾ 450 (500-¾)		580-1¼ 450 (500-1¼)	580-1½ 450 (500-1½)
CIRCLING	620-1 490 (500-1)		620-1½ 490 (500-1½)	680-2 550 (600-2)



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6502
006°	TDZE	124
	Apt Elev	130

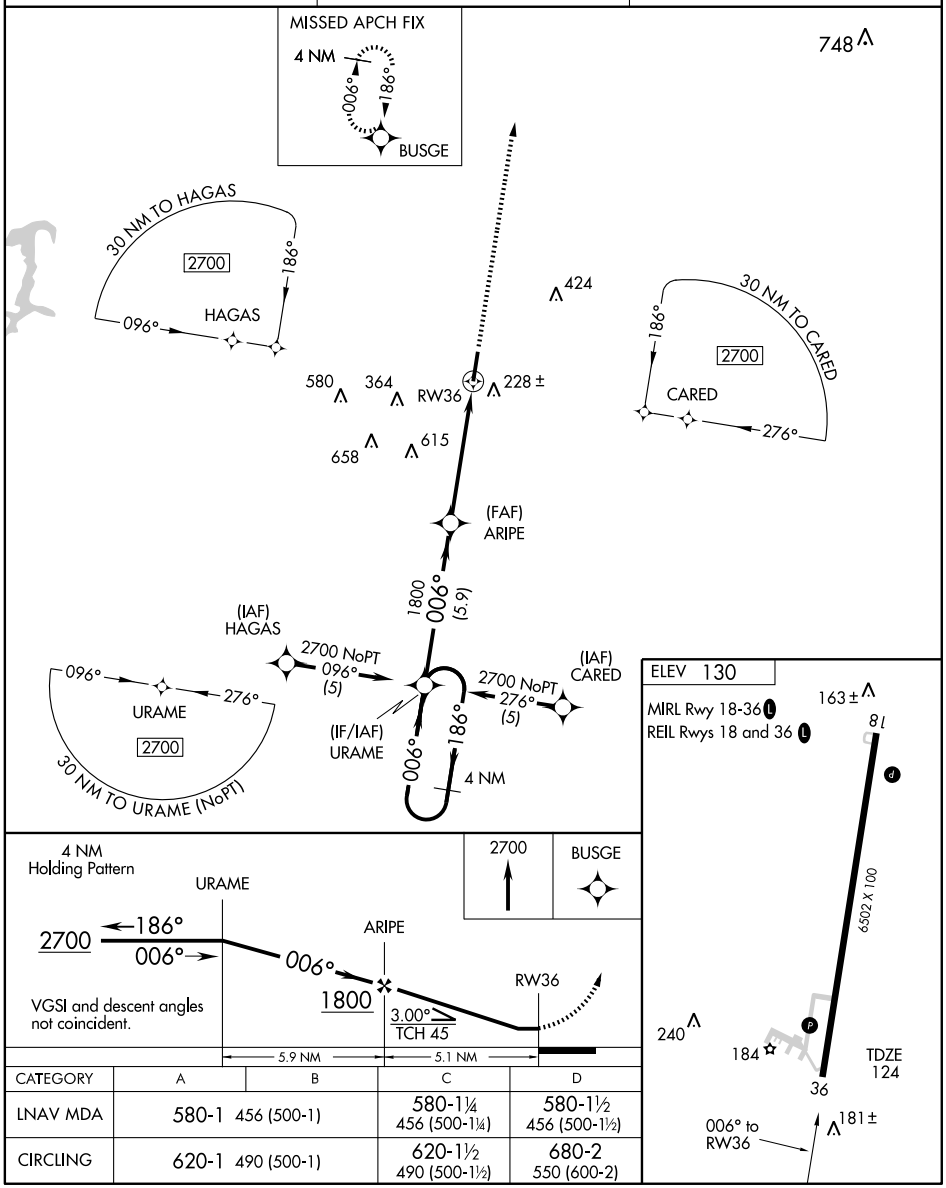
RNAV (GPS) RWY 36

CAMDEN/ HARRELL FIELD (CDH)

NA Use El Dorado altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct BUSGE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
125.2	128.2 269.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 456 (500-1)		580-1¼ 456 (500-1¼)	580-1½ 456 (500-1½)
CIRCLING	620-1 490 (500-1)		620-1½ 490 (500-1½)	680-2 550 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ELD 115.5 Chan 102	APP CRS 350°	Rwy Idg 6502 TDZE 124 Apt Elev 130

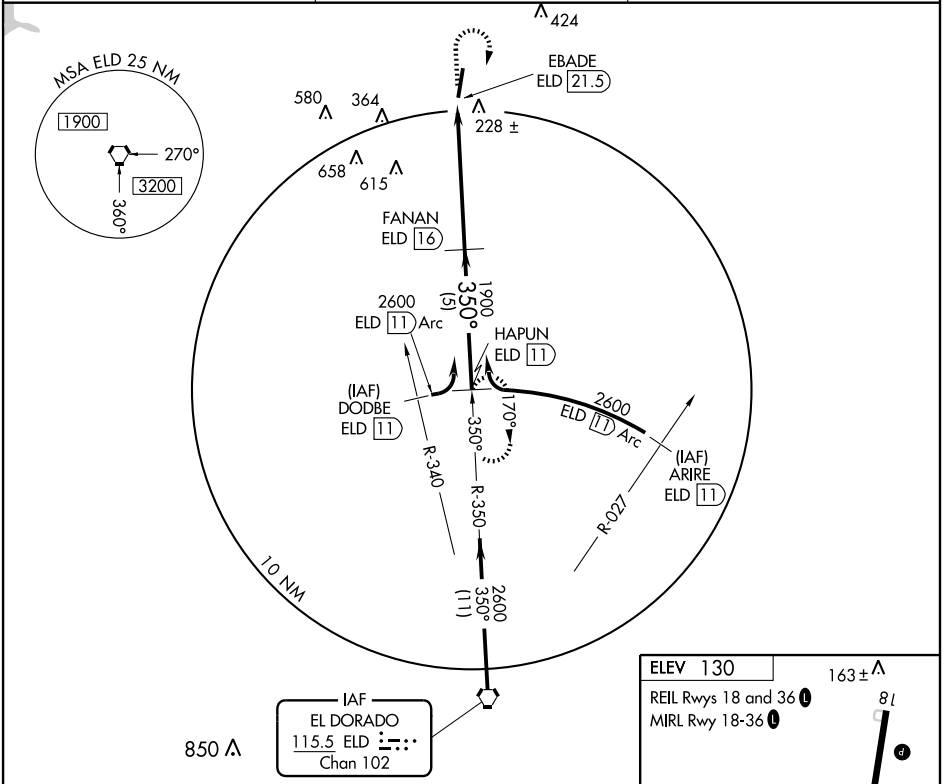
VOR/DME RWY 36

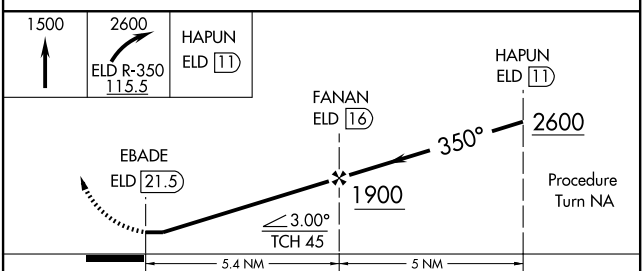
CAMDEN/ HARRELL FIELD (CDH)

Use El Dorado altimeter setting.
NA

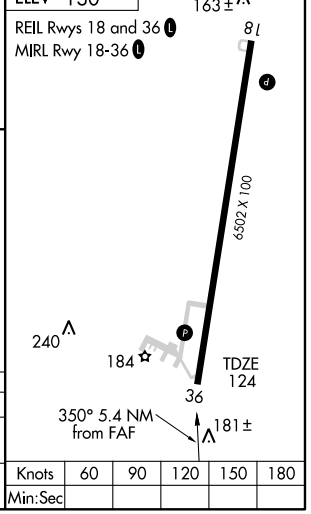
MISSED APPROACH: Climb to 1500, then climbing right turn to 2600 via ELD R-350 to HAPUN 11 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
125.2	128.2 269.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-36	880-1 756 (800-1)	880-1¼ 756 (800-1¼)	880-2¼ 756 (800-2¼)	880-2½ 756 (800-2½)
CIRCLING	880-1 750 (800-1)	880-1¼ 750 (800-1¼)	880-2¼ 750 (800-2¼)	880-2½ 750 (800-2½)



Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4501
CH 93918	088°	TDZE 240
W09A		Apt Elev 241

RNAV (GPS) RWY 9

CARLISLE MUNI (4M3)

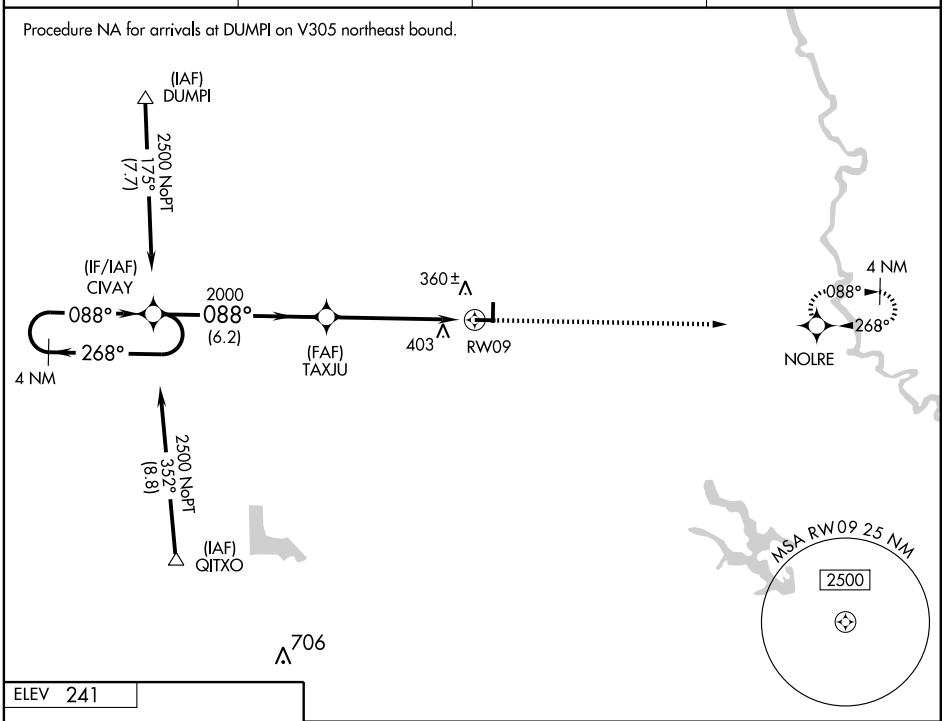
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Stuttgart altimeter setting; when not received, use Little Rock Adams Field altimeter setting and increase all DA 27 feet and all MDA 40 feet.

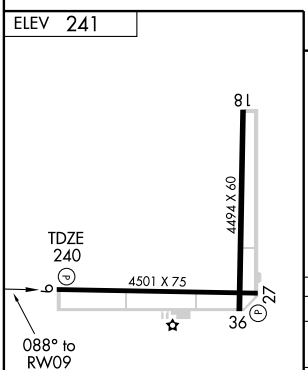
NA

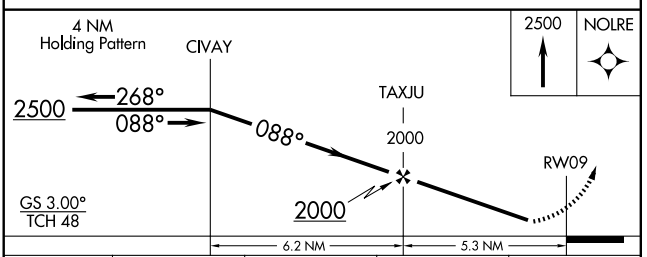
MISSED APPROACH: Climb to 2500 direct NOLRE and hold.

STUTTGART AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	135.4	122.8 (CTAF) L

Procedure NA for arrivals at DUMPI on V305 northeast bound.







CATEGORY	A	B	C	D
LPV DA	526-1	286 (300-1)	NA	
LNAV/VNAV DA	788-2	548 (600-2)	NA	
LNAV MDA	780-1	540 (600-1)	NA	
CIRCLING	840-1	599 (600-1)	NA	

MIRL Rwy 9-27 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4501
268°	TDZE	240
	Apt Elev	240

RNAV (GPS) RWY 27

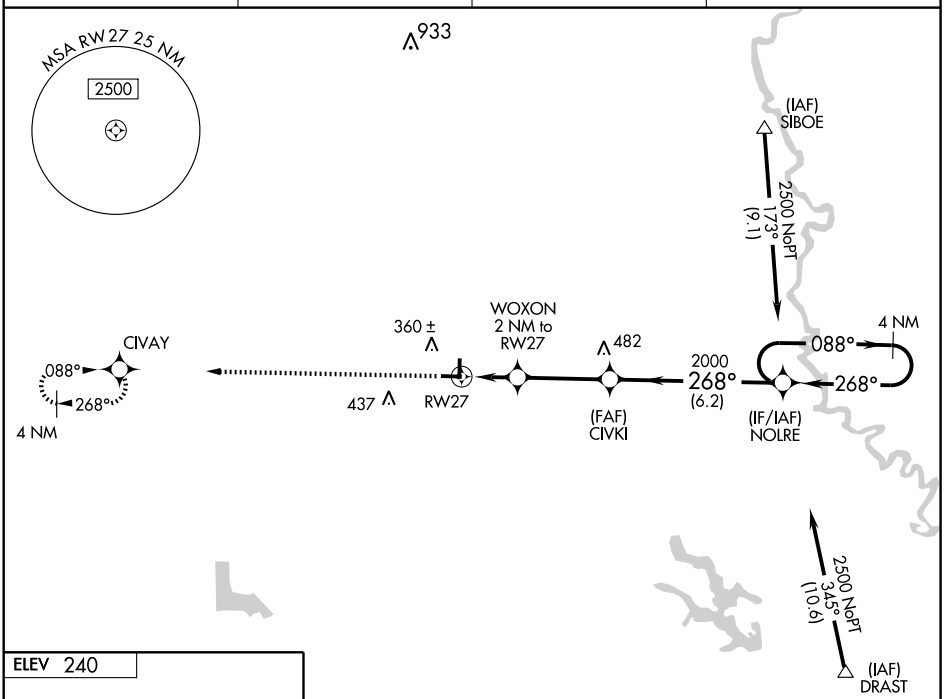
CARLISLE MUNI (4M3)

Use Stuttgart altimeter setting when not received, use Little Rock Adams Field altimeter setting and increase all MDAs 20 feet.
DME/DME RNP-0.3 NA.

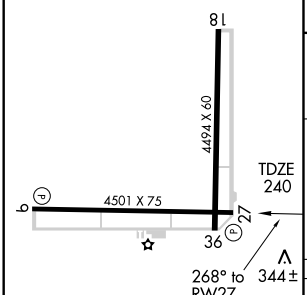
NA

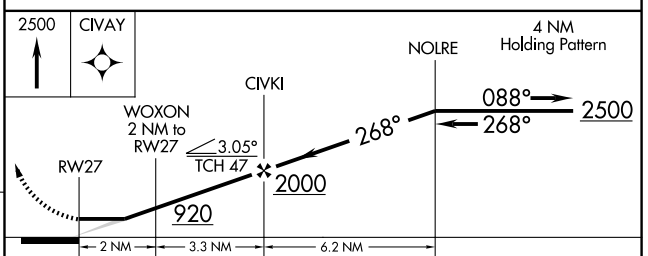
MISSED APPROACH: Climb to 2500 direct CIVAY and hold.

STUTTGART AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	135.4	122.8 (CTAF) L



Procedure NA for arrivals at DRAST via V47 southwest bound.





CATEGORY	A	B	C	D
LNAV MDA	640-1 400 (400-1)		NA	
CIRCLING	800-1 560 (600-1)		NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LIT	APP CRS	Rwy Idg	4501
113.9	066°	TDZE	240
Chan 86		Apt Elev	240

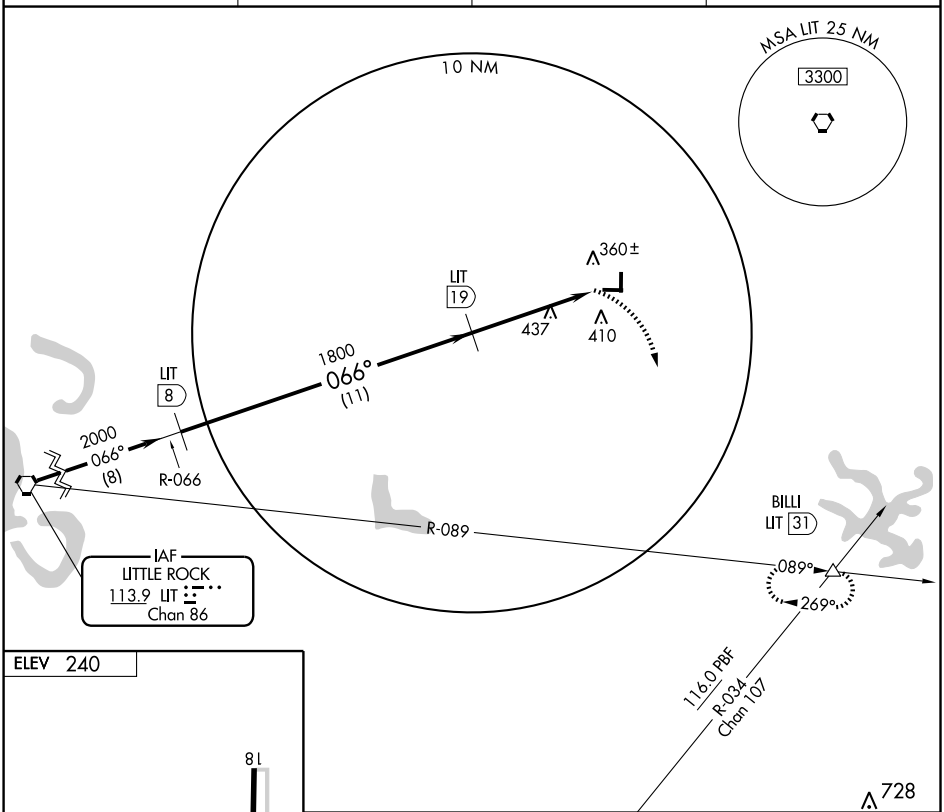
VOR/DME RWY 9

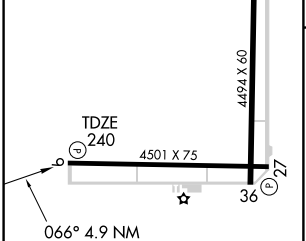
CARLISLE MUNI (4M3)

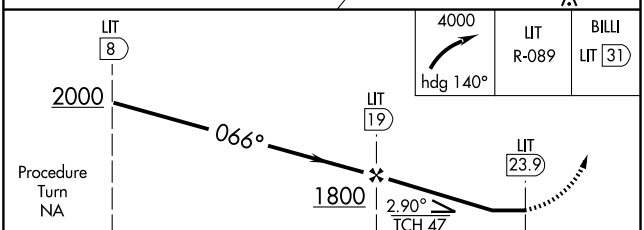
Use Little Rock (Adams Field) altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 4000 via heading 140° and LIT R-089 to BILLI Int and hold.

STUTTGART AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	135.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	900-1 660 (700-1)	900-1¼ 660 (700-1¼)	NA	
CIRCLING	900-1 660 (700-1)	900-1¼ 660 (700-1¼)	NA	

MIRL Rwy 9-27 L

SC-1, 21 OCT 2010 to 18 NOV 2010

NDB CZE 201	APP CRS 312°	Rwy Idg N/A TDZE N/A Apt Elev 481

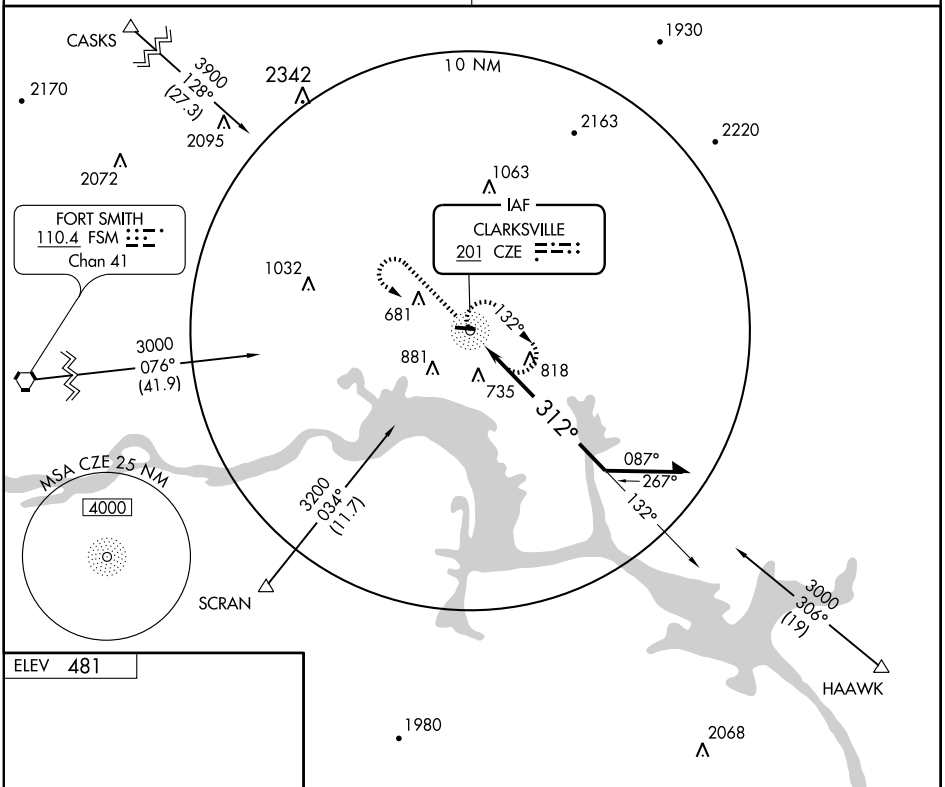
NDB-A
CLARKSVILLE MUNI (H35)

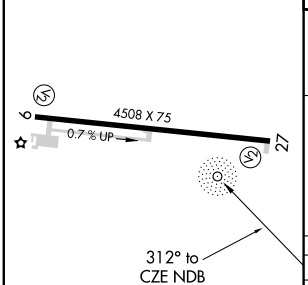
Use Russellville altimeter setting; if not received, use Fort Smith altimeter setting.

NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct CZE NDB and hold.

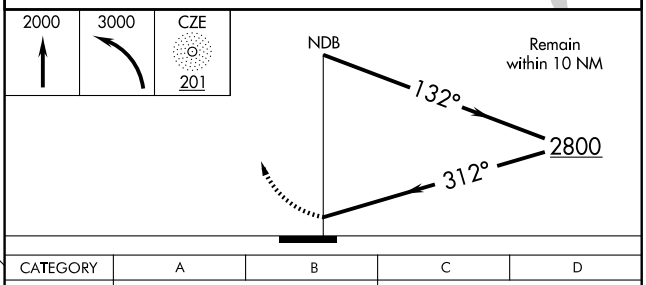
MEMPHIS CENTER	UNICOM
128.475 377.15	**122.8** (CTAF)





MIRL Rwy 9-27

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 919 (1000-1¼)		NA	
FORT SMITH ALTIMETER SETTING MINIMUMS				
CIRCLING	1440-1¼ 959 (1000-1¼)	1440-1½ 959 (1000-1½)	NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4508
091°	TDZE	481
	Apt Elev	481

RNAV (GPS) RWY 9

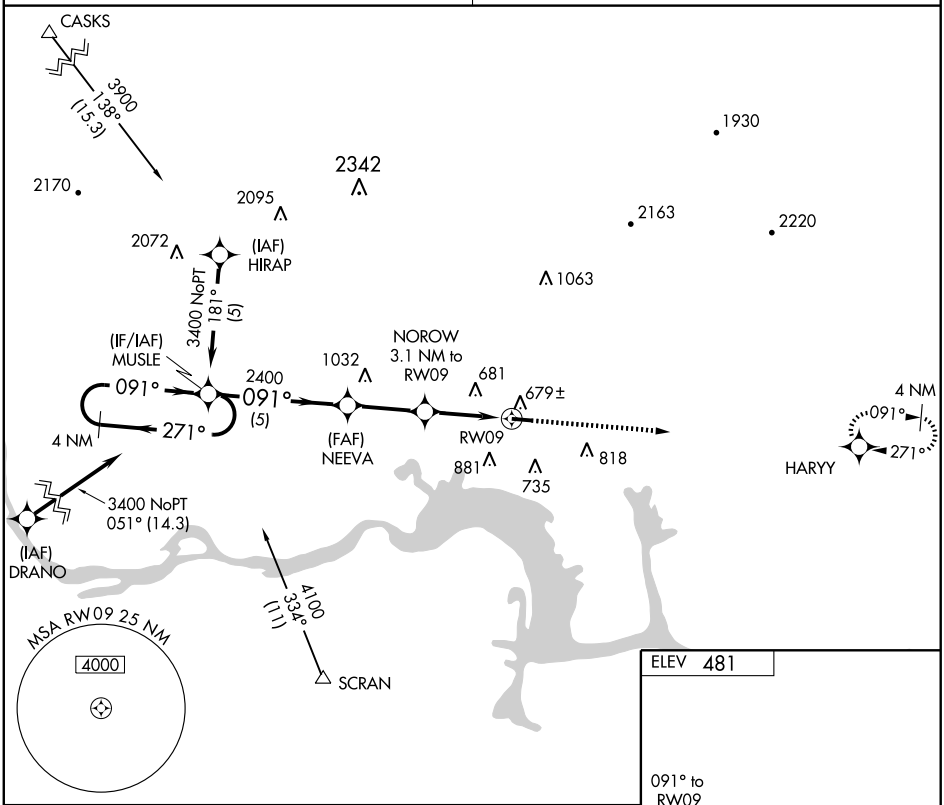
CLARKSVILLE MUNI (H35)

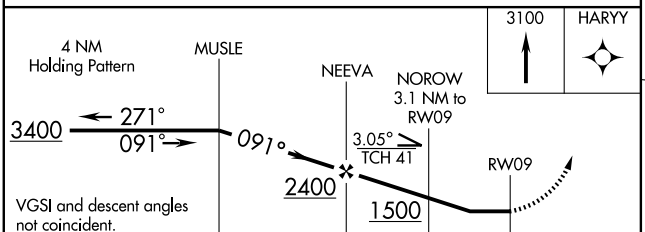
Use Russellville Rgnl altimeter setting; If not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60'. DME/DME RNP-0.3 NA.

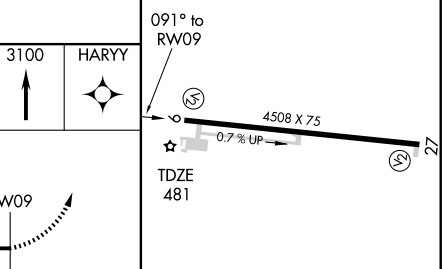
NA When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 3100 direct HARYY WP and hold.

MEMPHIS CENTER	UNICOM
128.475 377.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1060-1 579 (600-1)		NA	
CIRCLING	1220-1 739 (800-1)	1240-1¼ 759 (800-1¼)	NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4508
271°	TDZE	481
	Apt Elev	481

RNAV (GPS) RWY 27

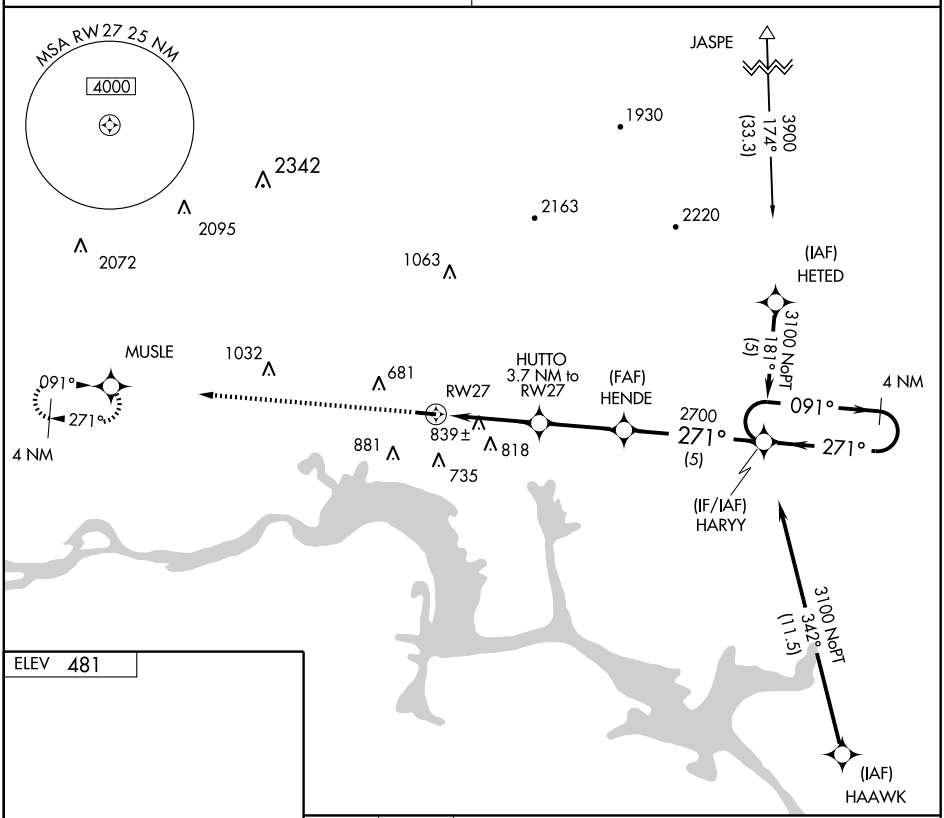
CLARKSVILLE MUNI (H35)

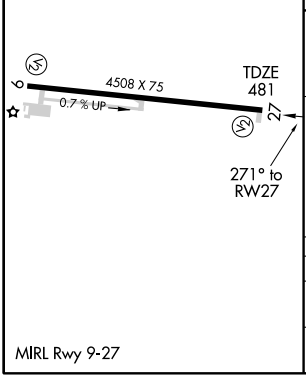
Use Russellville Rgnl altimeter setting; if not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. When VGSI inoperative, procedure not authorised at night.

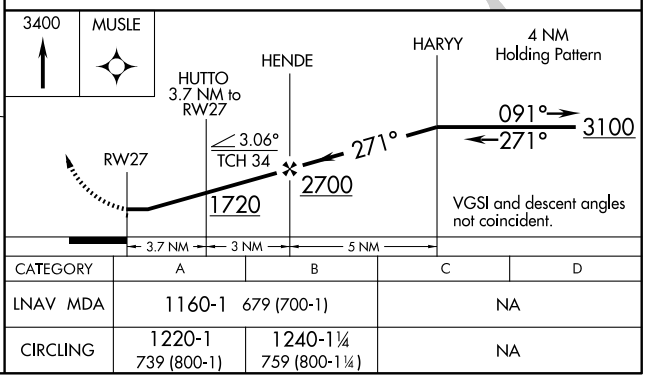
NA

MISSED APPROACH: Climb to 3400 direct MUSLE WP and hold.

MEMPHIS CENTER	UNICOM
128.475 377.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1160-1 679 (700-1)		NA	
CIRCLING	1220-1 739 (800-1)	1240-1¼ 759 (800-1¼)	NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4397
055°	TDZE	1268
	Apt Elev	1268

RNAV (GPS) RWY 5

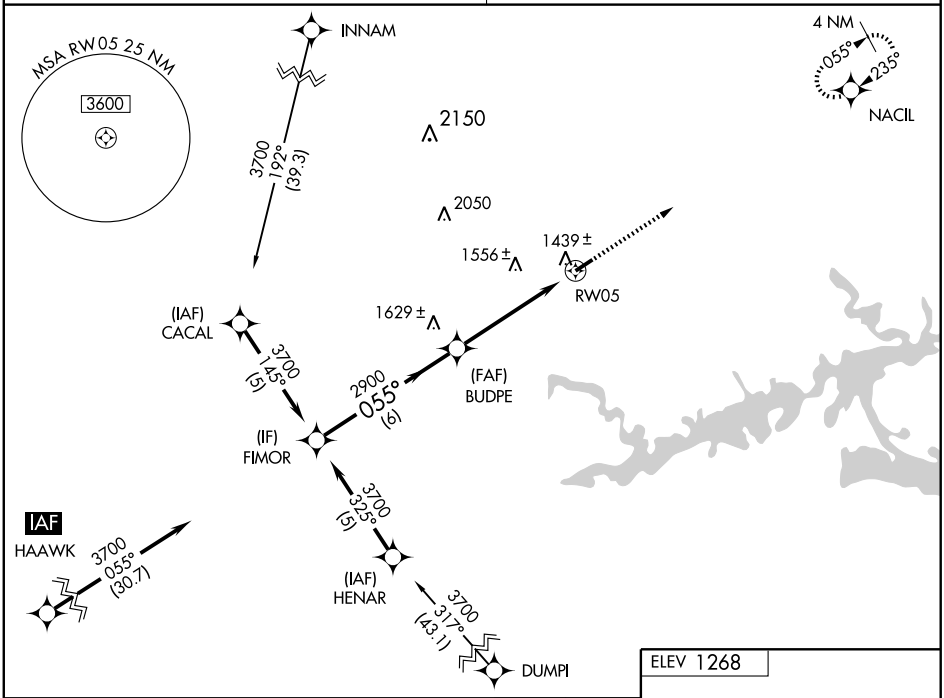
CLINTON/HOLLEY MOUNTAIN AIRPARK (2A2)

Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. DME/DME RNP-0.3 NA.

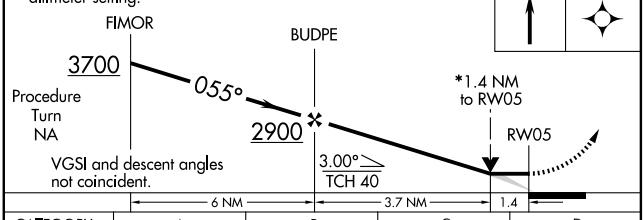
NA IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 3700 direct NACIL and hold.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L



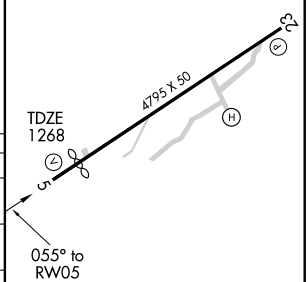
* VDP NA with Marion County Rgnl altimeter setting.



3700 NACIL

CATEGORY	A	B	C	D
LNAV MDA	1760-1 492 (500-1)		1760-1¼ 492 (500-1¼)	NA
CIRCLING	1760-1 492 (500-1)		1780-1½ 512 (600-1½)	NA
MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1920-1 652 (700-1)		1920-1¾ 652 (700-1¾)	NA
CIRCLING	1940-1 672 (700-1)		1960-2 692 (700-2)	NA

ELEV 1268



MIRL Rwy 5-23 L

REIL Rwy 5 and 23 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4795
235°	TDZE	1268
	Apt Elev	1268

RNAV (GPS) RWY 23

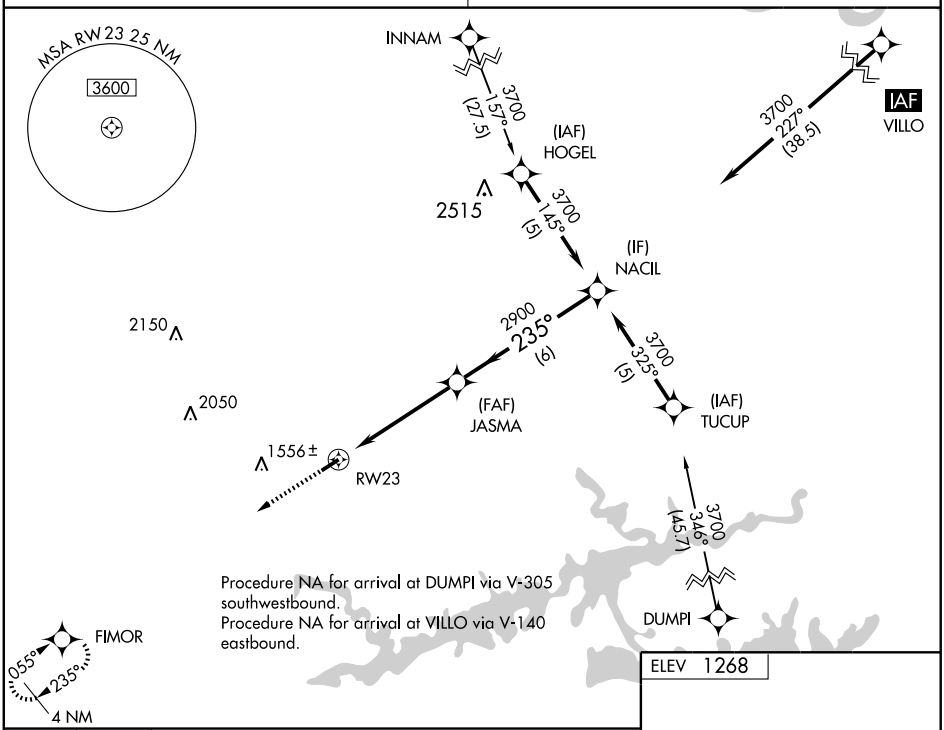
CLINTON/ HOLLEY MOUNTAIN AIRPARK (2A2)

Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

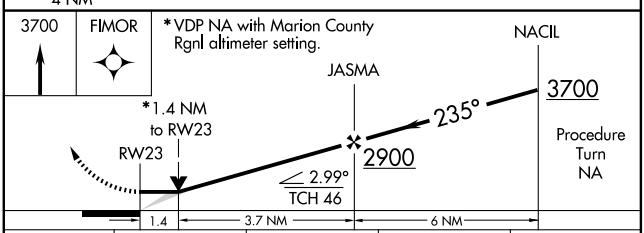
NA IAF ARM APPROACH MODE PRIOR TO IAF.

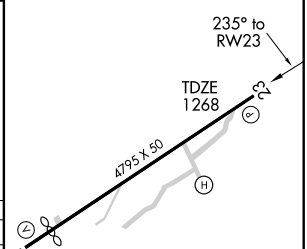
MISSED APPROACH: Climb to 3700 direct FIMOR and hold.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L



ELEV 1268





CATEGORY	A	B	C	D
LNAV MDA	1740-1 472 (500-1)		1740-1¼ 472 (500-1¼)	NA
CIRCLING	1760-1 492 (500-1)		1800-1½ 532 (600-1½)	NA
MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1900-1 632 (700-1)		1900-1¾ 632 (700-1¾)	NA
CIRCLING	1940-1 672 (700-1)		1960-2 712 (800-2)	NA

MIRL Rwy 5-23 L

REIL Rwy 5 and 23 L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
254°	Rwy Idg	4875 (3232 Nights only)
	TDZE	315
	Apt Elev	315

GPS RWY 26

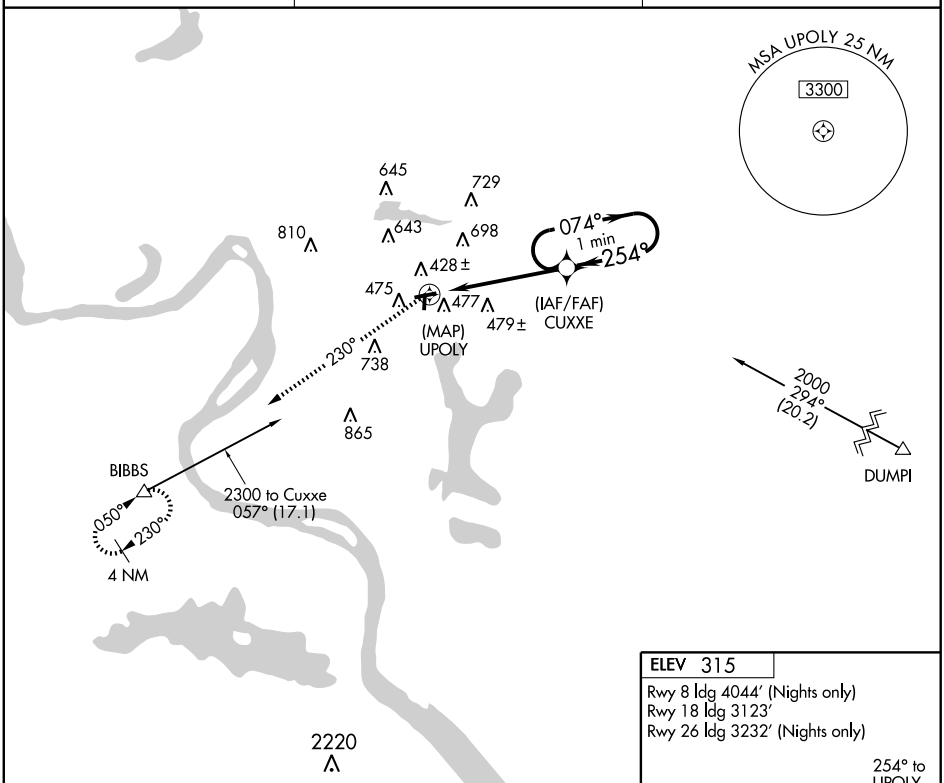
CONWAY/ DENNIS F. CANTRELL FIELD (CWS)

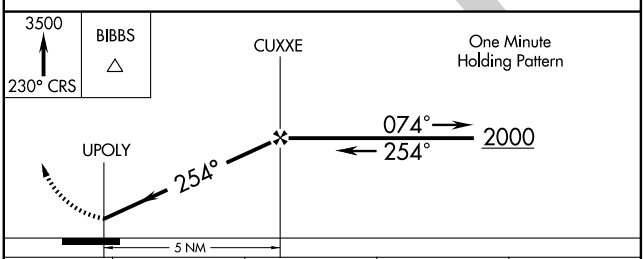
Obtain local altimeter on CTAF; when not received, use Little Rock altimeter setting.

NA

MISSED APPROACH: Climb to 3500 via 230° course to BIBBS and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.2	122.8 (CTAF) L

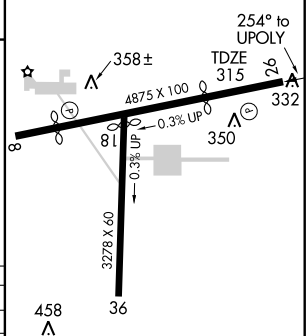




CATEGORY	A	B	C	D
S-26	900-1	585 (600-1)	NA	
CIRCLING	900-1	585 (600-1)	NA	
LITTLE ROCK ALTIMETER SETTING MINIMUMS				
S-26	960-1	645 (700-1)	NA	
CIRCLING	960-1	645 (700-1)	NA	

ELEV 315

Rwy 8 ldg 4044′ (Nights only)
Rwy 18 ldg 3123′
Rwy 26 ldg 3232′ (Nights only)



MIRL Rwys 8-26 L and 18-36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB CWS	APP CRS	Rwy Idg	N/A
302	270°	TDZE	N/A
		Apt Elev	315

NDB-A

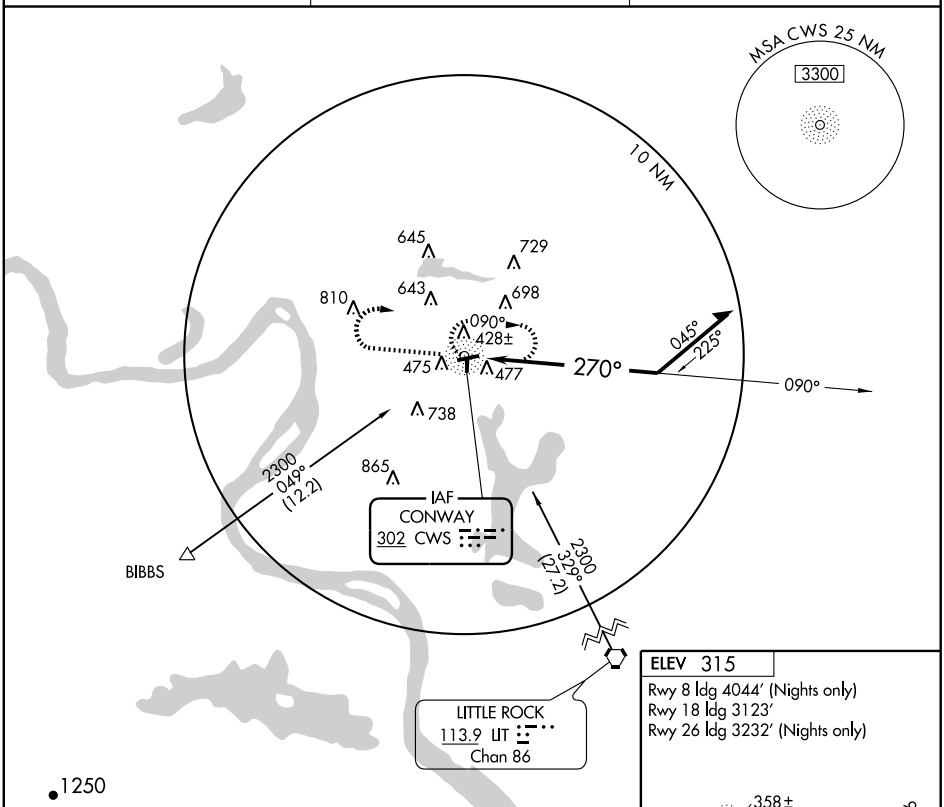
CONWAY/ DENNIS F. CANTRELL FIELD (CWS)

Obtain local altimeter on CTAF; when not received, use Little Rock altimeter setting.

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 CWS NDB and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.2	122.8 (CTAF) L

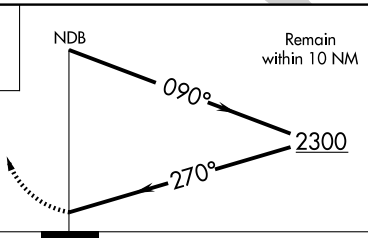


SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

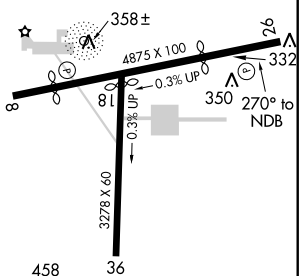
1250

1500	2300	CWS
		302



ELEV 315

Rwy 8 ldg 4044′ (Nights only)
Rwy 18 ldg 3123′
Rwy 26 ldg 3232′ (Nights only)



MIRL Rwys 8-26 L and 18-36

CATEGORY	A	B	C	D
CIRCLING	1000-1	685 (700-1)	NA	
LITTLE ROCK ALTIMETER SETTING MINIMUMS				
CIRCLING	1060-1 745 (800-1)	1060-1¼ 745 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy Idg	4299
180°	TDZE	293
	Apt Elev	293

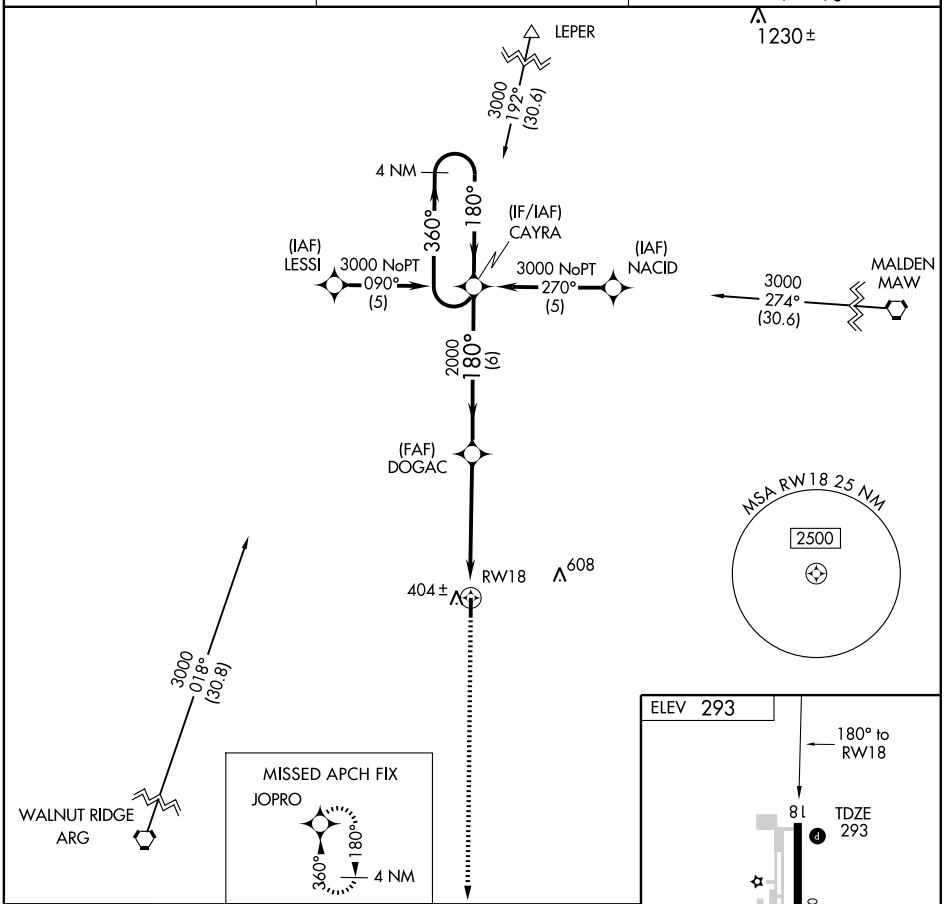
RNAV (GPS) RWY 18

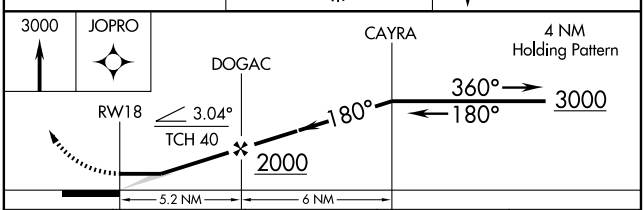
CORNING MUNI (4M9)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Walnut Ridge Rgnl altimeter setting.

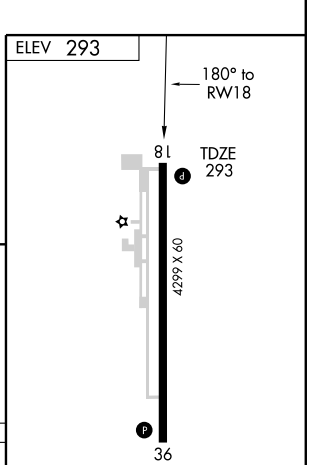
MISSED APPROACH: Climb to 3000 direct JOPRO WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.325	120.075 289.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	720-1	427 (500-1)	720-1¼ 427 (500-1¼)	NA
CIRCLING	760-1	467 (500-1)	760-1½ 467 (500-1½)	NA



REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

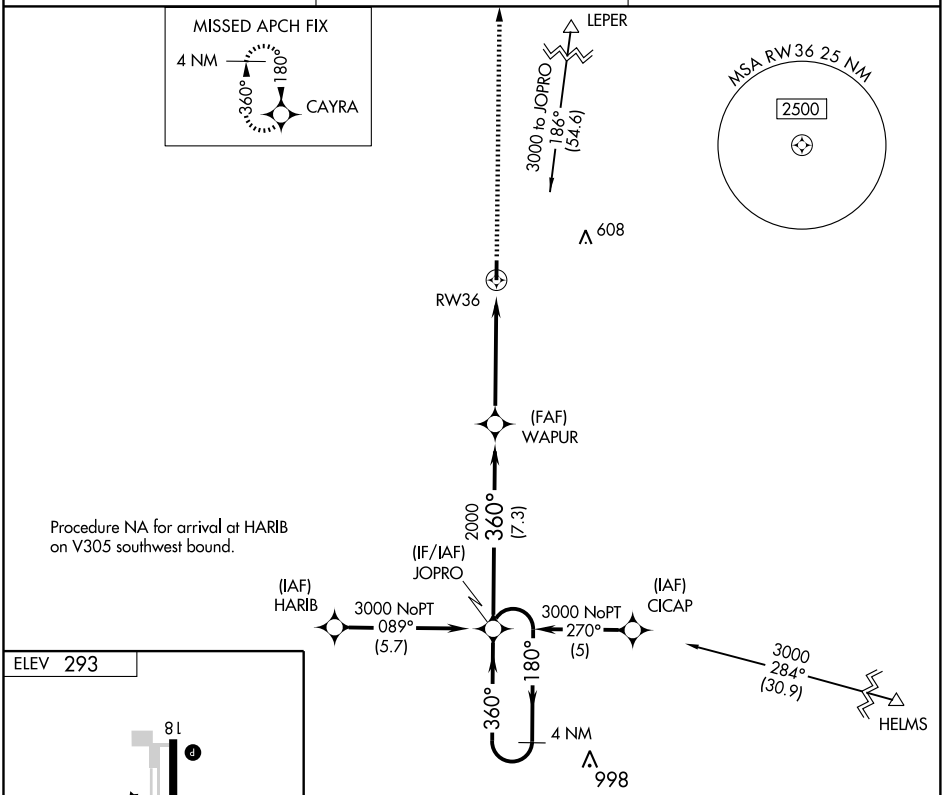
CORNING MUNI (4M9)

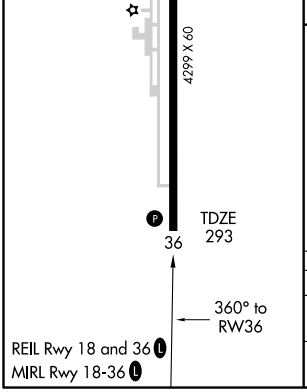
APP CRS	Rwy Idg	TDZE	Apt Elev
360°	4299	293	293

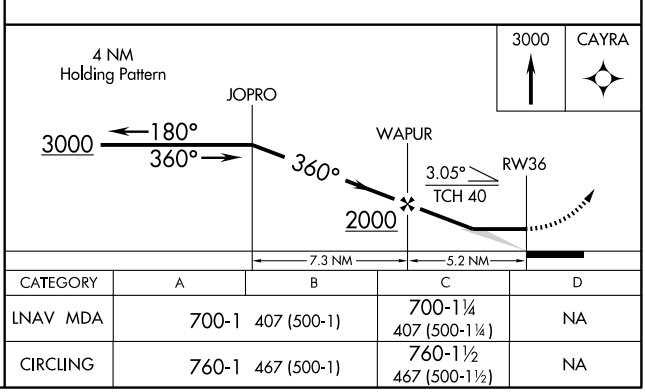
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Walnut Ridge Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct CAYRA WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.325	120.075 289.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1	407 (500-1)	700-1¼ 407 (500-1¼)	NA
CIRCLING	760-1	467 (500-1)	760-1½ 467 (500-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ARG 114.5 Chan 92	APP CRS 036°	Rwy Idg N/A TDZE N/A Apt Elev 293

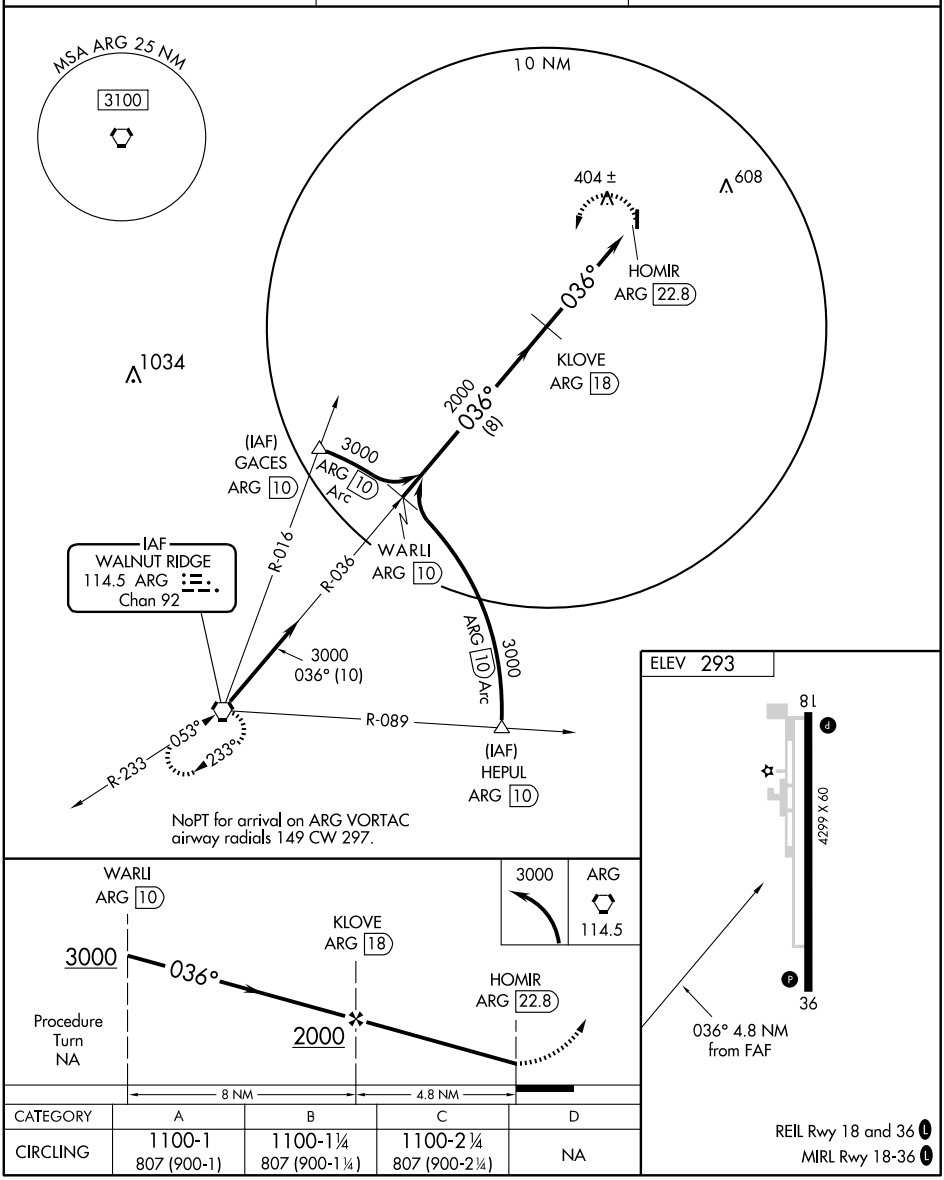
VOR/DME-A
CORNING MUNI (4M9)

NA Use Walnut Ridge Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ARG VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.325	120.075 289.4	123.0 (CTAF) L

SC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	1100-1 807 (900-1)	1100-1¼ 807 (900-1¼)	1100-2¼ 807 (900-2¼)	NA

REIL Rwy 18 and 36 L
MIRL Rwy 18-36 L

APP CRS	Rwy Idg	5009
230°	TDZE	184
	Apt Elev	184

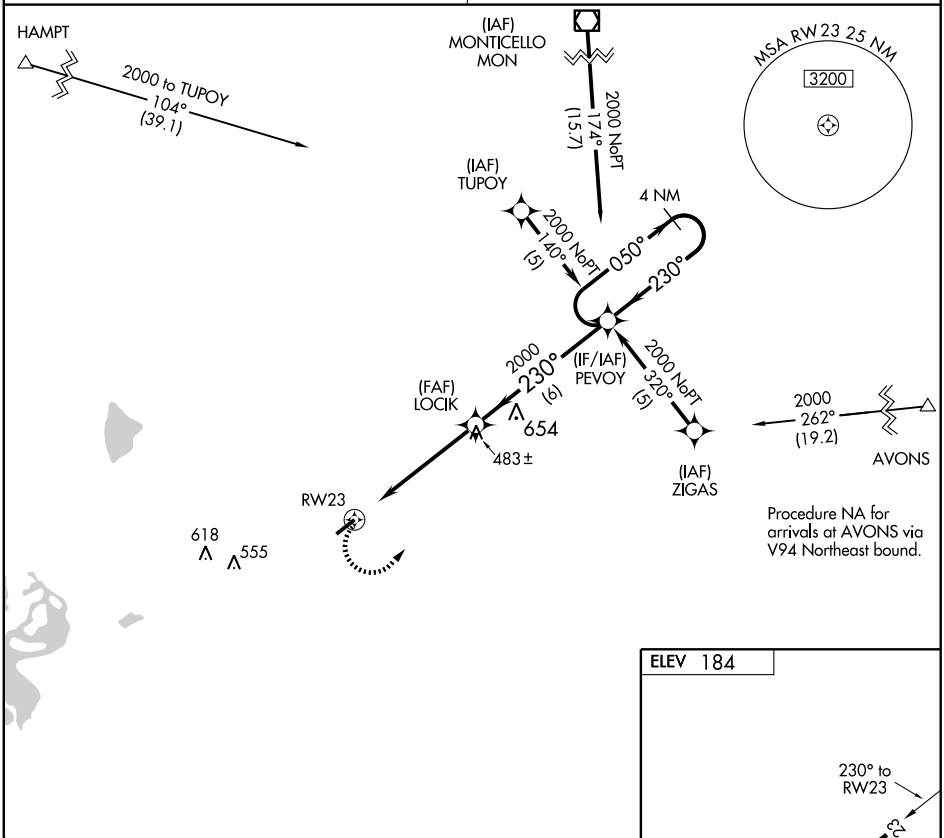
RNAV (GPS) RWY 23

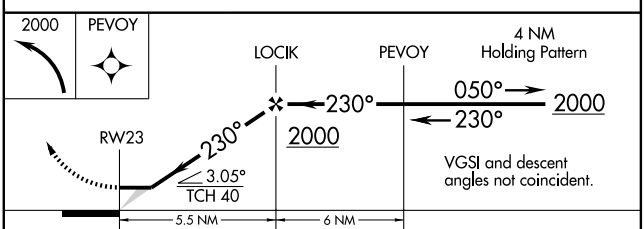
CROSSETT/Z M JACK STELL FIELD (CRT)

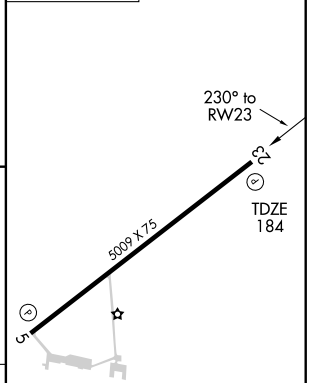
NA DME/DME RNP-0.3 NA. Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct PEVOY and hold.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	760-1 576 (600-1)		760-1½ 576 (600-1½)	NA
CIRCLING	760-1 576 (600-1)		760-1½ 576 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MON	APP CRS	Rwy Idg	N/A
111.6	196°	TDZE	N/A
Chan 53		Apt Elev	184

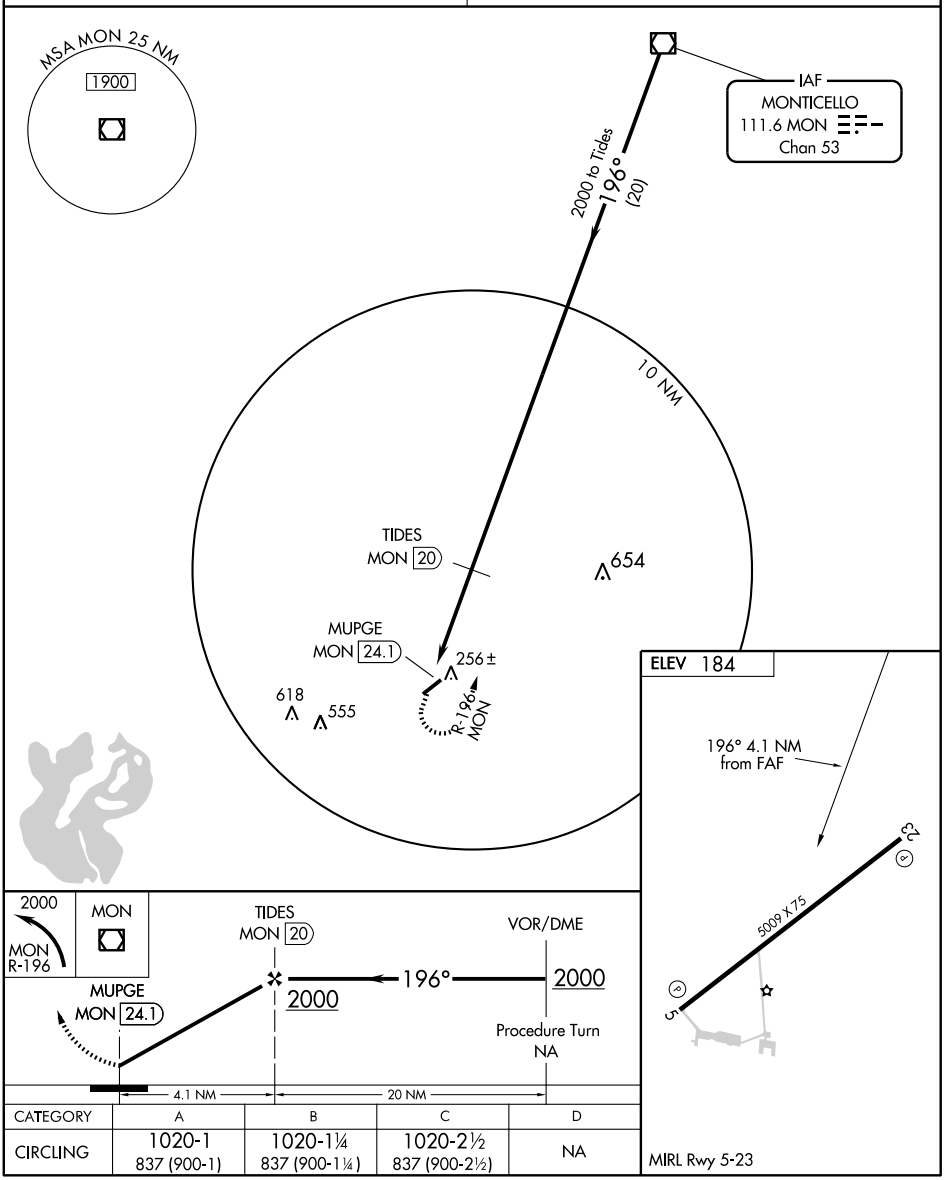
VOR/DME-A

CROSSETT/ Z M JACK STELL FIELD (CRT)

NA Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2000 via MON R-196 to MON VOR/DME.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1020-1 837 (900-1)	1020-1¼ 837 (900-1¼)	1020-2½ 837 (900-2½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

NDB DEQ 281	APP CRS 083°	Rwy Idg 5001 TDZE 355 Apt Elev 355

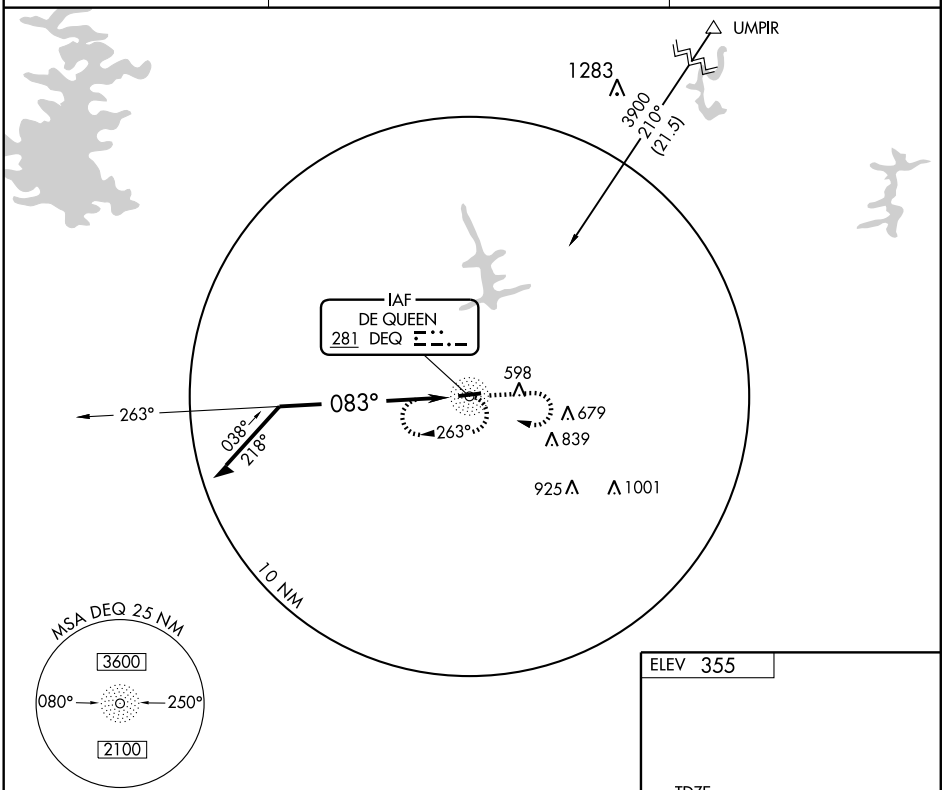
NDB RWY 8

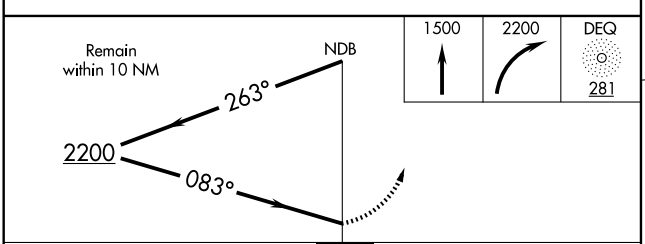
DE QUEEN / J. LYNN HELMS SEVIER COUNTY (DEQ)

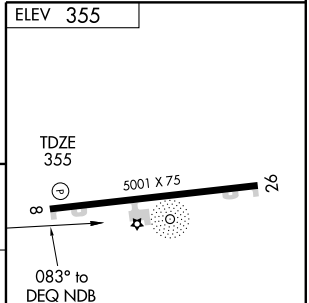
▼ NA If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2200 direct DEQ NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
134.075	123.925 269.475	122.8 (CTAF) L







REIL Rwy 8 L
MIRL Rwy 8-26 L

CATEGORY	A	B	C	D
S-8	1260-1¼ 905 (1000-1¼)	1260-1½ 905 (1000-1½)	NA	
CIRCLING	1260-1¼ 905 (1000-1¼)	1260-1½ 905 (1000-1½)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
079°	TDZE	355
	Apt Elev	355

RNAV (GPS) RWY 8

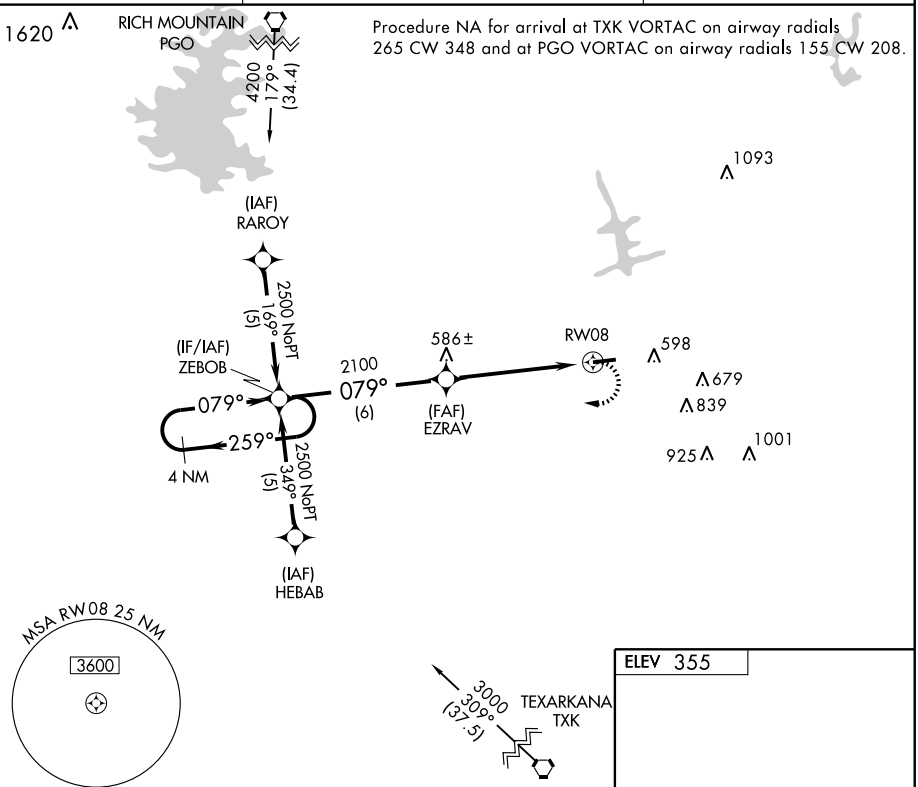
DE QUEEN/ J. LYNN HELMS SEVIER COUNTY (DEQ)

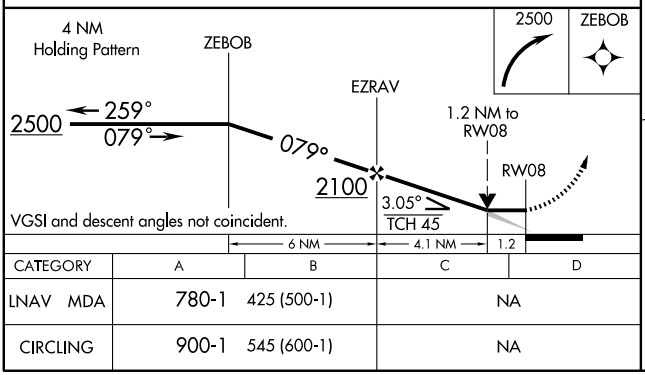
VDP NA with Texarkana altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet.

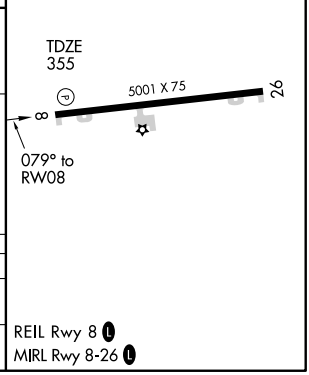
MISSED APPROACH: Climbing right turn to 2500 direct ZEBOB and hold.

ASOS	FORT WORTH CENTER	UNICOM
134.075	123.925 269.475	122.8 (CTAF) L

Procedure NA for arrival at TXK VORTAC on airway radials 265 CW 348 and at PGO VORTAC on airway radials 155 CW 208.







CATEGORY	A	B	C	D
LNAV MDA	780-1	425 (500-1)	NA	
CIRCLING	900-1	545 (600-1)	NA	

REIL Rwy 8 L
MIRL Rwy 8-26 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

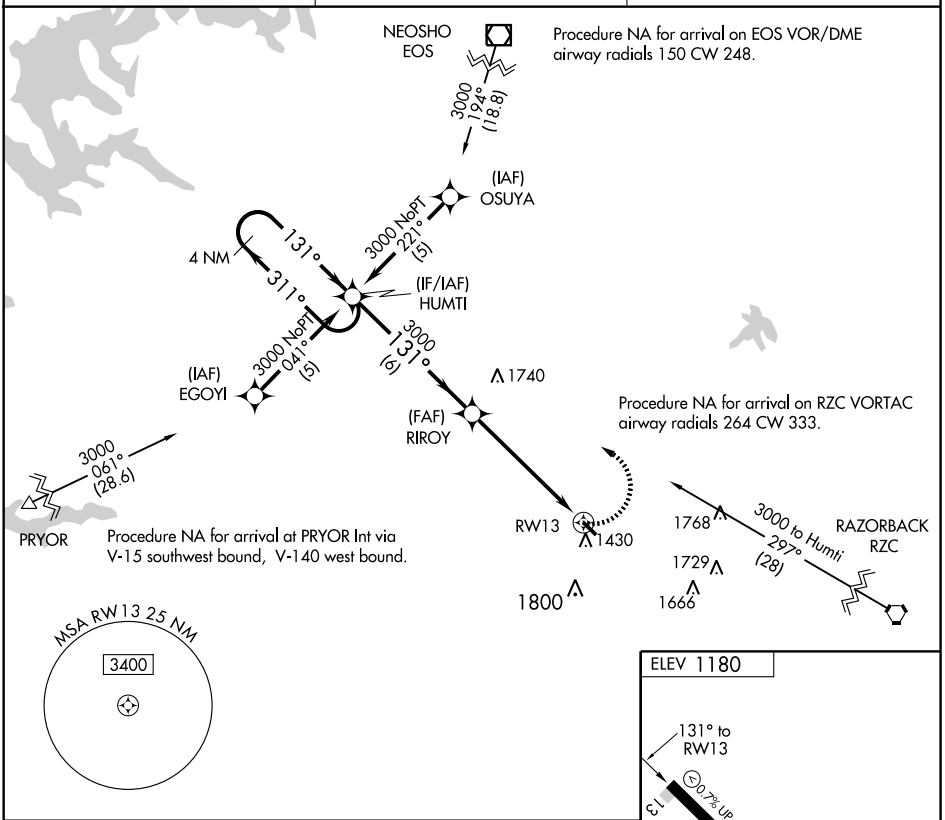
DECATUR/CRYSTAL LAKE (5M5)

APP CRS	Rwy Idg	3865
131°	TDZE	1176
	Apt Elev	1180

DME/DME RNP-0.3 NA
Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct HUMTI WP and hold.

RAZORBACK APP CON ★	CLNC DEL	UNICOM
121.0 244.57	121.725	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1720-1	544 (600-1)	1720-1½ 544 (600-1½)	NA
CIRCLING	1820-1	640 (700-1)	1860-2 680 (700-2)	NA

LIRL Rwy 13-31

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RZC 116.4 Chan 111	APP CRS 107°	Rwy Idg 3865 TDZE 1176 Apt Elev 1180

VOR/DME RWY 13

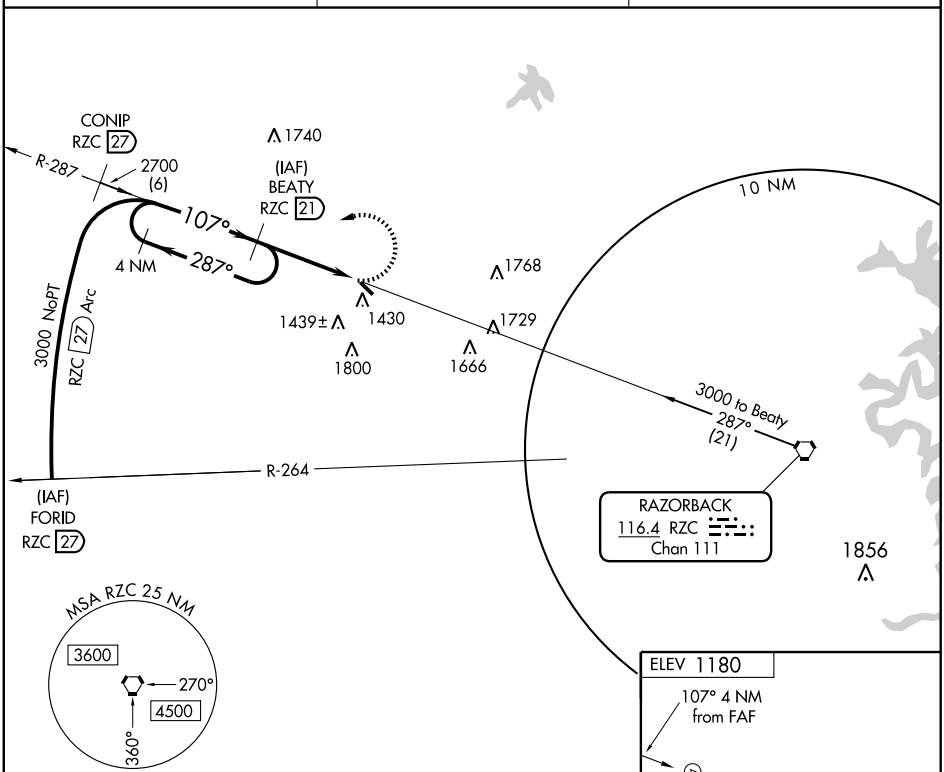
DECATUR/ CRYSTAL LAKE (5M5)

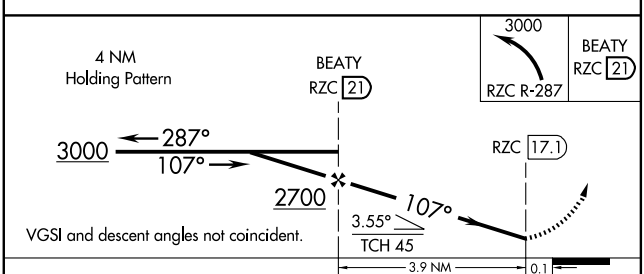
Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

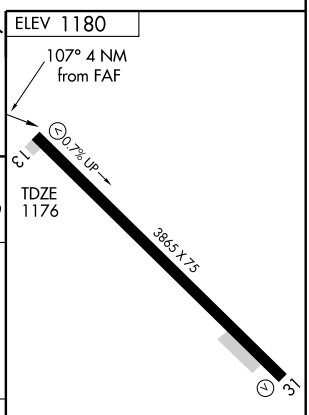
NA

MISSED APPROACH: Climbing left turn to 3000 via RZC R-287 to BEATY/21 DME and hold.

RAZORBACK APP CON ★	CLNC DEL	UNICOM
121.0 244.57	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-13	1780-1	604 (600-1)	1780-1¾ 604 (600-1¾)	NA
CIRCLING	1820-1	640 (700-1)	1860-2 680 (700-2)	NA

LIRL Rwy 13-31

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
001°	TDZE	163
	Apt Elev	163

RNAV (GPS) RWY 36

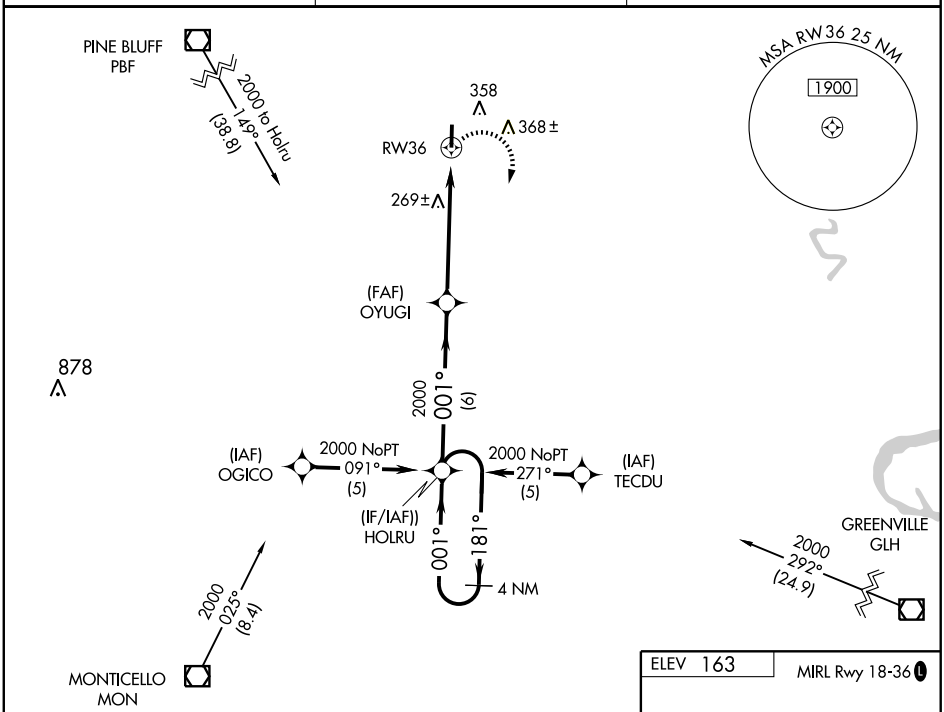
DUMAS/BILLY FREE MUNI (ØMØ)

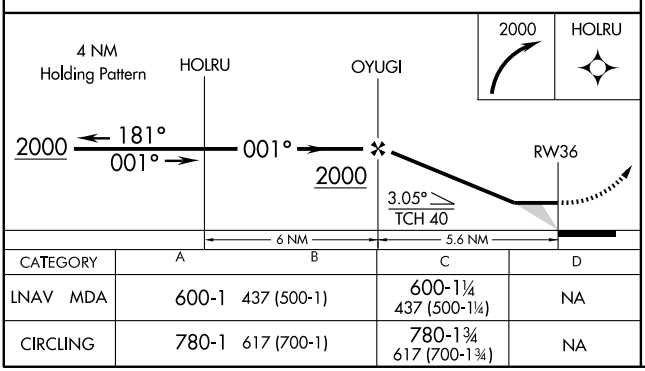
Use Pine Bluff altimeter setting; if not received, use Greenville, MS altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

NA

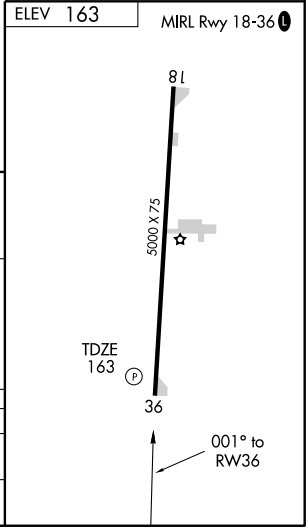
MISSED APPROACH: Climbing right turn to 2000 direct HOLRU and hold.

PINE BLUFF ASOS	MEMPHIS CENTER	UNICOM
120.775	135.875 269.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1 437 (500-1)		600-1¼ 437 (500-1¼)	NA
CIRCLING	780-1 617 (700-1)		780-1¾ 617 (700-1¾)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MON	APP CRS	Rwy Idg 5000
111.6	022°	TDZE 163
Chan 53		Apt Elev 163

VOR/DME RWY 36

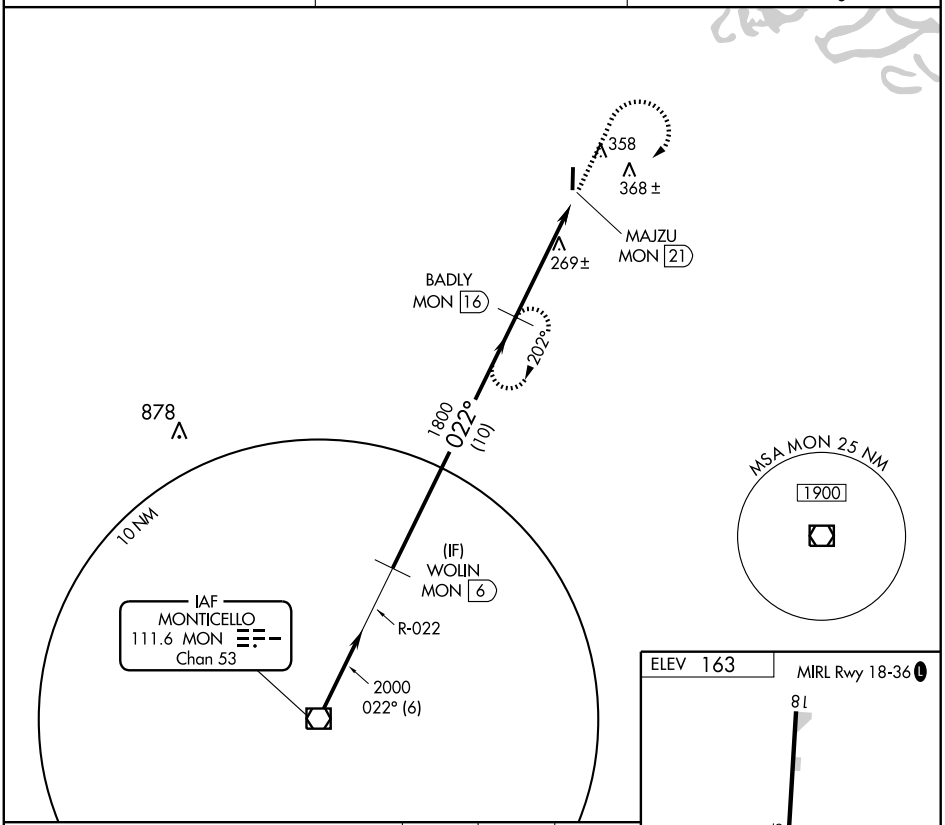
DUMAS/BILLY FREE MUNI (ØMØ)

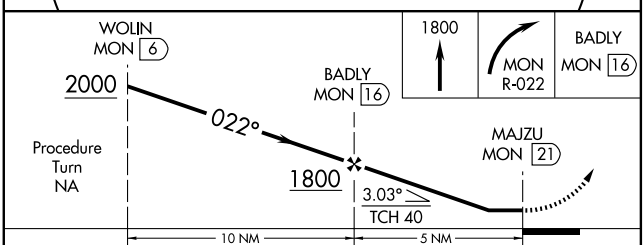
Use Pine Bluff altimeter setting; if not received, use Greenville, MS altimeter setting and increase all MDAs 40 feet.

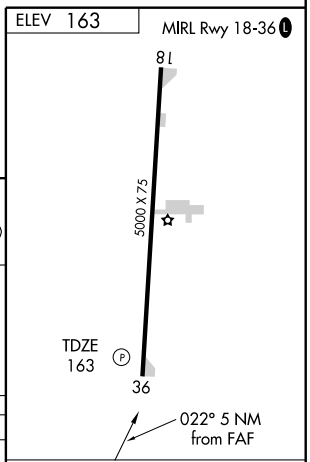
NA

MISSED APPROACH: Climb to 1800 then right turn via MON VOR/DME R-022 to BADLY/16 DME and hold.

PINE BLUFF ASOS	MEMPHIS CENTER	UNICOM
120.775	135.875 269.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	600-1 437 (500-1)	600-1¼ 437 (500-1¼)	600-1½ 437 (500-1½)	NA
CIRCLING	780-1 617 (700-1)	780-1¼ 617 (700-1¼)	780-1¾ 617 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ELD	APP CRS	Rwy Idg	6601
111.1	223°	TDZE	259
Chan 48		Apt Elev	277

EL DORADO/
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

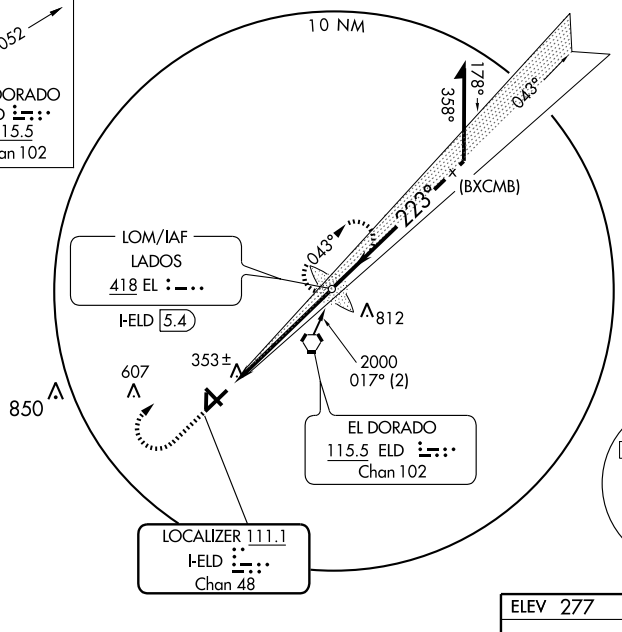
ILS or LOC RWY 22

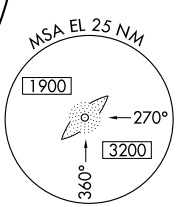
T NA — ADF required. When local altimeter setting not received, use Camden altimeter setting and increase all DA 77 feet and all MDA 80 feet. Increase S-LOC 22 Cat C and D visibility ¼ mile. VDP NA when using Camden altimeter setting. For inoperative MALSR when using Camden altimeter setting, increase S-ILS 22 visibility to 1 mile all Cats. Autopilot coupled approach NA.

MALSR — MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct LADOS LOM and hold, or as directed by ATC.

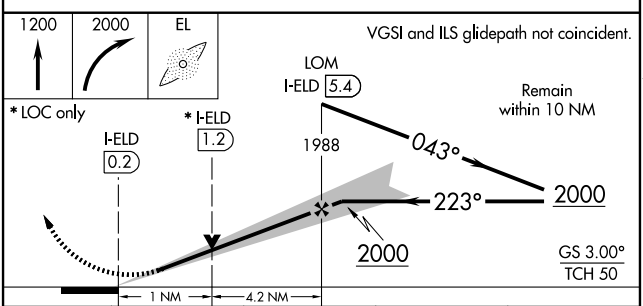
ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L

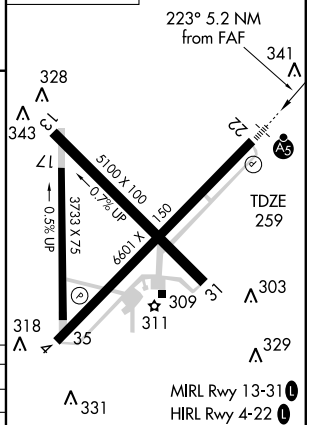
ALTERNATE MISSED APCH FIX
052° R-052
232°
EL DORADO
ELD 115.5
Chan 102





ADF or DME REQUIRED





MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-ILS 22	459-½ 200 (200-½)			
S-LOC 22	620-½ 361 (400-½)			620-¾ 361 (400-¾)
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6601
043°	TDZE	260
	Apt Elev	277

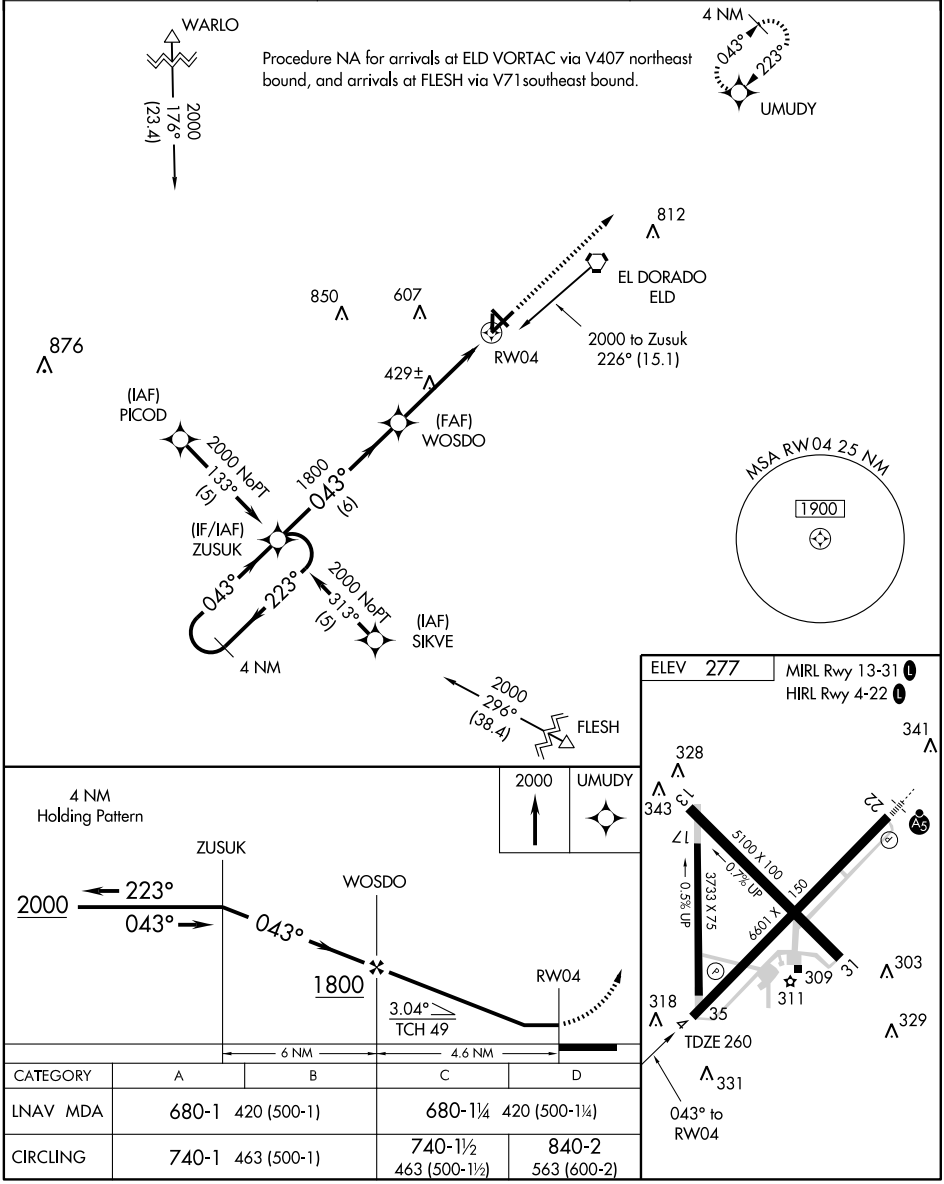
RNAV (GPS) RWY 4

EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

DME/DME RNP-0.3 NA.
Circling to runways 13, 17, 31, and 35 NA at night.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2000 direct UMUDY and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	680-1 420 (500-1)		680-1¼ 420 (500-1¼)	
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6601
Ch 77521	223°	TDZE 259
W22A		Apt Elev 277

RNAV (GPS) RWY 22

EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

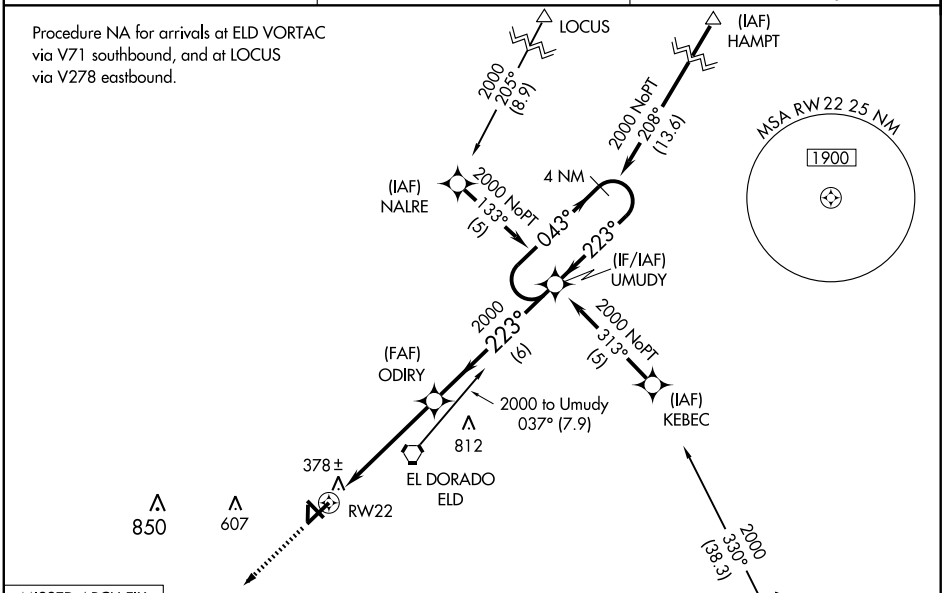
BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to 1¼ all Cats, increase LNAV Cats A, B, and C visibility to 1, and Cat. D to 1¼. Circling to runways 4, 13, 17, 31 and 35 NA at night.

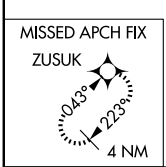
MALSR

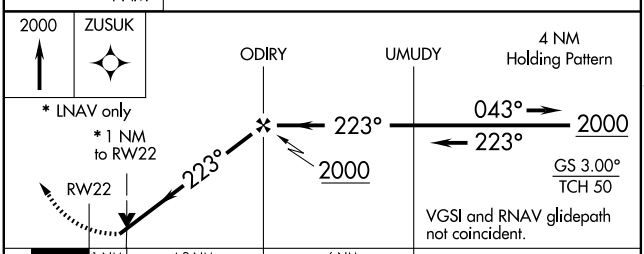
MISSED APPROACH: Climb to 2000 direct ZUSUK and hold.

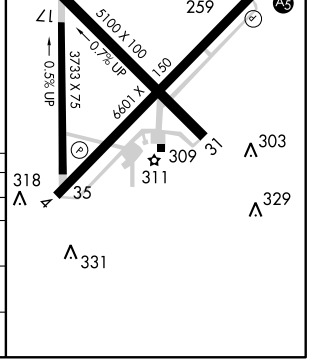
ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L

Procedure NA for arrivals at ELD VORTAC via V71 southbound, and at LOCUS via V278 eastbound.









CATEGORY	A	B	C	D
LPV DA	602-¾ 343 (400-¾)			
LNAV/ VNAV DA	650-¾ 391 (400-¾)			
LNAV MDA	640-¾ 381 (400-¾)			640-1 381 (400-1)
CIRCLING	740-1¼ 463 (500-1¼)		740-1½ 463 (500-1½)	840-2 563 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

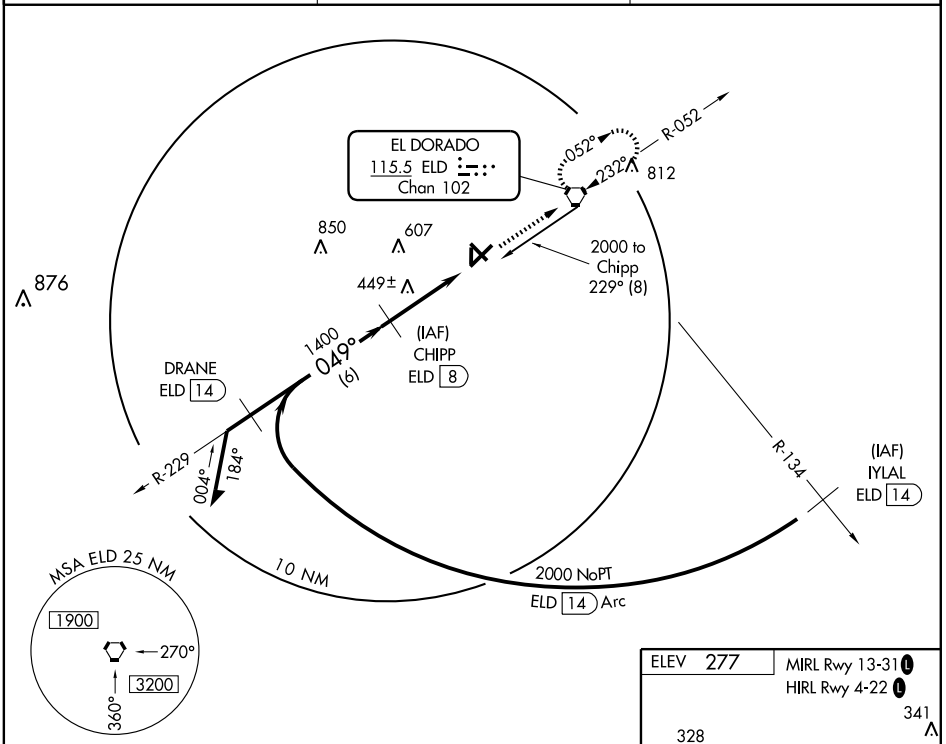
VORTAC ELD	APP CRS	Rwy Idg 6601
115.5	049°	TDZE 260
Chan 102		Apt Elev 277

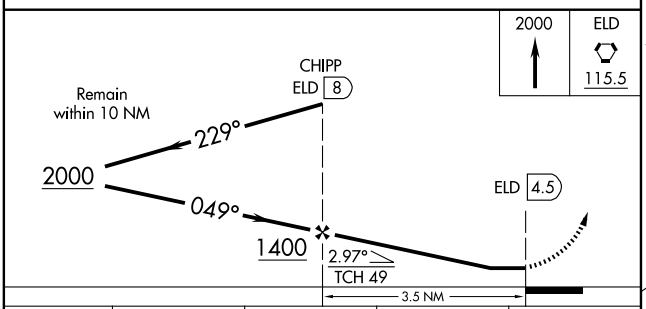
VOR/DME RWY 4

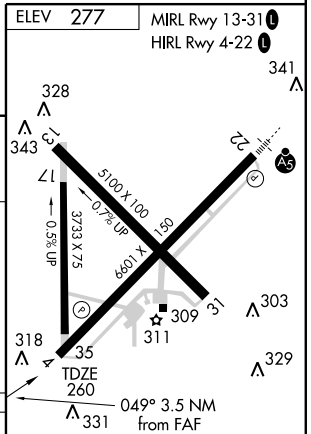
EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

MISSED APPROACH: Climb to 2000 direct ELD VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	700-1 440 (500-1)		700-1¼ 440 (500-1¼)	700-1½ 440 (500-1½)
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ELD	APP CRS	Rwy Idg 6601
115.5	232°	TDZE 260
Chan 102		Apt Elev 277

VOR RWY 22

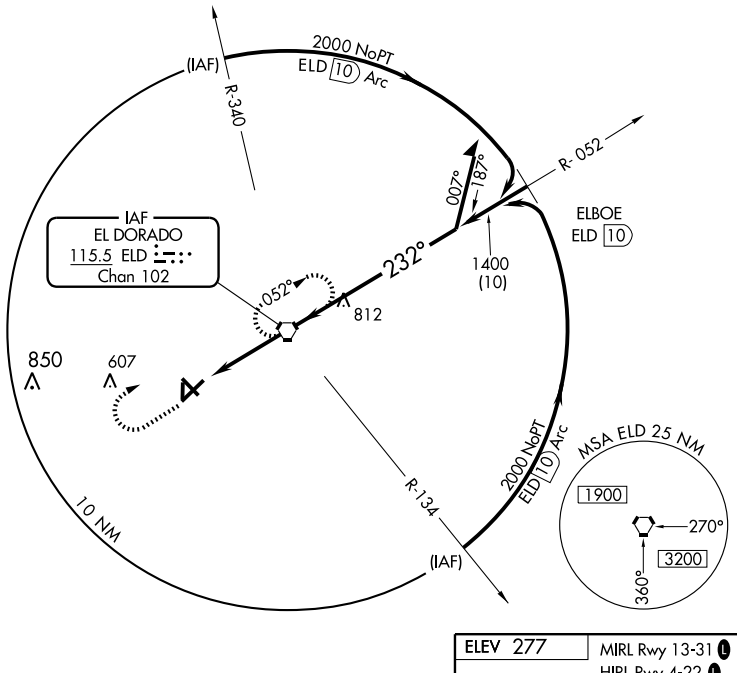
EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

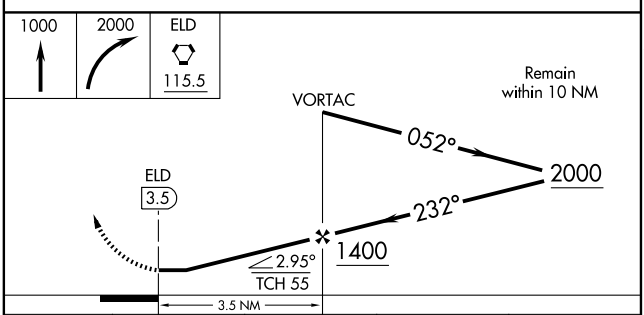
When local altimeter setting not received, procedure not authorized. For inoperative MALSR, increase S-22 Cat D visibility to 1¼.

MALSR

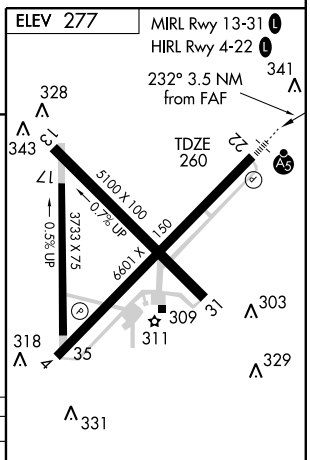
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ELD VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-22	660-½ 400 (400-½)			660-1 400 (400-1)
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)



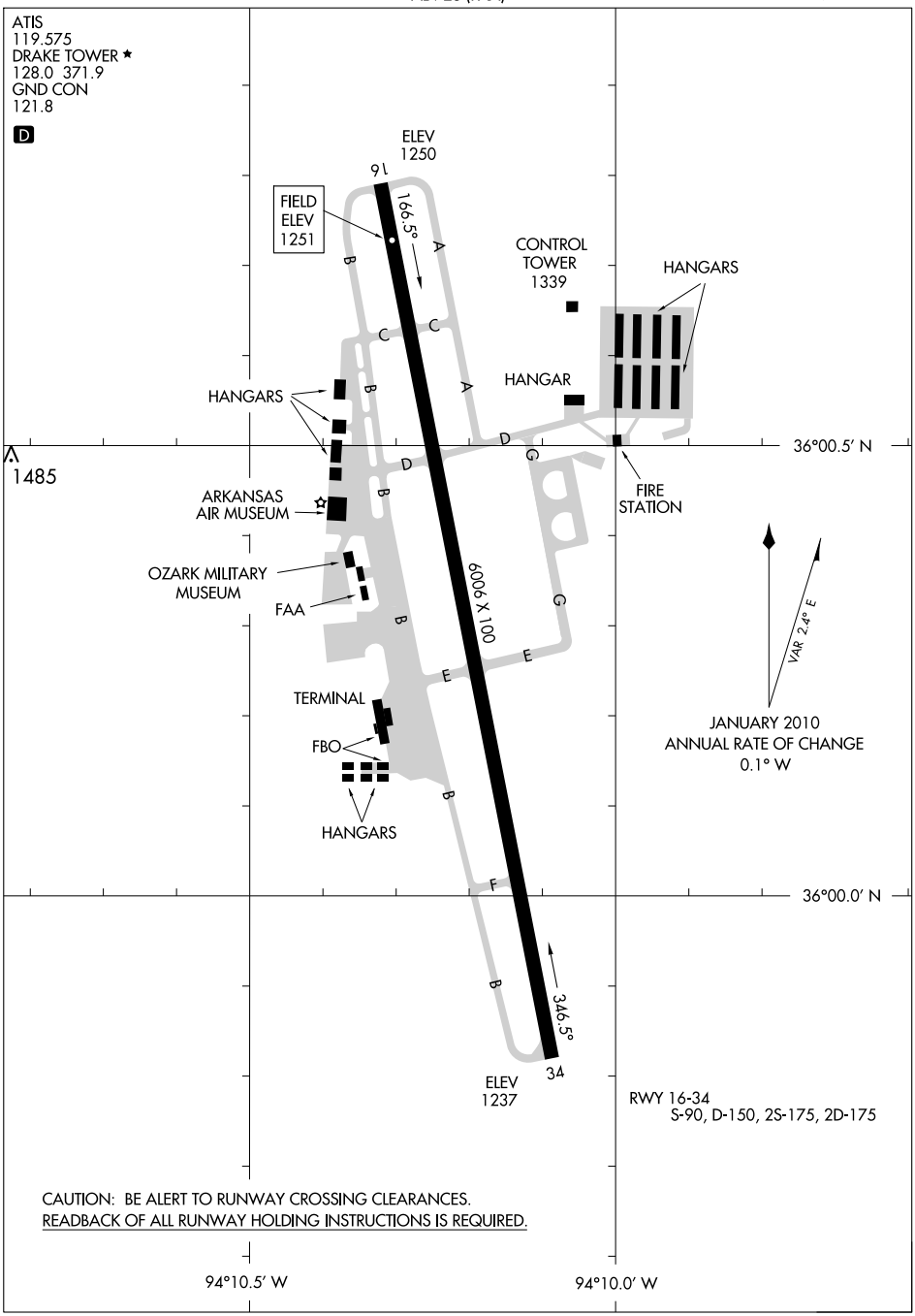
FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-728 (FAA)

FAYETTEVILLE/ DRAKE FIELD (FYV)
FAYETTEVILLE, ARKANSAS



SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LFH	APP CRS	Rwy Idg	6006
111.9	349°	TDZE	1241
Chan 56		Apt Elev	1251

LDA/DME RWY 34

FAYETTEVILLE/ DRAKE FIELD (FYV)

Glideslope provided by standard glideslope equipment. Circling NA east of Rwy 16-34. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all DA/MDA 40 feet.

ASR

ODALS

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 via heading 245° and DAK R-246 to SUMMO Int and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) L 371.9	121.8

RAZORBACK 116.4 RZC Chan 111

4500 to Trium 181° (19.8)

ALTERNATE MISSED APCH FIX

R-221 RZC 116.4 Chan 111

DAK 108.8 Chan 25

R-246

066°

246°

SUMMO DAK 12.4

R-340 FSM 110.4 Chan 41

1625±

1760

1849

DRAKE 108.8 DAK Chan 25

10 NM

R-221

R-246

2017

1697

2333

1859

041°

221°

1399±

IVOYI I-LFH 0.3

LOCALIZER 111.9 I-LFH Chan 56

SUMMO RZC 22.1

R-340

2029

1699±

OLEXE I-LFH 2.6

(IAF) TRIUM I-LFH 4.6

2503

2223

2351

349°

AWEMO I-LFH 7

2456

3049

MSA DAK 25 NM

3600

270°

4500

360°

2202

4000 NoPT 349° (5.1)

3449

214°

034°

(IF/IAF) GERTE I-LFH 12.1

169°

Final approach course (offset 5.5°) intersects runway centerline at Rwy 34 threshold.

FORT SMITH 110.4 FSM Chan 41

4000 to Gerte 007° (25.1)

ELEV 1251

MIRL Rwy 16-34

D

1266

91

1339

1337

1509±

6006 X 100

TDZE 1241

34

1260±

349° 7.2 NM from FAF

LDA/GLIDESLOPE

2200

4000

HDG 245° DAK R-246

SUMMO

TRIUM I-LFH 4.6

Remain within 10 NM

AWEMO I-LFH 7

4000

169°

4500

349°

OLEXE I-LFH 2.6

IVOYI I-LFH 0.3

349°

3000*

4000

2380*

*LDA only

GS 3.50° TCH 58

0.5 2.3 NM 2 NM 2.4 NM

CATEGORY	A	B	C	D
S-LDA/GS 34	1589-1¼ 348 (400-1¼)			NA
S-LDA 34	2000-1¼ 759 (800-1¼)	2000-1½ 759 (800-1½)	2000-2½ 759 (800-2½)	NA
CIRCLING	2000-1¼ 749 (800-1¼)	2000-1½ 749 (800-1½)	2000-2½ 749 (800-2½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FYV	APP CRS	Rwy Idg	6006
111.9	164°	TDZE	1251
Chan 56		Apt Elev	1251

LOC RWY 16

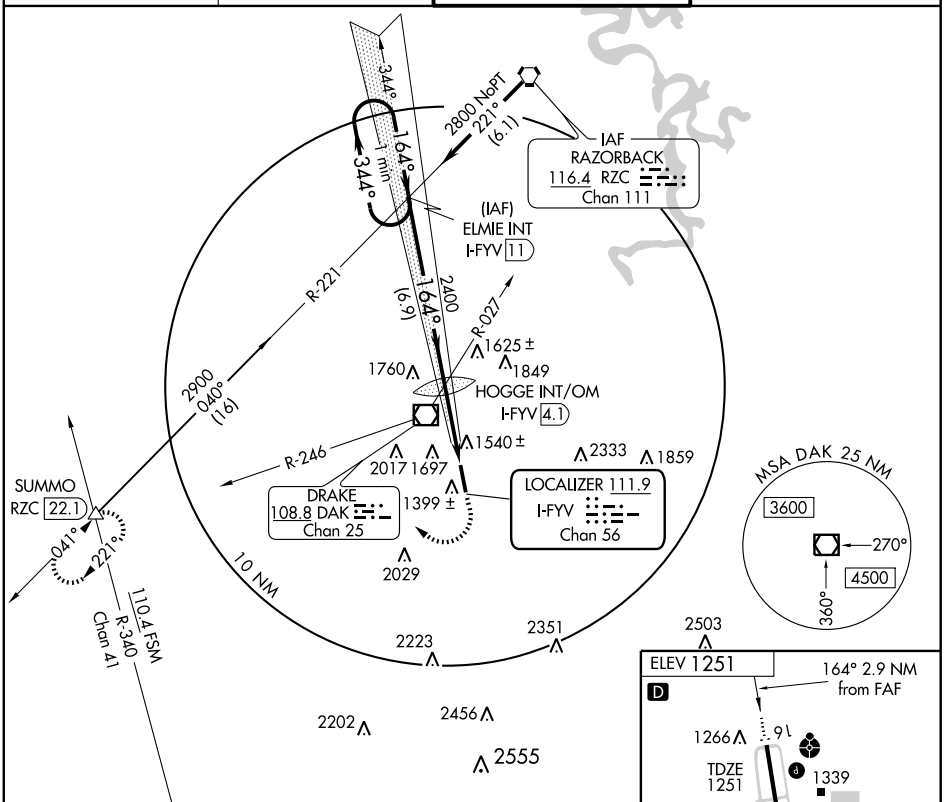
FAYETTEVILLE/ DRAKE FIELD (FYV)

Circling not authorized east of Rwy 16-34.
Inoperative table does not apply.
ASR

ODALS

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 via heading 295° and DAK R-246 to SUMMO Int and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) L 371.9	121.8

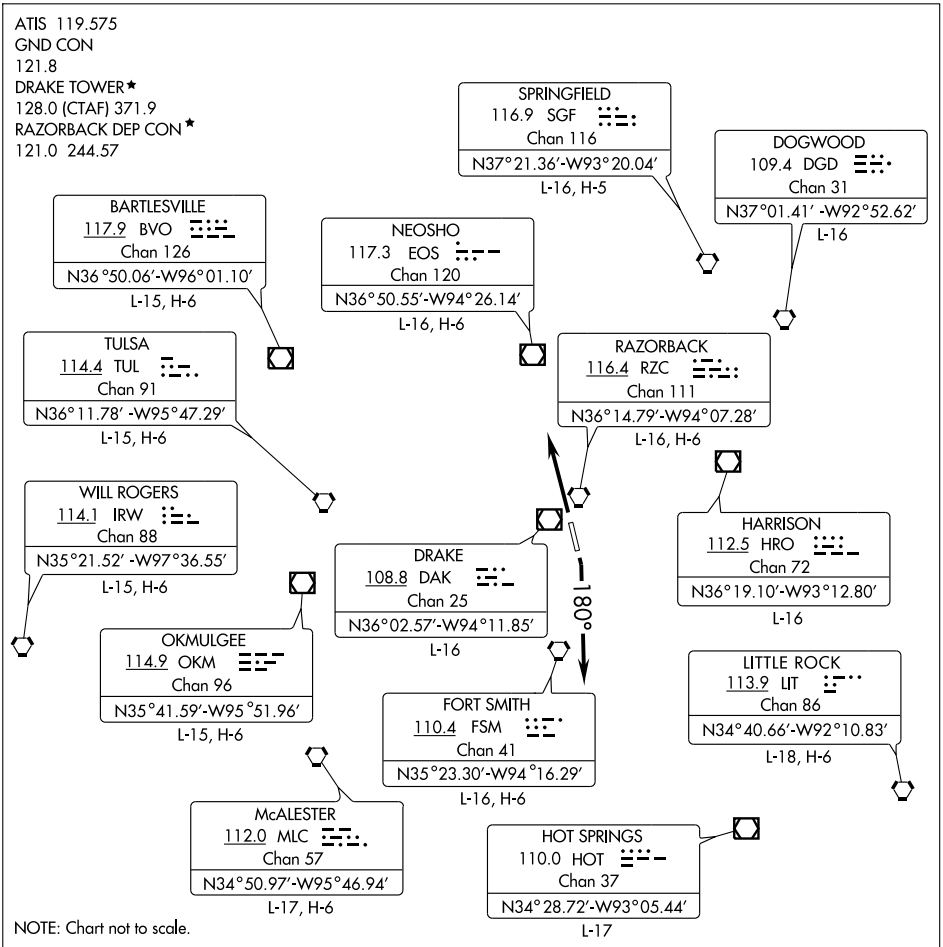


CATEGORY	A	B	C	D
S-16	1760-1	509 (600-1)	1760-1½	509 (600-1½)
CIRCLING	2000-1	2000-1¼	2000-2¼	2300-3
	749 (800-1)	749 (800-1¼)	749 (800-2¼)	1049 (1100-3)

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010



SC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKE-OFF RUNWAY 16: Climbing right turn heading 180°. Thence . . . .

TAKE-OFF RUNWAY 34: Fly runway heading. Thence . . . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 5,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet; leaving 3,500 feet proceed direct DAK VOR/DME, then proceed on course.

APP CRS	Rwy Idg	6006
164°	TDZE	1251
	Apt Elev	1251

RNAV (GPS) RWY 16

FAYETTEVILLE/ DRAKE FIELD (FYV)

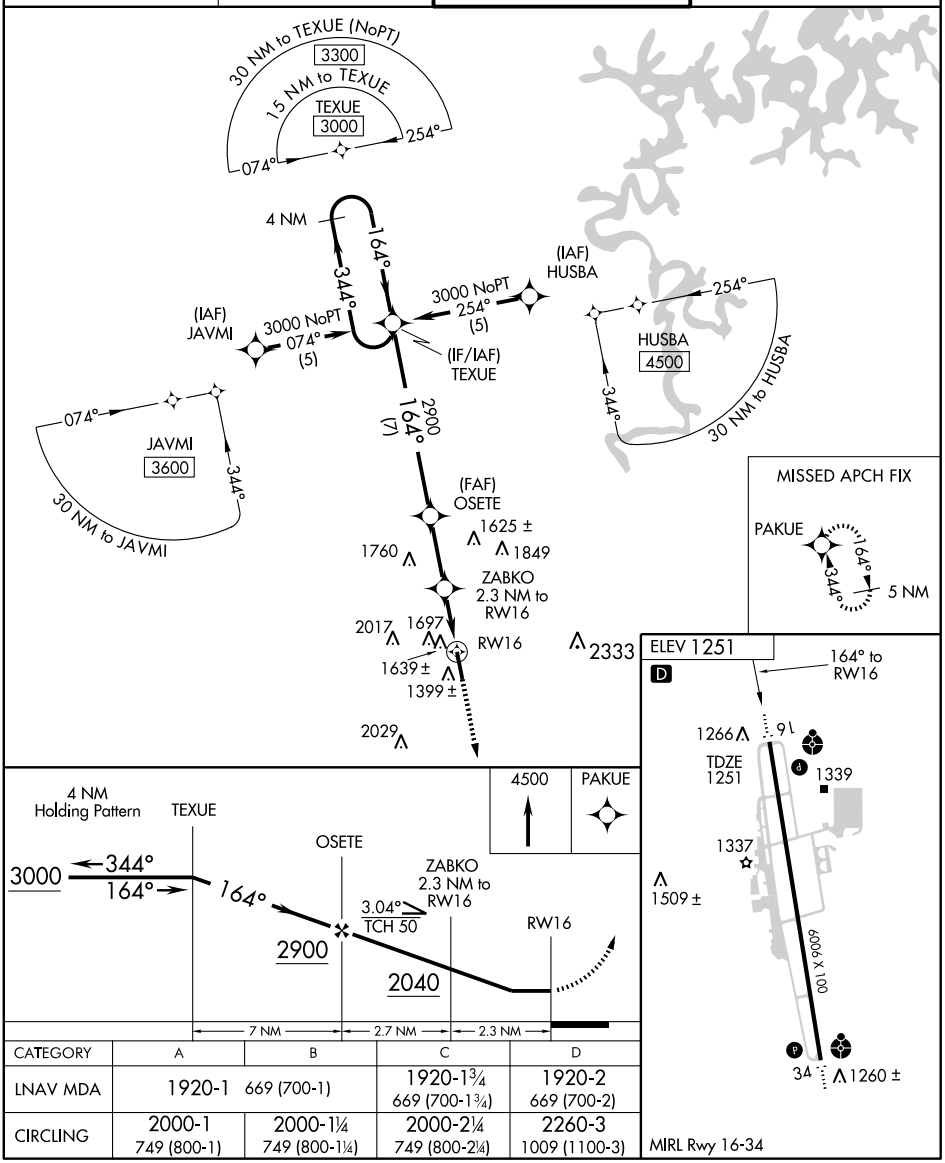
Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C/D visibility ¼ mile. Circling NA east of Rwy 16-34.

ASR

ODALS

MISSED APPROACH: Climb to 4500 direct PAKUE and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) Ⓛ 371.9	121.8



CATEGORY	A	B	C	D
LNAV MDA	1920-1 669 (700-1)		1920-1¾ 669 (700-1¾)	1920-2 669 (700-2)
CIRCLING	2000-1 749 (800-1)	2000-1¼ 749 (800-1¼)	2000-2¼ 749 (800-2¼)	2260-3 1009 (1100-3)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 34

FAYETTEVILLE/ DRAKE FIELD (FYV)

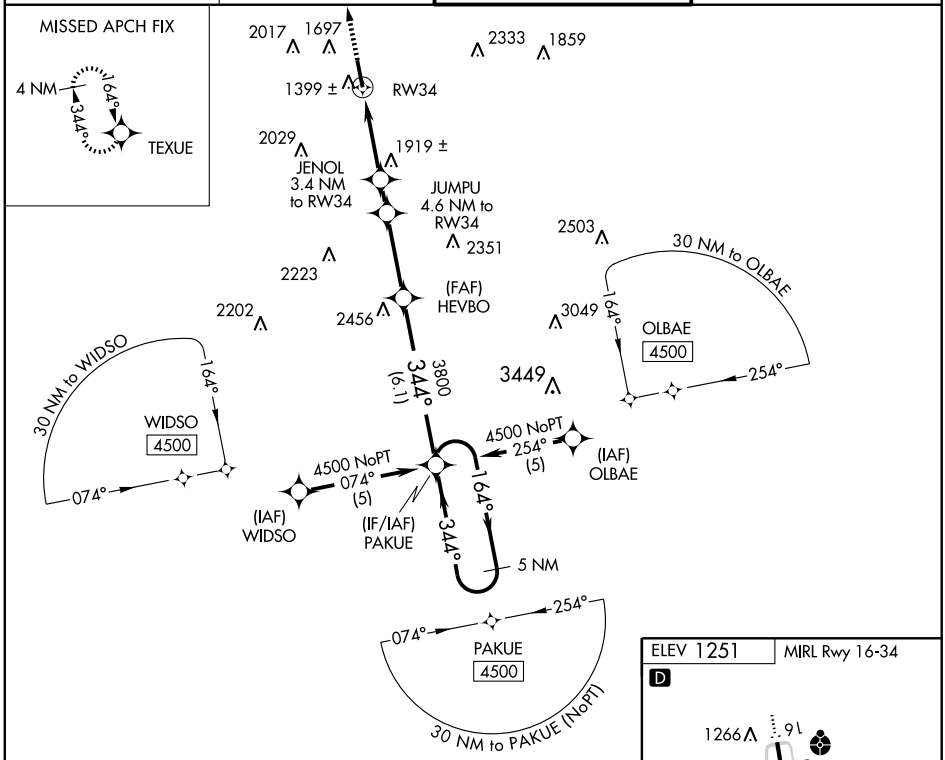
APP CRS	Rwy Idg	6006
344°	TDZE	1241
	Apt Elev	1251

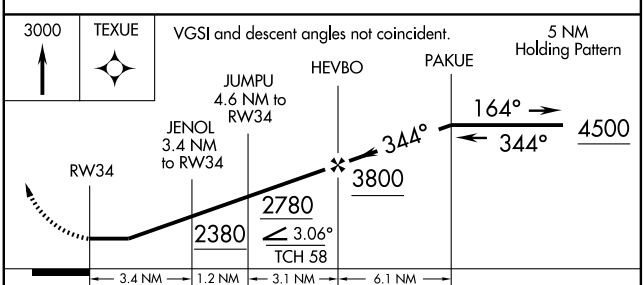
ASR Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA East Rwys 16-34. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet and LNAV and circling Cat C visibility ¼ mile.

ODALS

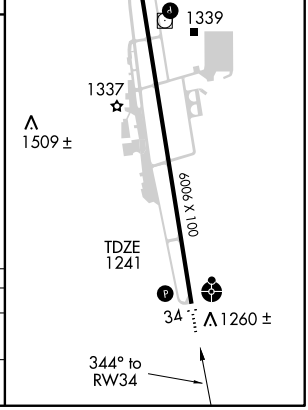
MISSED APPROACH: Climb to 3000 direct TEXUE and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) L 371.9	121.8





CATEGORY	A	B	C	D
LNAV MDA	2180-1¼	939 (1000-1¼)	2180-2¾ 939 (1000-2¾)	2180-3 939 (1000-3)
CIRCLING	2180-1¼	929 (1000-1¼)	2180-2¾ 929 (1000-2¾)	2260-3 1009 (1100-3)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME DAK	APP CRS	Rwy Idg	N/A
108.8	139°	TDZE	N/A
Chan 25		Apt Elev	1251

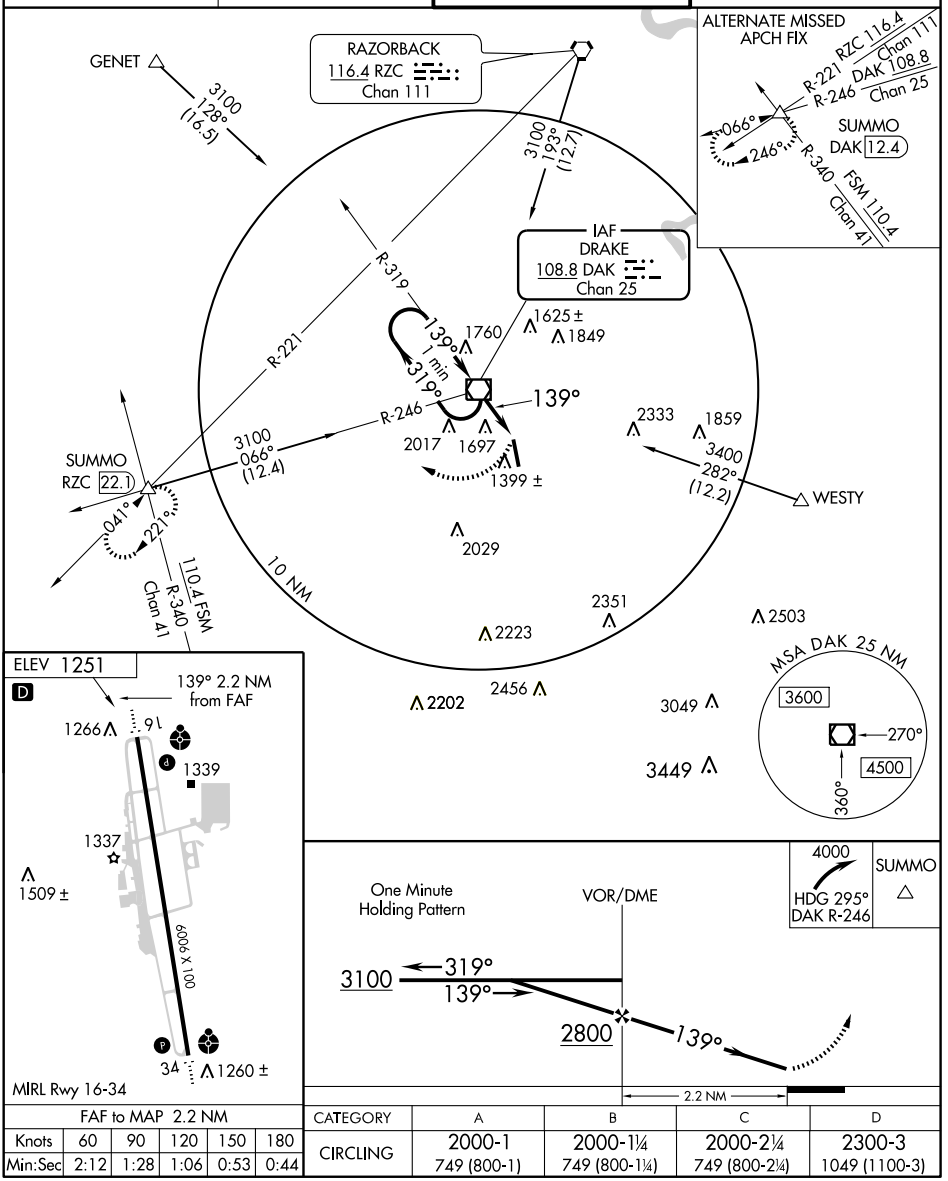
VOR-A

FAYETTEVILLE/DRAKE FIELD (FYV)

T A ASR — Circling NA east of Rwy 16-34. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 295° and DAK R-246 to SUMMO Int and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) L 371.9	121.8



FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

CATEGORY	A	B	C	D
CIRCLING	2000-1 749 (800-1)	2000-1¼ 749 (800-1¼)	2000-2¼ 749 (800-2¼)	2300-3 1049 (1100-3)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME DAK	APP CRS	Rwy Idg	N/A
108.8	325°	TDZE	N/A
Chan 25		Apt Elev	1251

VOR/DME-B

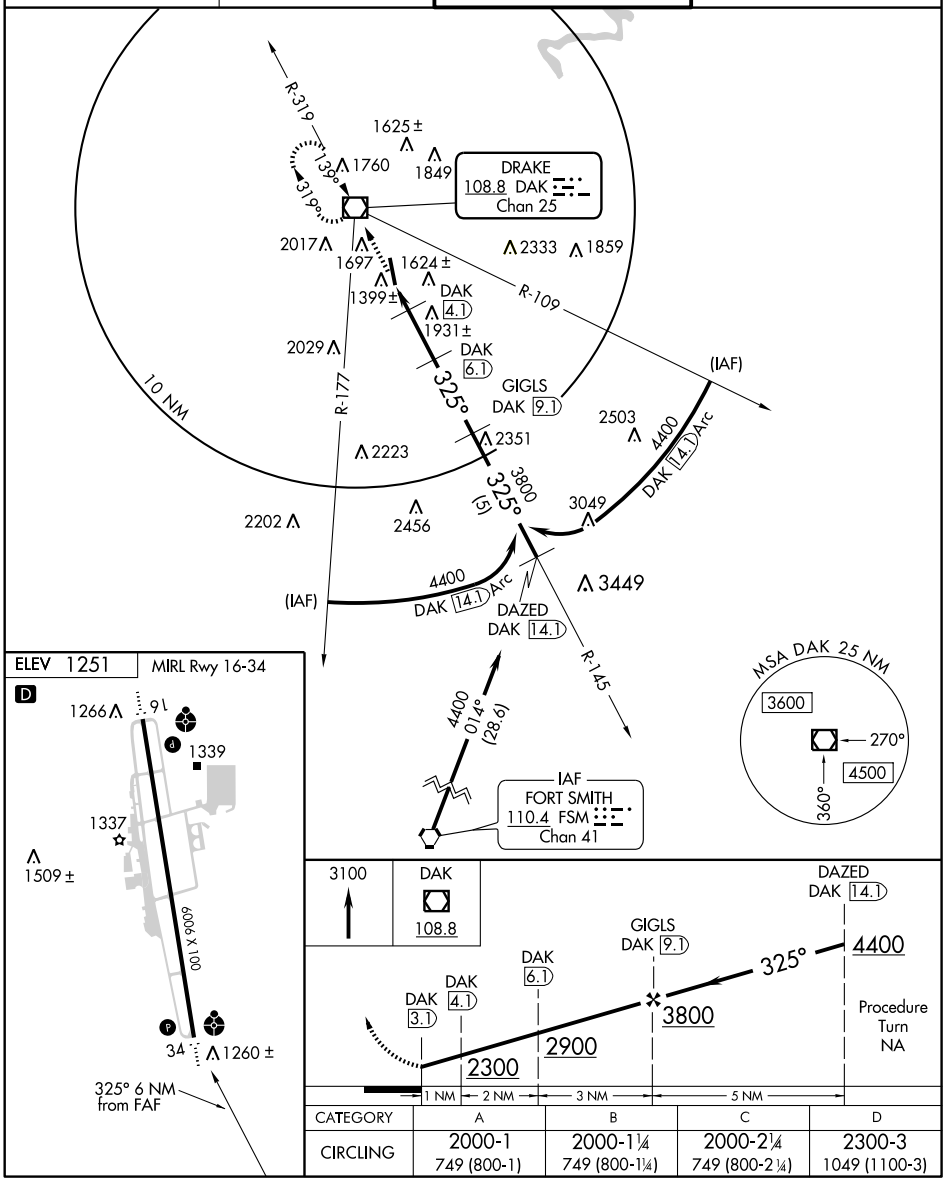
FAYETTEVILLE/ DRAKE FIELD (FYV)

ASR

Circling not authorized east of Rwy 16-34.

MISSED APPROACH: Climb to 3100 direct DAK VOR/DME and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON
119.575	121.0 244.57	128.0 (CTAF) L 371.9	121.8

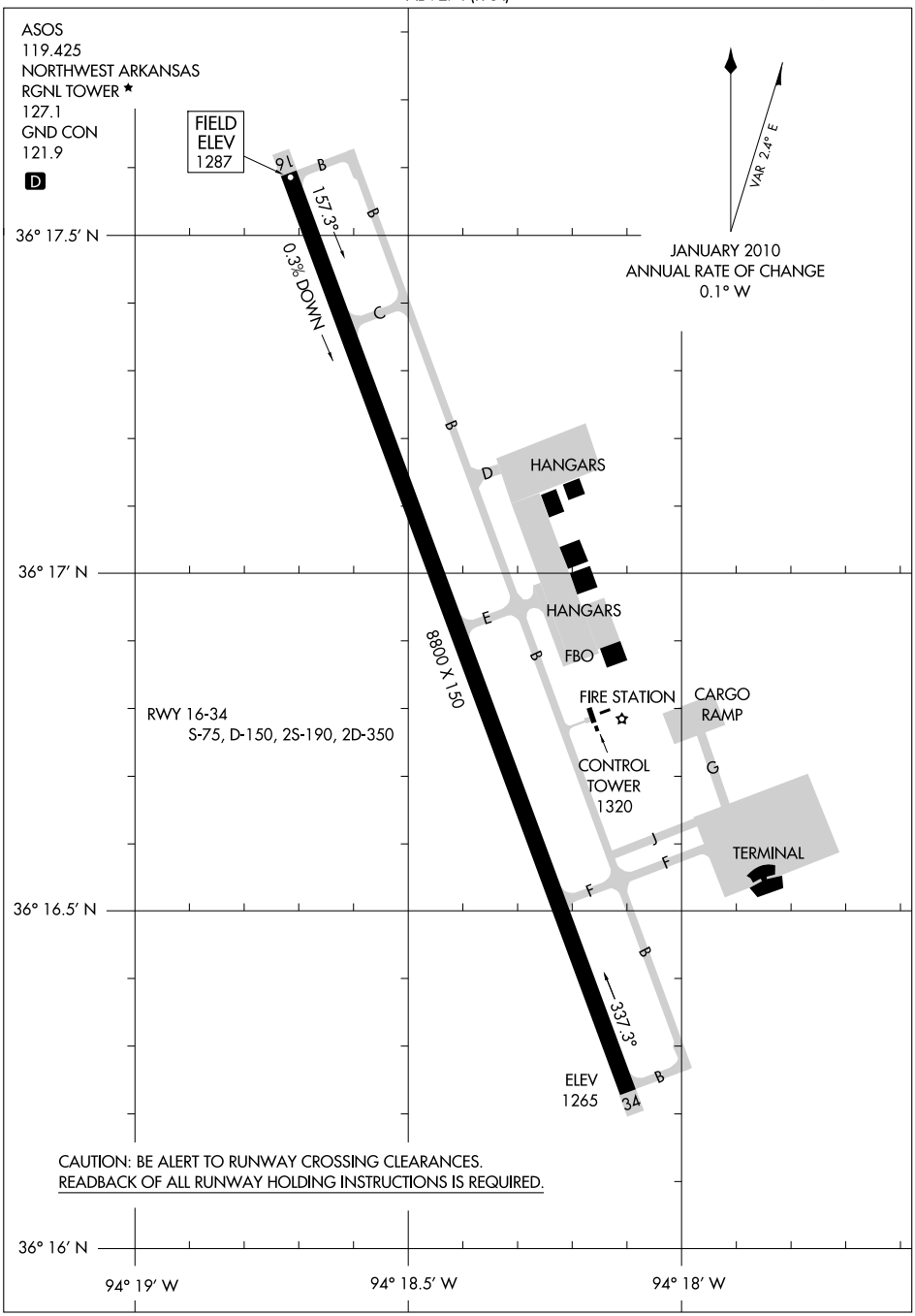


CATEGORY	A	B	C	D
CIRCLING	2000-1 749 (800-1)	2000-1¼ 749 (800-1¼)	2000-2¼ 749 (800-2¼)	2300-3 1049 (1100-3)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)
FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS
AL-9274 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

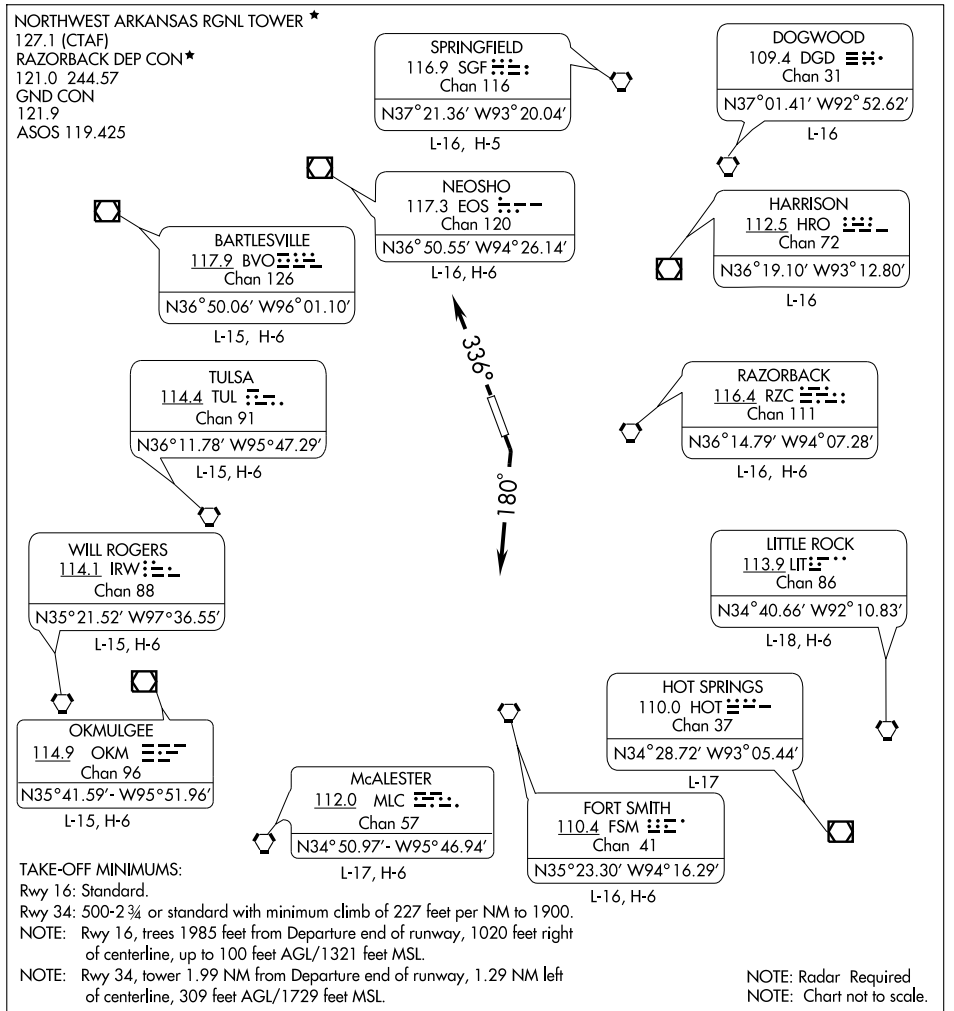
SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

10210



TAKE-OFF MINIMUMS:
Rwy 16: Standard.
Rwy 34: 500-2 ¾ or standard with minimum climb of 227 feet per NM to 1900.
NOTE: Rwy 16, trees 1985 feet from Departure end of runway, 1020 feet right of centerline, up to 100 feet AGL/1321 feet MSL.
NOTE: Rwy 34, tower 1.99 NM from Departure end of runway, 1.29 NM left of centerline, 309 feet AGL/1729 feet MSL.

NOTE: Radar Required
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT CLEARED AS FILED.

TAKE-OFF RUNWAY 16: Climbing right turn via heading 180° . Thence. . .

TAKE-OFF RUNWAY 34: Fly via heading 336°. Thence. . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 5,000 feet or other assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATION PROCEDURES: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet and proceed direct RZC VORTAC, then proceed on course.

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-XNA	APP CRS	Rwy Idg	8800
110.55	156°	TDZE	1287
Chan 42 (Y)		Apt Elev	1287

ILS or LOC/DME RWY 16

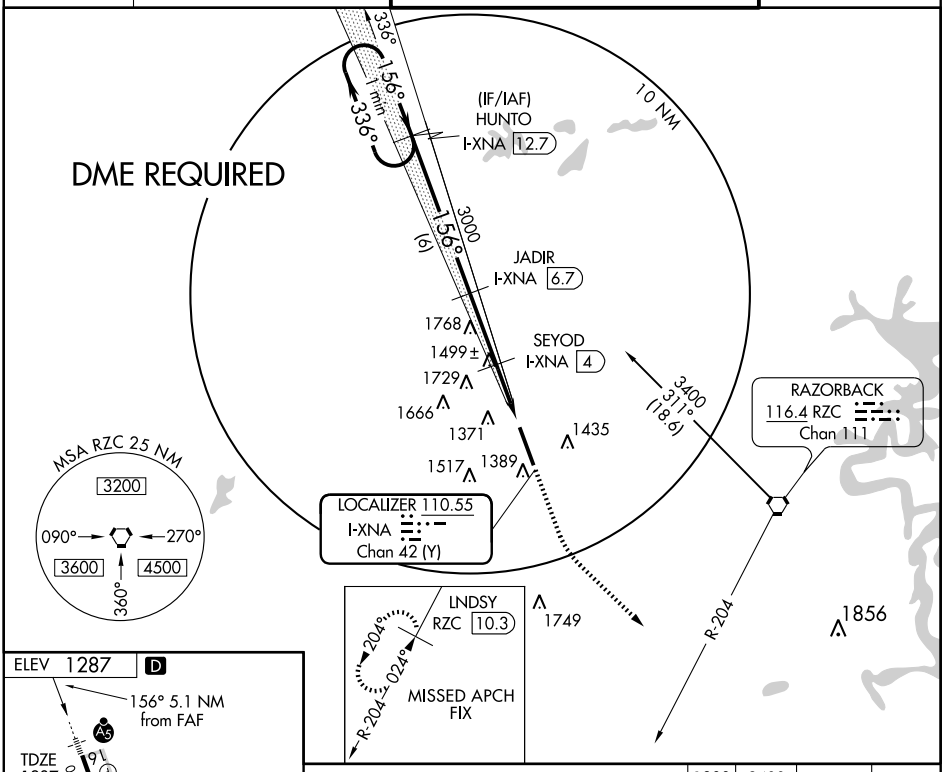
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

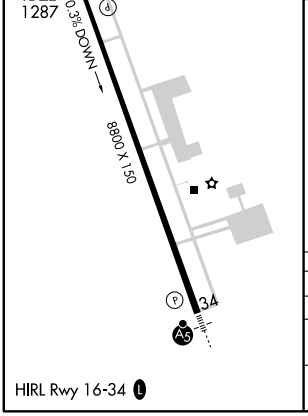
If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs 38 feet and all MDAs 40 feet.
VDP NA when using Smith Field altimeter setting.

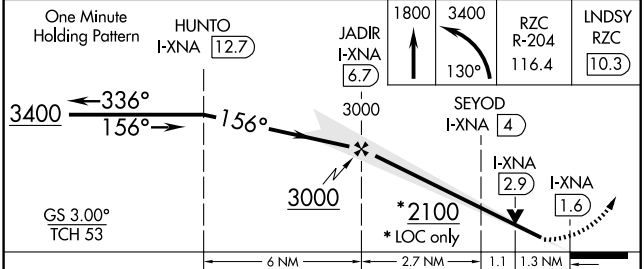
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3400 via heading 130° and RZC VORTAC R-204 to LNDSY/RZC 10.3 DME and hold.

ASOS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS RGNL TOWER ★	GND CON
119.425	121.0 244.57	127.1 (CTAF) L	121.9







CATEGORY	A	B	C	D
S-ILS 16	1487/24 200 (200-½)			
S-LOC 16	1760/24 473 (500-½)		1760/40 473 (500-¾)	1760/50 473 (500-1)
CIRCLING	1760-1 473 (500-1)		1760-1½ 473 (500-1½)	1840-2 553 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FBS	APP CRS	Rwy Idg	8800
110.55	336°	TDZE	1273
Chan 42 (Y)		Apt Elev	1287

ILS or LOC/DME RWY 34

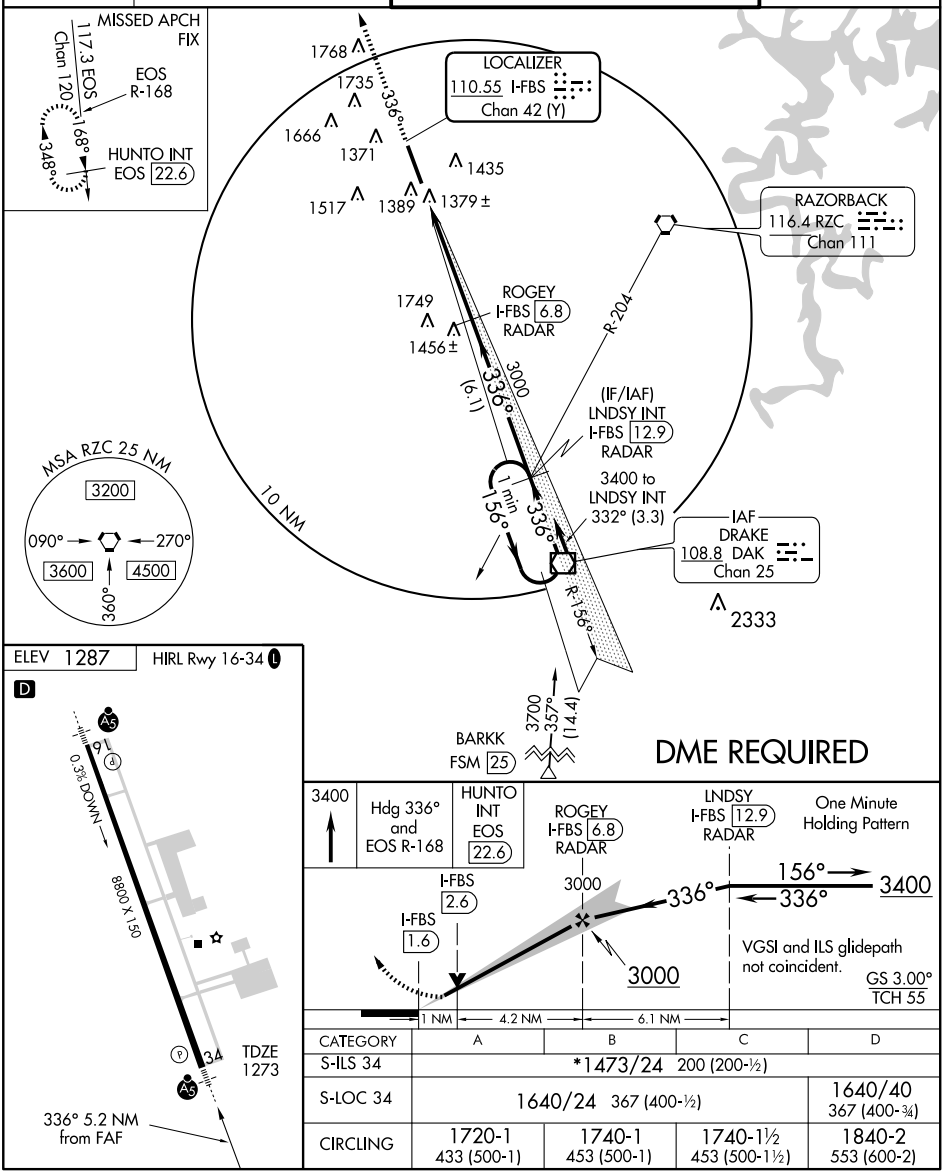
FAYETTEVILLE/NORTHWEST ARKANSAS RGNL (XNA)

VDP NA when using Smith Field altimeter setting.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.
When local altimeter setting not received, use Smith Field altimeter setting and increase all DA/MDA 40 feet, and increase S-LOC 34 Cat C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3400 via heading 336° and EOS R-168 to HUNTO INT/EOS 22.6 DME and hold.

ASOS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS RGNL TOWER ★	GND CON
119.425	121.0 244.57	127.1 (CTAF) L	121.9



CATEGORY	A	B	C	D
S-ILS 34	*1473/24 200 (200-½)			
S-LOC 34	1640/24 367 (400-½)			1640/40 367 (400-¾)
CIRCLING	1720-1 433 (500-1)	1740-1 453 (500-1)	1740-1½ 453 (500-1½)	1840-2 553 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8800
CH 72899	156°	TDZE	1287
W16A		Apt Elev	1287

RNAV (GPS) RWY 16

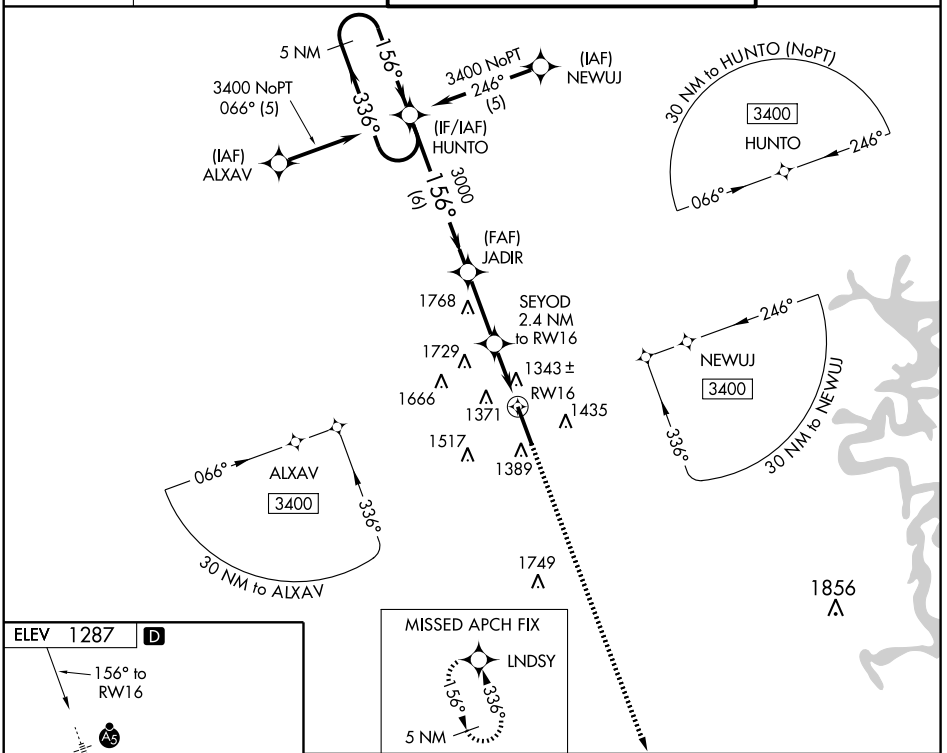
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

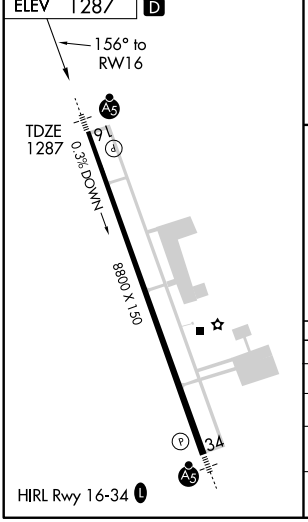
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C (2°F) or above 46°C (114°F). If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA and VDP NA when using Smith Field altimeter setting.

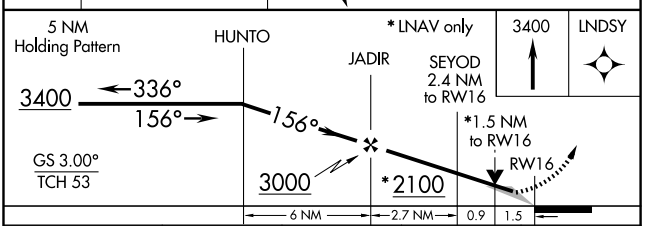
MALSR

MISSED APPROACH: Climb to 3400 direct LNDSY and hold.

ASOS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS RGNL TOWER ★	GND CON
119.425	121.0 244.57	127.1 (CTAF) L	121.9







CATEGORY	A	B	C	D
LPV DA	1537/24 250 (300-½)			
LNAV/VNAV DA	1693/50 406 (500-1)			
LNAV MDA	1800/24 513 (600-½)		1800/50 513 (600-1)	1800/60 513 (600-1¼)
CIRCLING	1800-1 513 (600-1)		1800-1½ 513 (600-1½)	1840-2 553 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8800
CH 78299	336°	TDZE	1273
W34A		Apt Elev	1287

RNAV (GPS) RWY 34

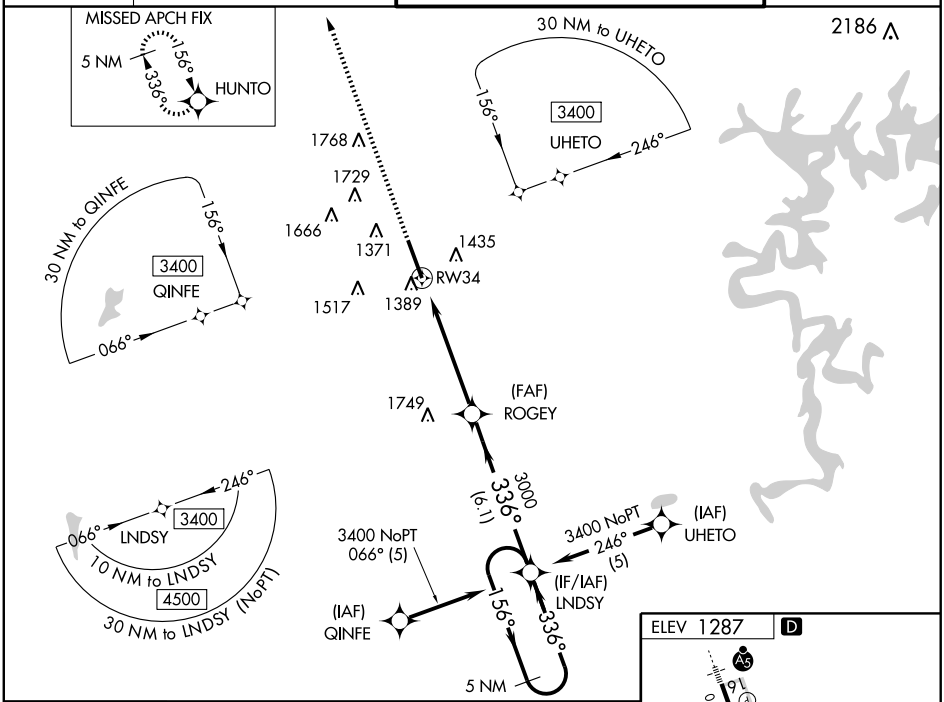
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

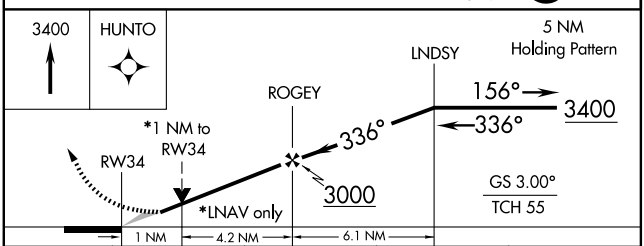
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D to RVR 6000. If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Smith Field altimeter setting.

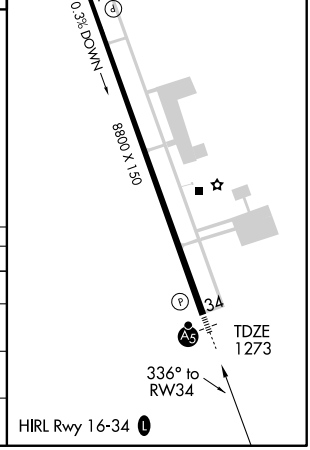
MALSR

MISSED APPROACH: Climb to 3400 direct HUNTO and hold

ASOS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS RGNL TOWER ★	GND CON
119.425	121.0 244.57	127.1 (CTAF) L	121.9







CATEGORY	A	B	C	D
LPV DA	1523/24 250 (300-½)			
LNAV/VNAV DA	1639/40 366 (400-¾)			
LNAV MDA	1640/24 367 (400-½)			1640/50 367 (400-1)
CIRCLING	1720-1¼ 433 (500-1¼)	1740-1¼ 453 (500-1¼)	1740-1½ 453 (500-1½)	1840-2 553 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
048°	TDZE	719
	Apt Elev	719

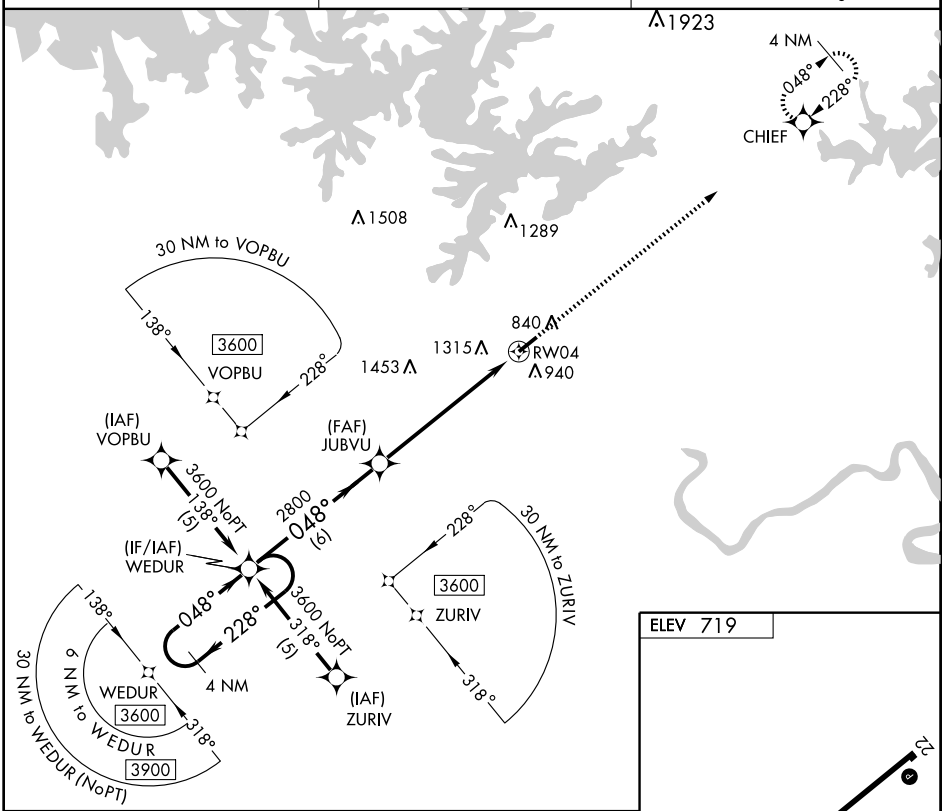
RNAV (GPS) RWY 4

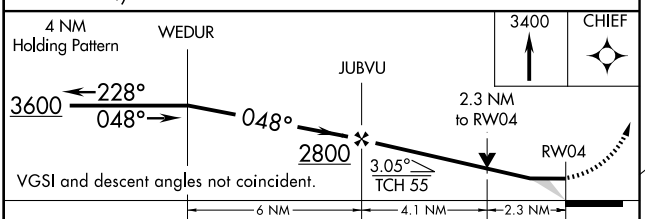
FLIPPIN/MARION COUNTY RGNL (FLP)

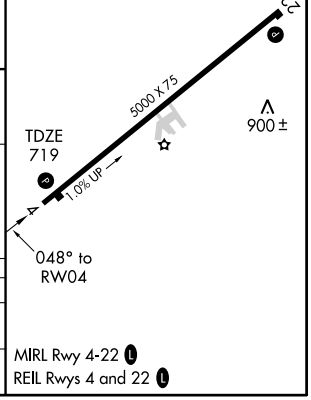
Circling NA north of Rwy 04-22. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cats A and C visibility ¼ mile. VDP NA when using Mountain Home altimeter setting.

MISSED APPROACH: Climb to 3400 direct CHIEF and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1580-1 861 (900-1)	1580-1¼ 861 (900-1¼)	1580-2½ 861 (900-2½)	NA
CIRCLING	1580-1 861 (900-1)	1580-1¼ 861 (900-1¼)	1580-2½ 861 (900-2½)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
228°	TDZE	719
	Apt Elev	719

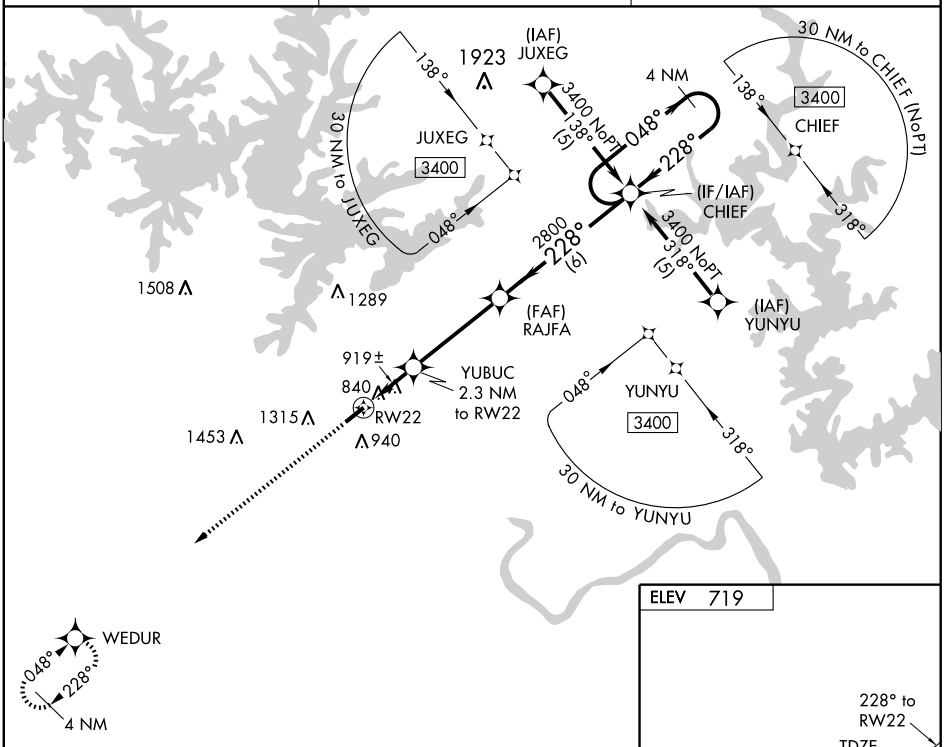
RNAV (GPS) RWY 22

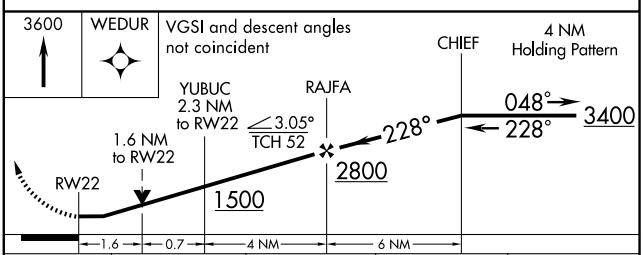
FLIPPIN/ MARION COUNTY RGNL (FLP)

DME/DME RNP -0.3 NA. Circling NA north of Rwy 04-22. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDAs 60 feet, increase LNAV and circling Cat C visibility ¼ mile. VDP NA when using Mountain Home altimeter setting.

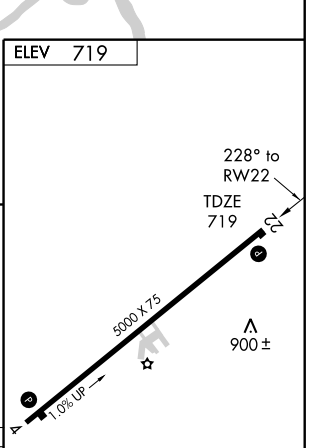
MISSED APROACH: Climb to 3600 direct WEDUR and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1380-1	661 (700-1)	1380-1¾ 661 (700-1¾)	NA
CIRCLING	1380-1	661 (700-1)	1380-1¾ 661 (700-1¾)	NA



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FLP 112.8 Chan 75	APP CRS 263°	Rwy Idg N/A TDZE N/A Apt Elev 719

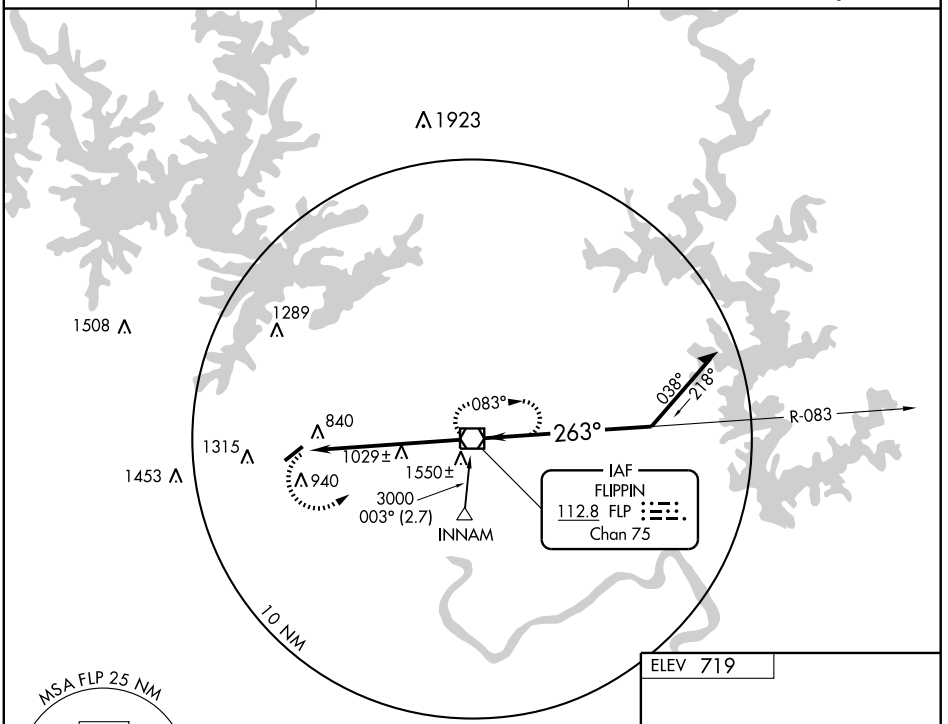
VOR-A

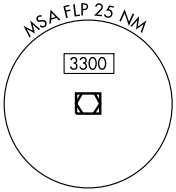
FLIPPIN/ MARION COUNTY RGNL (FLP)

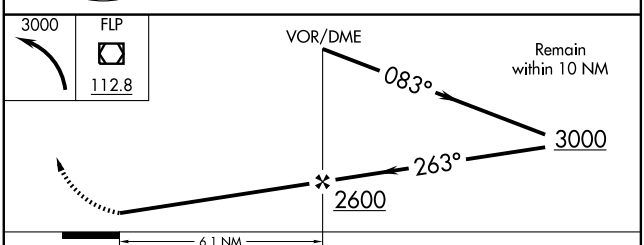
Circling NA north of Rwy 4-22. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

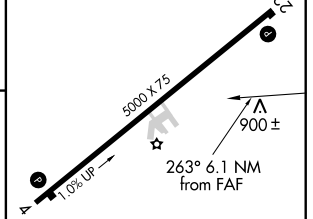
MISSED APPROACH: Climbing left turn to 3000 direct FLP VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	123.0 (CTAF) L









MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

CATEGORY	A	B	C	D
CIRCLING	1300-1	581 (600-1)	1300-1½ 581(600-1½)	NA

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3014
360°	TDZE	249
	Apt Elev	249

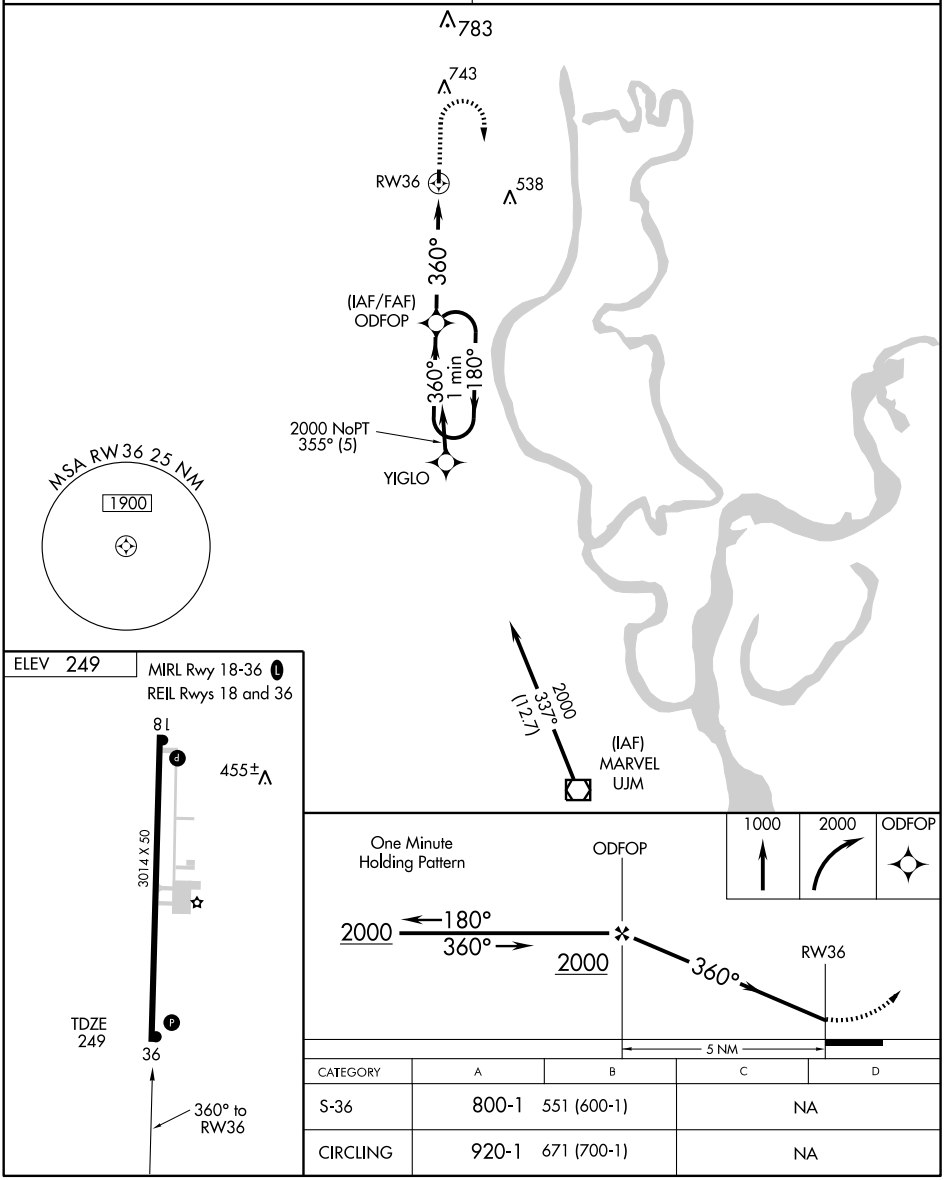
GPS RWY 36
FORREST CITY MUNI (FCY)

Use Memphis altimeter setting.

NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ODFOP WP and hold.

MEMPHIS CENTER	UNICOM
135.3 335.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	800-1	551 (600-1)	NA	
CIRCLING	920-1	671 (700-1)	NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 25

LOC I-FSM	APCH CRS	Rwy ldg 8000 TDZE 446 Arpt Elev 469
111.3	256°	

JAL-631 [USAF]

FORT SMITH REGIONAL (KFSM)

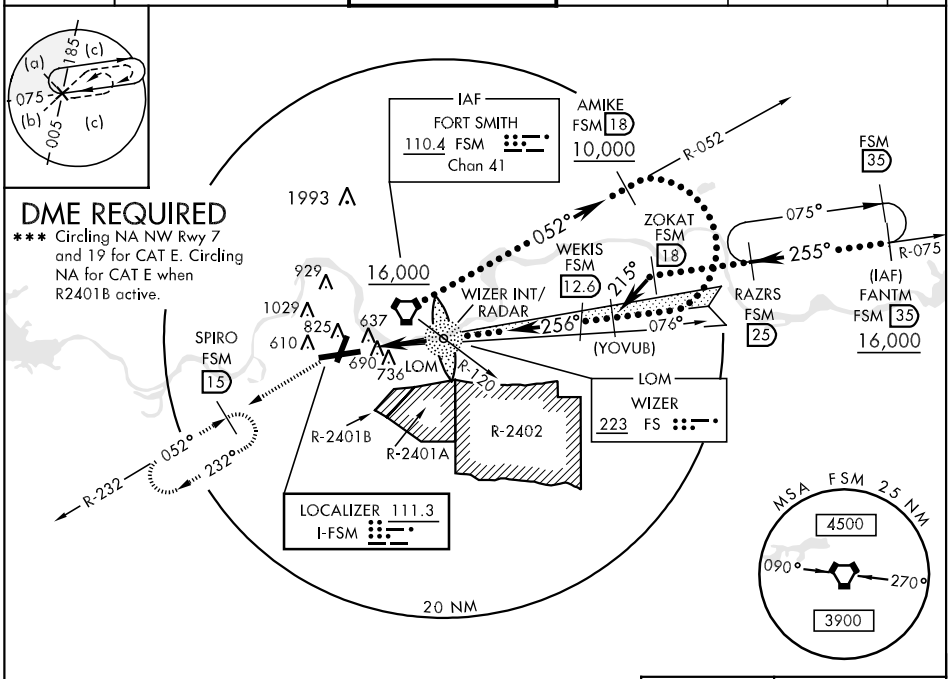
T * When ALS inop, increase CAT E RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT E vis to 1¾ mile.
A NA When control tower closed.

MALSR

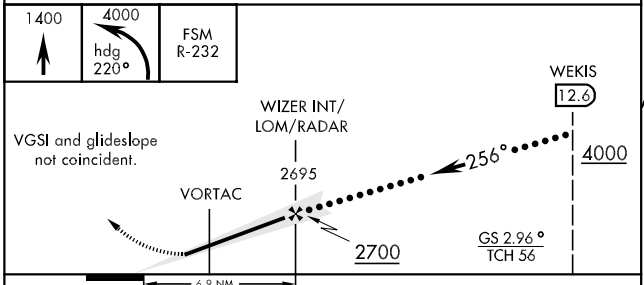
MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via heading 220° and FSM R-232 to SPIRO 15 DME and hold, continue climb in hold to 4000.

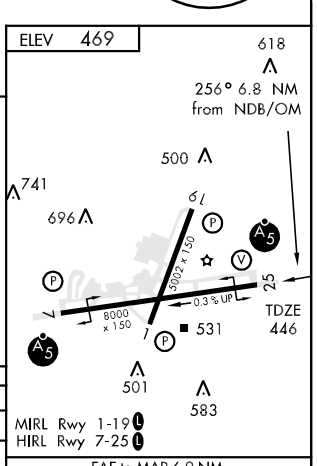
ATIS ★	RAZORBACK APP CON	FORT SMITH TOWER ★	GND CON	CLNC DEL	ASR
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	

DME REQUIRED
*** Circling NA NW Rwy 7 and 19 for CAT E. Circling NA for CAT E when R2401B active.



EMERG SAFE ALT 100 NM 4500 FROM FSM VORTAC





CATEGORY	C	D	E
S-ILS *	646/24 200 (200-½)		
S-LOC **	960/50 514 (600-1)	960/60 514 (600-1¼)	
*** CIRCLING	1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

FAF to MAP 6.9 NM

Knots	120	140	160	180	200
Min:Sec	3:27	2:57	2:35	2:18	2:04

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 7

VORTAC FSM	APCH CRS	Rwy ldg 8000
110.4	053°	TDZE 469
Chan 41		Arpt Elev 469

JAL-631 [USAF] FORT SMITH REGIONAL (KFSM)

▼ * Circling NA NW Rwy 7 and 19 for CAT E.

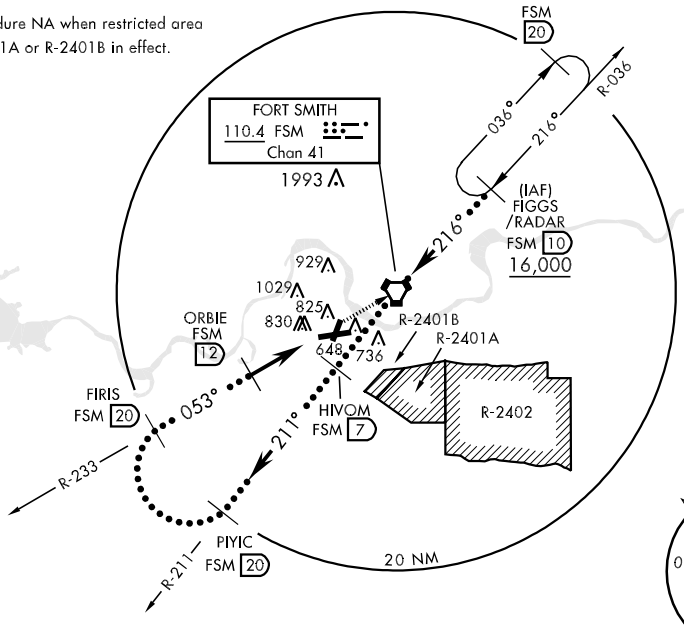
▲ NA When Control Tower closed.

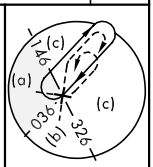
MALSR

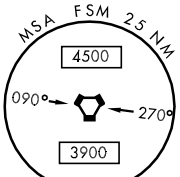
MISSED APPROACH: Climb to 4000 direct FSM VORTAC and via R-036 to FIGGS (FSM R-036/10 DME) and hold.

ATIS ★	RAZORBACK APP CON	FORT SMITH TOWER ★	GND CON	CLNC DEL	ASR
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	

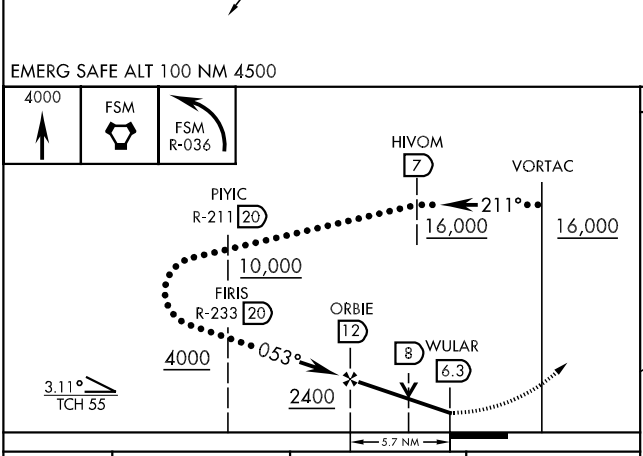
Procedure NA when restricted area R-2401A or R-2401B in effect.

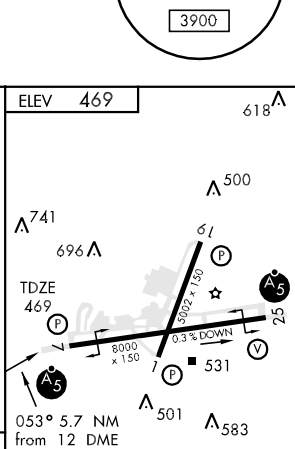






EMERG SAFE ALT 100 NM 4500





CATEGORY	C	D	E
S-7	1080-1¾ 611 (700-1¾)	1080-2 611 (700-2)	1080-2¼ 611 (700-2¼)
CIRCLING *	1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

MIRL Rwy 1-19 L
HIRL Rwy 7-25 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 25

VORTAC FSM	APCH CRS	Rwy ldg 8000
110.4	226°	TDZE 446
Chan 41		Arpt Elev 469

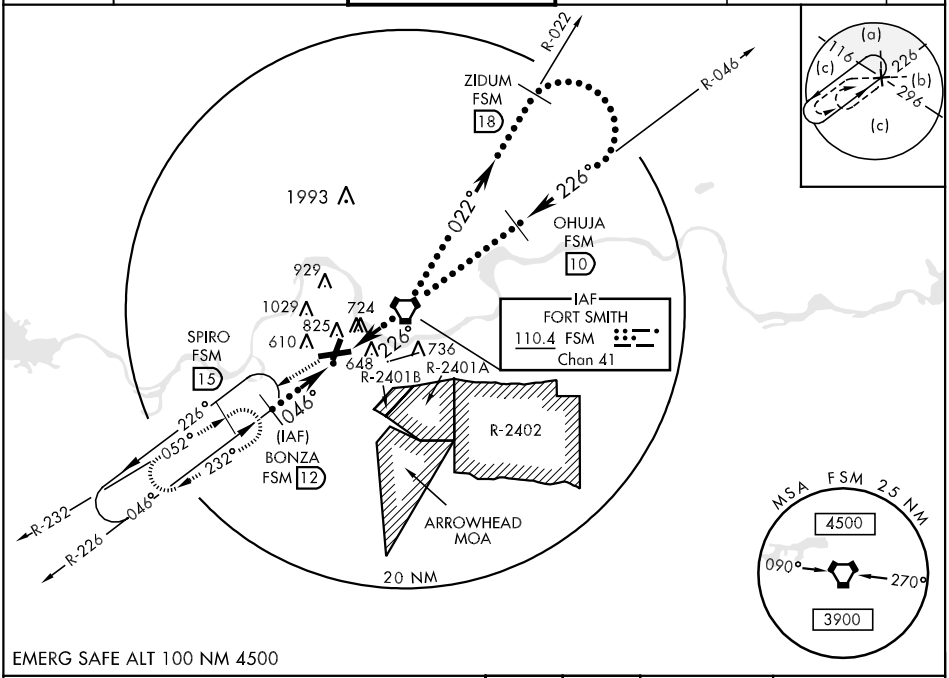
JAL-631 [USAF] FORT SMITH REGIONAL (KFSM)

T * Circling NA NW Rwy 7 and 19 for CAT E.
Circling NA for CAT E when R-2401B is active.
A NA When Control Tower closed.

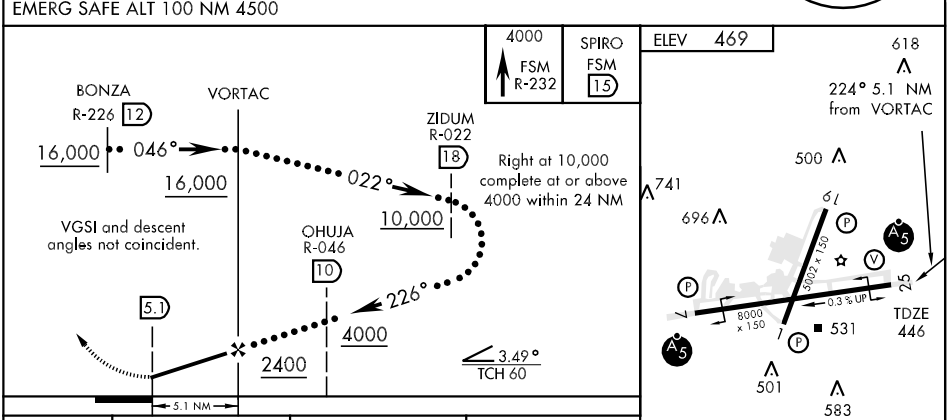
MALSR

MISSED APPROACH: Climb to 4000 via FSM VORTAC R-232 to SPIRO (FSM R-232/15 DME) and hold, continue climb in hold to 4000.

ATIS ★	RAZORBACK APP CON	FORT SMITH TOWER ★	GND CON	CLNC DEL	ASR
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	



EMERG SAFE ALT 100 NM 4500



CATEGORY	C	D	E
S-25	980-1½ 534 (600-1½)	980-1¾ 534 (600-1¾)	980-2 534 (600-2)
CIRCLING *	1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

MIRL Rwy 1-19 L
HIRL Rwy 7-25 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-GKV	APP CRS	Rwy Idg	8000
111.3	076°	TDZE	469
		Apt Elev	469

ILS or LOC RWY 7

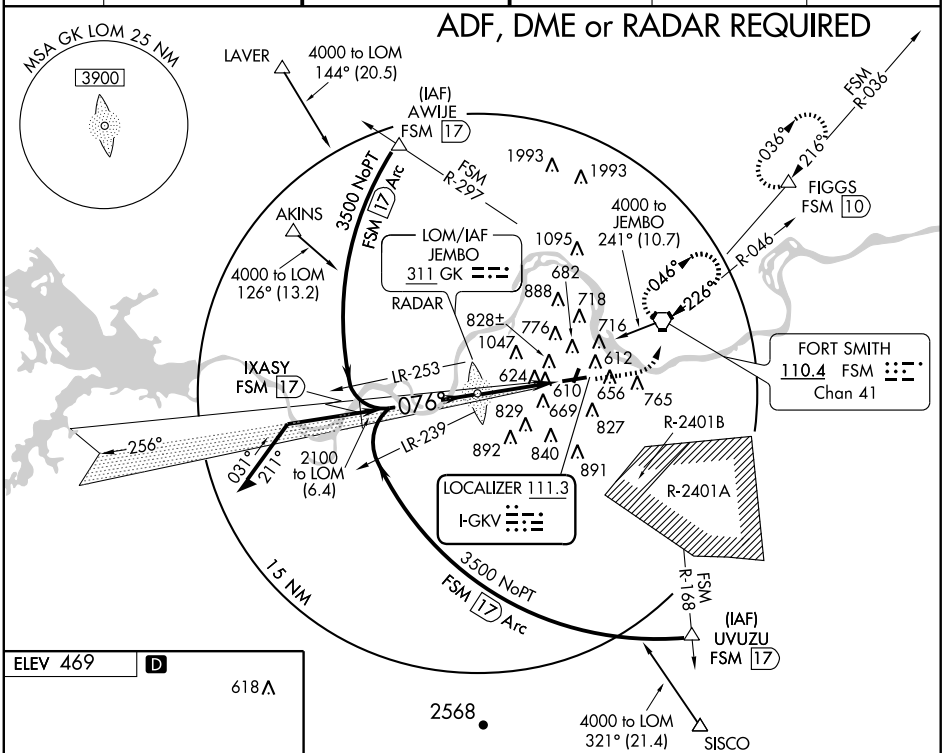
FORT SMITH RGNL (FSM)

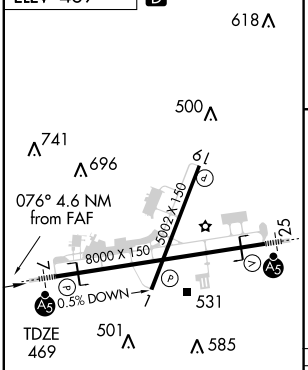
Circling not authorized NW of Rwys 7 and 19 for Cat. E. Circling to Rwy 1 NA at night. ASR Circling Cat E NA when R-2401B active.

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct FSM VORTAC and hold.(TACAN aircraft continue climb to 4000 via R-036 to FIGGS 10 DME and hold, NE, RT, 216° inbound.)

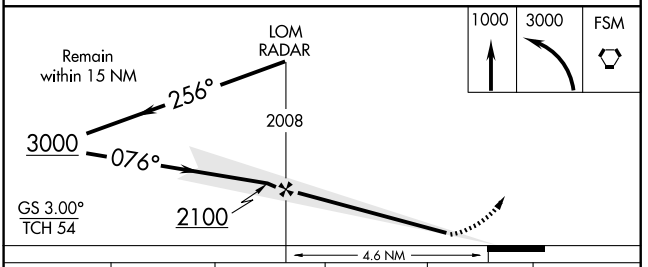
ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95





HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D	E
S-ILS 7	669-½ 200 (200-½)				
S-LOC 7	860-½ 391 (400-½)			860-¾ 391 (400-¾)	860-1 391 (400-1)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-FSM	APP CRS	Rwy Idg	8000
111.3	256°	TDZE	446
		Apt Elev	469

ILS or LOC RWY 25

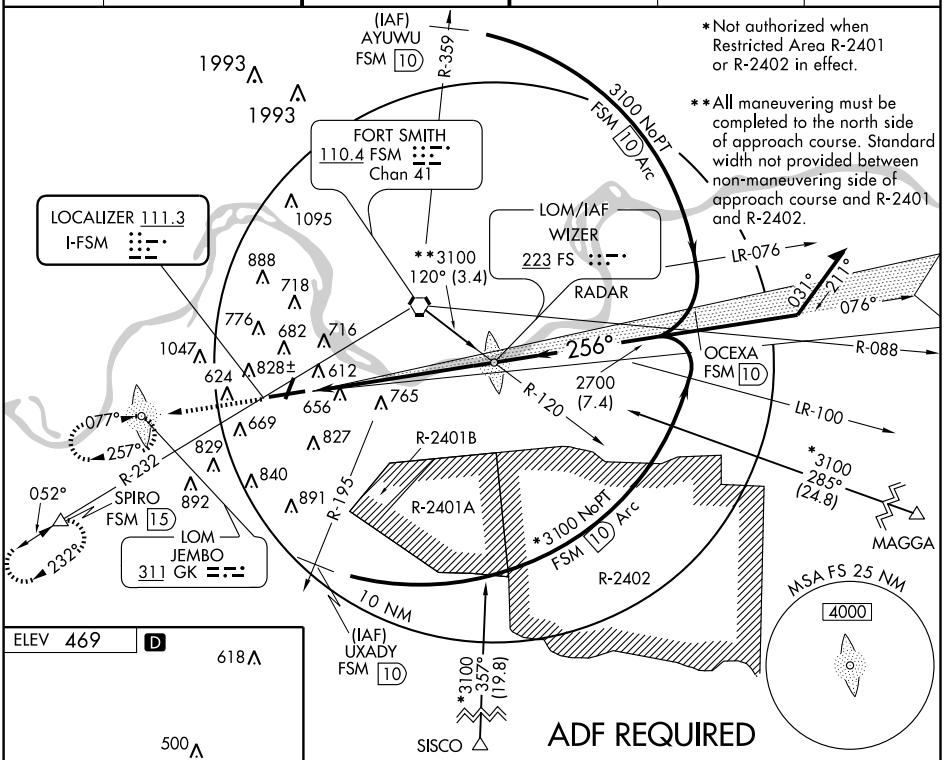
FORT SMITH RGNL (FSM)

ASR: Circling not authorized NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. # Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA. Circling Cat E NA when R-2401B active.

MALSR

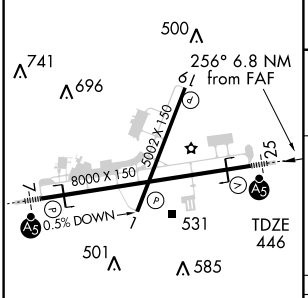
MISSED APPROACH: Climb to 2500 direct JEMBO LOM and hold. (TACAN aircraft climb to 1200 then climbing left, then to 4000 via FSM R-232 to SPIRO Int/15 DME and hold southwest, right turn, 052° inbound.)

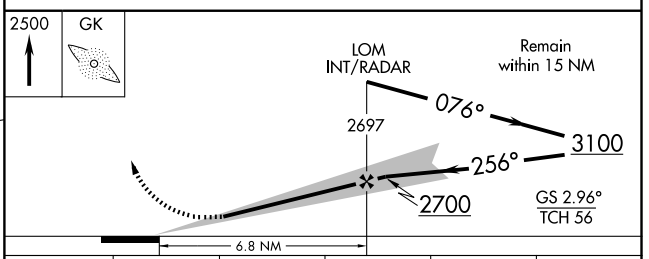
ATIS	RAZORBACK APP CON*	FORT SMITH TOWER*	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D	E
S-ILS 25	# 646/ 24 200 (200-½)				
S-LOC 25	960/24 514 (500-½)		960/50 514 (500- 1)	960/60 514 (500-1¼)	
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NDB RWY 25

FORT SMITH RGNL (FSM)

LOM FS	APP CRS	Rwy Idg	8000
223	256°	TDZE	445
		Apt Elev	469

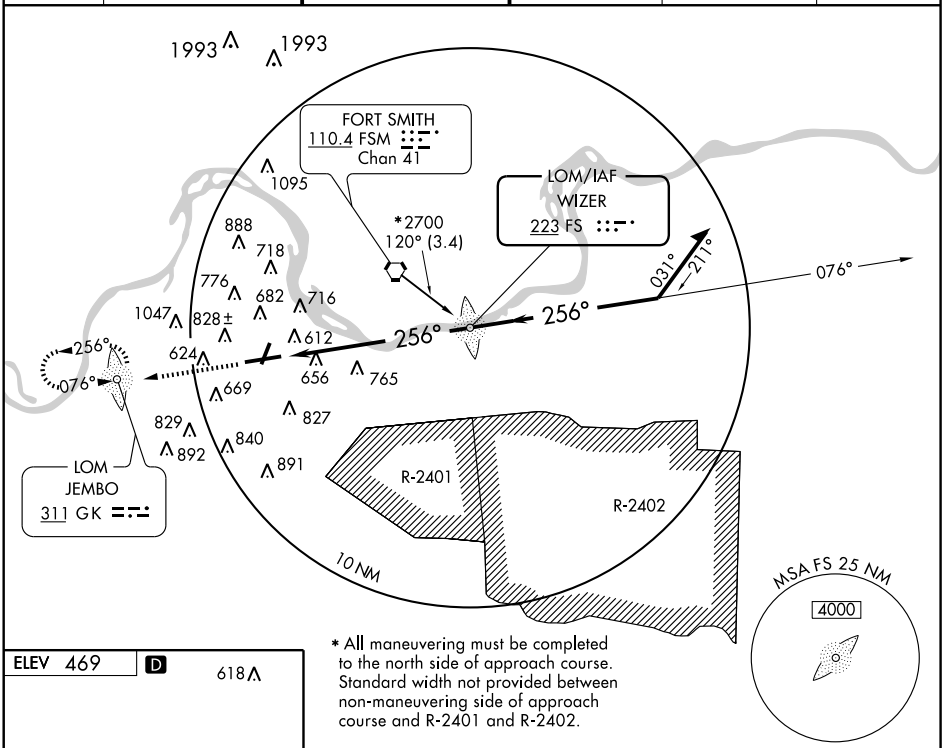
ASR

Circling to Rwy 1 NA at night.

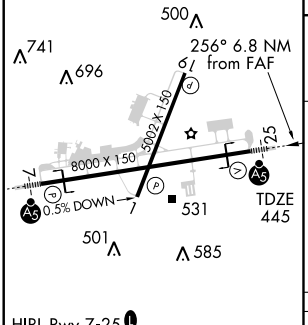
MALSR

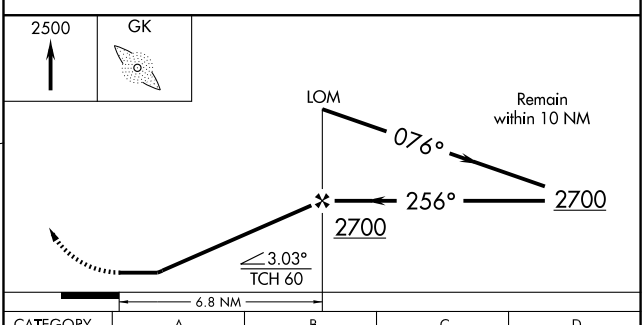
MISSED APPROACH: Climb to 2500 direct GK LOM and hold.

ATIS	RAZORBACK APP CON*	FORT SMITH TOWER*	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



* All maneuvering must be completed to the north side of approach course. Standard width not provided between non-maneuvering side of approach course and R-2401 and R-2402.





HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

CATEGORY	A	B	C	D
S-25	1140-¾ 695 (700-¾)		1140-1½ 695 (700-1½)	1140-2 695 (700-2)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58217 W01A	APP CRS 016°	Rwy Idg 5002 TDZE 449 Apt Elev 469

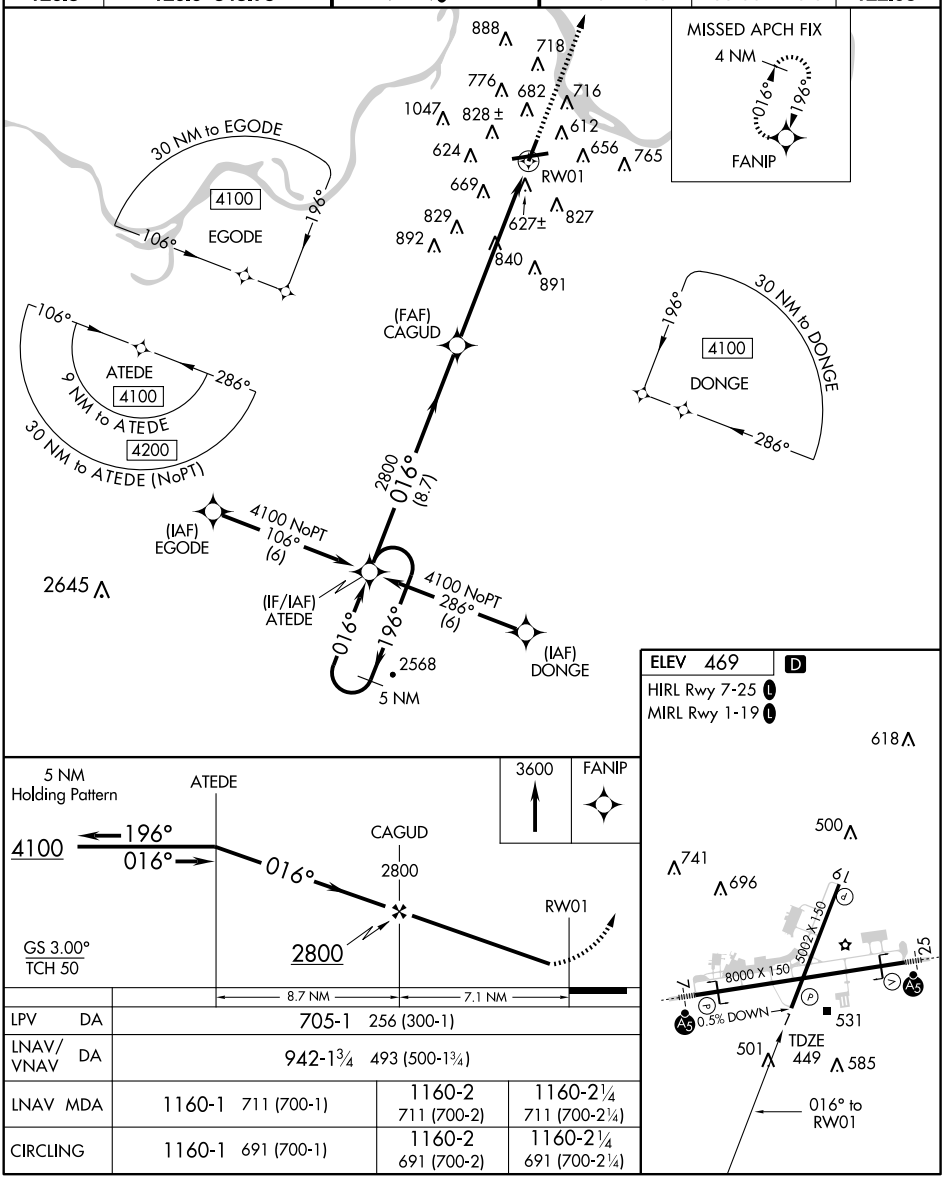
RNAV (GPS) RWY 1

FORT SMITH RGNL (FSM)

V A ASR — Straight-in minimums NA at night. Circling to Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3600 direct FANIP and hold, continue climb-in-hold to 3600.

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



LPV DA	705-1 256 (300-1)		
LNAV/VNAV DA	942-1¾ 493 (500-1¾)		
LNAV MDA	1160-1 711 (700-1)	1160-2 711 (700-2)	1160-2¼ 711 (700-2¼)
CIRCLING	1160-1 691 (700-1)	1160-2 691 (700-2)	1160-2¼ 691 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77917 W07A	APP CRS 076°	Rwy Idg 8000	TDZE 469	Apt Elev 469

RNAV (GPS) RWY 7

FORT SMITH RGNL (FSM)

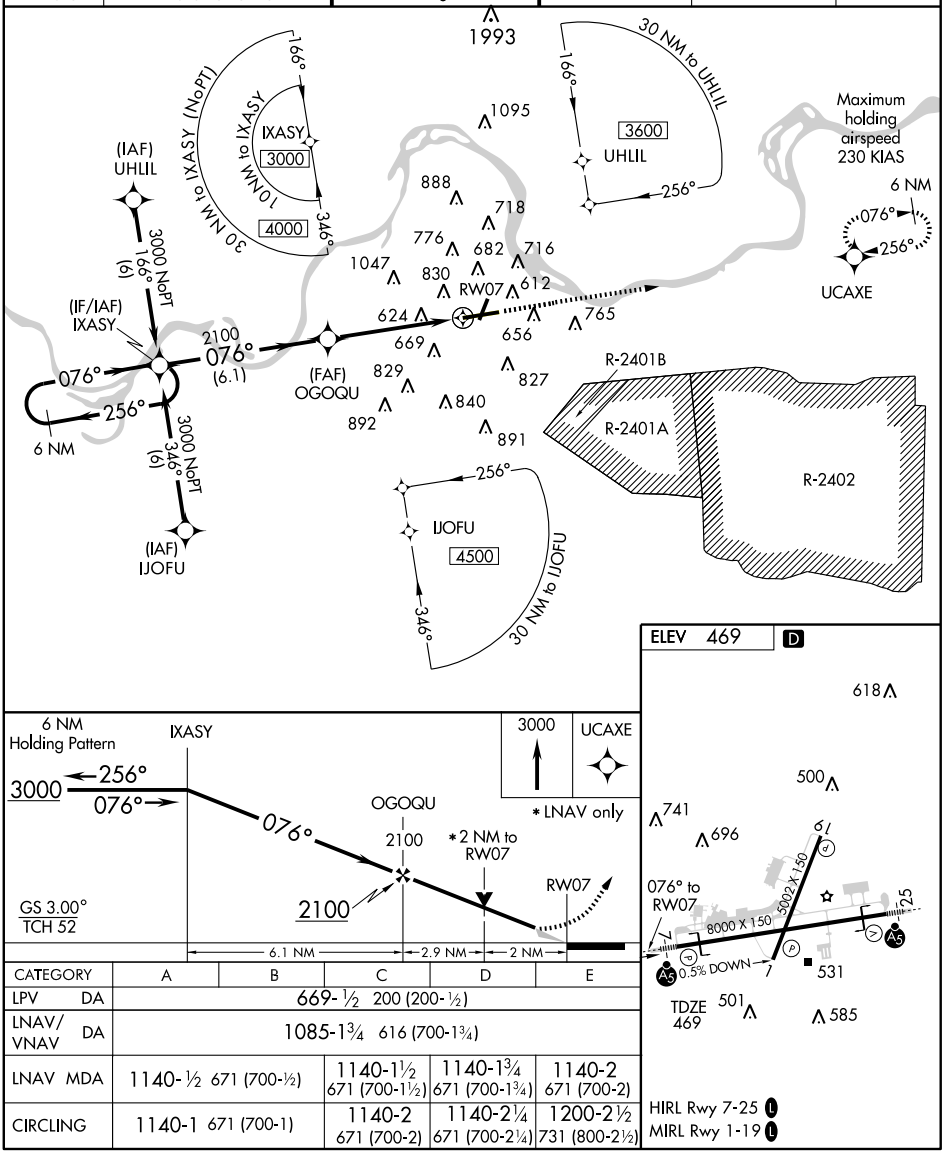
ASR

Circling to Rwy 1 NA at night. For inoperative MALSR, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat E visibility to 2¼ and LNAV Cat E visibilty to 2½. Circling NA for Cat E NW of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Circling Cat E NA when R-2401B active.

MALSR

MISSED APPROACH: Climb to 3000 direct UCAXE and hold.

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



CATEGORY	A	B	C	D	E
LPV DA	669-½ 200 (200-½)				
LNAV/VNAV DA	1085-1¾ 616 (700-1¾)				
LNAV MDA	1140-½ 671 (700-½)		1140-1½ 671 (700-1½)	1140-1¾ 671 (700-1¾)	1140-2 671 (700-2)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	8000
CH 87117	256°	TDZE	453
W25A		Apt Elev	469

RNAV (GPS) RWY 25

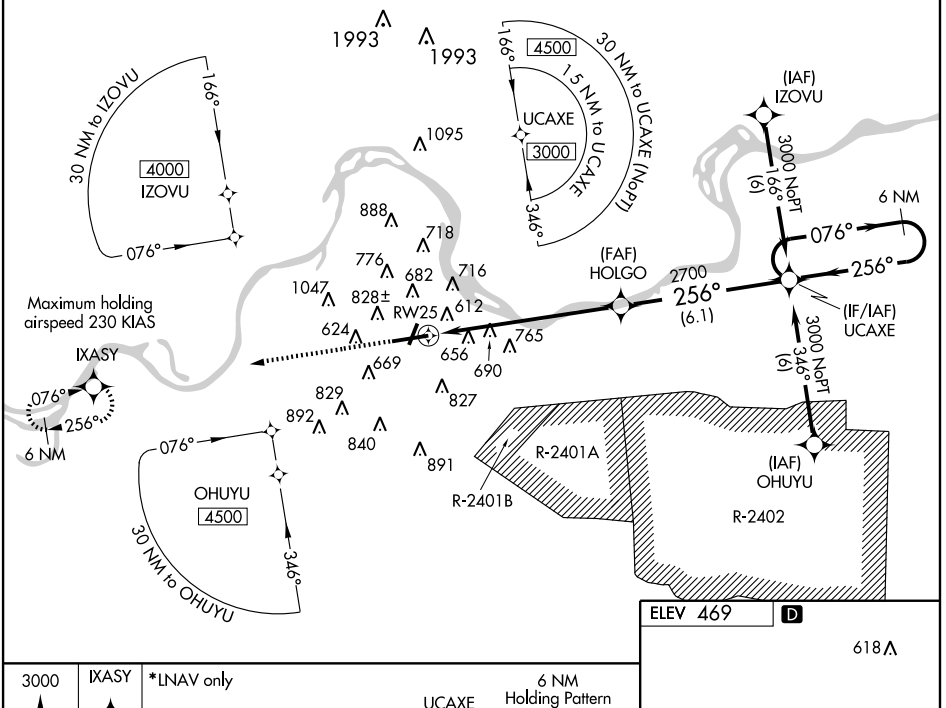
FORT SMITH RGNL (FSM)

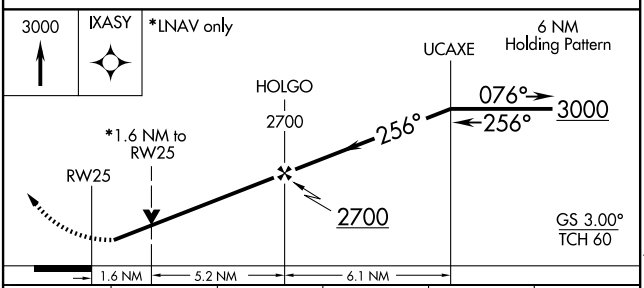
T A ASR — Circling to Rwy 1 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1¾. Circling NA for Cat E NW of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling Cat E NA when R-2401B active.

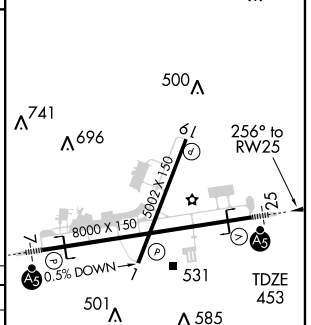
MALSR

MISSED APPROACH: Climb to 3000 direct IXASY and hold.

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95







CATEGORY	A	B	C	D	E
LPV DA	653/40 200 (200-¾)				
LNAV/VNAV DA	979/60 526 (600-1¼)				
LNAV MDA	980/40 527 (600-¾)		980/50 527 (600-1)	980/60 527 (600-1¼)	
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FSM	APP CRS	Rwy Idg	8000
110.4	053°	TDZE	469
Chan 41		Apt Elev	469

VOR/DME or TACAN RWY 7

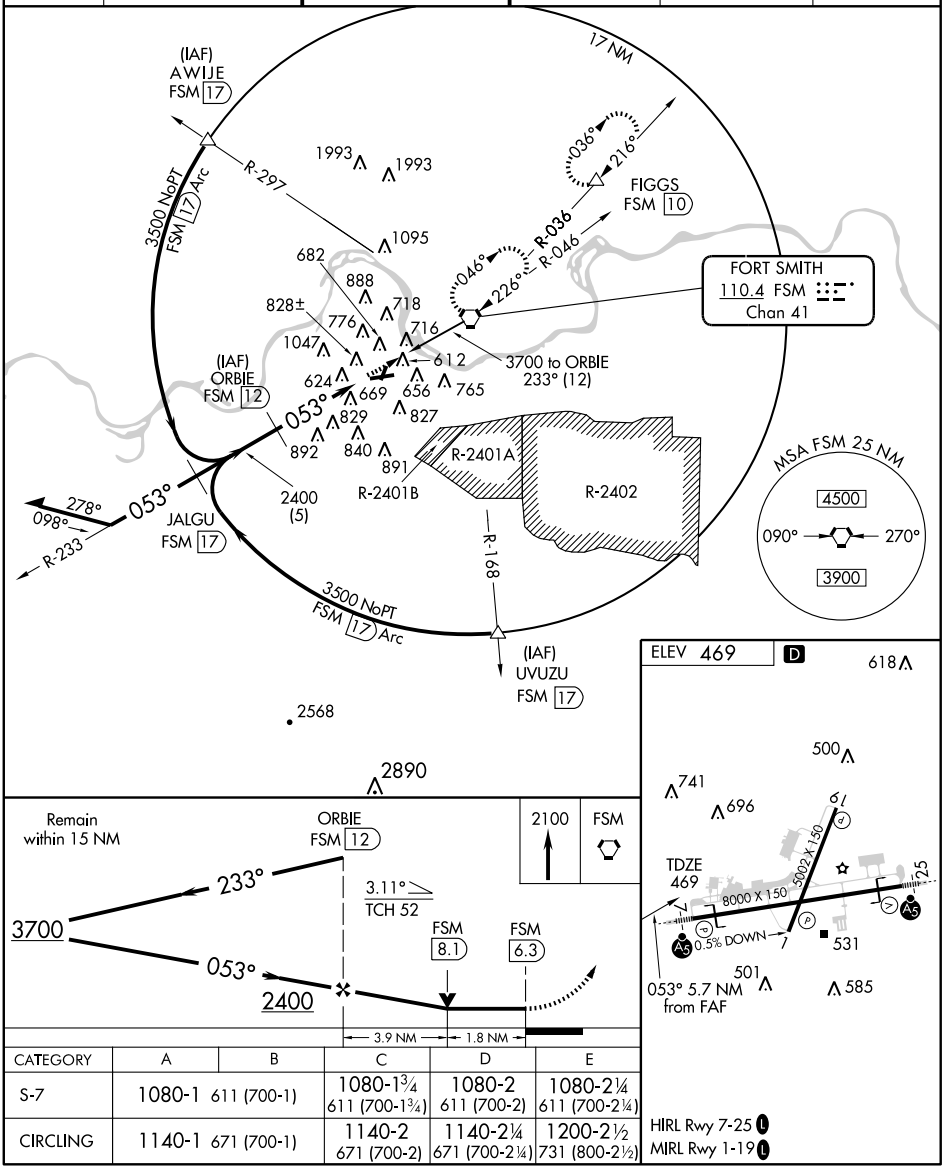
FORT SMITH RGNL (FSM)

ASR — Inoperative table does not apply. Circling not authorized NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.

MALSR

MISSED APPROACH: Climb to 2100 direct FSM VORTAC and hold. (TACAN aircraft climbing left turn to 4000 direct FSM VORTAC then via R-036 to FIGGS 10 DME and hold northeast, right turn 216° inbound.)

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



CATEGORY	A	B	C	D	E
S-7	1080-1 611 (700-1)		1080-1¾ 611 (700-1¾)	1080-2 611 (700-2)	1080-2¼ 611 (700-2¼)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FSM 110.4 Chan 41	APP CRS 224°	Rwy Idg 8000 TDZE 445 Apt Elev 469

VOR or TACAN RWY 25

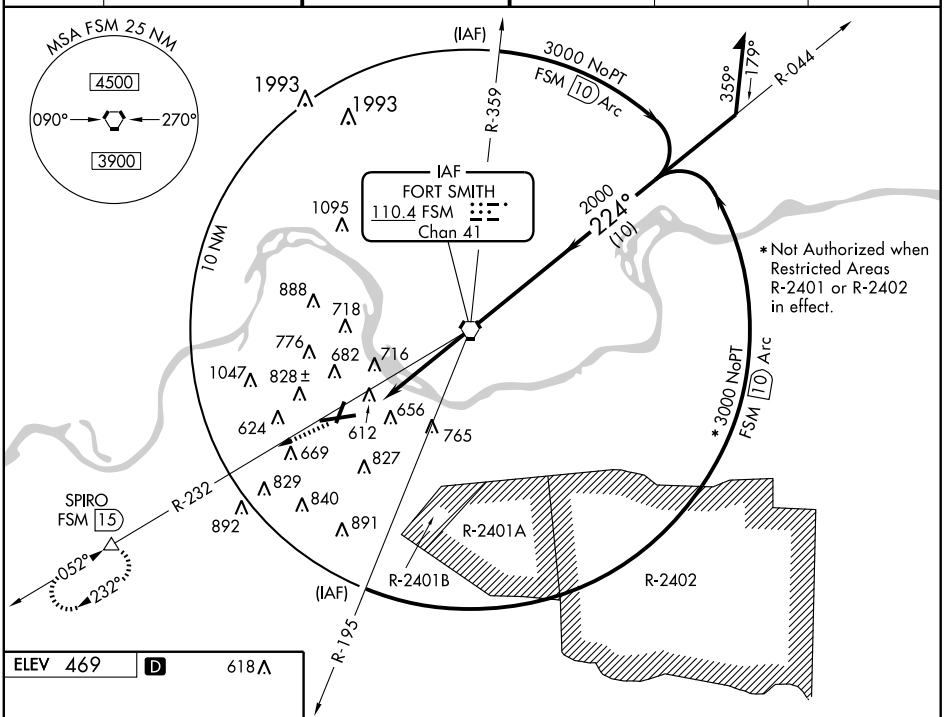
FORT SMITH RGNL (FSM)

T A ASR — Inoperative table does not apply. Circling NA NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.

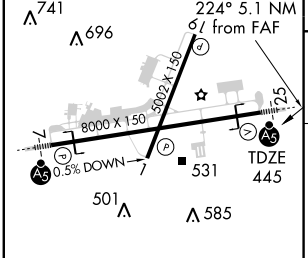
MALSR A5

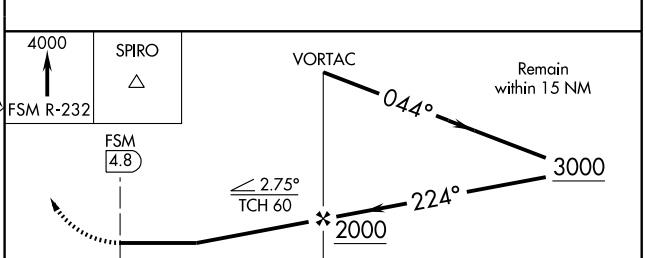
MISSED APPROACH: Climb to 4000 via FSM R-232 to SPIRO Int/15 DME and hold.

ATIS	RAZORBACK APP CON*	FORT SMITH TOWER*	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



DME REQUIRED





HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D	E
S-25	980-1	535 (600-1)	980-1½ 535 (600-1½)	980 -1¾ 535 (600-1¾)	980-2 535 (600-2)
CIRCLING	1140-1	671 (700-1)	1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HRO	APP CRS	Rwy Idg	6161
111.7	359°	TDZE	1351
Chan 54		Apt Elev	1365

ILS RWY 36

HARRISON/ BOONE COUNTY (HRO)

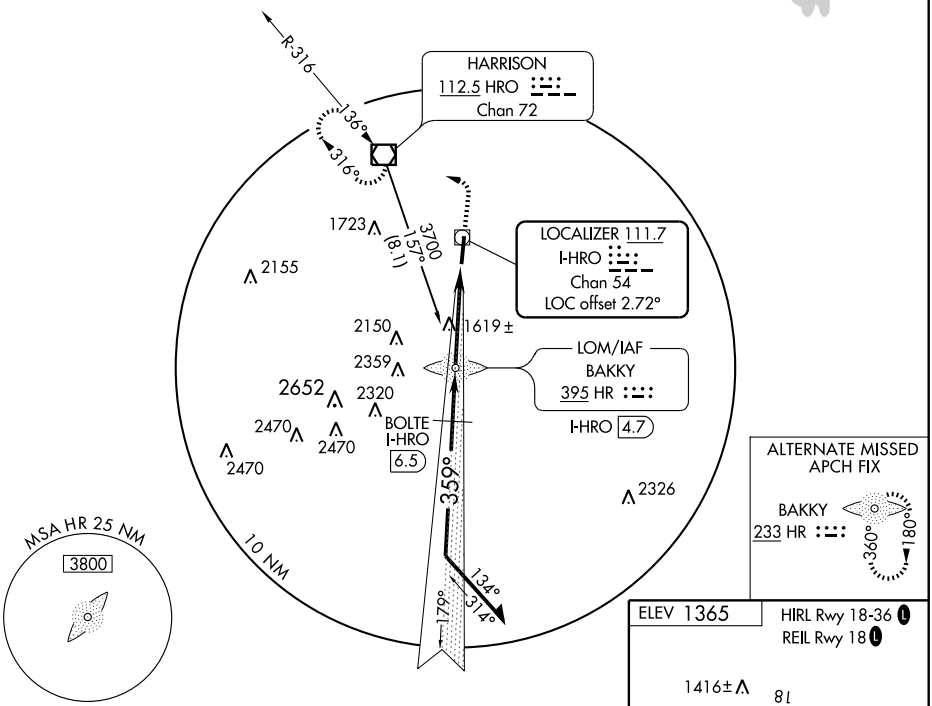
NA

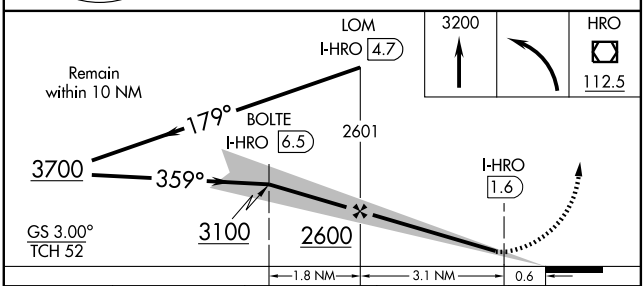
MALSR

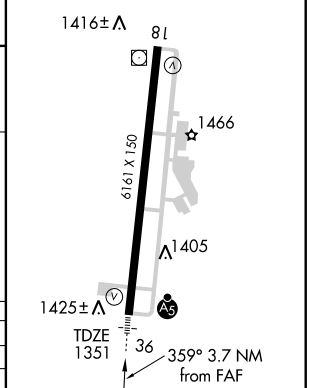
MISSED APPROACH: Climb to 3200 then left turn direct HRO VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L

ADF or DME REQUIRED







FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D
S-ILS 36	1601-½ 250 (300-½)			
S-LOC 36	1880-½ 529 (600-½)		1880-1 529 (600-1)	1880-1¼ 529 (600-1¼)
CIRCLING	1880-1 515 (600-1)		1880-1½ 515 (600-1½)	1920-2 555 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOM HR	APP CRS	Rwy Idg	6161
233	180°	TDZE	1363
		Apt Elev	1365

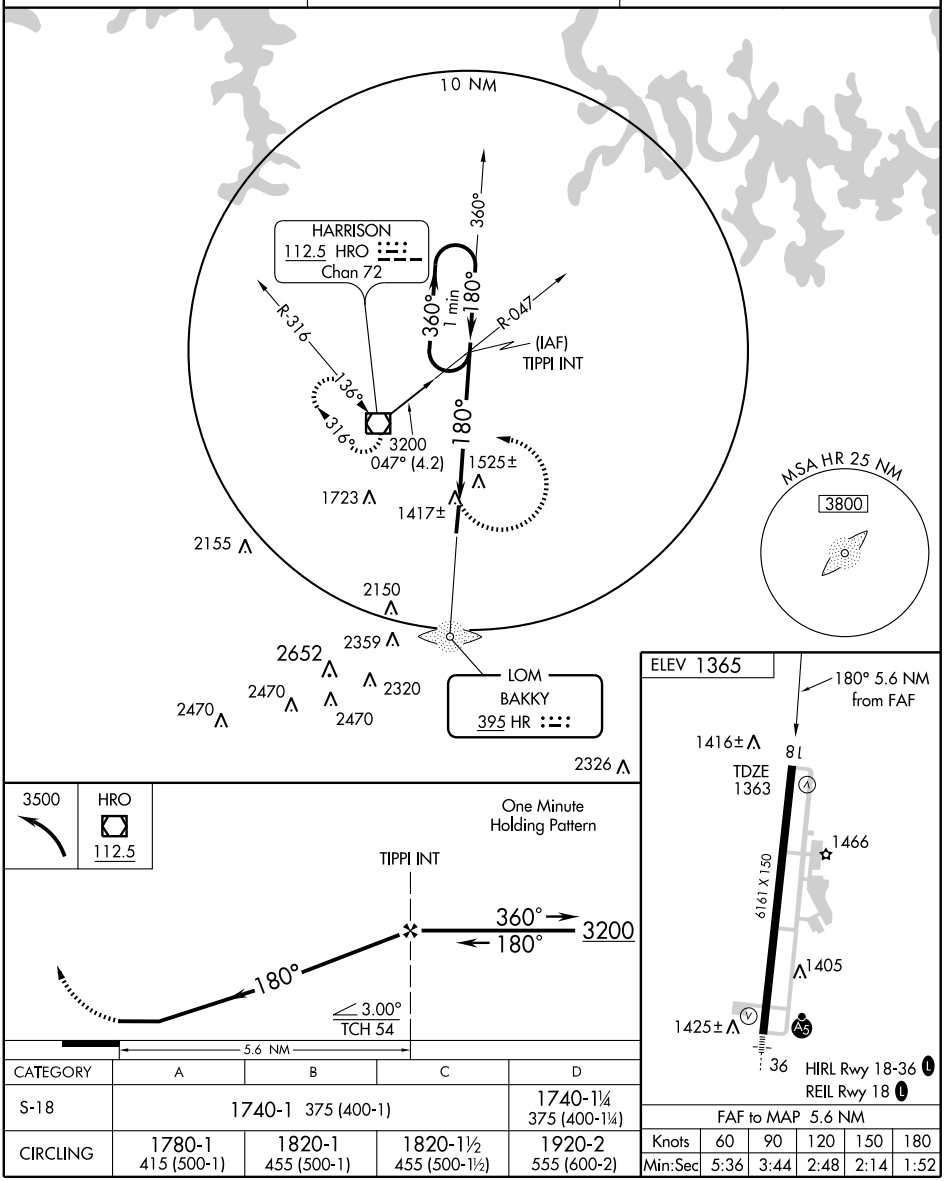
NDB RWY 18

HARRISON/ BOONE COUNTY (HRO)

NA

MISSED APPROACH: Climbing left turn to 3500 direct HRO VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-18	1740-1 375 (400-1)			1740-1¼ 375 (400-1¼)
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6161
182°	TDZE	1365
	Apt Elev	1365

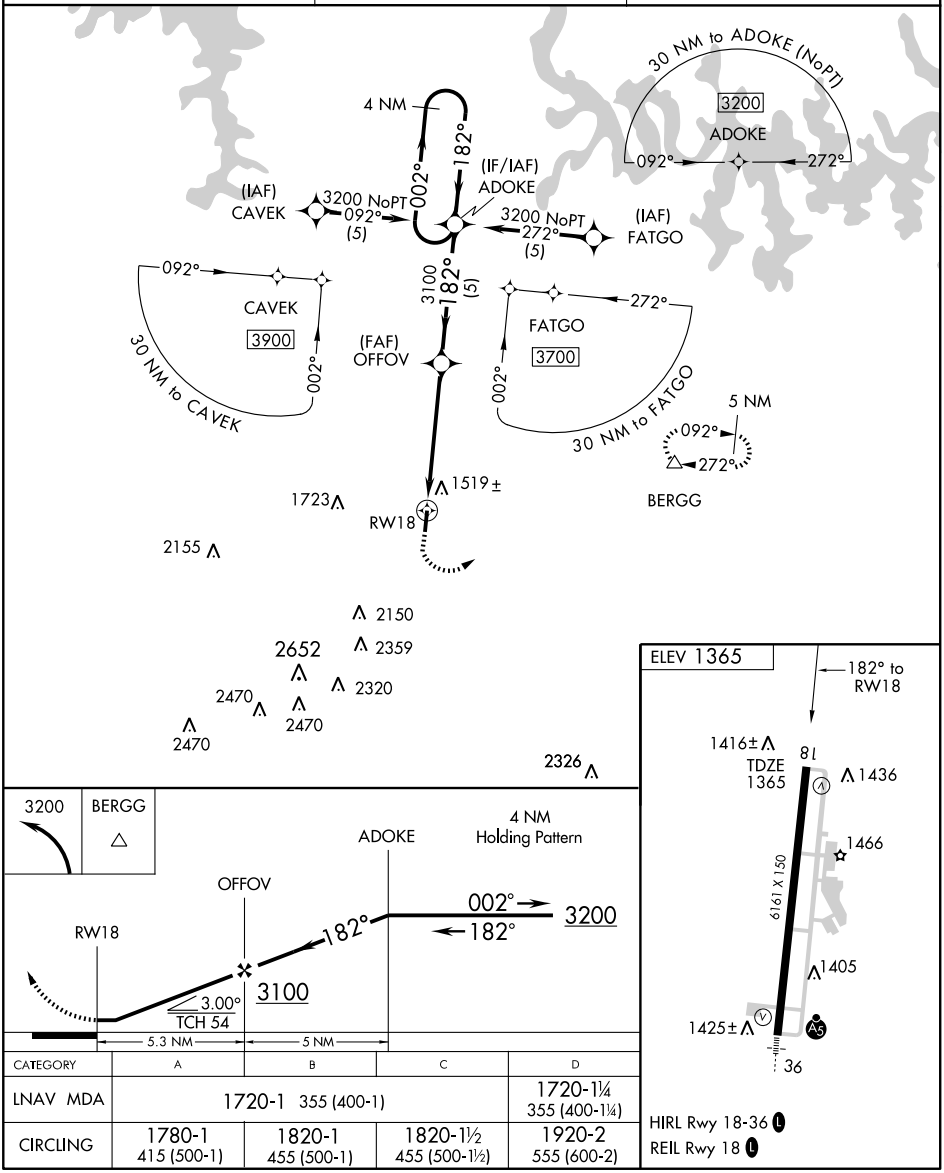
RNAV (GPS) RWY 18
HARRISON/BOONE COUNTY (HRO)

GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 3200 direct BERGG WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1720-1 355 (400-1)			1720-1¼ 355 (400-1¼)
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6161
CH 93711	002°	TDZE	1351
W36A		Apt Elev	1365

RNAV (GPS) RWY 36

HARRISON/BOONE COUNTY (HRO)

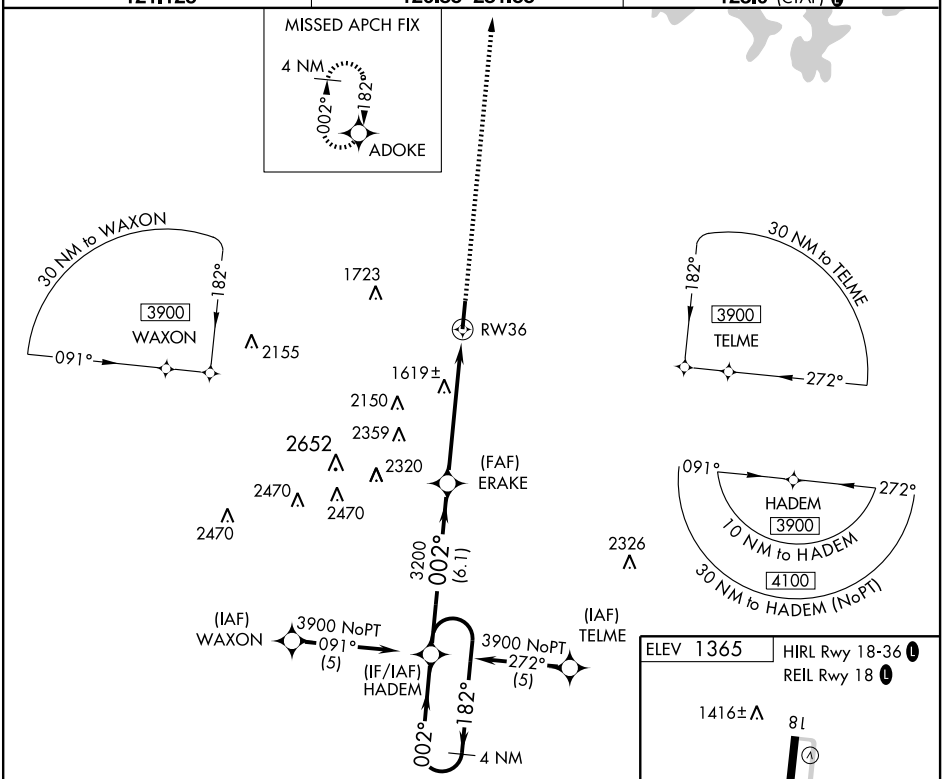
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Mountain Home altimeter setting. When local altimeter setting not received, use Mountain Home altimeter setting and increase all DA 139 feet and all MDA 140 feet, increase LPV all Cats and LNAV and Circling Cat C and D visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Mountain Home altimeter setting, increase LPV all Cats visibility to 1¼.

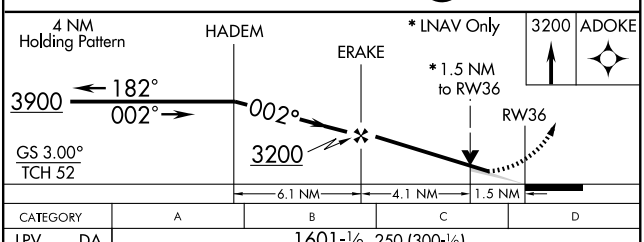
▲

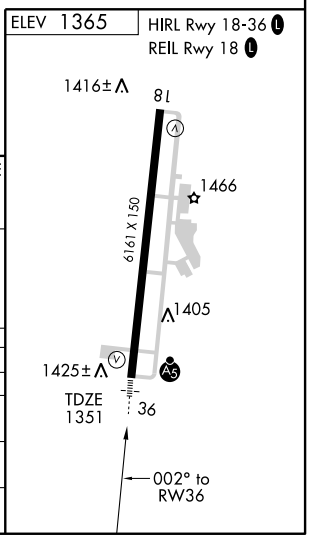
MALSR

MISSED APPROACH: Climb to 3200 direct ADOKE and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1601-½ 250 (300-½)			
LNAV/VNAV DA	1815-1 464 (500-1)			
LNAV MDA	1880-½ 529 (600-½)		1880-1 529 (600-1)	1880-1¼ 529 (600-1¼)
CIRCLING	1880-1 515 (600-1)		1880-1½ 515 (600-1½)	1920-2 555 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HRO	APP CRS	Rwy Idg	N/A
112.5	136°	TDZE	N/A
Chan 72		Apt Elev	1365

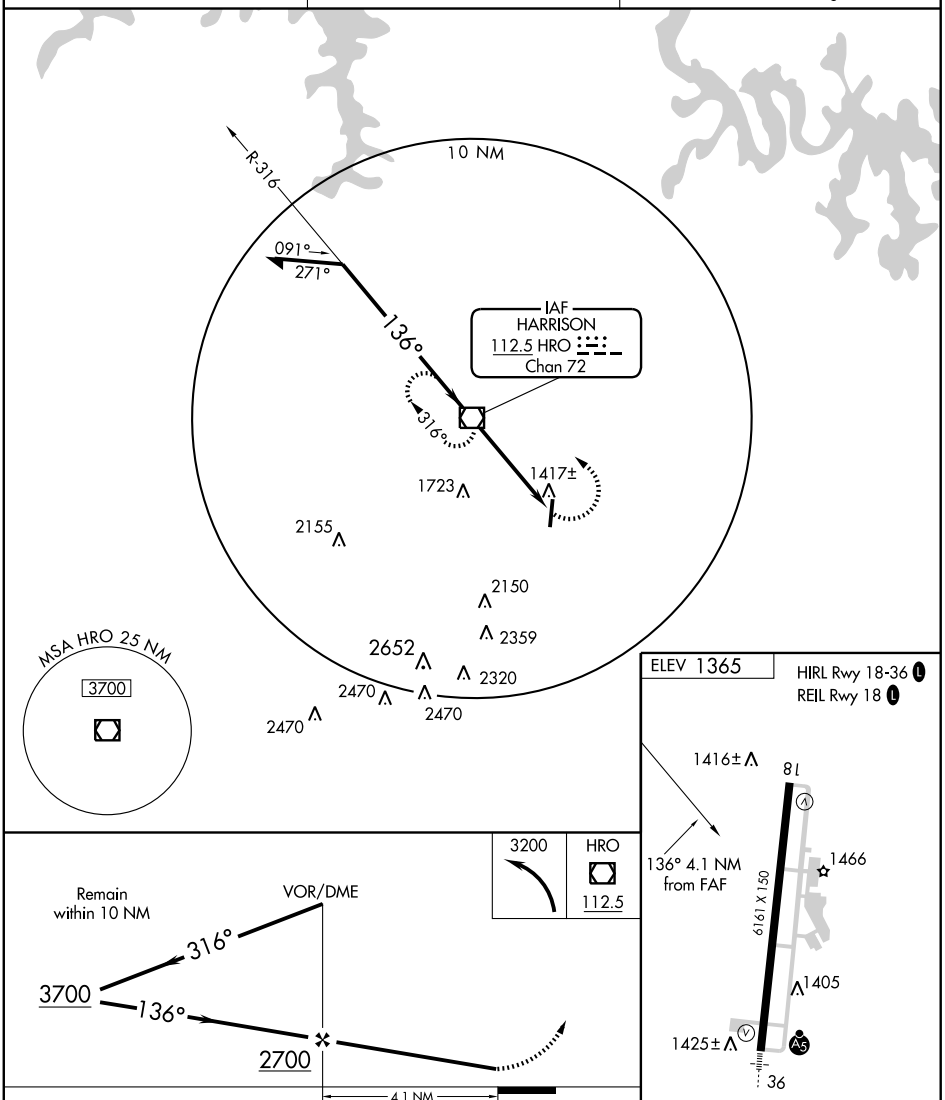
VOR-A

HARRISON/BOONE COUNTY (HRO)

NA

MISSED APPROACH: Climbing left turn to 3200 direct HRO VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

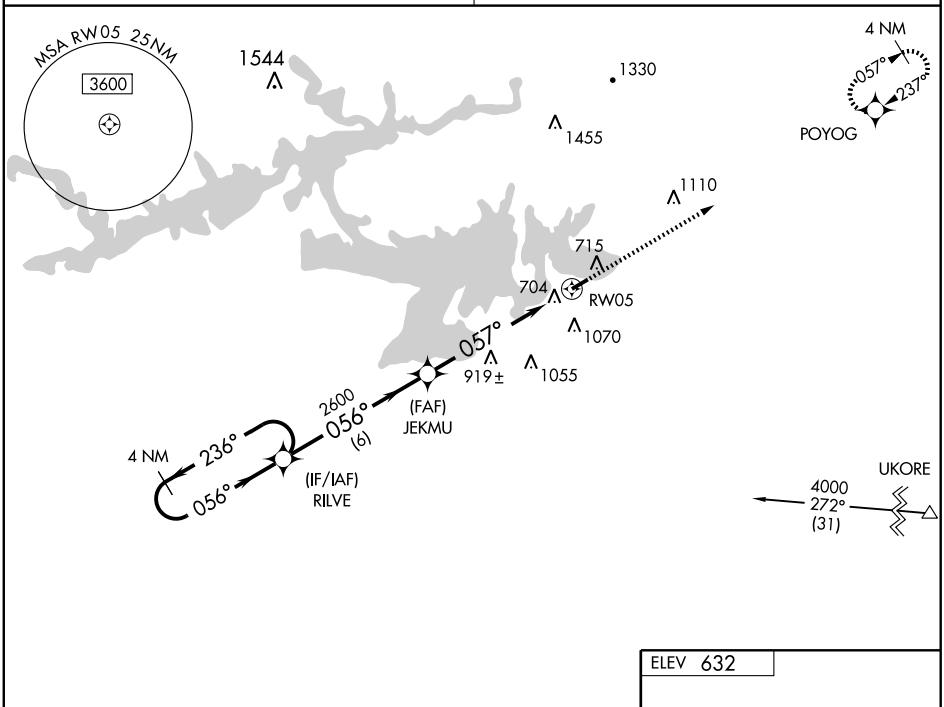
APP CRS	Rwy Idg	4002
057°	TDZE	631
	Apt Elev	632

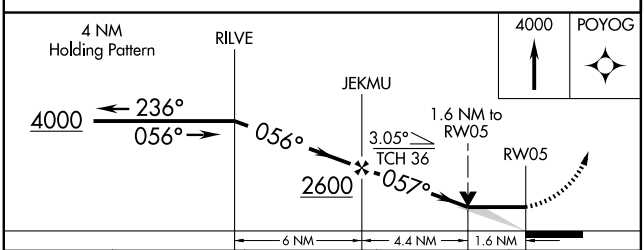
RNAV (GPS) RWY 5

HEBER SPRINGS MUNI (HBZ)

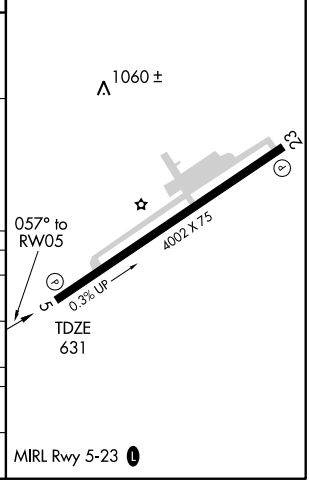
⚠ NA	DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Batesville Rgnl altimeter setting.	MISSED APPROACH: Climb to 4000 direct POYOG and hold.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1180-1 549 (600-1)		1180-1½ 549 (600-1½)	NA
CIRCLING	1240-1 608 (700-1)	1280-1 648 (700-1)	1380-2¼ 748 (800-2¼)	NA
BATESVILLE RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1260-1 629 (700-1)		1260-1¾ 629 (700-1¾)	NA
CIRCLING	1320-1 688 (700-1)	1360-1 728 (800-1)	1460-2½ 828 (900-2½)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
237°	TDZE	632
	Apt Elev	632

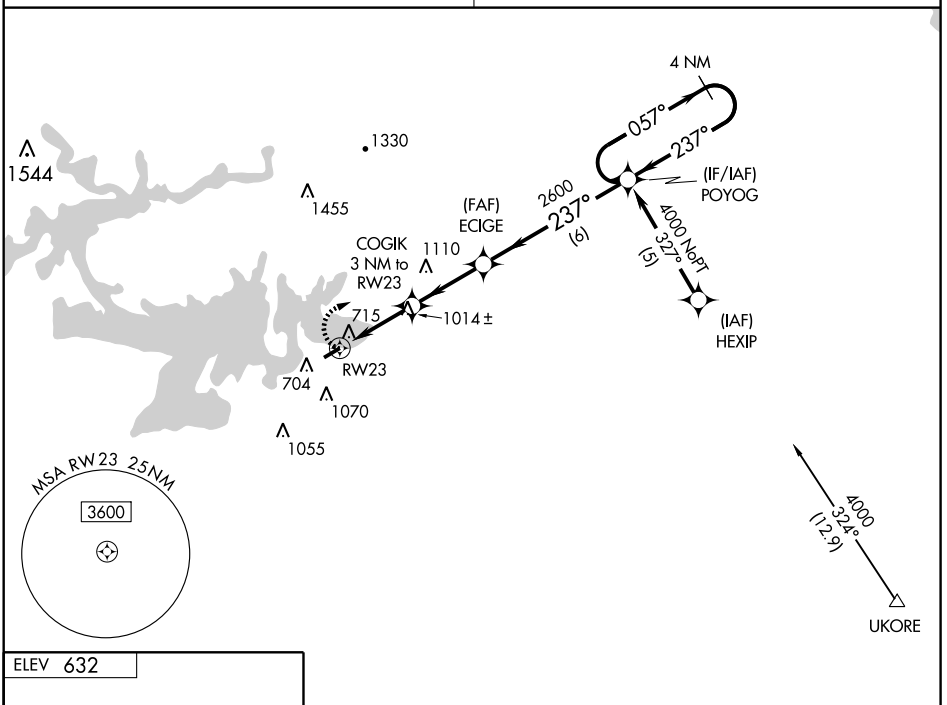
RNAV (GPS) RWY 23

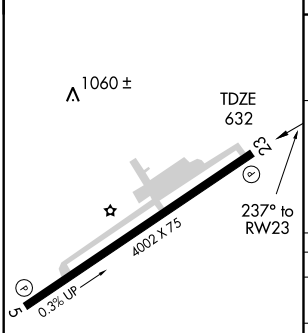
HEBER SPRINGS MUNI (HBZ)

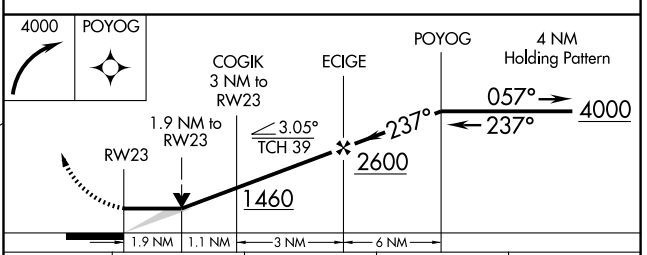
NA	MISSED APPROACH: Climbing right turn to 4000 direct POYOG and hold.

DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Batesville Rgnl altimeter setting.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1 648 (700-1)		1280-1¾ 648 (700-1¾)	NA
CIRCLING	1280-1 648 (700-1)		1380-2¼ 748 (800-2¼)	NA
BATESVILLE RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1340-1 708 (800-1)		1340-2 703 (800-2)	NA
CIRCLING	1340-1 708 (800-1)	1360-1 728 (800-1)	1460-2½ 828 (900-2½)	NA

MIRL Rwy 5-23 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

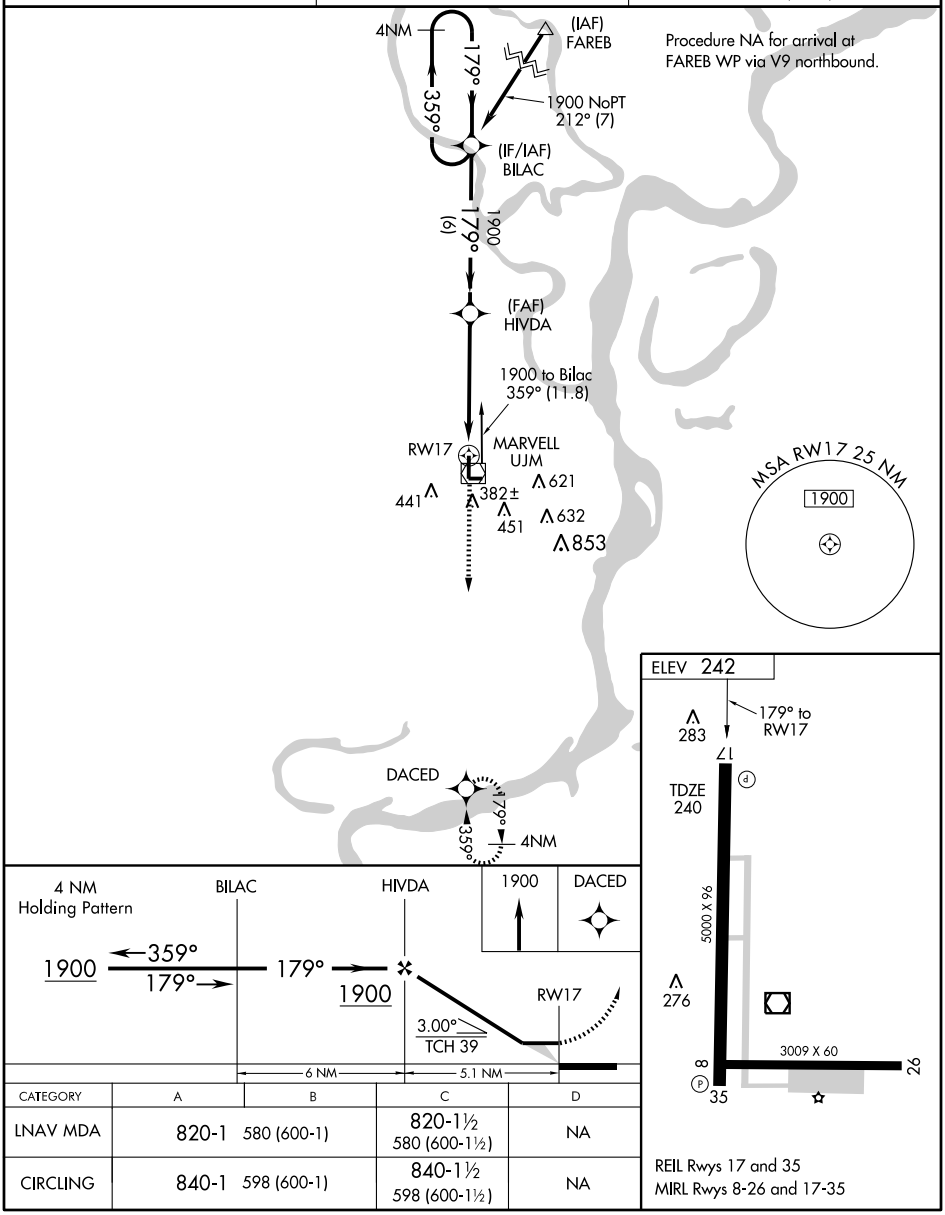
HELENA/WEST HELENA/THOMPSON-ROBBINS (HEE)

APP CRS	Rwy Idg	5000
179°	TDZE	240
	Apt Elev	242

T NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Clarksdale, MS altimeter setting.

MISSED APPROACH: Climb to 1900 direct DACED WP and hold.

CLARKSDALE, MS AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	820-1	580 (600-1)	820-1½ 580 (600-1½)	NA
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	NA

REIL Rwys 17 and 35
MIRL Rwys 8-26 and 17-35

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

HELENA/WEST HELENA/ THOMPSON-ROBBINS (HEE)

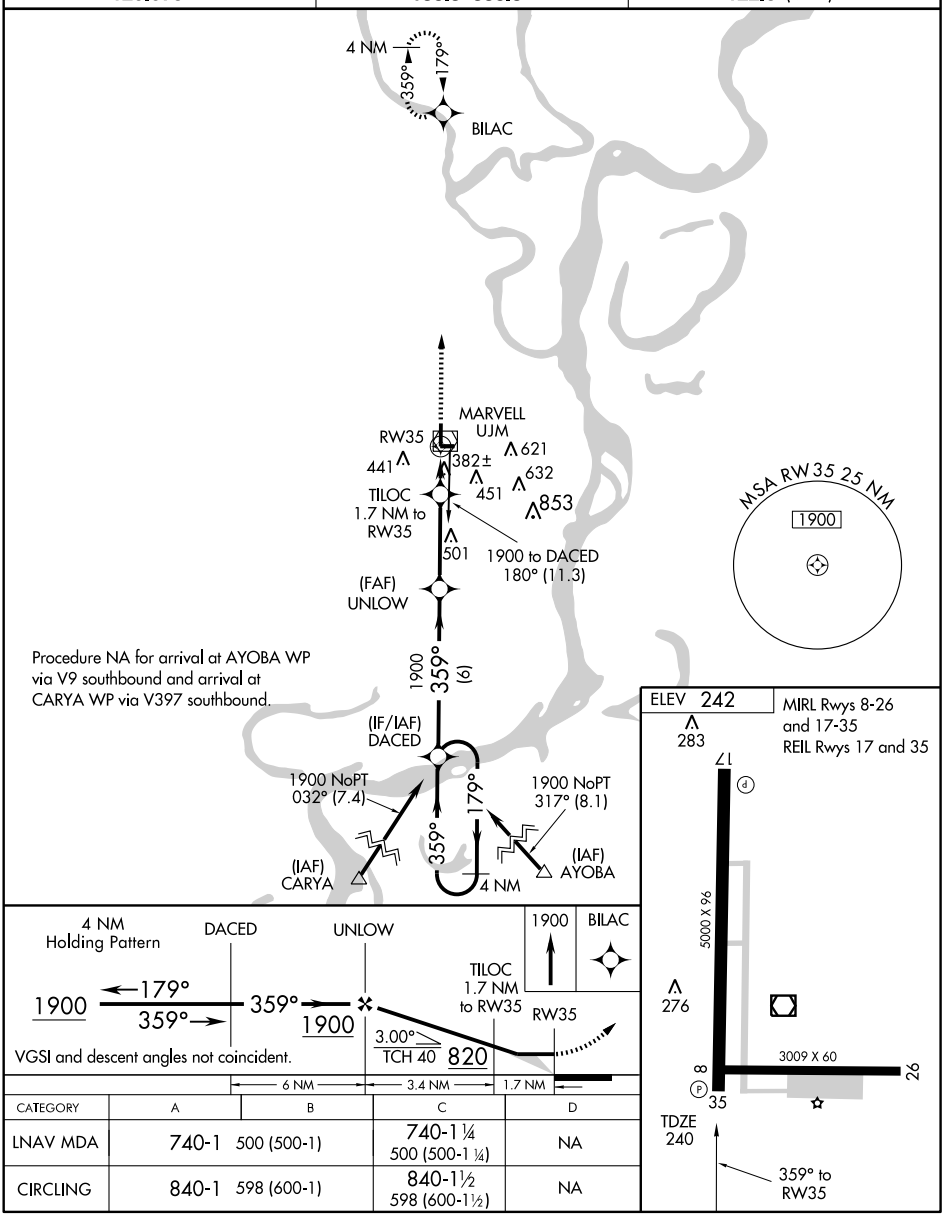
APP CRS	Rwy Idg	5000
359°	TDZE	240
	Apt Elev	242

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Clarksdale, MS altimeter setting.

NA

MISSED APPROACH: Climb to 1900 direct BILAC WP and hold.

CLARKSDALE, MS AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	740-1	500 (500-1)	740-1 ¼ 500 (500-1 ¼)	NA
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME UJM	APP CRS	Rwy Idg 5000
109.6	171°	TDZE 240
Chan 33		Apt Elev 242

VOR RWY 17

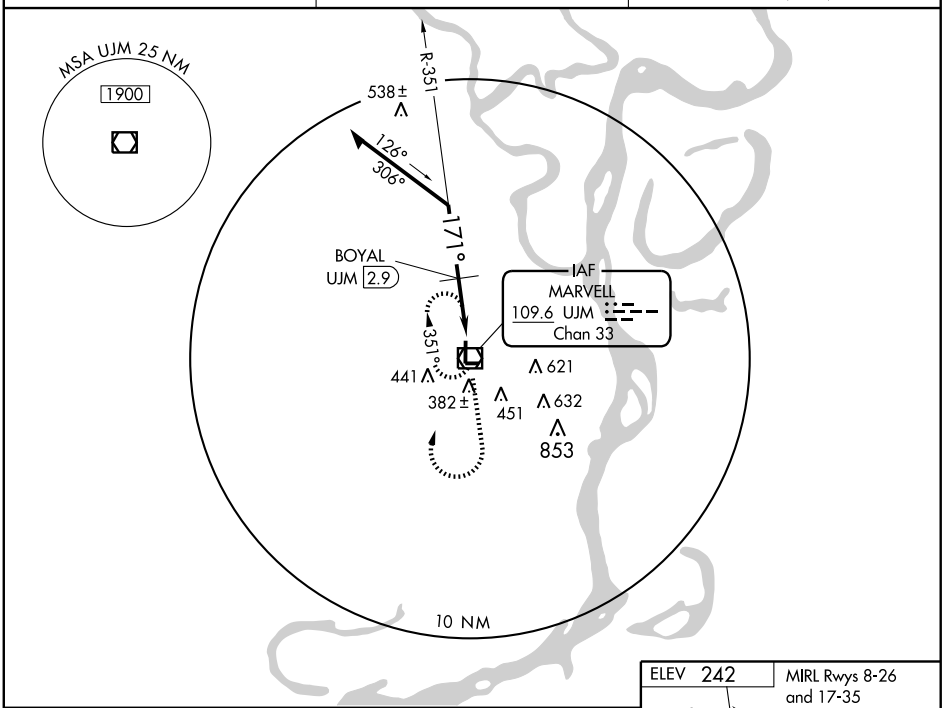
HELENA/WEST HELENA/ THOMPSON-ROBBINS (HEE)

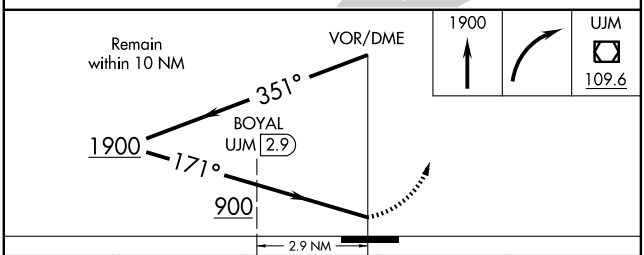
Use Clarksdale, MS altimeter setting.
Circling to Rwy 8-26 NA at night.

NA

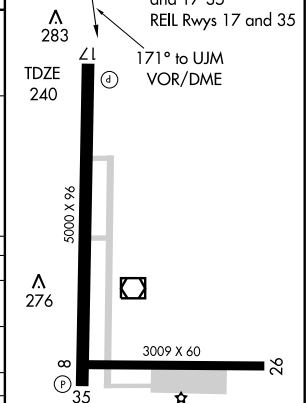
MISSED APPROACH: Climb to 1900 then right turn direct UJM VOR/DME and hold.

CLARKSDALE, MS AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-17	900-1	660 (700-1)	900-1¾ 660 (700-1¾)	NA
CIRCLING	900-1	658 (700-1)	900-1¾ 658 (700-1¾)	NA
BOYAL FIX MINIMUMS				
S-17	800-1	560 (600-1)	800-1½ 560 (600-1½)	NA
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME UJM	APP CRS	Rwy Idg 5000
109.6	013°	TDZE 240
Chan 33		Apt Elev 242

VOR RWY 35

HELENA/WEST HELENA/ THOMPSON-ROBBINS (HEE)

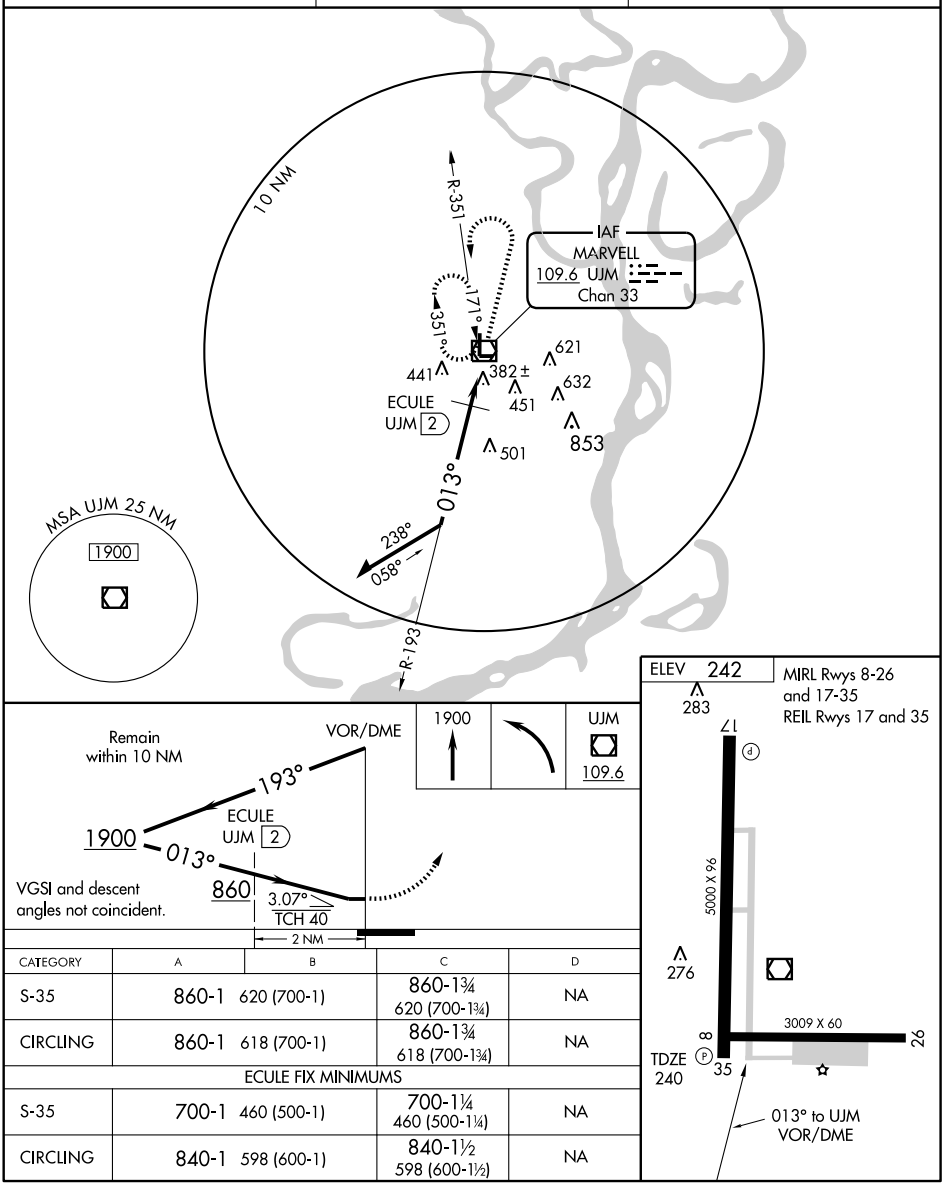
Use Clarksdale, MS altimeter setting.
Circling to Rwy 8-26 NA at night.

NA

MISSED APPROACH: Climb to 1900 then left turn direct UJM VOR/DME and hold.

CLARKSDALE, MS AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF)

SC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-35	860-1	620 (700-1)	860-1¾ 620 (700-1¾)	NA
CIRCLING	860-1	618 (700-1)	860-1¾ 618 (700-1¾)	NA
ECULE FIX MINIMUMS				
S-35	700-1	460 (500-1)	700-1¼ 460 (500-1¼)	NA
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	NA

NDB HPC 362	APP CRS 151°	Rwy Idg 5501 TDZE 359 Apt Elev 359

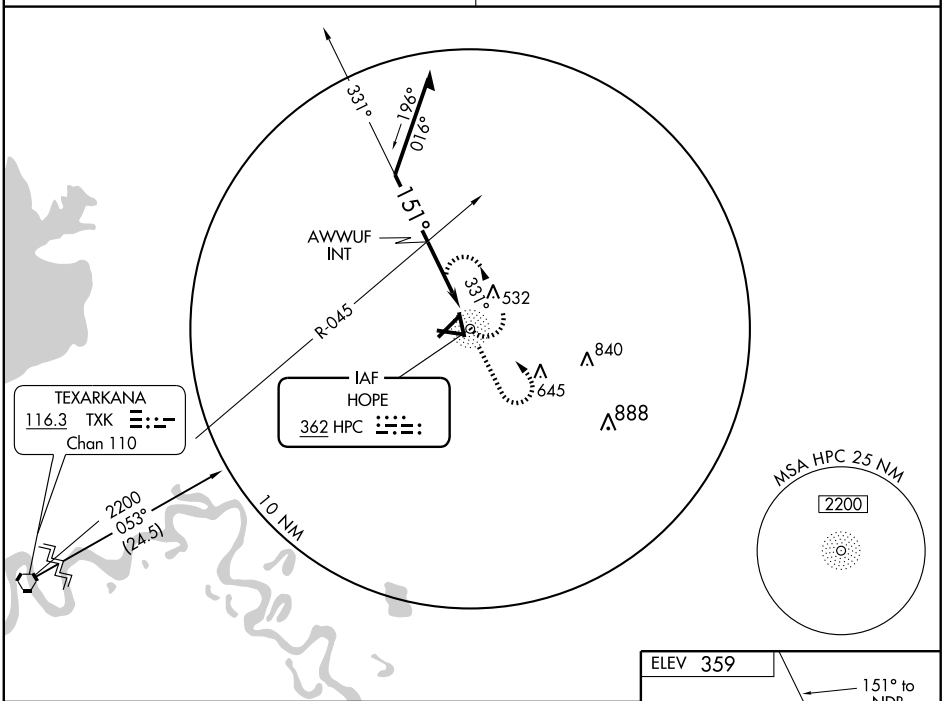
NDB RWY 16

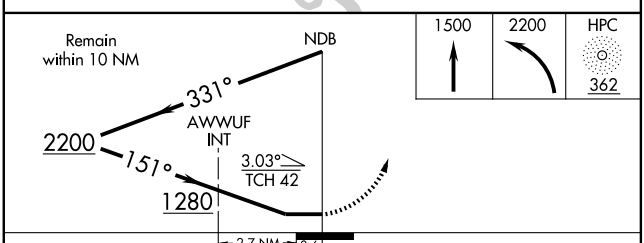
HOPE MUNI (M18)

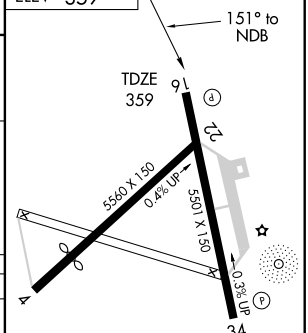
T NA — When VGSI inop, Straight-In/Circling Rwy 16 procedure NA at night. Visibility reduction by helicopters NA. Use Texarkana altimeter setting; when not received use Arkadelphia altimeter setting.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2200 direct HPC NDB and hold.

FORT WORTH CENTER	UNICOM
123.925 269.475	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	1280-1¼ 921 (1000-1¼)		1280-2¾ 921 (1000-2¾)	1280-3 921 (1000-3)
CIRCLING	1280-1¼ 921 (1000-1¼)		1280-2¾ 921 (1000-2¾)	1280-3 921 (1000-3)
AWWUF FIX MINIMUMS				
S-16	1020-1 661 (700-1)		1020-1¾ 661 (700-1¾)	1020-2 661 (700-2)
CIRCLING	1020-1 661 (700-1)		1020-1¾ 661 (700-1¾)	1020-2 661 (700-2)

REIL Rwys 16 and 34
MIRL Rwy 16-34 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5501
164°	TDZE	359
	Apt Elev	359

RNAV (GPS) RWY 16

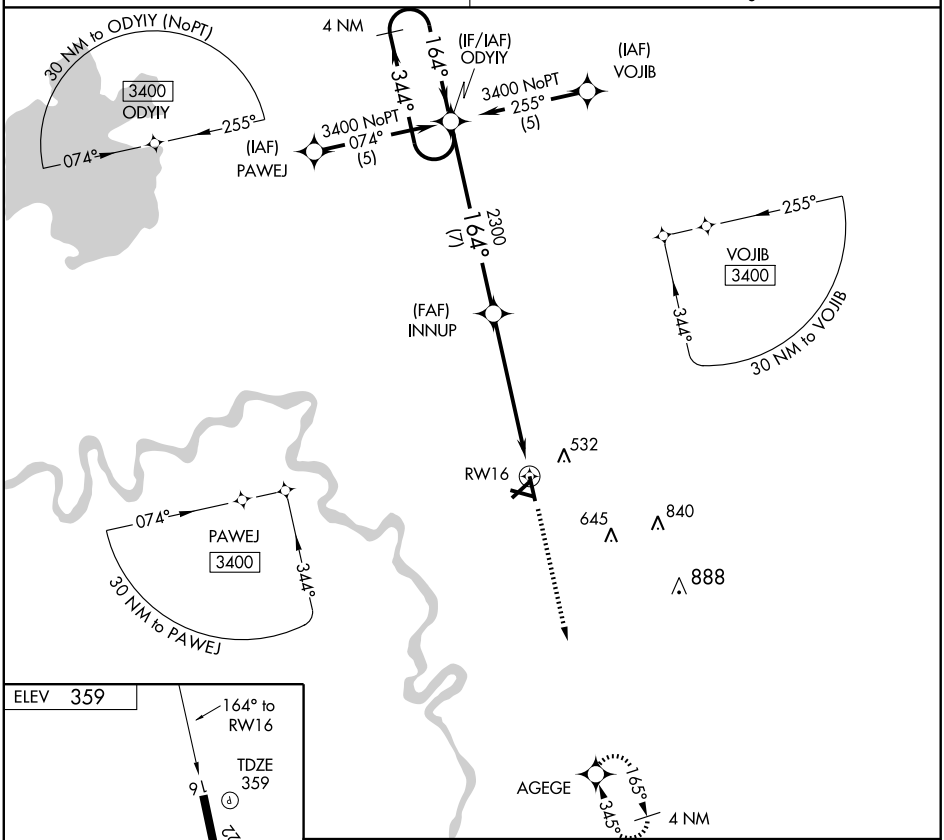
HOPE MUNI (M18)

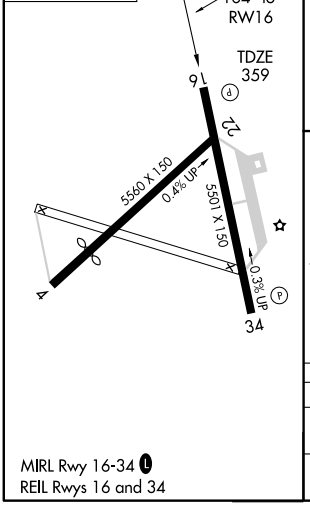
NA Use Texarkana altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

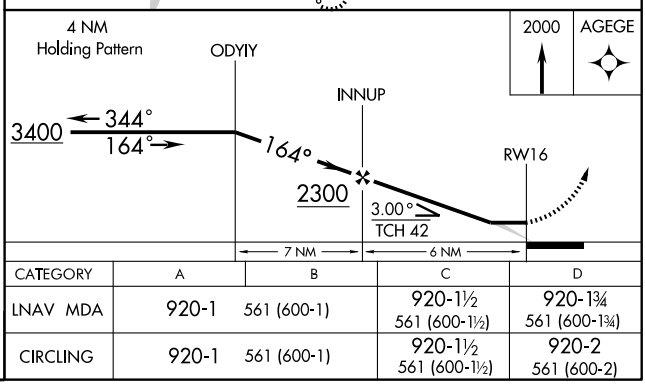
MISSED APPROACH: Climb to 2000 direct AGEGE and hold.

FORT WORTH CENTER
123.925 269.475

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	920-1	561 (600-1)	920-1½ 561 (600-1½)	920-1¾ 561 (600-1¾)
CIRCLING	920-1	561 (600-1)	920-1½ 561 (600-1½)	920-2 561 (600-2)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-HOT	APP CRS	Rwy Idg	6595
111.5	050°	TDZE	515
Chan 52		Apt Elev	540

ILS or LOC RWY 5

HOT SPRINGS/ MEMORIAL FIELD (HOT)

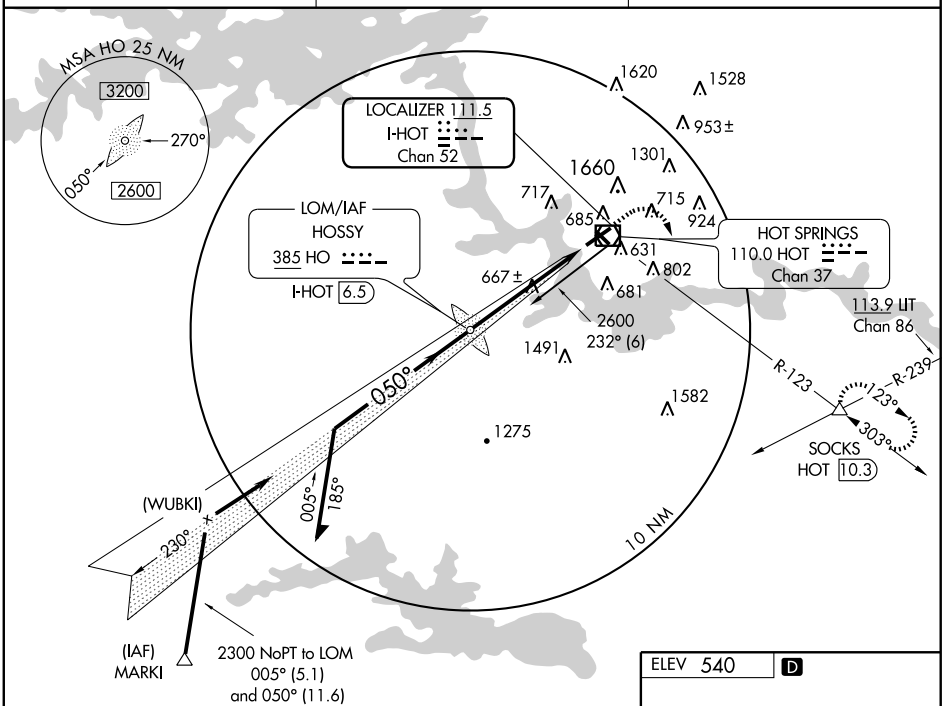
Circling not authorized northwest of Rwy 5-23. Use I-HOT DME when on localizer course.

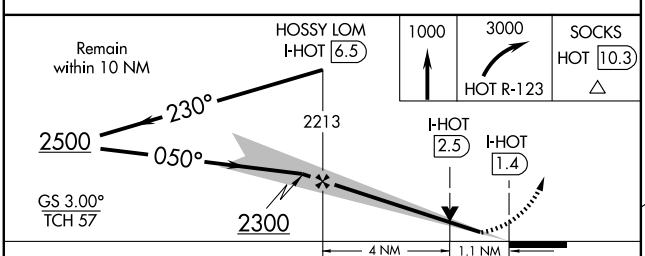
NA

MALSR

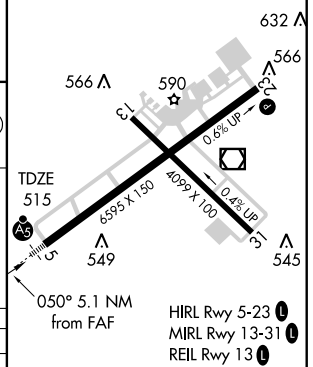
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 5	715-½ 200 (200-½)			
S-LOC 5	940-½ 425 (500-½)		940-¾ 425 (500-¾)	
CIRCLING	1060-1 520 (600-1)		1060-1½ 520 (600-1½)	1120-2 580 (600-2)



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6595
050°	TDZE	515
	Apt Elev	540

RNAV (GPS) RWY 5

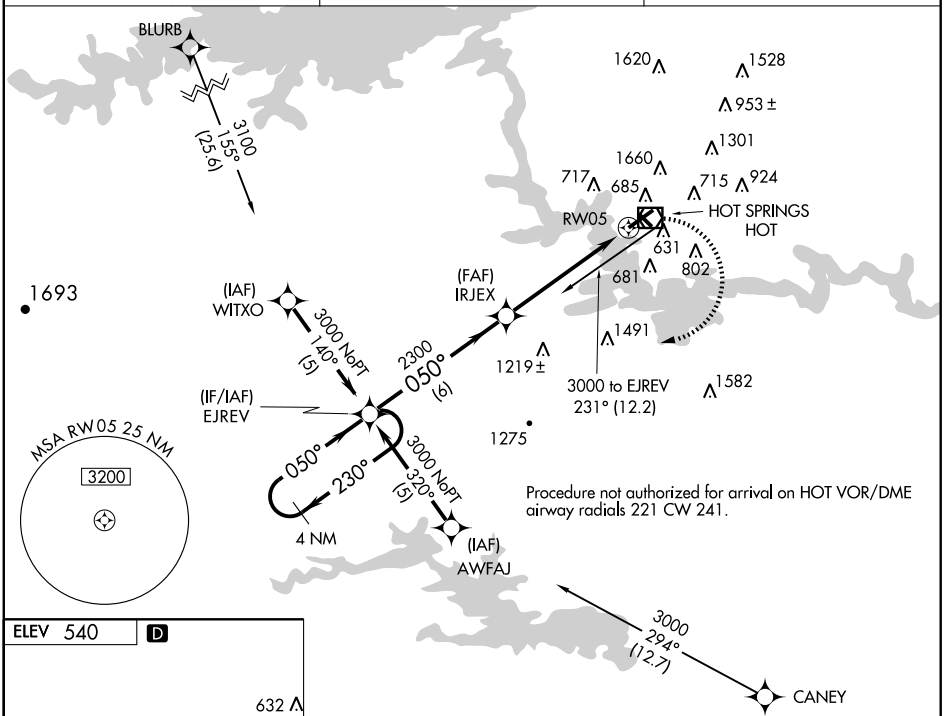
HOT SPRINGS /MEMORIAL FIELD (HOT)

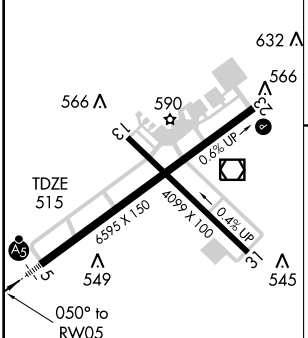
DME/DME RNP-0.3 NA. Circling not authorized northwest of Rwy 5-23. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.

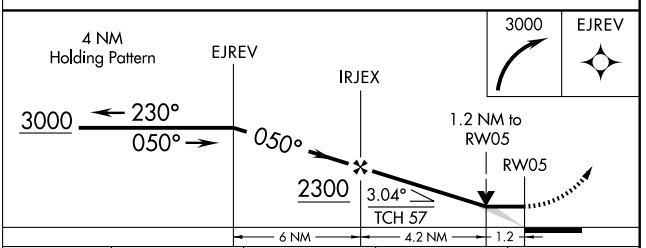
MALSR

MISSED APPROACH: Climbing right turn to 3000 direct EJREV WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-½ 425 (400-½)		940-¾ 425 (400-¾)	940-1 425 (400-1)
CIRCLING	1060-1 520 (600-1)		1060-1½ 520 (600-1½)	1120-2 580 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HOT	APP CRS	Rwy Idg	6595
110.0	058°	TDZE	515
Chan 37		Apt Elev	540

VOR RWY 5

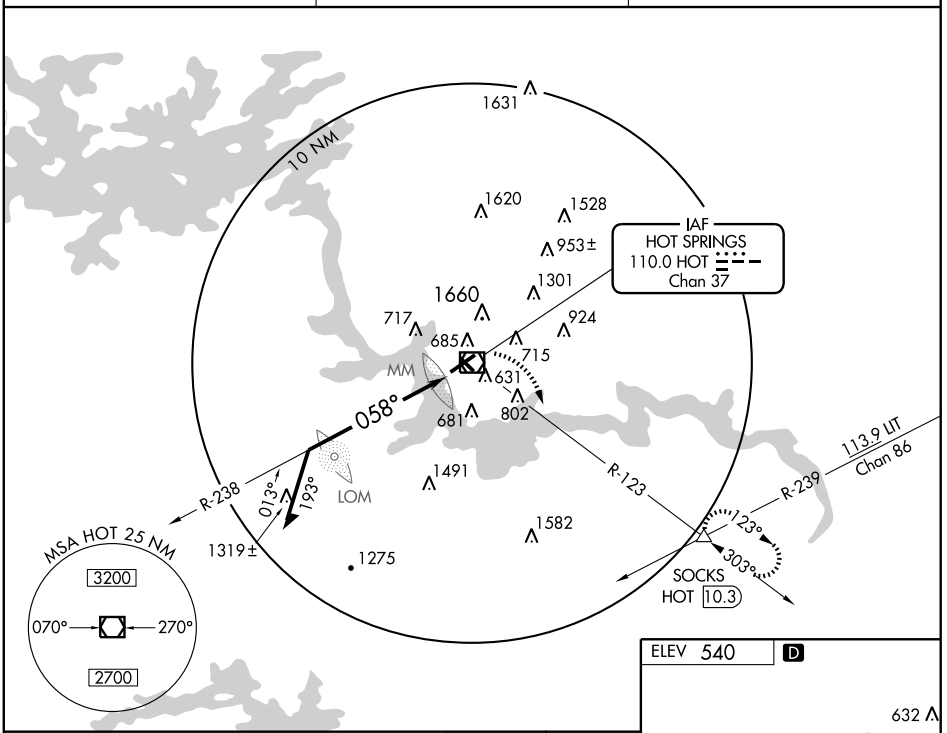
HOT SPRINGS/ MEMORIAL FIELD (HOT)

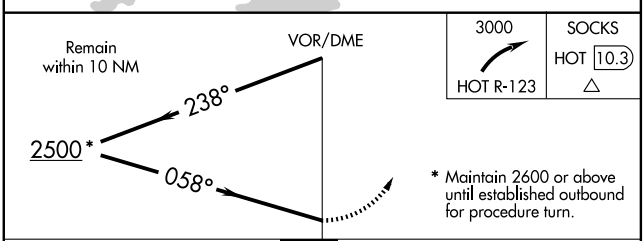
Circling not authorized northwest of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, use Little Rock altimeter setting. Inoperative table does not apply to Cat. A. For inoperative MALSR, increase S-5 Cat. B visibility to 1½.

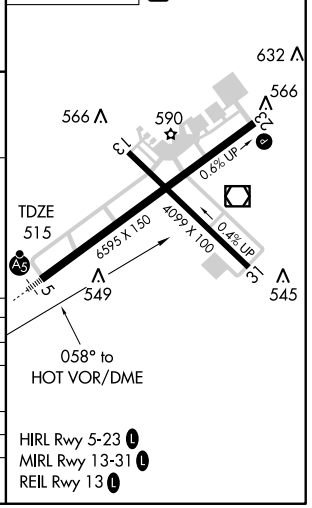
MALSR

MISSED APPROACH: Climbing right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1620-1¼ 1105 (1100-1¼)		1620-2½ 1105 (1100-2½)	
CIRCLING	1620-1¼ 1080 (1100-1¼)	1620-1½ 1080 (1100-1½)	1620-3 1080 (1100-3)	
LITTLE ROCK ALTIMETER SETTING MINIMUMS				
S-5	1780-1¼ 1265 (1300-1¼)		1780-2½ 1265 (1300-2½)	
CIRCLING	1780-1¼ 1240 (1300-1¼)	1780-1½ 1240 (1300-1½)	1780-3 1240 (1300-3)	

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HOT	APP CRS	Rwy Idg	6595
110.0	058°	TDZE	515
Chan 37		Apt Elev	540

ZAPLE VOR RWY 5

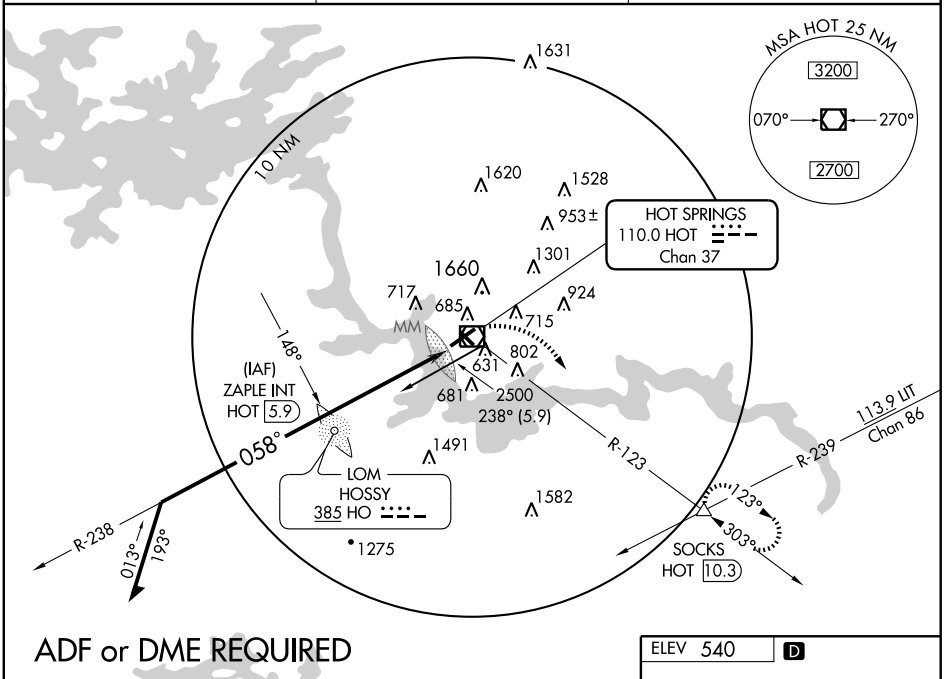
HOT SPRINGS/ MEMORIAL FIELD (HOT)

Circling not authorized northwest of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, use Little Rock altimeter setting. Memorial Field altimeter setting minimums: for inoperative MALSR, increase S-5 Cat. D visibility to 1¼ .

MALSR

MISSED APPROACH: Climb right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

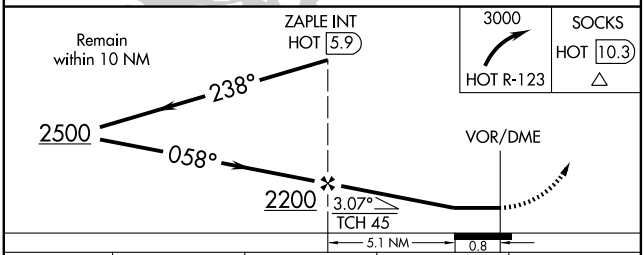
ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L



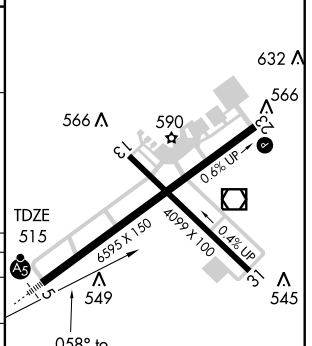
SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-5	940-½ 425 (500-½)		940-¾ 425 (500-¾)	940-1 425 (500-1)
CIRCLING	1060-1 520 (600-1)		1060-1½ 520 (600-1½)	1120-2 580 (600-2)
LITTLE ROCK ALTIMETER SETTING MINIMUMS				
S-5	1080-½ 565 (600-½)		1080-1 565 (600-1)	1080-1¼ 565 (600-1¼)
CIRCLING	1200-1 660 (700-1)		1200-1¾ 660 (700-1¾)	1260-2¼ 720 (800-2¼)



HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

VORTAC RZC 116.4 Chan 111	APP CRS 115°	Rwy Idg 3600 TDZE 1744 Apt Elev 1749

VOR/DME or GPS RWY 12

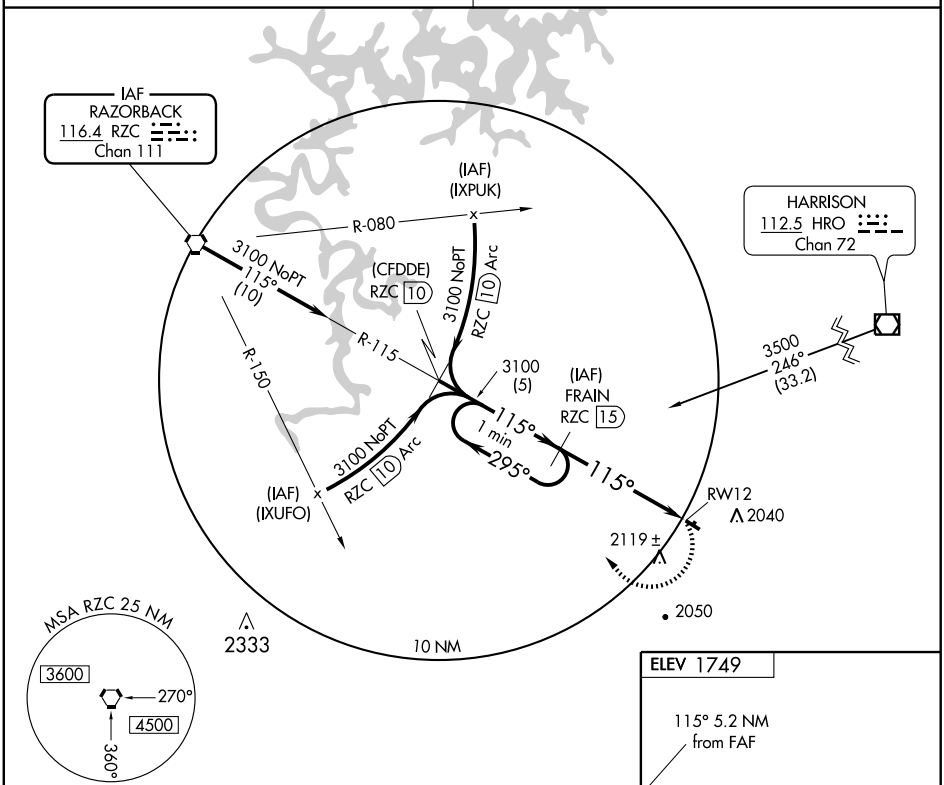
HUNTSVILLE MUNI (H34)

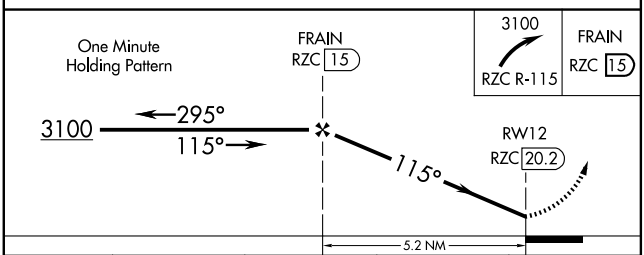
NA Use Fayetteville/Drake Field altimeter setting.

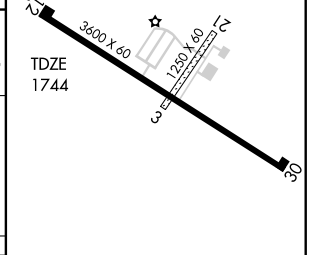
MISSED APPROACH: Climbing right turn to 3100 via RZC R-115 to FRAIN 15 DME and hold.

RAZORBACK APP CON ★ 126.6 305.2

UNICOM 122.8 (CTAF) L





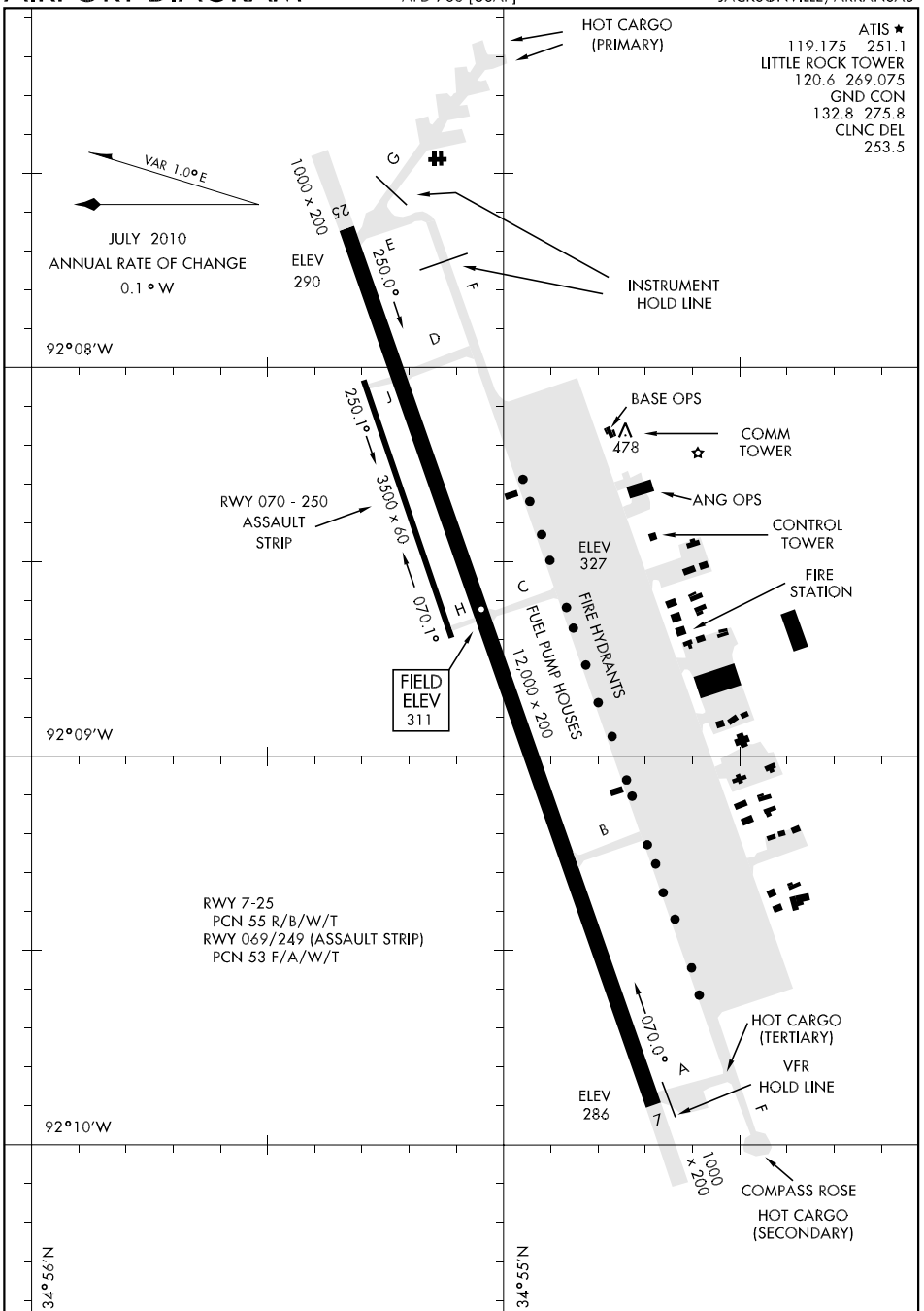


CATEGORY	A	B	C	D
S-12	2500-1 756 (800-1)	2500-1¼ 756 (800-1¼)	2500-2¼ 756 (800-2¼)	NA
CIRCLING	2500-1 751 (800-1)	2500-1¼ 751 (800-1¼)	2500-2¼ 751 (800-2¼)	NA

MIRL Rwy 12-30 L

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 25

LOC I-TYV 109.9	APCH CRS 250°	Rwy ldg 12,000 TDZE 299 Arpt Elev 311	AL-738 [USAF]	LITTLE ROCK AFB (KLRF)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS ★	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5

RADAR REQUIRED
WHEN R-2403A / R2403B
ACTIVE

MSA LRF 25 NM
3300

R-340
LRF 20
160°
340°
(IAF) HERCK LRF 13 3000
Max holding alt 8000
NoPT 2000
LRF 13 Arc
791

Max holding 230 KIAS
Max holding alt 4000
Do not enter holding from the North
774
LRF 11.9 574
LR-060
070°
250°
430
(IAF) HIKIN LRF 6.9 /RADAR
(IAF) HAGUN LRF 13

JACKSONVILLE
Chan 29 LRF

R2403A
R2403B
615
446

LOCALIZER 109.9
I-TYV

10 NM

EMERG SAFE ALT 100 NM 4100

1300 | 3000 LRF R-340 | HERCK LRF 13

VGSI and Glidepath angles not coincident

R-340 HERCK 13
HAGUN 13 3000
HIKIN /RADAR 6.9
250° 2000
TACAN
SATEK 2.9 2.1
250°
Arc 13
1800
GS 2.50°
TCH 53
0.6
4.8 NM

ELEV 311
250° 5.4 NM from FAF
ASSAULT STRIP
A1
338
070° 250°
486
3.5°
3500 x 60
424
356
12,000 x 200
TDZE 299
407
441
496
570
517
HIRL Rwy 7-25

CATEGORY	A	B	C	D	E
S-ILS 25 *	499/24 200 (200-½)				
S-LOC/DME 25 **	700/24 401 (400-½)		700/40 401 (400-¾)		700/50 401 (400-1)
CIRCLING	840-1 529 (600-1)	880-1 569 (600-1)	880-1½ 569 (600-1½)	880-2 569 (600-2)	940-2¼ 629 (700-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB RWY 25

NDB TYV 290	APCH CRS 250°	Rwy ldg 12,000 TDZE 299 Arpt Elev 311

AL-738 [USAF]

LITTLE ROCK AFB (KLRF)

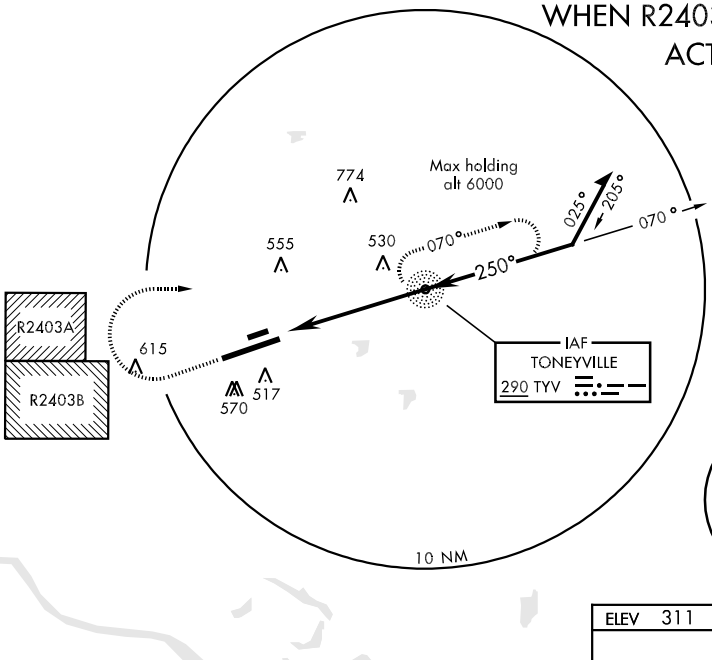
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to1¾ miles, CAT E vis to 2 miles.

ALSF-1

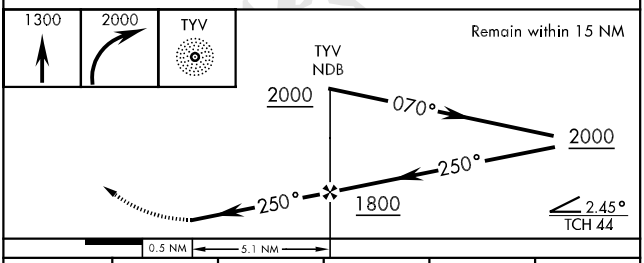
MISSED APPROACH: Climb to 1300, then climbing right turn to 2000 direct TYV NDB and hold.

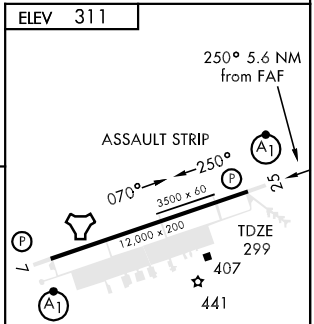
ATIS *	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5

RADAR REQUIRED WHEN R2403A / R2403B ACTIVE



EMERG SAFE ALT 100 NM 4100





HIRL Rwy 7-25

CATEGORY	A	B	C	D	E
S-NDB 25 *	880/24 581	(600-½)	880/50 581 (600-1)	880/60 581 (600-1¼)	880-1½ 581 (600-1½)
CIRCLING	880-1 569	(600-1)	880-1½ 569 (600-1½)	880-2 569 (600-2)	940-2¼ 629 (700-2¼)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 7

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LRF Chan 29	056°	12,000	308	311

AL-738 [USAF]

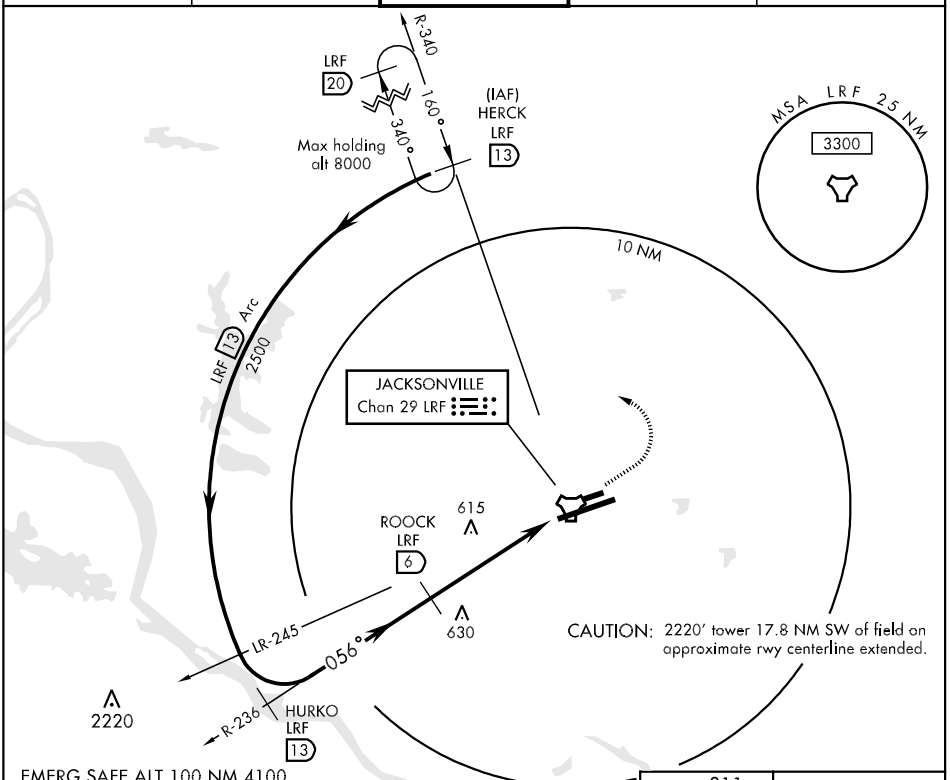
LITTLE ROCK AFB (KLRF)

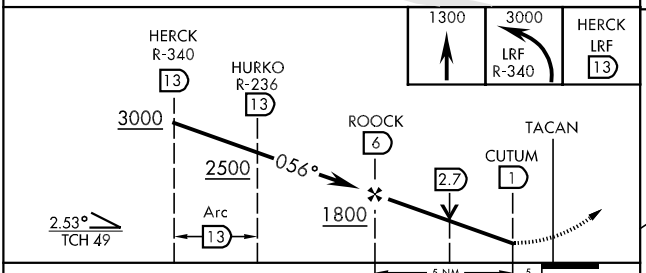
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles and CAT E vis to 2 miles.

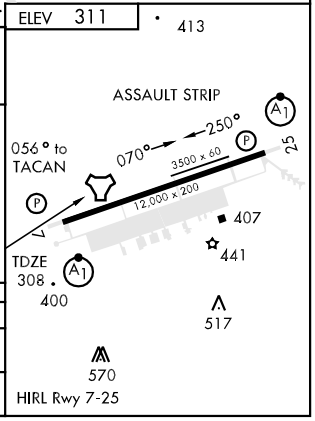
ALSF-1

MISSED APPROACH: Climb to 1300 then turn left climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS *	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5







CATEGORY	A	B	C	D	E
S-7 *	900/24	592 (600-½)	900/50 592 (600-1)	900/60 592 (600-1¼)	900-1½ 592 (600-1½)
CIRCLING	900-1	589 (600-1)	900-1½ 589 (600-1½)	900-2 589 (600-2)	940-2¼ 629 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 25

TACAN LRF Chan 29	APCH CRS 257°	Rwy ldg 12,000 TDZE 299 Arpt Elev 311

AL-738 [USAF]

LITTLE ROCK AFB (KLRF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS ★	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5

RADAR REQUIRED
WHEN R-2403A / R2403B
ACTIVE

R-340
LRF 20
160°
340°
(IAF) HERCK LRF 13
Max holding alt 8000
791
LRF 13 Arc
2000
LR-068
R-077
GETVE LRF 7
257°
407
649
ETABE LRF 13
R2403A
R2403B
615
JACKSONVILLE Chan 29 LRF
10 NM
MSA LRF 25 NM
3300

EMERG SAFE ALT 100 NM 4100

1300
3000 LRF R-340
HERCK LRF 13
ETABE R-077 13
HERCK R-340 13 3000
GETVE 7
HITKI 3.0
TACAN 2
257°
2000
1800
Arc 13
2.51°
TCH 44
.5 5 NM

ELEV 311
257° 5.5 NM from FAF
331
ASSAULT STRIP
070°
250°
3500 x 60
12,000 x 200
TDZE 299
407
441
496
517
570
HIRL Rwy 7-25

CATEGORY	A	B	C	D	E
S-25 *	740/24 441 (500-½)		740/40 441 (500-¾)	740/50 441 (500-1)	
CIRCLING	840-1 529 (600-1)	880-1 569 (600-1)	880-1½ 569 (600-1½)	880-2 569 (600-2)	940-2¼ 629 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-JBR	APP CRS	Rwy Idg	6200
110.15	228°	TDZE	262
		Apt Elev	262

ILS or LOC RWY 23

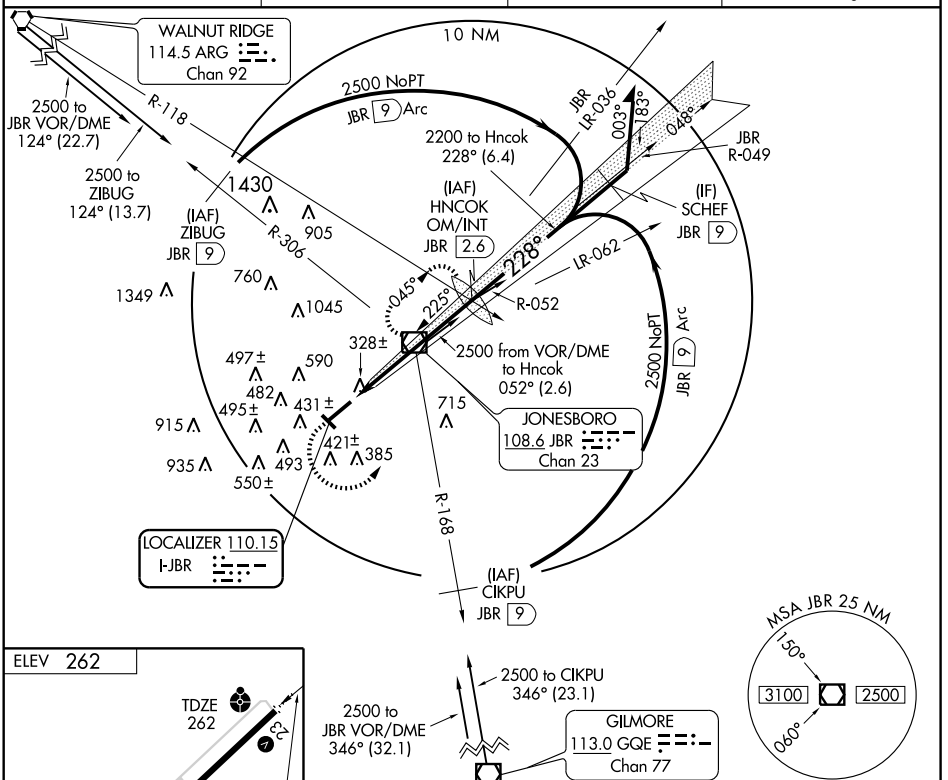
JONESBORO MUNI (JBR)

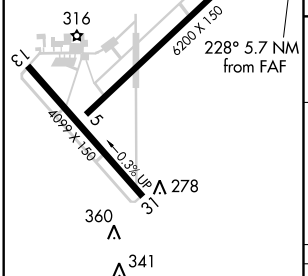
Circling NA northwest of Rwy 5-23. Visibility reduction by helicopters NA. When local altimeter setting not received, use Walnut Ridge altimeter setting; increase DA to 516 feet. Increase all MDAs 60 feet and visibility S-LOC 23 Cat D ¼ mile. Autopilot coupled approach NA below 1327.

ODALS

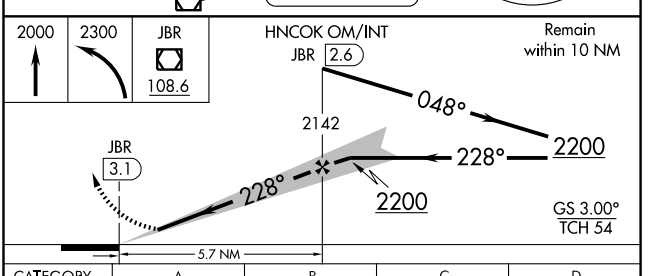
MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM	CTAF
118.525	120.075 289.4	123.0	123.6





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 23	462-¾ 200 (200-¾)			
S-LOC 23	580-¾ 318 (400-¾)			580-1 318 (400-1)
CIRCLING	760-1 498 (500-1)		760-1½ 498 (500-1½)	820-2 558 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6200
Chan 65806	228°	TDZE	262
W23A		Apt Elev	262

RNAV (GPS) RWY 23

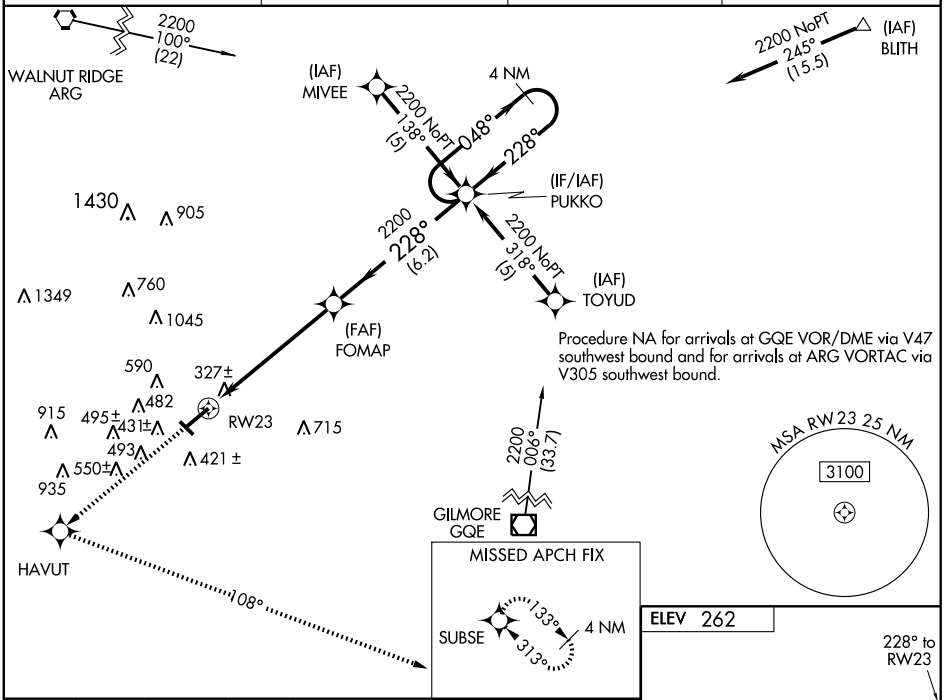
JONESBORO MUNI (JBR)

Inoperative table does not apply to LNAV Cat C. Circling NA north of Rwy 5-23. BARO-VNAV NA when using Walnut Ridge altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Walnut Ridge altimeter setting. When local altimeter setting not received, use Walnut Ridge altimeter setting, increase all DAs 54 feet and all MDAs 60 feet. Increase LPV visibility ¼ mile all Cats and LNAV visibility Cats C and D ¼ mile.

ODALS

MISSED APPROACH: Climb to 2500 direct HAVUT and left turn via 108° track to SUBSE and hold.

ASOS	MEMPHIS CENTER	UNICOM	CTAF
118.525	120.075 289.4	123.0	123.6 L



CATEGORY	A	B	C	D
LPV DA	545-1 283 (300-1)			
LNAV/VNAV DA	593-1¼ 331 (400-1¼)			
LNAV MDA	720-¾ 458 (500-¾)		720-1¼ 458 (500-1¼)	720-1½ 458 (500-1½)
CIRCLING	760-1 498 (500-1)		760-1½ 498 (500-1½)	820-2 558 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4099
313°	TDZE	258
	Apt Elev	262

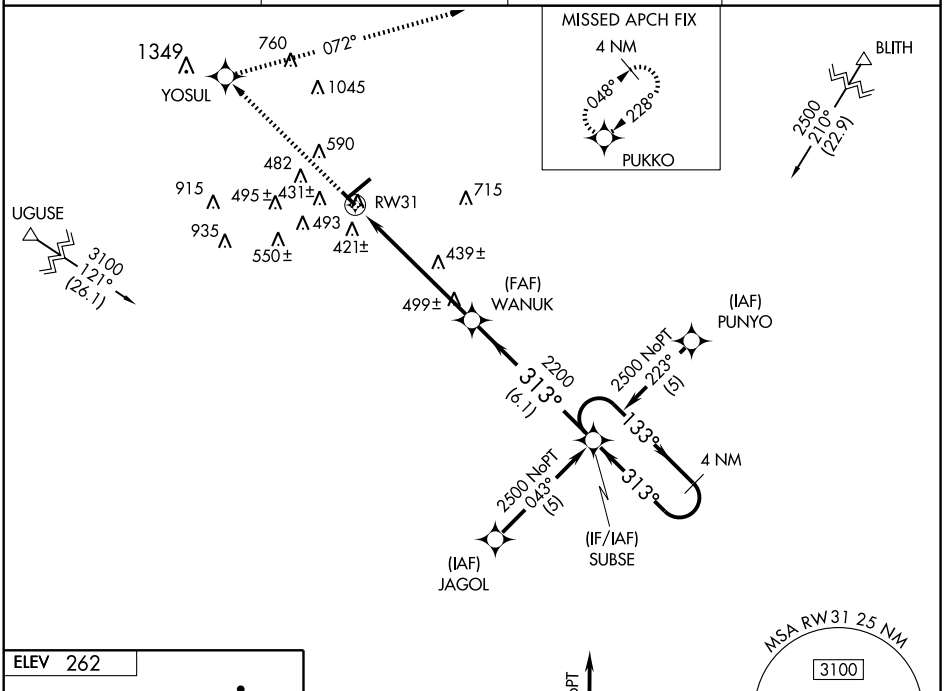
RNAV (GPS) RWY 31

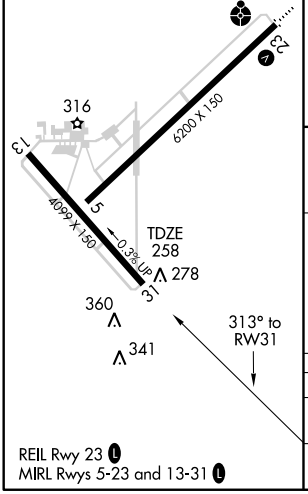
JONESBORO MUNI (JBR)

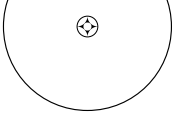
Straight in minimums NA at night. Circling to Rwy 31 NA at night. Circling NA northwest of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Walnut Ridge altimeter setting, increase all MDAs 60 feet and increase LNAV visibility Cats C and D ¼mile. Visibility reduction by helicopters NA.

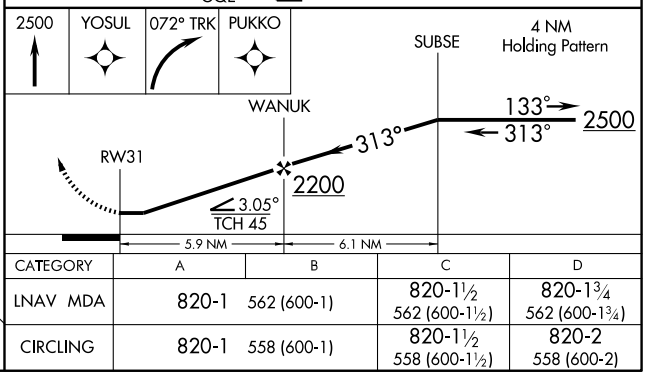
MISSED APPROACH: Climb to 2500 direct YOSUL and right turn via 072° track to PUKKO and hold.

ASOS	MEMPHIS CENTER	UNICOM	CTAF
118.525	120.075 289.4	123.0	123.6 L









CATEGORY	A	B	C	D
LNAV MDA	820-1	562 (600-1)	820-1½ 562 (600-1½)	820-1¾ 562 (600-1¾)
CIRCLING	820-1	558 (600-1)	820-1½ 558 (600-1½)	820-2 558 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JBR	APP CRS	Rwy Idg	6200
108.6	225°	TDZE	262
Chan 23		Apt Elev	262

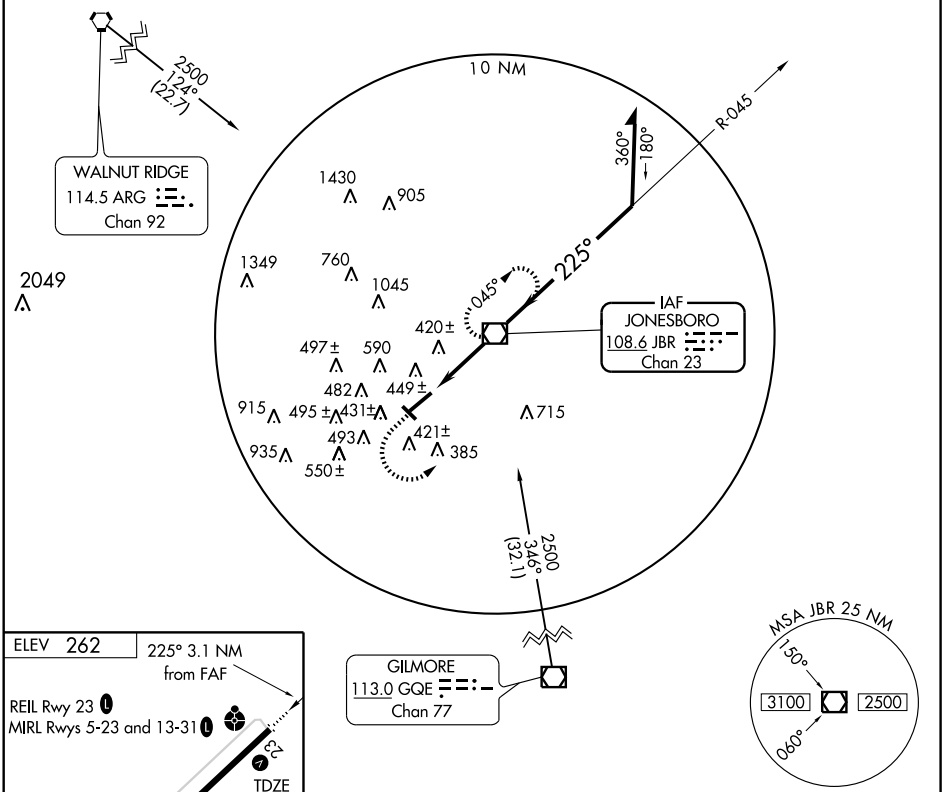
VOR RWY 23
JONESBORO MUNI (JBR)

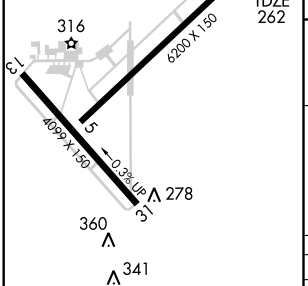
Circling NA north of Rwy 5-23. Inoperative table does not apply to S-23 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Walnut Ridge Rgnl altimeter setting and increase all MDAs 60 feet.

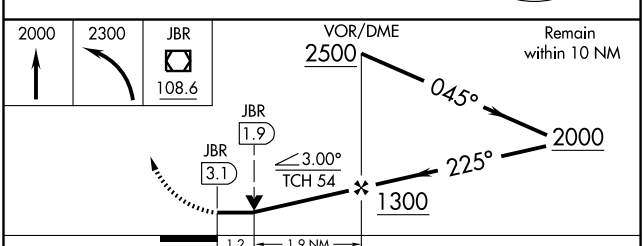
ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM	CTAF
118.525	120.075 289.4	123.0	123.6







CATEGORY	A	B	C	D
S-23	700-¾ 438 (500-¾)		700-1¼ 438 (500-1¼)	700-1½ 438 (500-1½)
CIRCLING	760-1 498 (500-1)		760-1½ 498 (500-1½)	820-2 558 (600-2)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
012°	TDZE	125
	Apt Elev	125

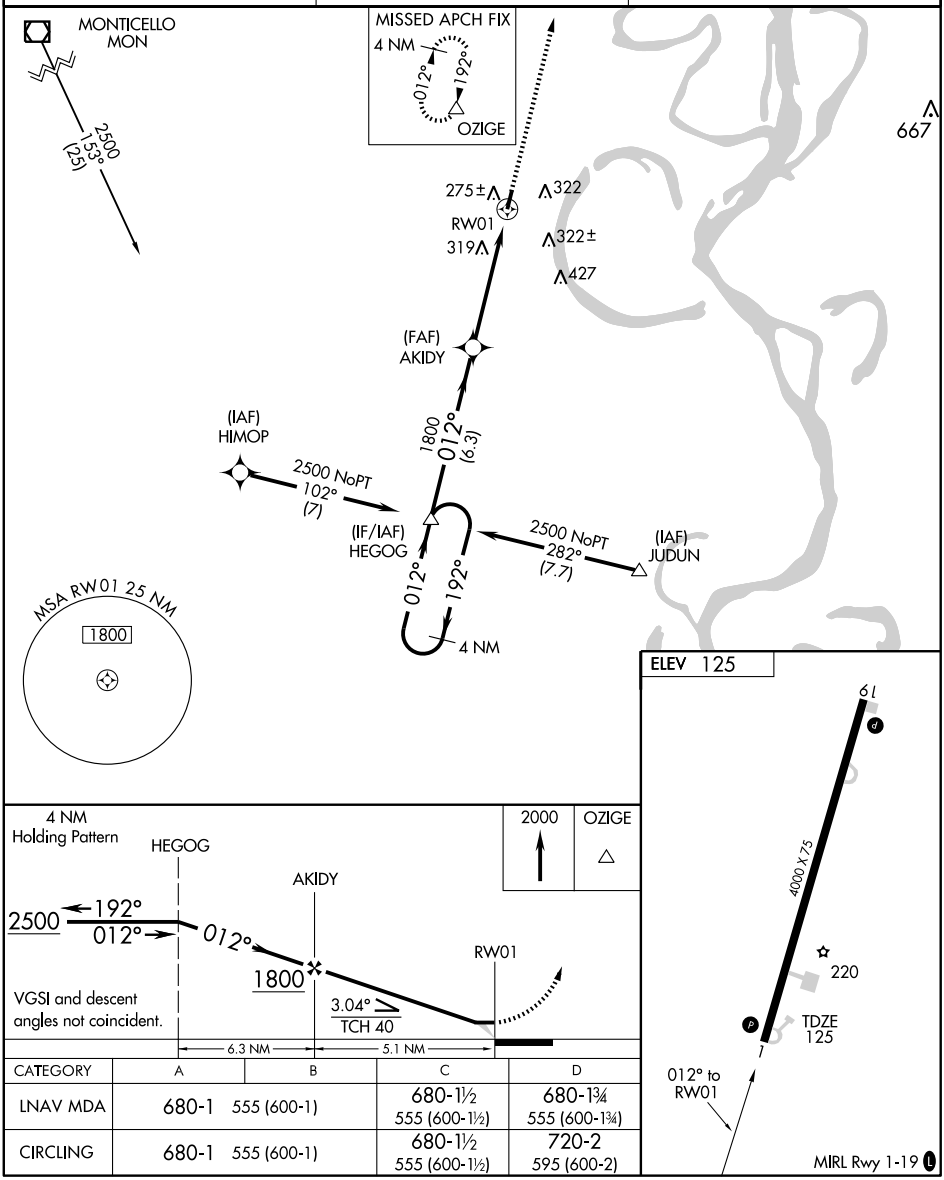
RNAV (GPS) RWY 1

LAKE VILLAGE MUNI (M32)

Circling NA east of Rwy 1/19. DME/DME RNP-0.3 NA. Use Greenville altimeter setting; when not received, use Monticello altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct OZIGE and hold.

GREENVILLE ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	680-1 555 (600-1)		680-1½ 555 (600-1½)	680-1¾ 555 (600-1¾)
CIRCLING	680-1 555 (600-1)		680-1½ 555 (600-1½)	720-2 595 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

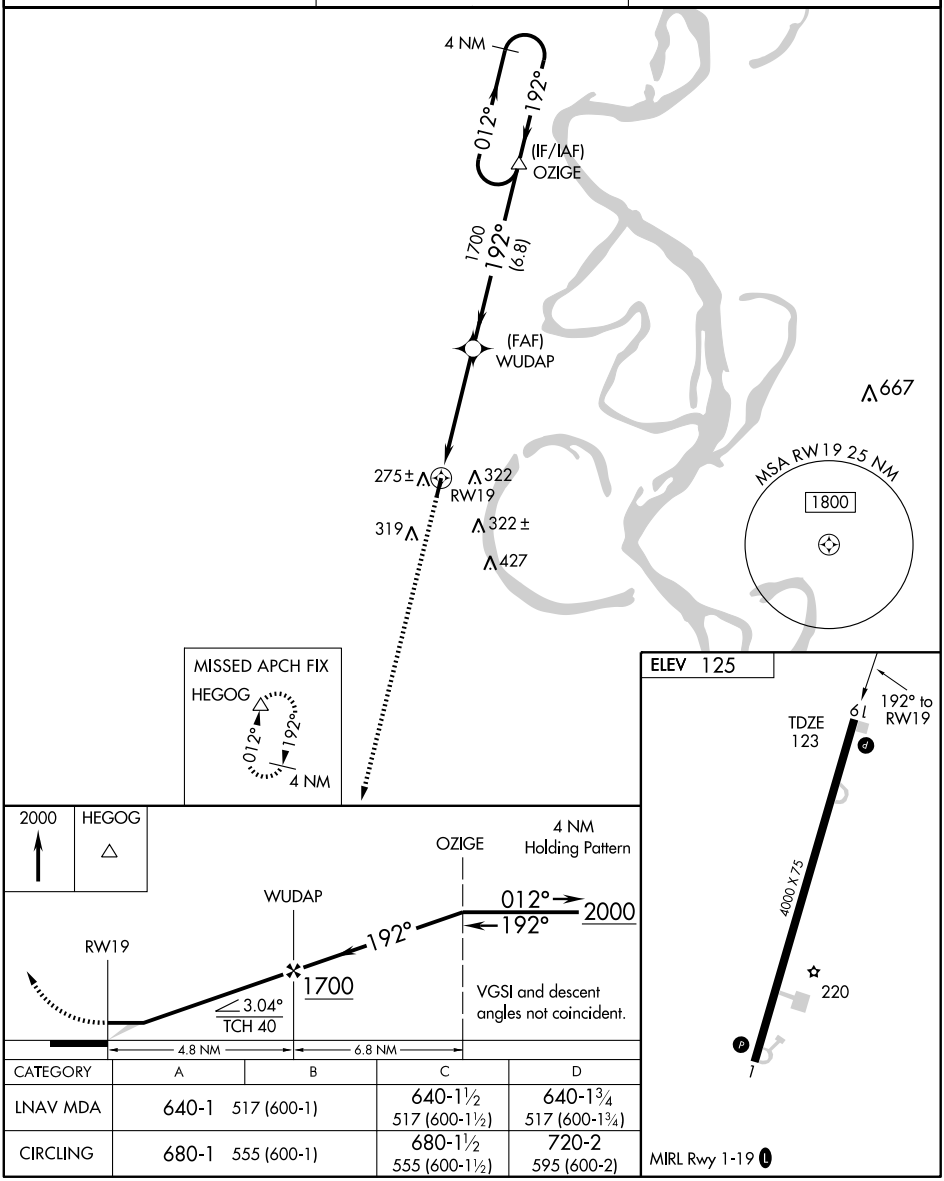
LAKE VILLAGE MUNI (M32)

APP CRS	Rwy Idg	4000
192°	TDZE	123
	Apt Elev	125

Circling NA east of Rwy 1/19. DME/DME RNP-0.3 NA. Use Greenville altimeter setting; when not received, use Monticello altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HEGOG and hold.

GREENVILLE ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	640-1 517 (600-1)		640-1½ 517 (600-1½)	640-1¾ 517 (600-1¾)
CIRCLING	680-1 555 (600-1)		680-1½ 555 (600-1½)	720-2 595 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MON 111.6 Chan 53	APP CRS 119°	Rwy Idg N/A TDZE N/A Apt Elev 125

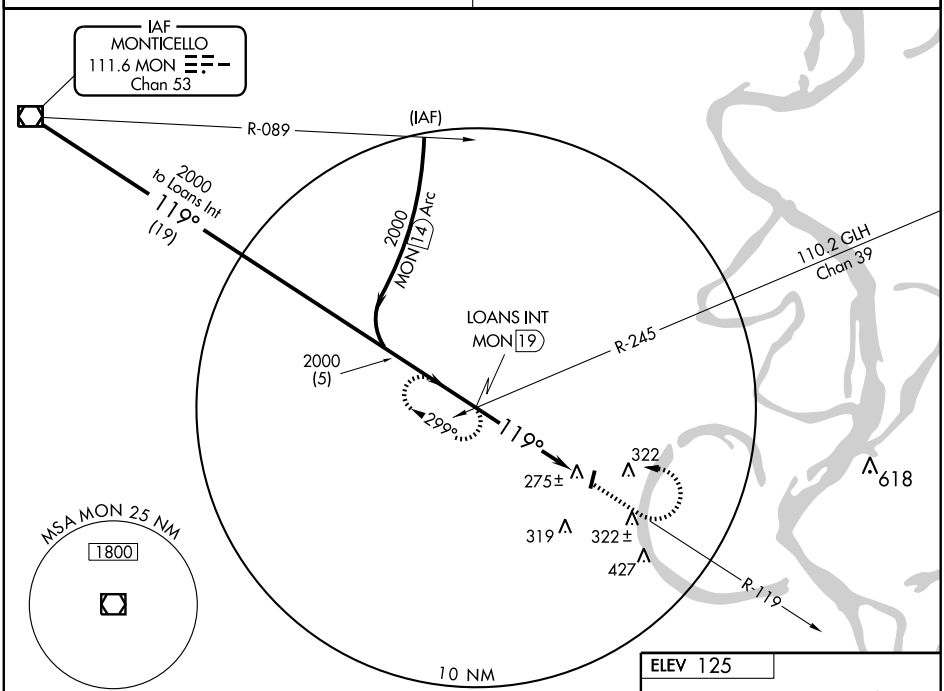
VOR-A

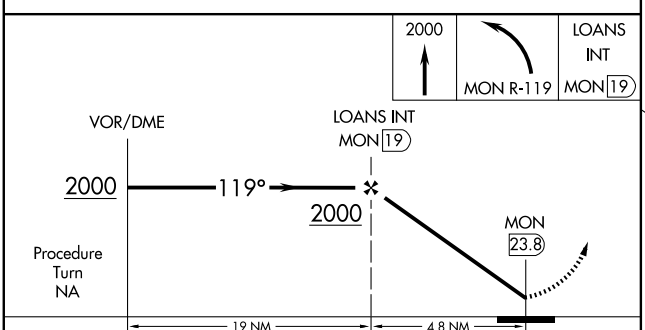
LAKE VILLAGE MUNI (M32)

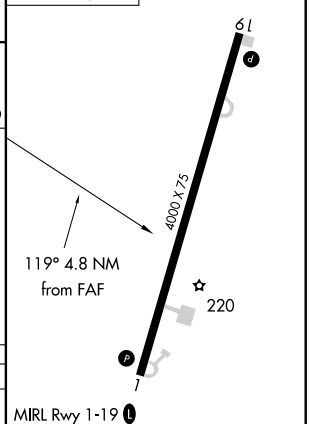
Use Greenville, MS (Mid Delta Rgnl) altimeter setting, when not available use Greenwood, MS altimeter setting.
NA Circling not authoriized East of runway 1-19.

MISSED APPROACH: Climb to 2000 then left turn via MON R-119 to LOANS Int and hold.

MEMPHIS CENTER	CTAF
135.875 269.35	122.9 L







CATEGORY	A	B	C	D
CIRCLING	680-1 555 (600-1)	680-1¼ 555 (600-1¼)	680-1½ 555 (600-1½)	680-2 555 (600-2)
GREENWOOD, MS ALTIMETER SETTING MINIMUMS				
CIRCLING	780-1 655 (700-1)	780-1¼ 655 (700-1¼)	780-1¾ 655 (700-1¾)	780-2 655 (700-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GLH	APP CRS	Rwy Idg	N/A
110.2	234°	TDZE	N/A
Chan 39		Apt Elev	125

VOR/DME-B

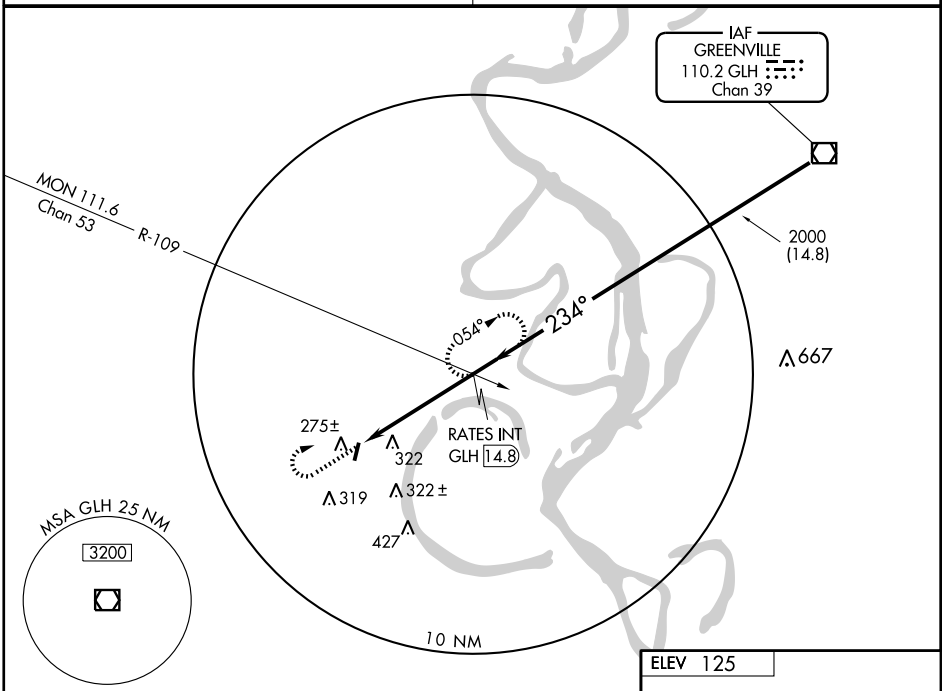
LAKE VILLAGE MUNI (M32)

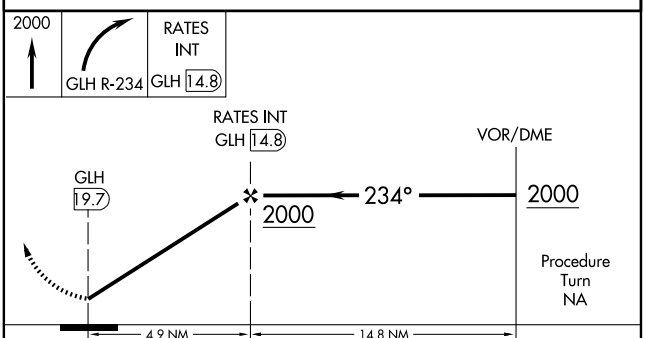
▼ Use Greenville, MS altimeter setting, when not available use Greenwood, MS altimeter setting.
▲ NA Circling not authoriized East of runway 1-19.

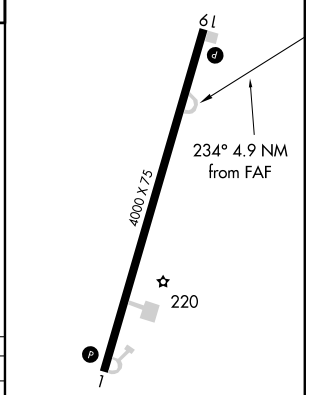
MISSED APPROACH: Climb to 2000 then right turn via GLH R-234 to RATES Int/14.8 DME and hold.

MEMPHIS CENTER
135.875 269.35

CTAF
122.9 L







MIRL Rwy 1-19 L

CATEGORY	A	B	C	D
CIRCLING	680-1 555 (600-1)		680-1½ 555 (600-1½)	680-2 555 (600-2)
GREENWOOD, MS ALTIMETER SETTING MINIMUMS				
CIRCLING	780-1 655 (700-1)		780-1¾ 655 (700-1¾)	780-2 655 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-LIT	APP CRS	Rwy Idg	7976
110.3	045°	TDZE	258
Chan 40		Apt Elev	262

ILS or LOC RWY 4L

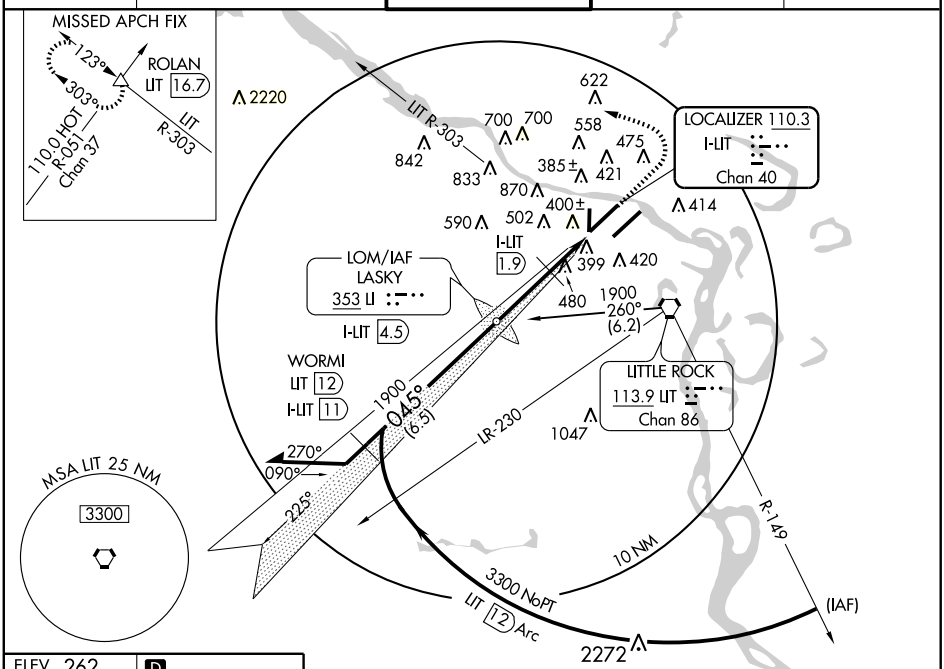
LITTLE ROCK/ADAMS FIELD (LIT)

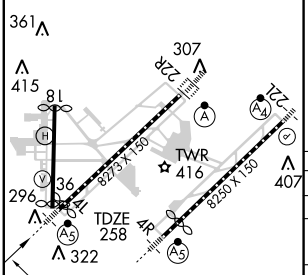
ASR — Inoperative table does not apply to S-ILS 4L all Cats. For inoperative MALSR, increase S-LOC 4L Cats A and B visibility to RVR 5000. Glide slope unusable below 650 for coupled approaches.

MALSR (A5)

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 via LIT R-303 to ROLAN Int and hold.

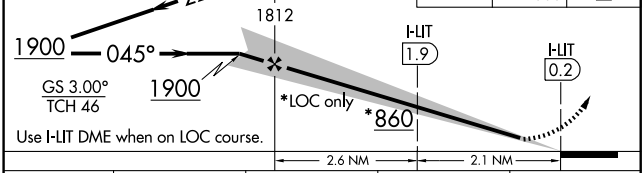
ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 4L	508/40 250 (300-¾)			
S-LOC 4L	860/40 602 (600-½)		860/60 602 (600-1¼)	860-1½ 602 (600-1½)
CIRCLING	860-1 598 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)
DME MINIMUMS				
S-LOC 4L	720/40 462 (500-¾)		720/40 462 (500-¾)	720/50 462 (500-1)
CIRCLING	800-1 538 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CNL	APP CRS	Rwy Idg	7200
111.3	045°	TDZE	260
Chan 50		Apt Elev	266

ILS or LOC RWY 4R

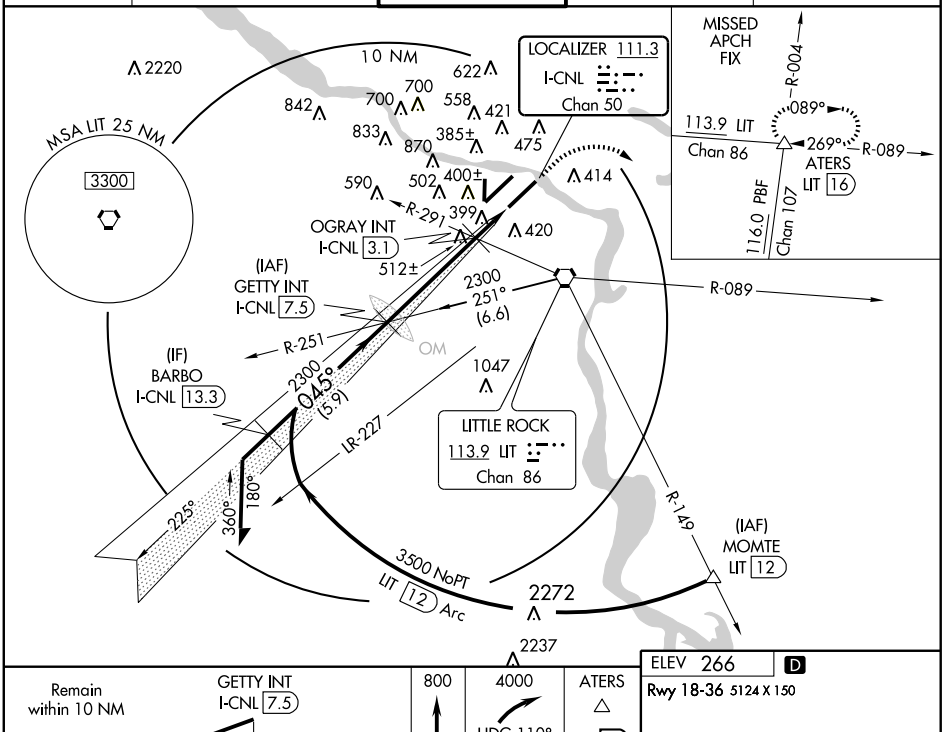
LITTLE ROCK/ADAMS FIELD (LIT)

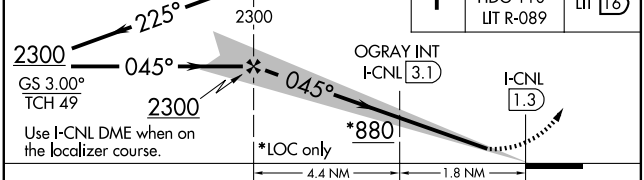
ASR Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 4R. For inoperative MALSR, increase S-LOC 4R Cat A/B visibility to RVR 5000.

MALSR

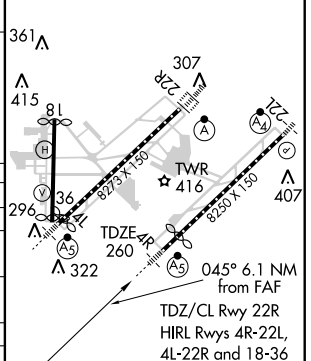
MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 110° and LIT R-089 to ATERS INT/LIT 16 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
S-ILS 4R		510/40	250 (300-¾)	
S-LOC 4R	880/40 620 (700-¾)		880/60 620 (700-1¼)	880-1½ 620 (700-1½)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	1180-3 914 (1000-3)
OGRAY FIX MINIMUMS				
S-LOC 4R	780/40 520 (600-¾)		780/50 520 (600-1)	780/60 520 (600-1¼)
CIRCLING	780-1 514 (600-1)		880-1¾ 614 (700-1¾)	1180-3 914 (1000-3)



FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BWY	APP CRS	Rwy Idg 8250
110.7	226°	TDZE 260
Chan 44		Apt Elev 262

ILS or LOC RWY 22L

LITTLE ROCK/ADAMS FIELD (LIT)

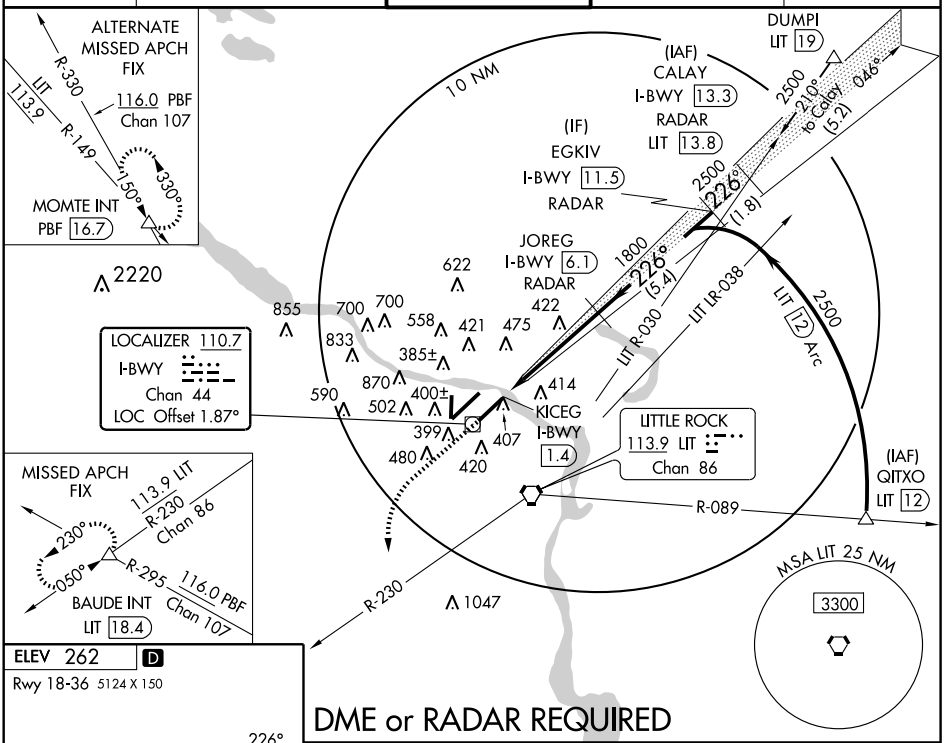
DME or radar required. VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase S-ILS visibility to RVR 6000, S-LOC Cat C visibility to RVR 6000, Cat D to 1½ miles and circling Cat C to 2 miles.

ASR

MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 170° and LIT R-230 to BAUDE Int/LIT 18.4 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95

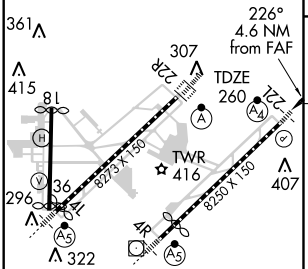


SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ELEV 262 D

Rwy 18-36 5124 X 150



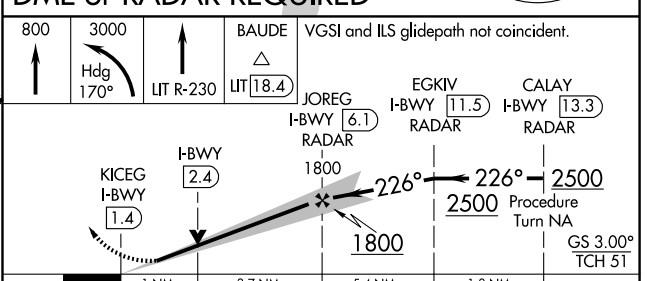
TDZ/CL Rwy 22R

HIRL Rwys 4R-22L, 4L-22R and 18-36

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 22L	510/40 250 (300-¾)			
S-LOC 22L	640/40 380 (400-¾)			
CIRCLING	800-1 538 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

LOC/DME I-AAY	APP CRS	Rwy Idg	8273
110.3	225°	TDZE	262
Chan 40		Apt Elev	262

ILS or LOC RWY 22R

LITTLE ROCK/ADAMS FIELD (LIT)

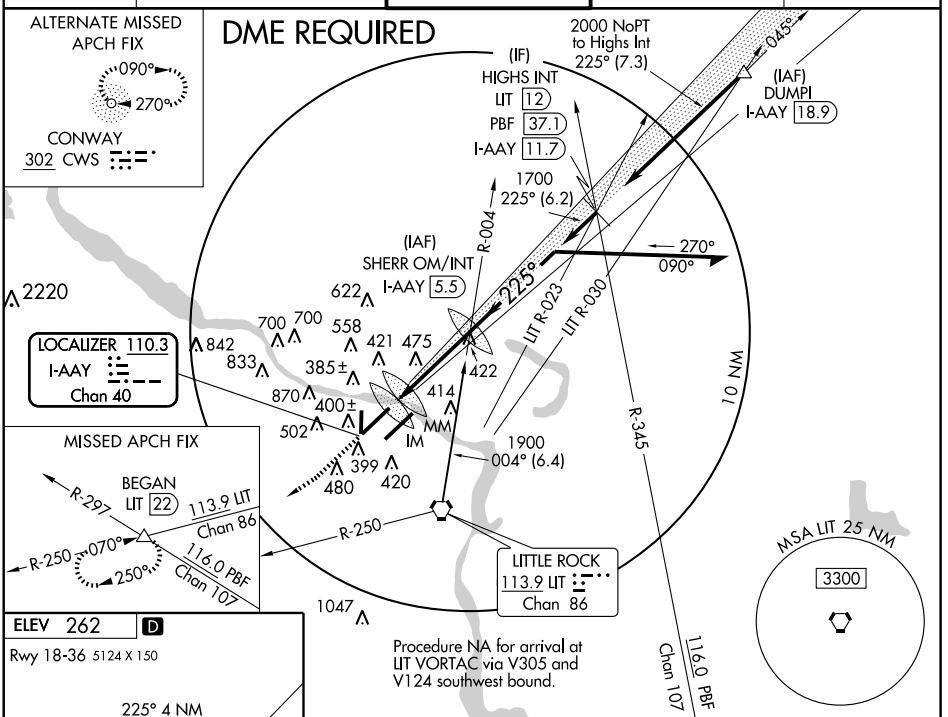
VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet, all MDA 100 feet. Increase S-ILS visibility to RVR 4000, increase S-LOC 22R Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and circling Cat C visibility to 2 miles.

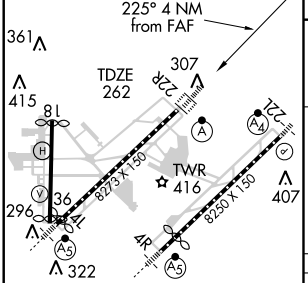
ASR

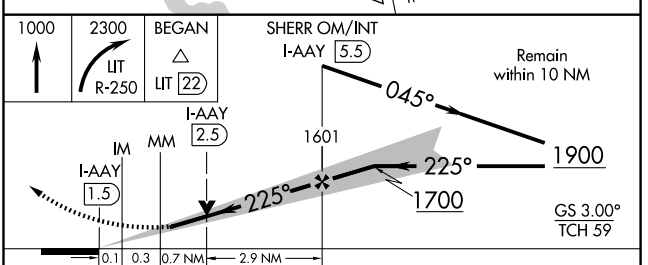
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via LIT VORTAC R-250 to BEGAN Int/LIT 22 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95







TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

FAF to MAP	4 NM				
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 22R	462/18 200 (200-½)			
S-LOC 22R	680/24 418 (500-½)		680/40 418 (500-¾)	
CIRCLING	800-1 538 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-AAY	APP CRS	Rwy Idg	8273
110.3	225°	TDZE	262
Chan 40		Apt Elev	262

ILS RWY 22R (CAT II)

LITTLE ROCK/ADAMS FIELD (LIT)

ASR

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via LIT VORTAC R-250 to BEGAN Int/LIT 22 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95

SC-1, 21 OCT 2010 to 18 NOV 2010

ALTERNATE MISSED APCH FIX

090° 270°

CONWAY 302 CWS

DME REQUIRED

(IF) HIGHS INT LIT 12 PBF 37.1 I-AAY 11.7

2000 NoPT to Highs Int 225° (7.3)

045°

(IAF) DUMPI I-AAY 18.9

1700 225° (6.2)

R-004

(IAF) SHERR OM/INT I-AAY 5.5

225°

270° 090°

LIT R-023

LIT R-030

10 NM

R-345

2220

622

700 700 558 421 475

842 833 385± 870 400± 502

422 414 MM IM

399 480 420

LOCALIZER 110.3 I-AAY Chan 40

MISSED APCH FIX

BEGAN LIT 22

R-297

113.9 LIT Chan 86

R-250

070° 250°

116.0 PBF Chan 107

1900 004° (6.4)

LITTLE ROCK 113.9 LIT Chan 86

1047

Procedure NA for arrival at LIT VORTAC via V305 and V124 southwest bound.

MSA LIT 25 NM

3300

1160 PBF Chan 107

ELEV 262 D

Rwy 18-36 5124 X 150

361 307 415 296 322 407

8L 22R 4L 4R 18-36

TWR 416

8273 X 150

8250 X 150

TDZ/CL Rwy 22R

HIRL Rwys 4R-22L, 4L-22R and 18-36

1000	2300	BEGAN
	LIT R-250	LIT 22

SHERR OM/INT I-AAY 5.5

Remain within 10 NM

045°

1601

MM

DH RA128

IM

225°

1900

1700

262 MSL

GS 3.00°

TCH 59

1201′ 783′ 1619′ 3.6 NM

CATEGORY	A	B	C	D
S-ILS 22R	RA 128/12 100 DA 362			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

34°44′N-92°13′W

LOC/DME I-AAY	APP CRS	Rwy Idg	8273
110.3	225°	TDZE	262
Chan 40		Apt Elev	262

ILS RWY 22R (CAT III)

LITTLE ROCK/ADAMS FIELD (LIT)

ASR

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via LIT VORTAC R-250 to BEGAN Int/LIT 22 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95

SC-1, 21 OCT 2010 to 18 NOV 2010

ALTERNATE MISSED APCH FIX

090°

270°

CONWAY

302 CWS

DME REQUIRED

(IF) HIGHS INT LIT 12 PBF 37.1 I-AAY 11.7

2000 NoPT to Highs Int 225° (7.3)

045°

(IAF) DUMPI I-AAY 18.9

1700 225° (6.2)

R-004

(IAF) SHERR OM/INT I-AAY 5.5

225°

270° 090°

LIT R-023

LIT R-030

10 NM

R-345

2220

622

700 700

558

421 475

385±

422

414

870

400±

502

MM

IM

399 480

420

1900 004° (6.4)

LOCALIZER 110.3 I-AAY Chan 40

855

833

MISSED APCH FIX

BEGAN LIT 22

113.9 LIT Chan 86

R-297

R-250

070°

250°

116.0 PBF Chan 107

LITTLE ROCK 113.9 LIT Chan 86

MSA LIT 25 NM

3300

1047

Procedure NA for arrival at LIT VORTAC via V305 and V124 southwest bound.

ELEV 262 D

Rwy 18-36 5124 X 150

361

415

TDZE 262

307

22R

81

22L

36

296

TWR 416

8273 X 150

8250 X 150

407

322

4R

1000	2300	BEGAN
	LIT R-250	LIT 22

SHERR OM/INT I-AAY 5.5

Remain within 10 NM

MM 447

1601

045°

225° 1900

IM 362

225° 1700

262 MSL

GS 3.00°

TCH 59

1201′ 783′ 1620′ 3.6 NM

CATEGORY	A	B	C	D
S-ILS 22R	CAT IIIa RVR 07			
S-ILS 22R	CAT IIIb RVR 06			
S-ILS 22R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 22R

HIRL Rwys 4R-22L, 4L-22R and 18-36

WAAS	APP CRS	Rwy Idg	7976
CH 90411	044°	TDZE	258
W04A		Apt Elev	262

RNAV (GPS) RWY 4L

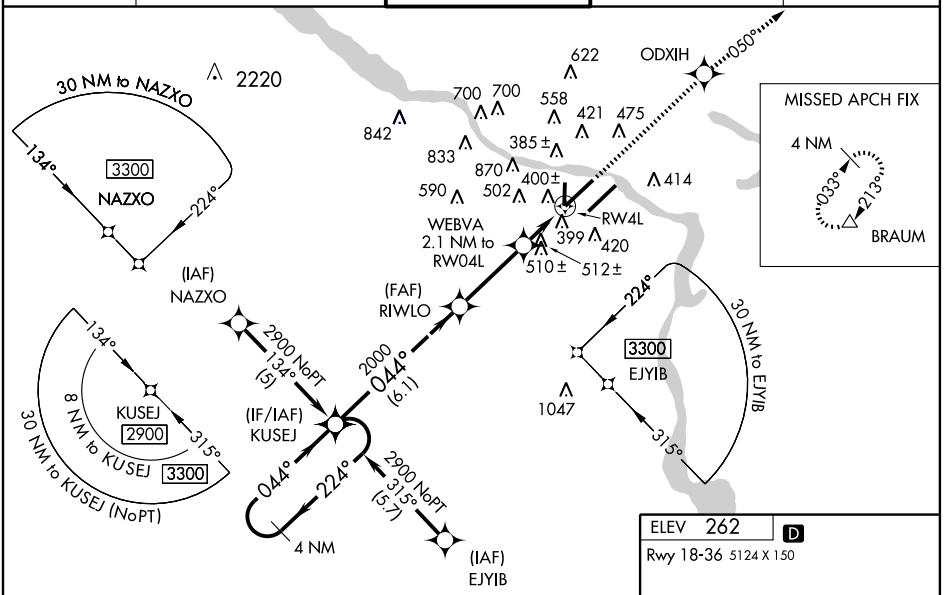
LITTLE ROCK/ADAMS FIELD (LIT)

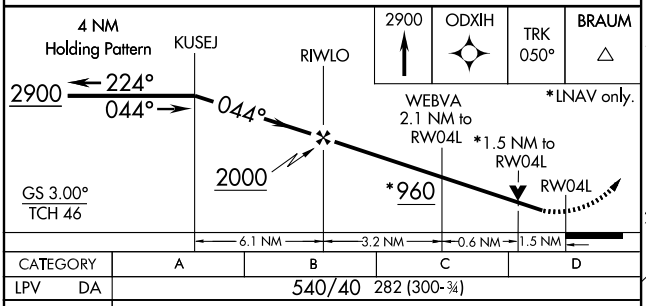
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C and D visibility ¼ mile, and increase circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR, when using Stuttgart altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV Cat A and B visibility to RVR 5000.

MALSR

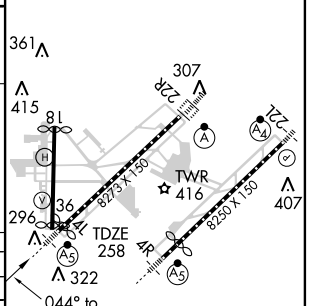
MISSED APPROACH: Climb to 2900 direct ODXIH and via 050° track to BRAUM and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
LPV DA	540/40 282 (300-¾)			
LNAV/VNAV DA	820-1½ 562 (600-1½)			
LNAV MDA	780/40 522 (600-¾)		780/50 522 (600-1)	780/60 522 (600-1¼)
CIRCLING	780-1 518 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)



TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70611 W04B	APP CRS 044°	Rwy ldg 7200 TDZE 260 Apt Elev 262

RNAV (GPS) RWY 4R

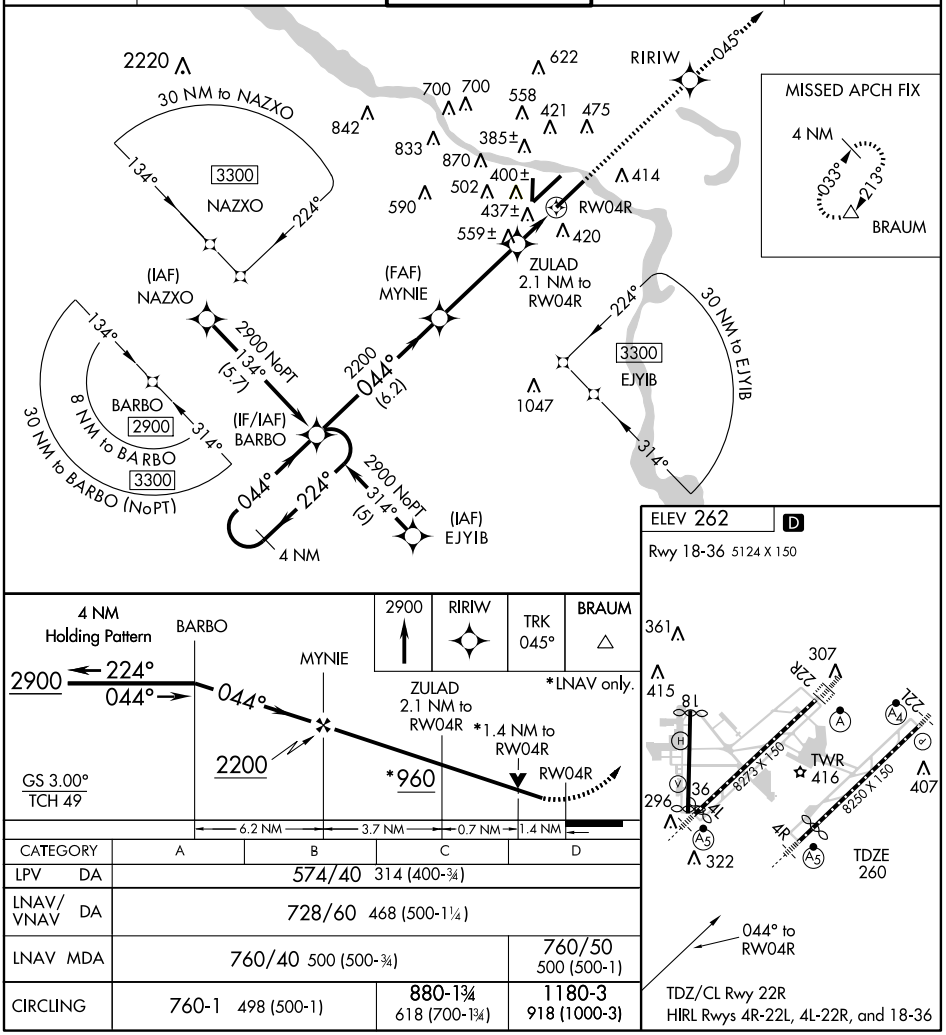
LITTLE ROCK/ADAMS FIELD (LIT)

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000 and Cat C visibility to RVR 6000. For inoperative MALSR, when using Stuttgart altimeter setting, increase LPV all Cats visibility to 1½ miles, increase LNAV Cat A and B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2900 direct RIRIW and via 045° track to BRAUM and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



CATEGORY	A	B	C	D
LPV DA	574/40 314 (400-¾)			
LNAV/VNAV DA	728/60 468 (500-1¼)			
LNAV MDA	760/40 500 (500-¾)			760/50 500 (500-1)
CIRCLING	760-1 498 (500-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R, and 18-36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5024
180°	TDZE	258
	Apt Elev	262

RNAV (GPS) RWY 18

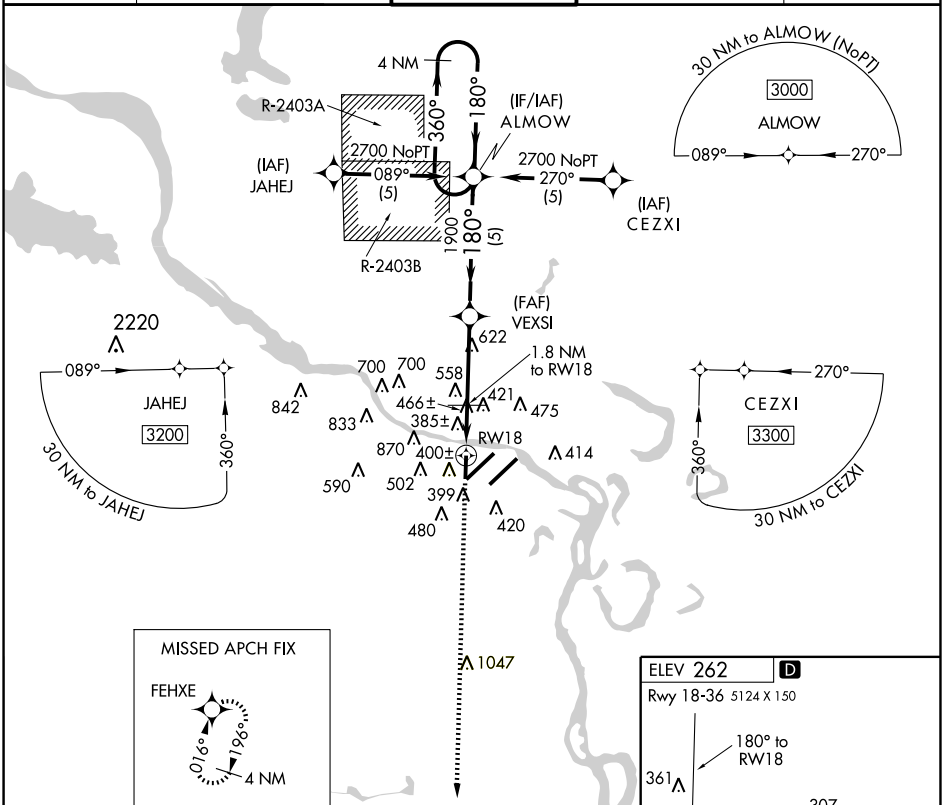
LITTLE ROCK/ADAMS FIELD (LIT)

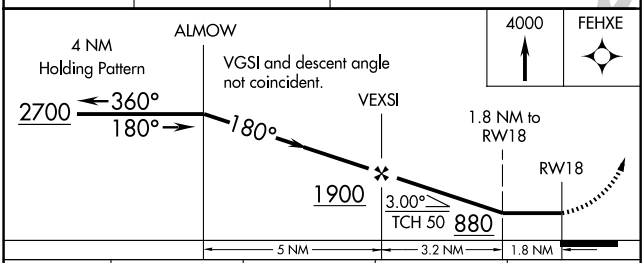
▼ ⚠ NA ASR

GPS or RNP-0.3 required. DME/DME RNP 0.3 NA. Procedure not authorized when restricted areas R-2403A and R-2403B in effect.

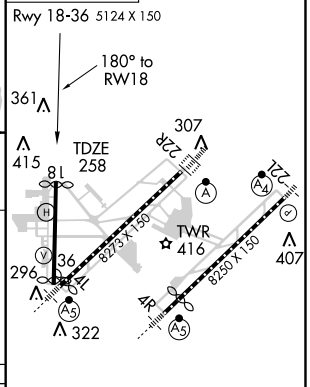
MISSED APPROACH: Climb to 4000 direct FEHXE WP and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
LNAV MDA	720-1	462 (500-1)	720-1¼ 462 (500-1¼)	720-1½ 462 (500-1½)
CIRCLING	760-1	498 (500-1)	880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8250
CH 42811	225°	TDZE	260
W22A		Apt Elev	262

RNAV (GPS) RWY 22L

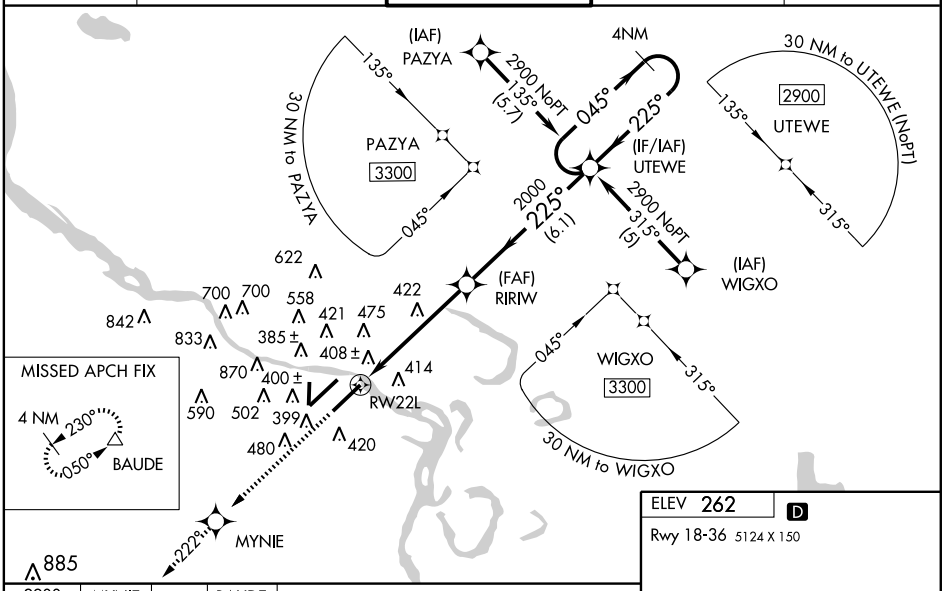
LITTLE ROCK/ADAMS FIELD (LIT)

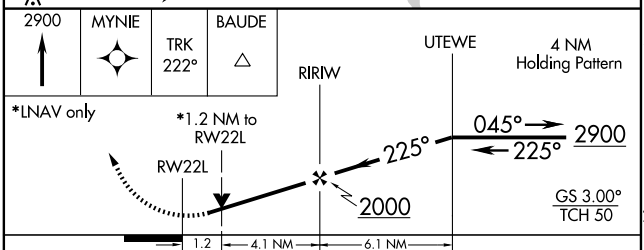
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile. Increase LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF increase LNAV Cat A and B visibility to RVR 5000. When using Stuttgart altimeter setting, inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF, when using Stuttgart altimeter setting, increase LNAV Cat A and B visibility to RVR 5000.

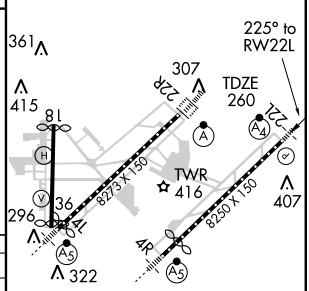
MALSF

MISSED APPROACH: Climb to 2900 direct MYNIE and via 222° track to BAUDE and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95







CATEGORY	A	B	C	D
LPV DA	543/50 283 (300-1)			
LNAV/VNAV DA	773-1¾ 513 (600-1¾)			
LNAV MDA	680/40 420 (500-¾)		680/60 420 (500-1¼)	
CIRCLING	760-1 498 (500-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8273
CH 93811	225°	TDZE	262
W22B		Apt Elev	262

RNAV (GPS) RWY 22R

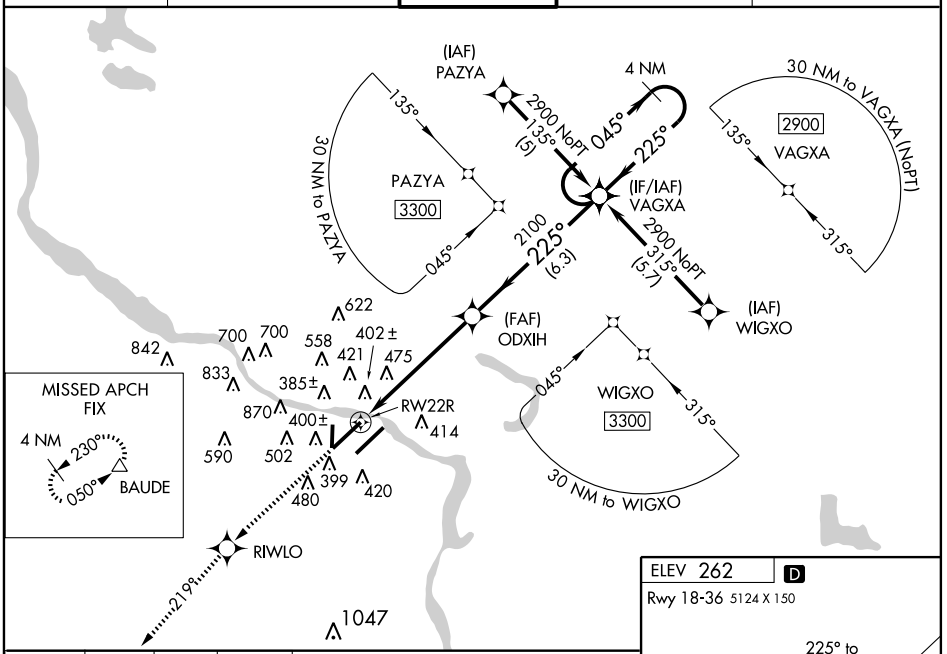
LITTLE ROCK/ADAMS FIELD (LIT)

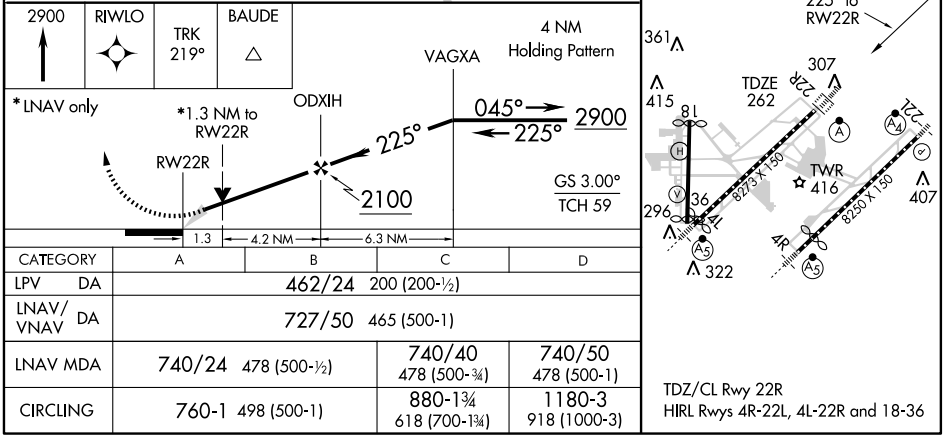
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative ALSF-2, when using Stuttgart altimeter setting, increase LPV all Cats visibility to RVR 5000.

ALSF

MISSED APPROACH: Climb to 2900 direct RIWLO and via 219° track to BAUDE and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
LPV DA	462/24 200 (200-½)			
LNAV/VNAV DA	727/50 465 (500-1)			
LNAV MDA	740/24 478 (500-½)		740/40 478 (500-¾)	740/50 478 (500-1)
CIRCLING	760-1 498 (500-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5024
360°	TDZE	257
	Apt Elev	262

RNAV (GPS) RWY 36

LITTLE ROCK/ADAMS FIELD (LIT)

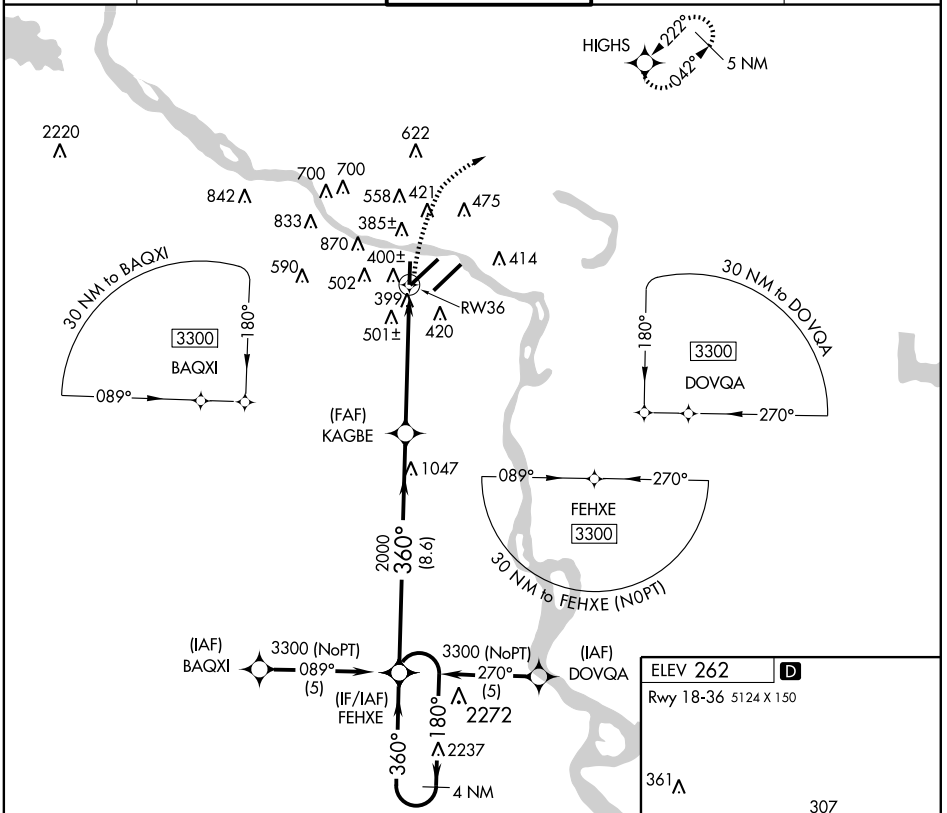
GPS or RNP-0.3 required. DME/DME RNP 0.3 NA.

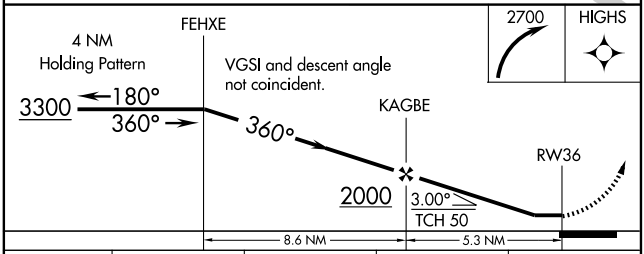
NA

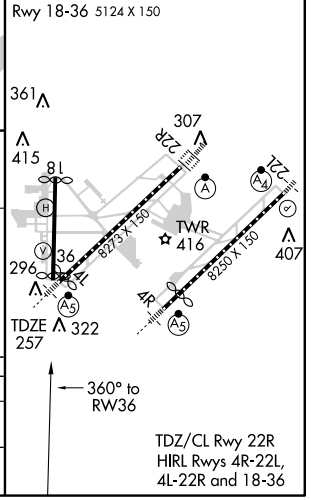
ASR

MISSED APPROACH: Climbing right turn to 2700 direct HIGHS WP and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95







CATEGORY	A	B	C	D
LNAV MDA	760-1 503 (500-1)		760-1½ 503 (500-1½)	
CIRCLING	760-1 498 (500-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LIT	APP CRS	Rwy Idg	N/A
113.9	319°	TDZE	N/A
Chan 86		Apt Elev	262

VOR-A

LITTLE ROCK/ADAMS FIELD (LIT)

ASR

MISSED APPROACH: Climbing left turn to 3500 via LIT R-303 to ROLAN Int and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95

SC-1, 21 OCT 2010 to 18 NOV 2010

ROLAN
LIT 16.7
123°
303°
R-051
LIT R-303
2220
110.0 HOT
Chan 37
10 NM
622
700
700
558
421
475
842
833
870
385±
414
590
502
400±
425±
480
420
(MAJIT)
IAF
LITTLE ROCK
113.9 LIT
Chan 86
1047
319°
094°
274°
R-139
MSA LIT 25 NM
3300
2272
2237

ELEV 262 D
Rwy 18-36 5124 X 150
361
307
22R
415
81
TWR
416
407
36
18
296
8250 X 150
4R
322
319° 3.2 NM
from FAF
TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

3500	ROLAN
LIT R-303	LIT 16.7

VORTAC
Remain within 10 NM
139°
319°
2500
1800
(MAJIT)
LIT 3.2
3.2 NM

CATEGORY	A	B	C	D
CIRCLING	800-1 538 (600-1)		880-1¾ 618 (700-1¾)	1180-3 918 (1000-3)

APP CRS	Rwy Idg	5008
178°	TDZE	314
	Apt Elev	317

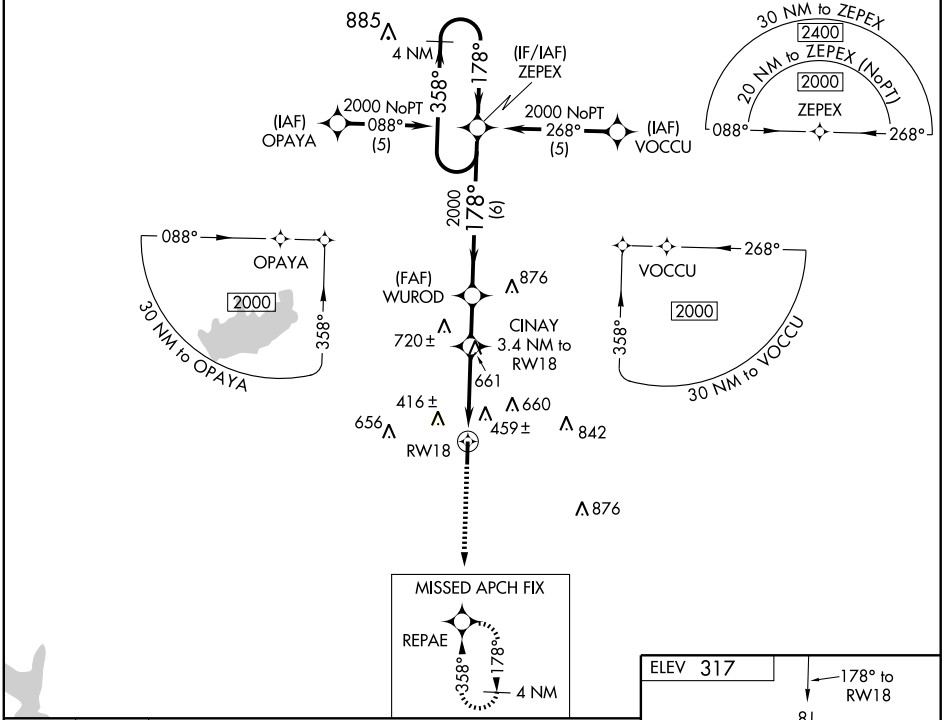
RNAV (GPS) RWY 18
MAGNOLIA MUNI (AGO)

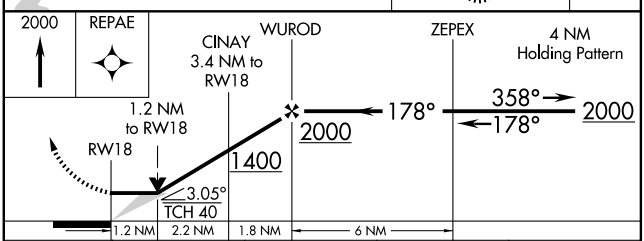
Obtain local altimeter setting on CTAF; when not received use El Dorado altimeter setting. DME/DME RNP-0.3 NA. VDP NA with El Dorado altimeter setting.

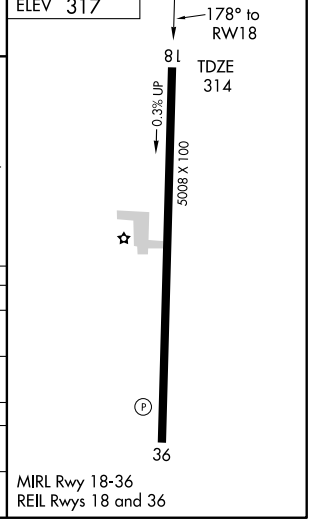
NA

MISSED APPROACH: Climb to 2000 direct REPAE WP and hold.

FORT WORTH CENTER	UNICOM
128.2 269.1	122.8 (CTAF)







MIRL Rwy 18-36
REIL Rwys 18 and 36

CATEGORY	A	B	C	D
LNAV MDA	720-1 406 (500-1)		720-1¼ 406 (500-1¼)	NA
CIRCLING	760-1 443 (500-1)	780-1 463 (500-1)	780-1½ 463 (500-1½)	NA
EL DORADO ALTIMETER SETTING MINIMUMS				
LNAV MDA	780-1 466 (500-1)		780-1¼ 466 (500-1¼)	NA
CIRCLING	820-1 503 (600-1)		820-1½ 503 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

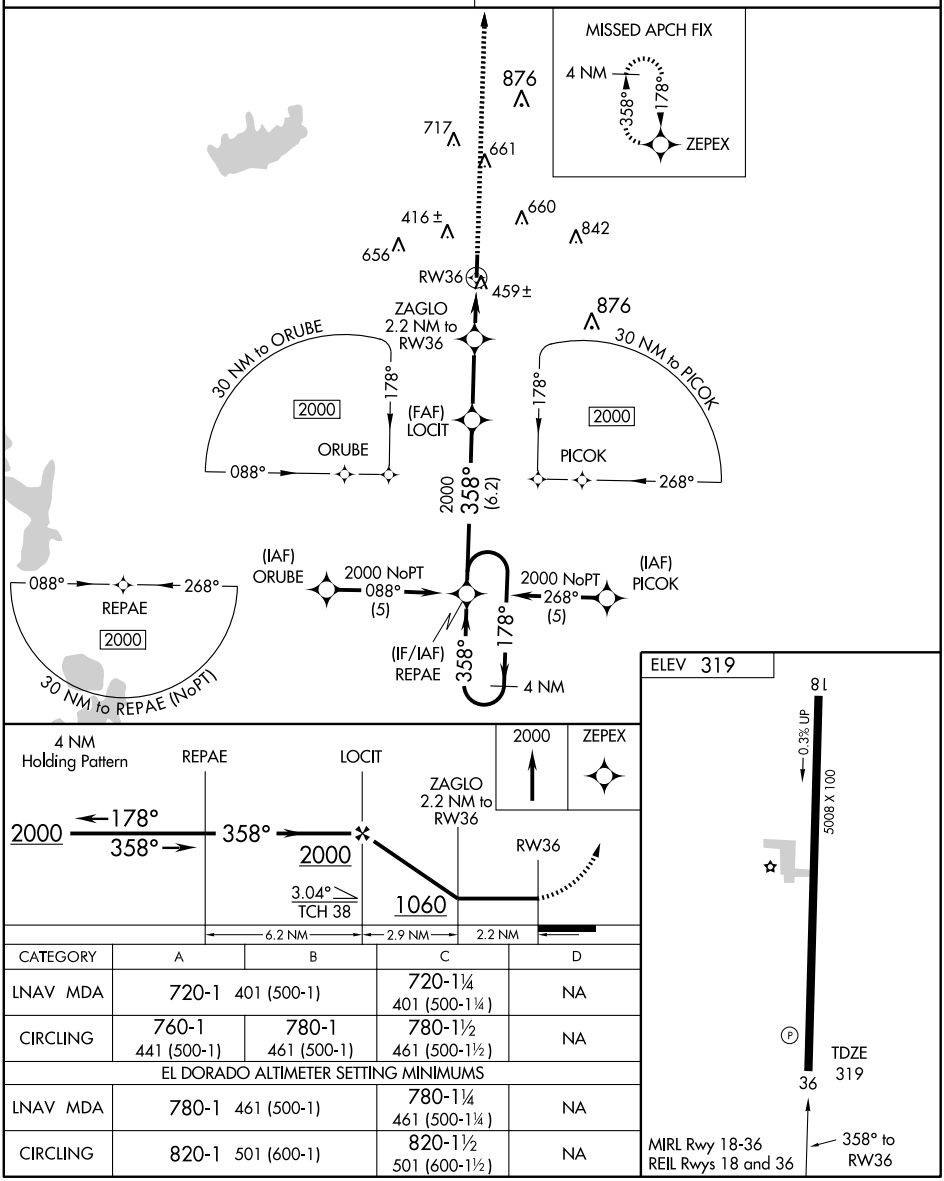
APP CRS	Rwy Idg	5008
358°	TDZE	319
	Apt Elev	319

RNAV (GPS) RWY 36
MAGNOLIA MUNI (AGO)

Obtain local altimeter setting on CTAF; when not received, use El Dorado altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ZEPEX and hold.

FORT WORTH CENTER	UNICOM
128.2 269.1	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	720-1 401 (500-1)		720-1¼ 401 (500-1¼)	NA
CIRCLING	760-1 441 (500-1)	780-1 461 (500-1)	780-1½ 461 (500-1½)	NA
EL DORADO ALTIMETER SETTING MINIMUMS				
LNAV MDA	780-1 461 (500-1)		780-1¼ 461 (500-1¼)	NA
CIRCLING	820-1 501 (600-1)		820-1½ 501 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

MALVERN MUNI (M78)

APP CRS	Rwy Idg	2812
214°	TDZE	538
	Apt Elev	538

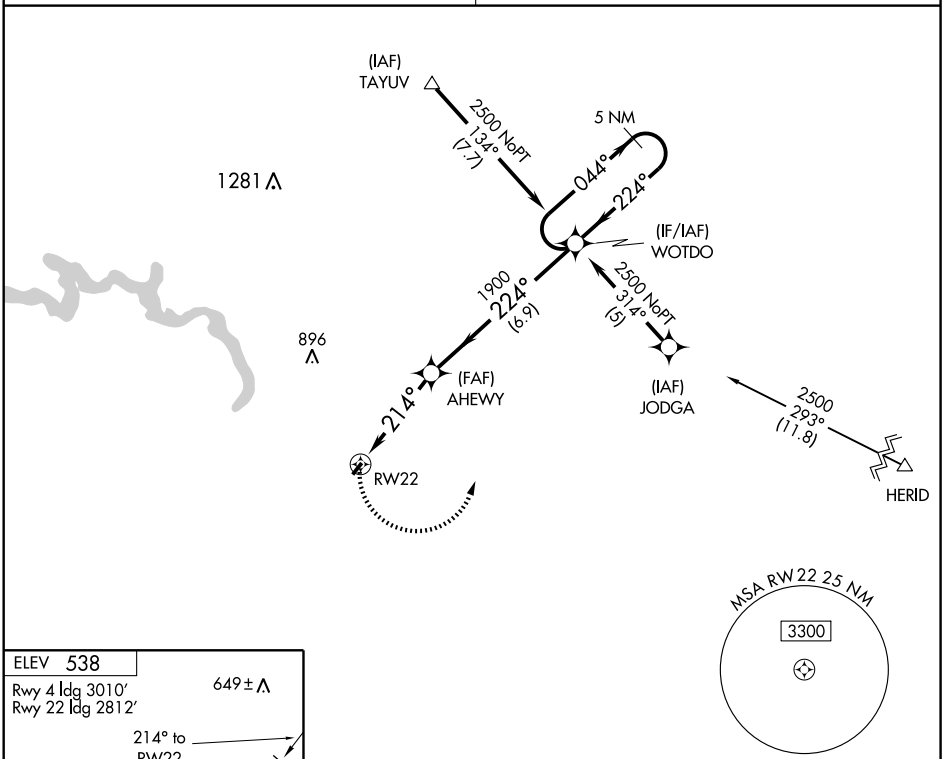
Use Hot Springs altimeter setting; if not received, use Adams Field altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

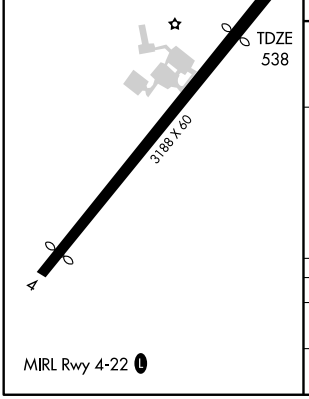
NA

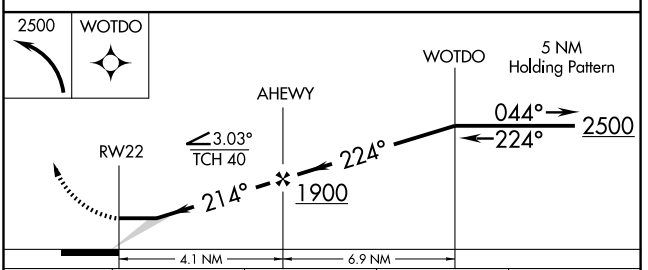
MISSED APPROACH: Climbing left turn to 2500 direct WOTDO and hold.

MEMPHIS CENTER
128.475 377.15

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1 422 (500-1)		NA	
CIRCLING	1000-1 462 (500-1)		NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

MANILA MUNI (MXA)

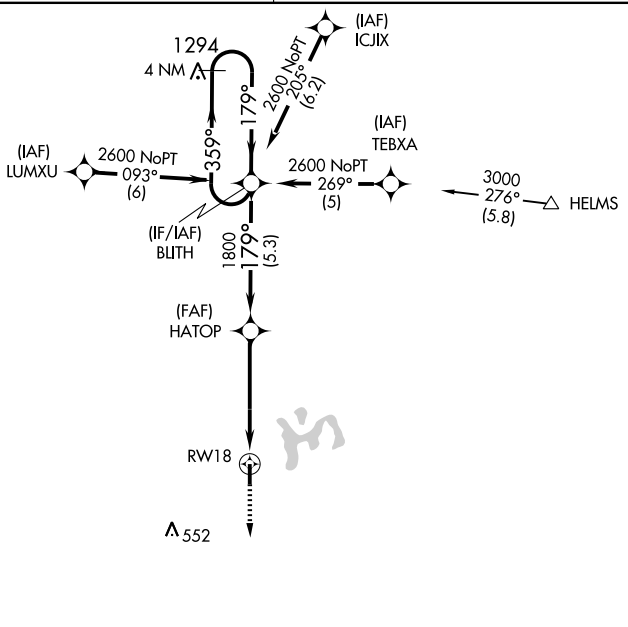
APP CRS	Rwy Idg	4200
179°	TDZE	242
	Apt Elev	242

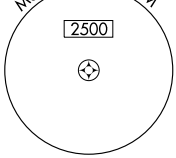
Use Blytheville Muni altimeter setting.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

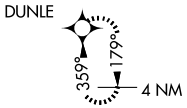
MISSED APPROACH: Climb to 2000 direct DUNLE WP and hold.

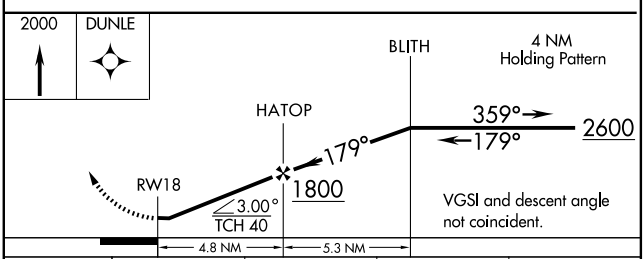
MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) L

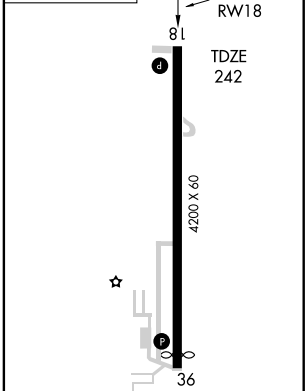








CATEGORY	A	B	C	D
LNAV MDA	640-1	398 (400-1)	NA	
CIRCLING	720-1	478 (500-1)	NA	



MIRL Rwy 18-36 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4020
181°	TDZE	219
	Apt Elev	219

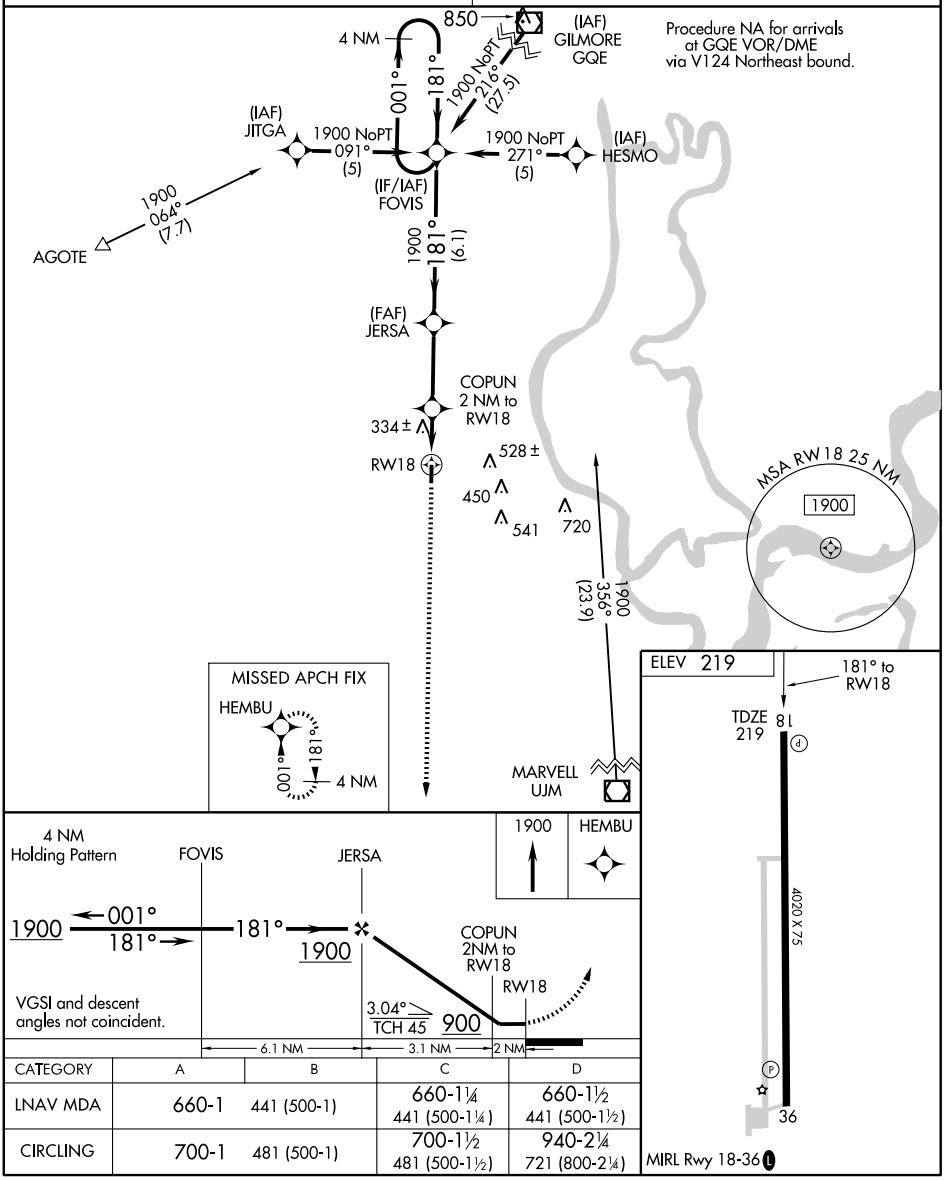
RNAV (GPS) RWY 18

MARIANNA/ LEE COUNTY-STEVE EDWARDS FIELD (6M7)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tunica altimeter setting; when not received use West Memphis altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1900 direct HEMBU and hold.

APP CON	UNICOM
135.3 335.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	660-1	441 (500-1)	660-1¼ 441 (500-1¼)	660-1½ 441 (500-1½)
CIRCLING	700-1	481 (500-1)	700-1½ 481 (500-1½)	940-2¼ 721 (800-2¼)

MIRL Rwy 18-36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4020
001°	TDZE	219
	Apt Elev	219

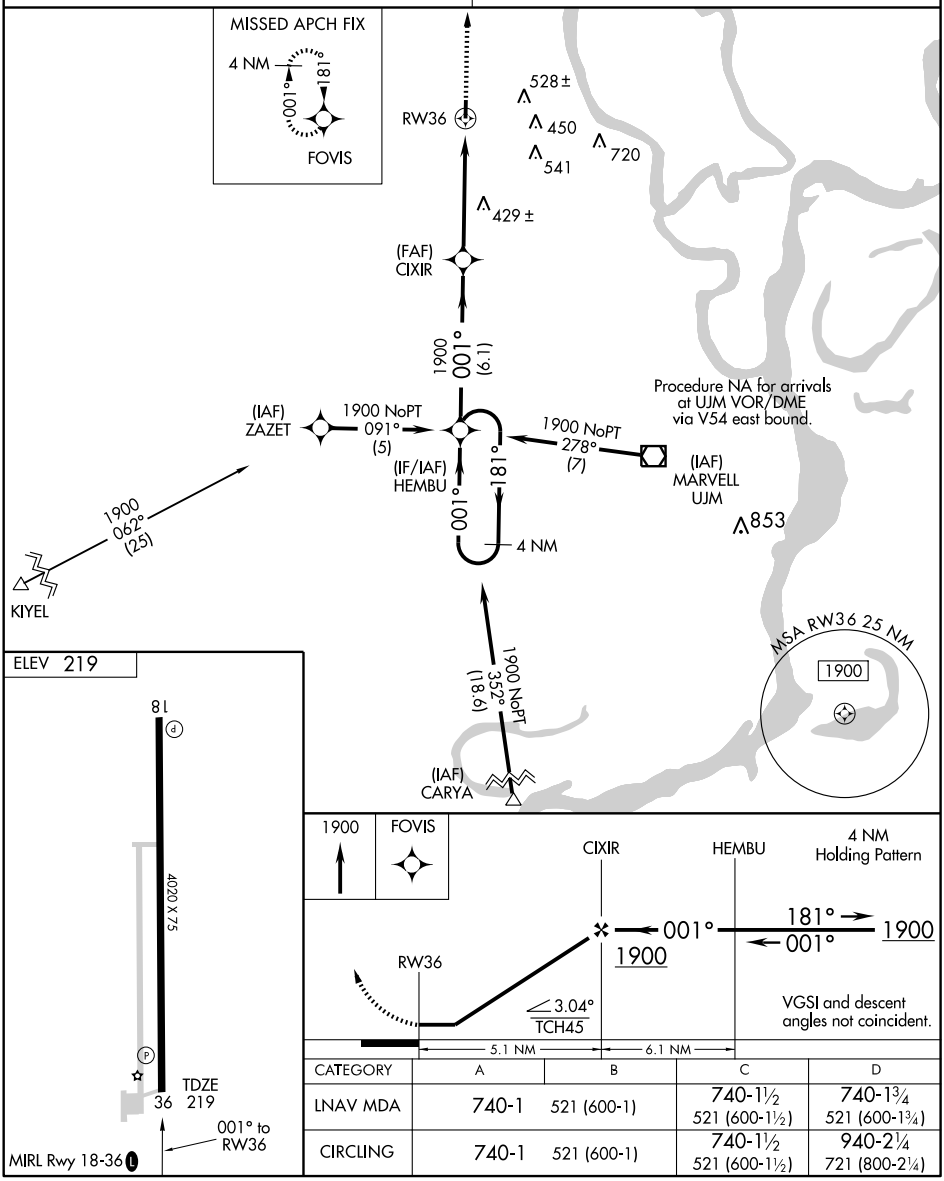
RNAV (GPS) RWY 36

MARIANNA/ LEE COUNTY-STEVE EDWARDS FIELD (6M7)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tunica altimeter setting; when not received use West Memphis altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1900 direct FOVIS and hold.

APP CON	UNICOM
135.3 335.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	740-1	521 (600-1)	740-1½ 521 (600-1½)	740-1¾ 521 (600-1¾)
CIRCLING	740-1	521 (600-1)	740-1½ 521 (600-1½)	940-2¼ 721 (800-2¼)

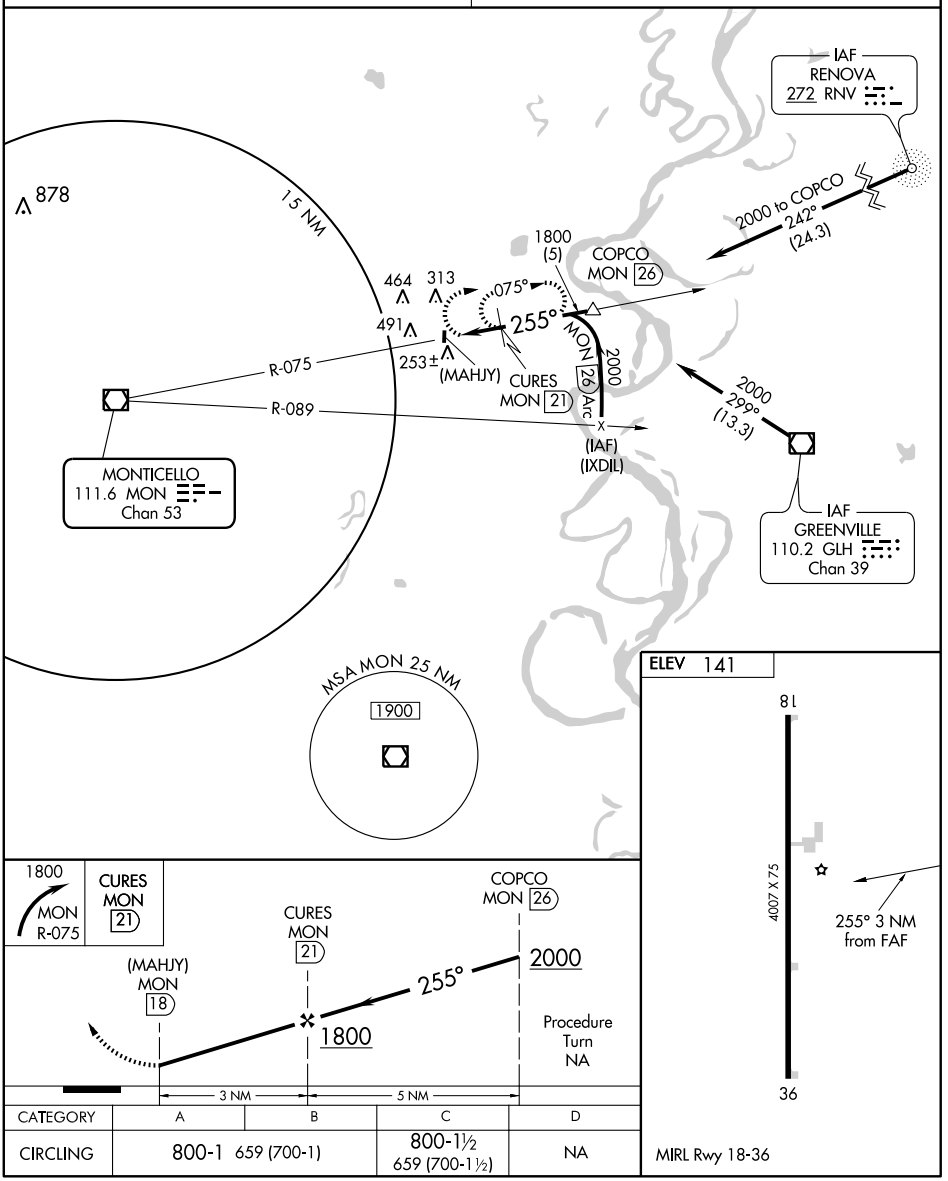
SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MON 111.6 Chan 53	APP CRS 255°	Rwy Idg N/A TDZE N/A Apt Elev 141

VOR/DME or GPS-A

MC GEHEE MUNI (7M1)

⚠ NA Circling West of Rwy 18-36 not authorized. Use Greenville, MS altimeter setting; when not available, use Greenwood, MS altimeter setting and increase all MDAs 220 feet.	MISSED APPROACH: Climbing right turn to 1800 via MON R-075 to CURES 21 DME and hold.
MEMPHIS CENTER 135.875 269.35	CTAF 122.9



CATEGORY	A	B	C	D
CIRCLING	800-1 659 (700-1)		800-1½ 659 (700-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
031°	TDZE	735
	Apt Elev	735

RNAV (GPS) RWY 3

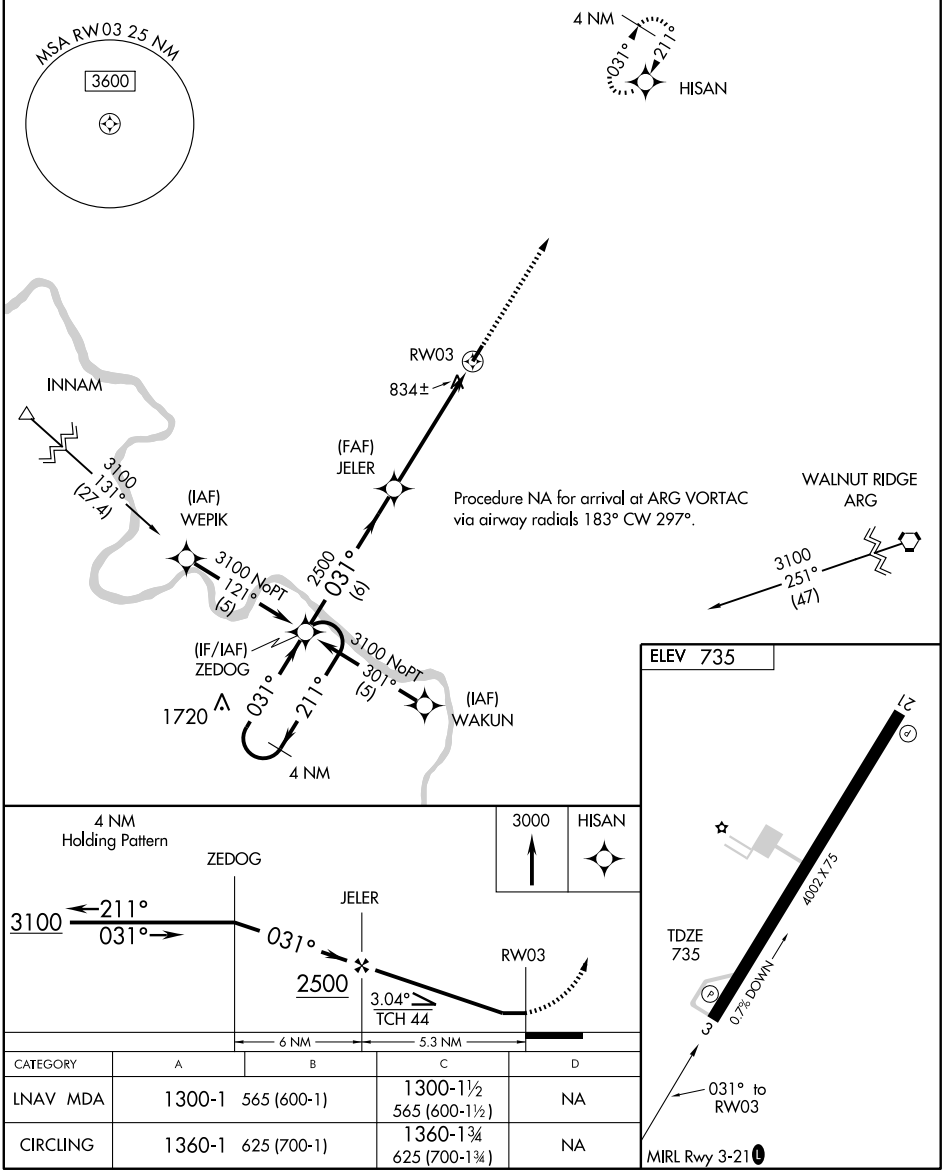
MELBOURNE MUNI - JOHN E. MILLER FIELD (42A)

DME/DME RNP-0.3 NA. Use Batesville Rgnl altimeter setting; if not received, use Mountain Home/Ozark Rgnl altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 3000 direct HISAN and hold.

BATESVILLE REGIONAL AWOS-3	MEMPHIS CENTER	CTAF	
126.375	126.85 281.55	122.9	122.95 L



CATEGORY	A	B	C	D
LNAV MDA	1300-1 565 (600-1)		1300-1½ 565 (600-1½)	NA
CIRCLING	1360-1 625 (700-1)		1360-1¾ 625 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
211°	TDZE	722
	Apt Elev	735

RNAV (GPS) RWY 21

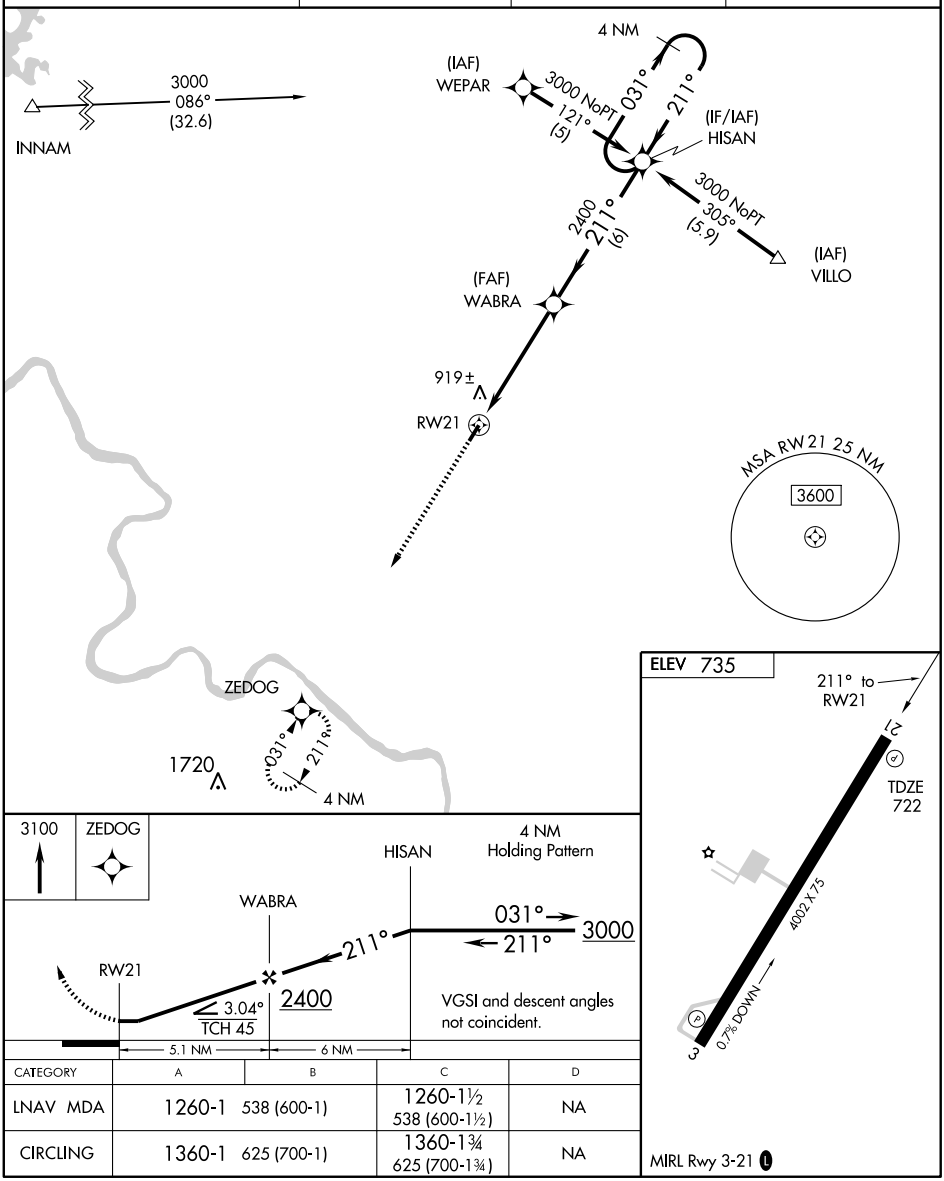
MELBOURNE MUNI - JOHN E. MILLER FIELD (42A)

DME/DME RNP-0.3 NA. Use Batesville Rgnl altimeter setting; if not received, use Mountain Home/Ozark Rgnl altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 3100 direct ZEDOG and hold.

BATESVILLE REGIONAL AWOS-3	MEMPHIS CENTER	CTAF	122.95 L
126.375	126.85 281.55	122.9	



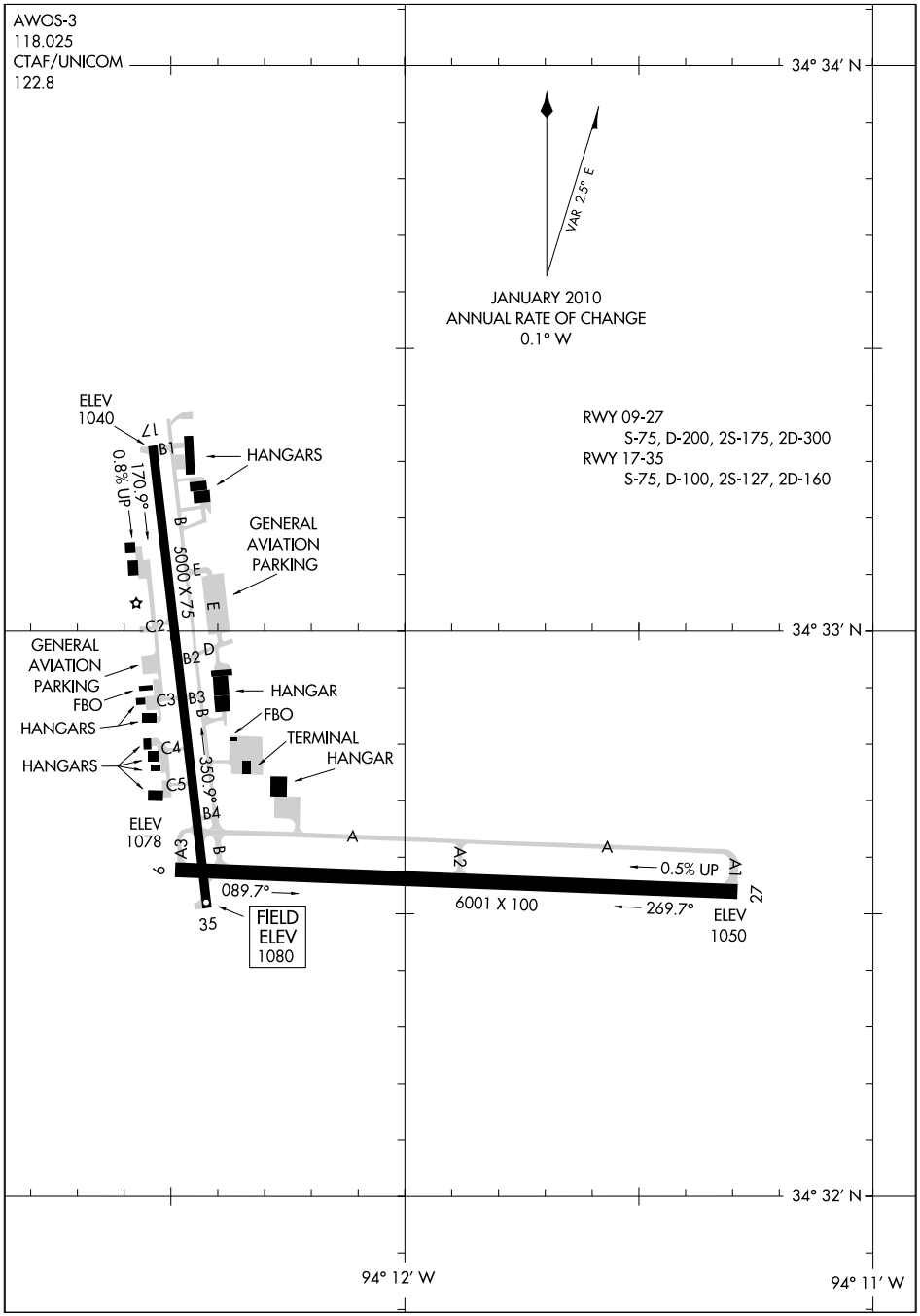
CATEGORY	A	B	C	D
LNAV MDA	1260-1 538 (600-1)		1260-1½ 538 (600-1½)	NA
CIRCLING	1360-1 625 (700-1)		1360-1¾ 625 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6002 (FAA)

MENA INTERMOUNTAIN MUNI (MEZ)
MENA, ARKANSAS



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MENA, ARKANSAS
MENA INTERMOUNTAIN MUNI (MEZ)

10210

LOC/DME I-VMU	APP CRS	Rwy Idg	6001
108.7	269°	TDZE	1058
Chan 24		Apt Elev	1079

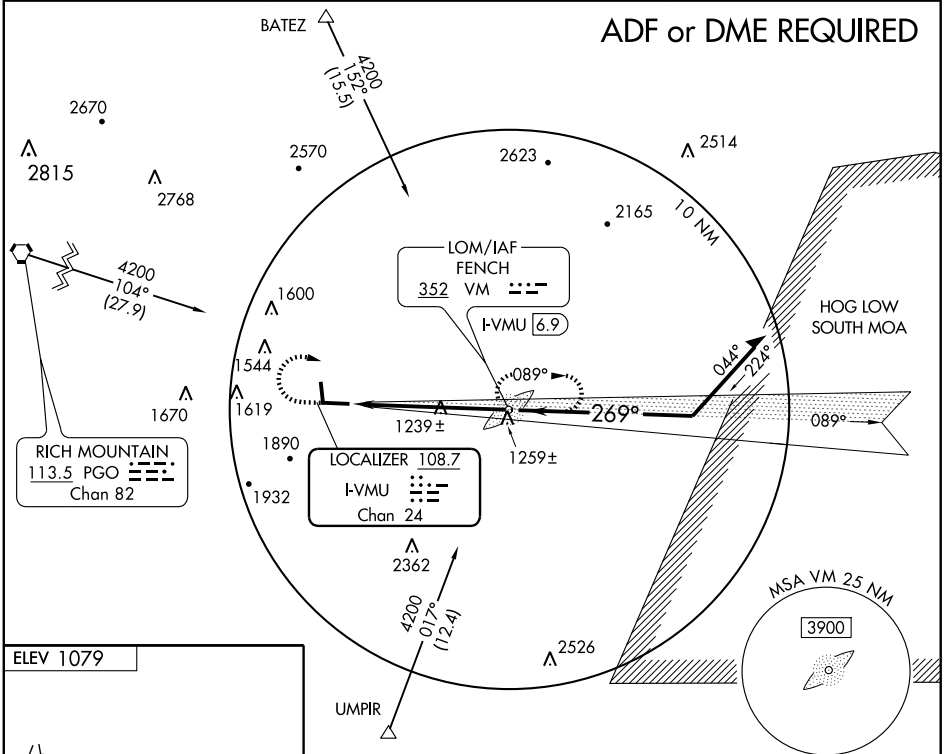
ILS or LOC RWY 27

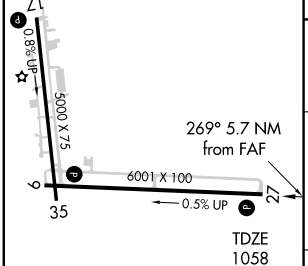
MENA INTERMOUNTAIN MUNI (MEZ)

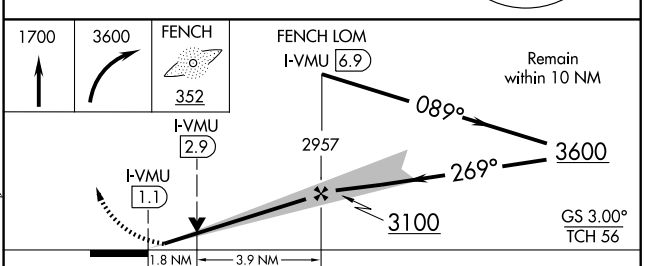
ADF Required. When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all DA 197 feet, all MDA 200 feet, increase S-ILS 27 visibilities ½ mile, S-LOC 27 Cat B visibility ¼ mile Cat C visibility ½ mile and Circling Cat A/B ¼ mile. VDP NA when using Fort Smith Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct FENCH LOM/I-VMU 6.9 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L







HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 27	1458-1½	400 (400-1½)		NA
S-LOC 27	1660-1	602 (600-1)	1660-1¾ 602 (600-1¾)	NA
CIRCLING	1880-1 801 (900-1)	1940-1¼ 861 (900-1¼)	2060-3 981 (1000-3)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOM VM	APP CRS	Rwy Idg	6001
352	269°	TDZE	1058
		Apt Elev	1079

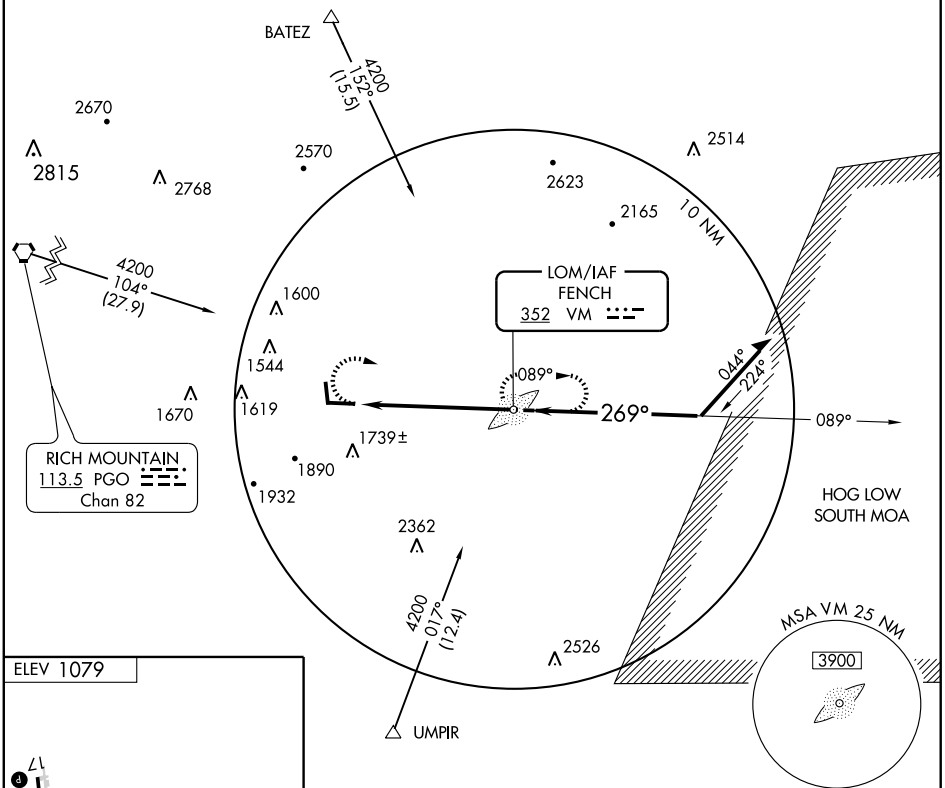
NDB RWY 27

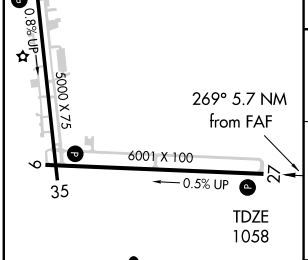
MENA INTERMOUNTAIN MUNI (MEZ)

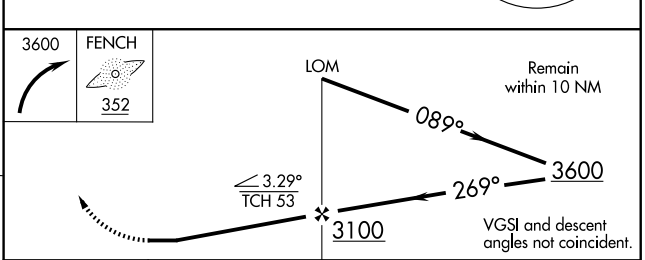
When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 200 feet, increase S-27 Cat A/B visibilities ¼ mile, S-27 Cat C visibility ½ mile, and Circling Cat A/B ¼ mile.

MISSED APPROACH: Climbing right turn to 3600 direct FENCH LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L







HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-27	1920-1 862 (900-1)	1920-1¼ 862 (900-1¼)	1920-2½ 862 (900-2½)	NA
CIRCLING	1920-1 841 (900-1)	1940-1¼ 861 (900-1¼)	2060-3 981 (1000-3)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

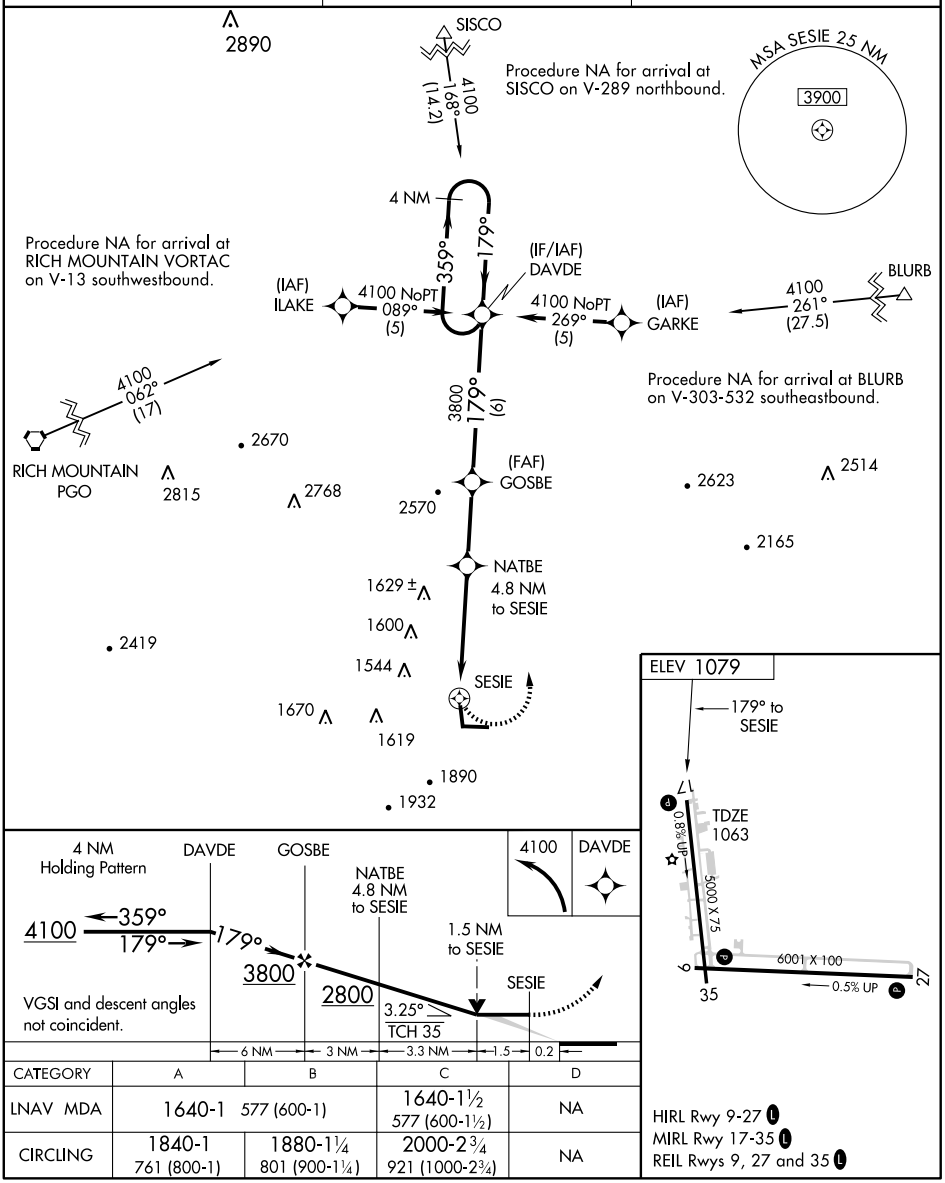
MENA INTERMOUNTAIN MUNI (MEZ)

APP CRS	Rwy Idg	5000
179°	TDZE	1063
	Apt Elev	1079

T
ANA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4100 direct DAVDE WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1640-1 577 (600-1)		1640-1½ 577 (600-1½)	NA
CIRCLING	1840-1 761 (800-1)	1880-1¼ 801 (900-1¼)	2000-2¾ 921 (1000-2¾)	NA

HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PGO 113.5 Chan 82	APP CRS 108°	Rwy Idg N/A TDZE N/A Apt Elev 1079

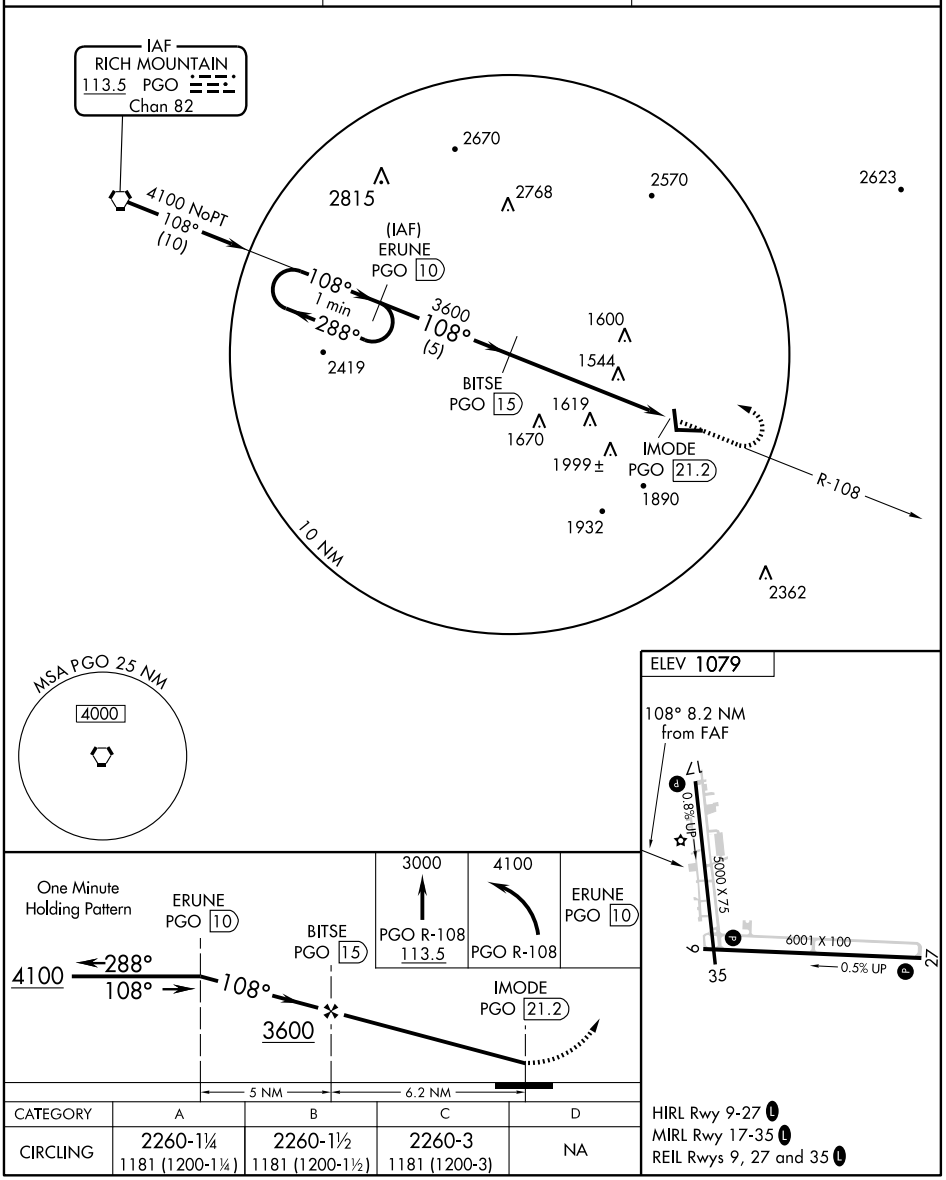
VOR/DME-A

MENA INTERMOUNTAIN MUNI (MEZ)

T NA If local altimeter setting not received, use Fort Smith altimeter setting and increase all MDA's 200 ft.

MISSED APPROACH: Climb to 3000 via PGO R-108 then climbing left turn to 4100 via PGO R-108 to ERUNE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2260-1¼ 1181 (1200-1¼)	2260-1½ 1181 (1200-1½)	2260-3 1181 (1200-3)	NA

HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5018
031°	TDZE	270
	Apt Elev	270

RNAV (GPS) RWY 3

MONTICELLO MUNI/ELLIS FIELD (LLQ)

DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA. When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet, LNAV Cat C and circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct JOSAS and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L

878
626
563
453±
463
529±
544
RW03
ULAYA
2 NM to
RW03
HAMPT
2000
093°
(27.3)
(IAF)
WEPET
2000 NoPT
121°
(5)
2000
031°
(6.2)
(FAF)
HINBO
Procedure NA for arrivals on GLH VOR/DME via airway radials 203 CW 309.
GREENVILLE
GLH
2000
261°
(40.9)
(IF/IAF)
JOSAS
2000 NoPT
301°
(5)
(IAF)
HUGIM
031°
211°
4 NM
MSA RW03 25 NM
1900

4 NM
Holding Pattern
JOSAS
HINBO
ULAYA
2 NM to
RW03
2000
211°
031°
2000
031°
RW03
3.04°
TCH 52
960
6.2 NM
3.2 NM
2 NM
2000
JOSAS

ELEV 270
21
0.5% UP
5018 X 75
3
TDZE
270
031° to
RW03
MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

CATEGORY	A	B	C	D
LNAV MDA	780-1 510 (600-1)		780-1½ 510 (600-1½)	NA
CIRCLING	800-1 530 (600-1)		800-1½ 530 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

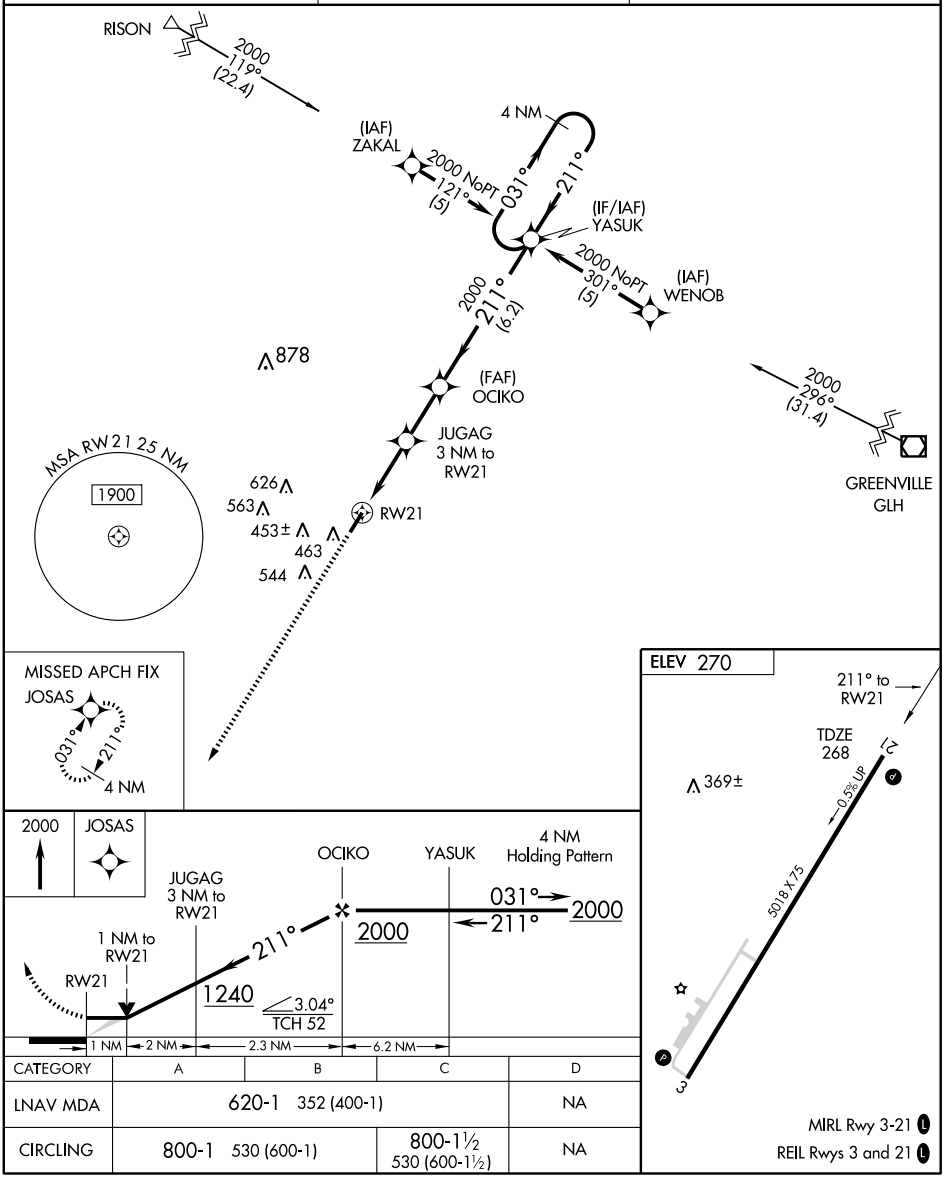
APP CRS	Rwy Idg	5018
211°	TDZE	268
	Apt Elev	270

RNAV (GPS) RWY 21
MONTICELLO MUNI/ELLIS FIELD (LLQ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet, LNAV Cat C and circling Cat C visibilities ¼ mile. VDP NA with Pine Bluff altimeter setting.

MISSED APPROACH: Climb to 2000 direct JOSAS and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1 352 (400-1)			NA
CIRCLING	800-1 530 (600-1)		800-1½ 530 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MON	APP CRS	Rwy Idg	N/A
111.6	335°	TDZE	N/A
Chan 53		Apt Elev	270

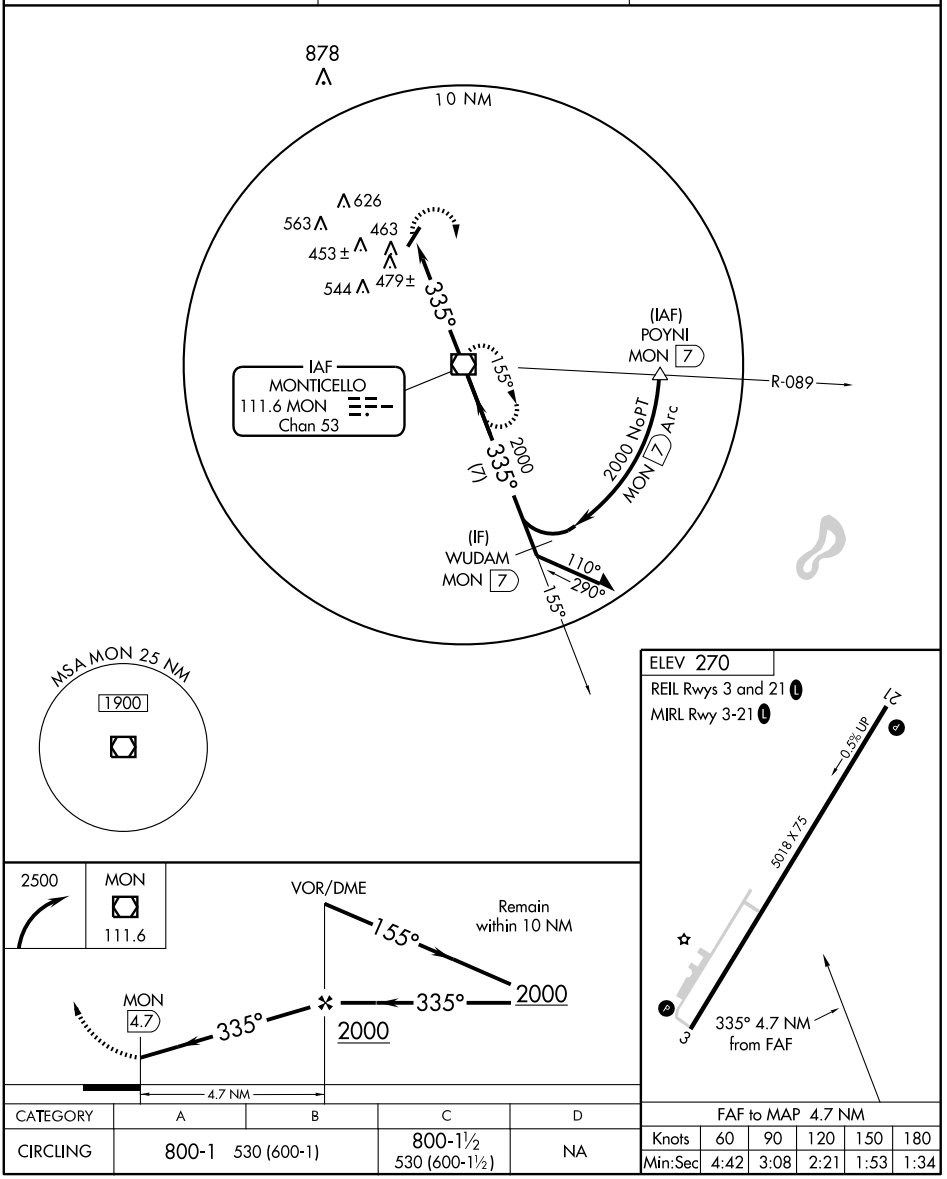
VOR-A

MONTICELLO MUNI/ELLIS FIELD (LLQ)

When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct MON VOR/DME and hold. Continue climb in hold to 2500.

ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	800-1 530 (600-1)		800-1½ 530 (600-1½)	NA

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
267°	TDZE	320
	Apt Elev	321

RNAV (GPS) RWY 27

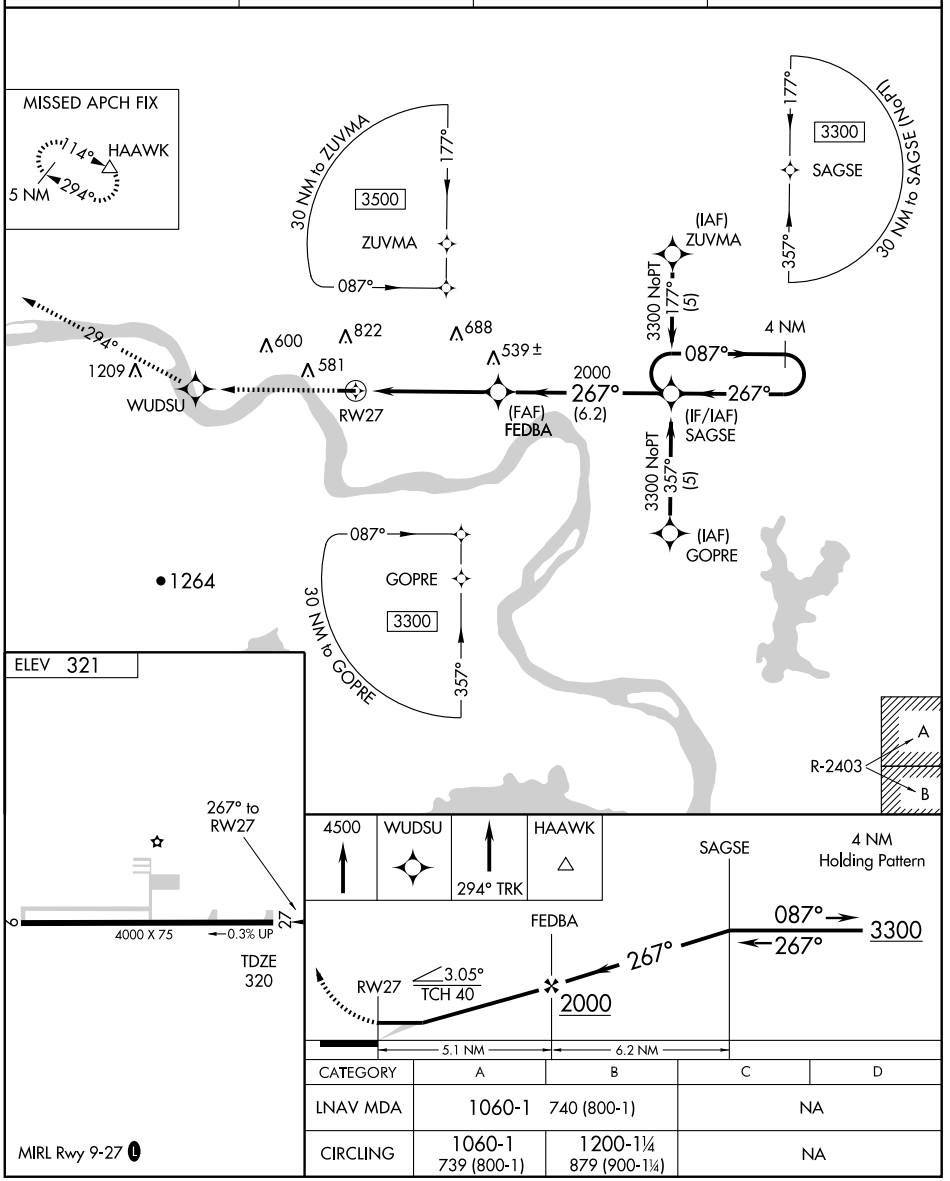
MORRILTON MUNI (BDQ)

DME/DME RNP-0.3 NA. Use Russellville altimeter setting, when not received, use Little Rock altimeter setting.

NA

MISSED APPROACH: Climb to 4500 direct WUDSU and via 294° track to HAAWK and hold.

RUSSELLVILLE AWOS	MEMPHIS CENTER	UNICOM	
132.475	128.475 377.15	122.8 (CTAF)	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1060-1 740 (800-1)		NA	
CIRCLING	1060-1 739 (800-1)	1200-1¼ 879 (900-1¼)	NA	

MIRL Rwy 9-27 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5403
026°	TDZE	906
	Apt Elev	923

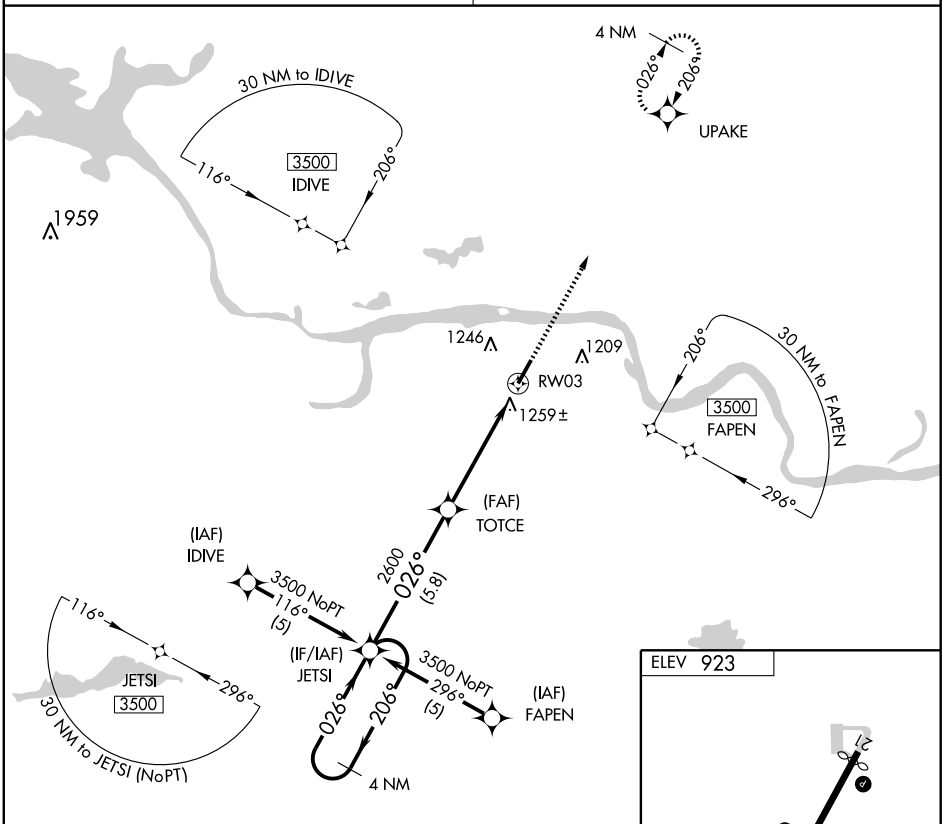
RNAV (GPS) RWY 3

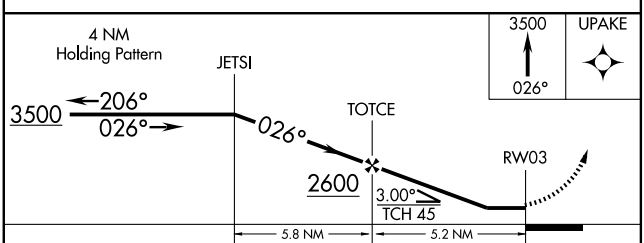
MORRILTON/PETIT JEAN PARK (MPJ)

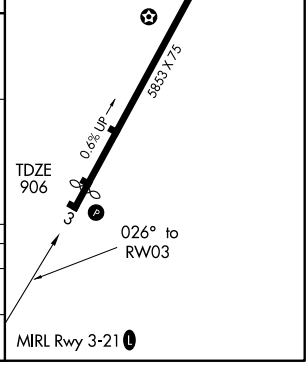
Use Russellville altimeter setting.
NA Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 via 026° course to UPAKE WP and hold.

MEMPHIS CENTER	CTAF
128.475 377.15	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1620-1 714 (800-1)		1620-2 714 (800-2)	NA
CIRCLING	1660-1 737 (800-1)	1720-1¼ 797 (800-1¼)	1720-2¼ 797 (800-2¼)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BPK	APP CRS	Rwy Idg	5001
111.95	049°	TDZE	928
Chan 56(Y)		Apt Elev	928

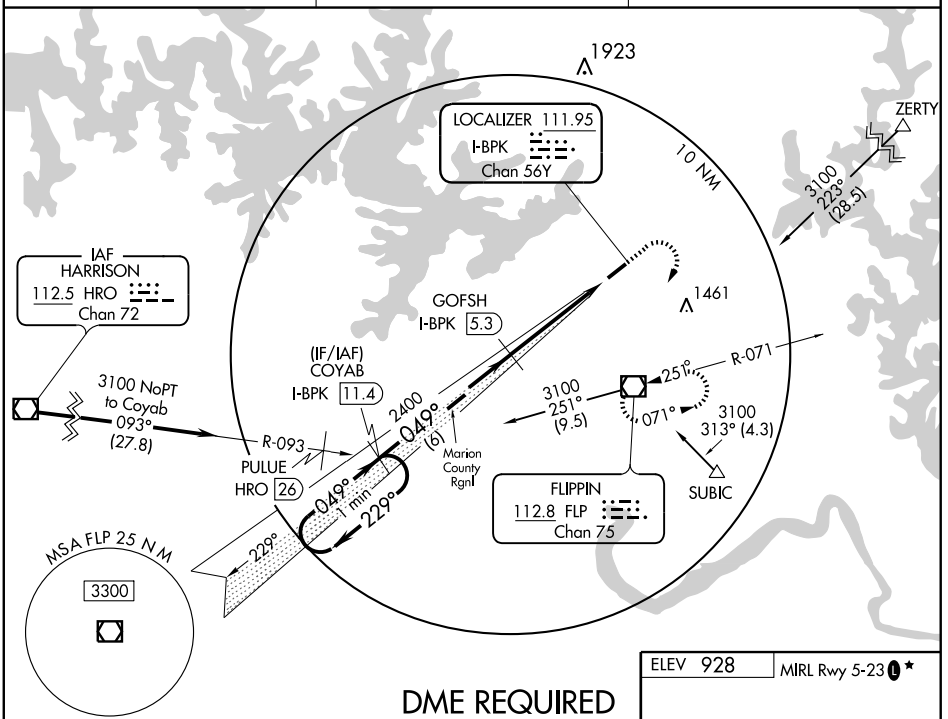
ILS or LOC/DME RWY 5

MOUNTAIN HOME/ OZARK RGNL (BPK)

If local altimeter setting not received, use Flippin altimeter setting and increase DA to 1225 feet and all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 direct FLP VOR/DME and hold.

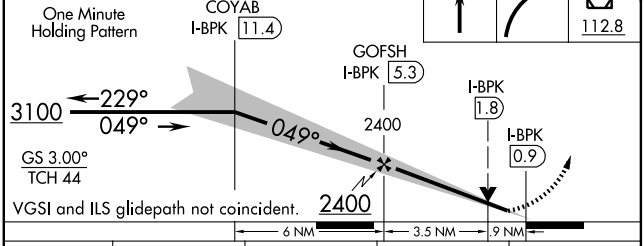
ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF) L ★



DME REQUIRED

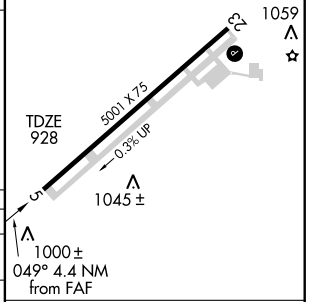
Use I-BPK DME when on the localizer course.

1800	3100	FLP
		112.8



CATEGORY	A	B	C	D
S-ILS 5	1178-¾ 250 (300-¾)			NA
S-LOC 5	1260-1 332 (400-1)			NA
CIRCLING	1400-1 472 (500-1)		1400-1½ 472 (500-1½)	NA

ELEV 928 MIRL Rwy 5-23 L ★



Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
Ch 69300	049°	TDZE	928
W05A		Apt Elev	928

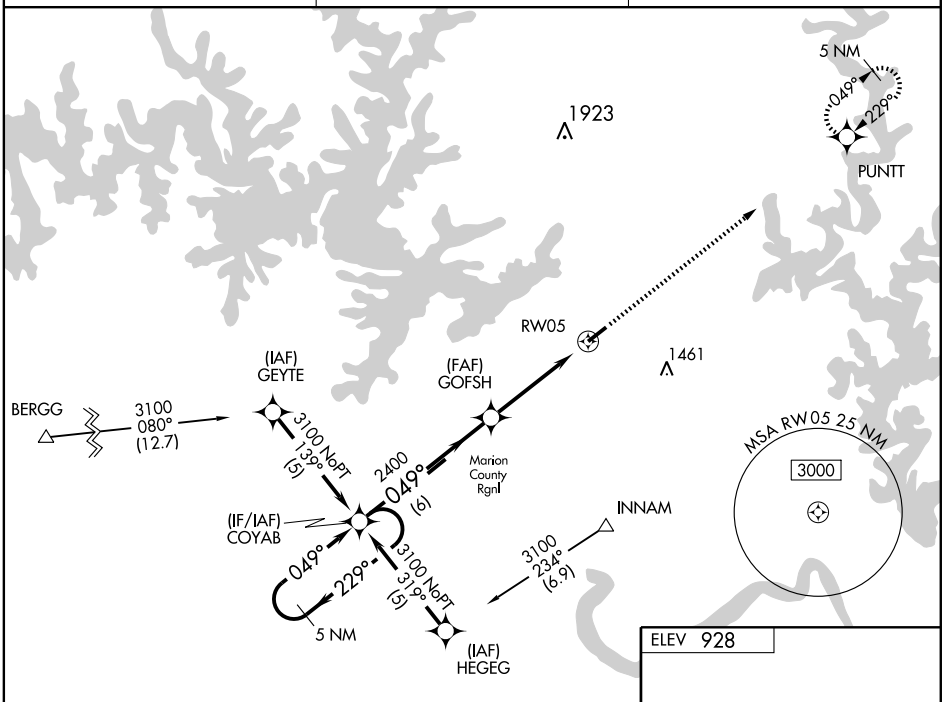
RNAV (GPS) RWY 5

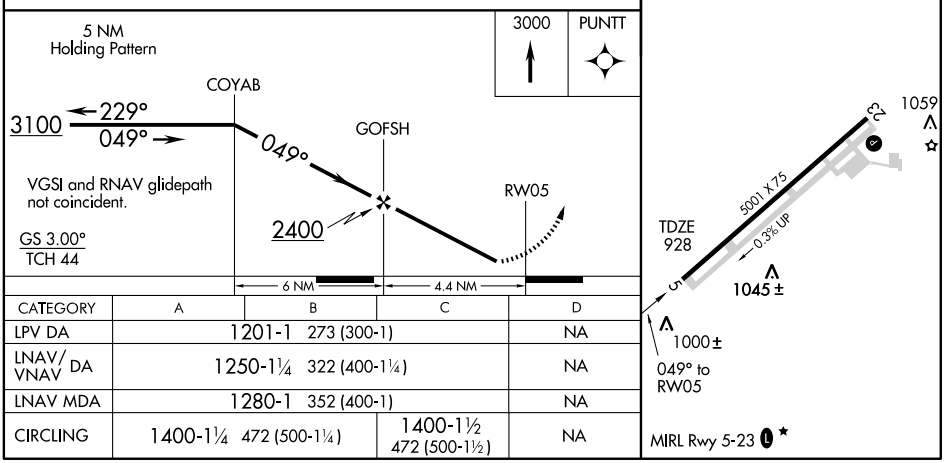
MOUNTAIN HOME/ OZARK RGNL (BPK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F). If local altimeter setting not received, use Flippin altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Flippin altimeter setting.

MISSED APPROACH: Climb to 3000 direct PUNTT and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF) L ★





CATEGORY	A	B	C	D
LPV DA	1201-1 273 (300-1)			NA
LNAV/VNAV DA	1250-1¼ 322 (400-1¼)			NA
LNAV MDA	1280-1 352 (400-1)			NA
CIRCLING	1400-1¼ 472 (500-1¼)		1400-1½ 472 (500-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
229°	TDZE	919
	Apt Elev	928

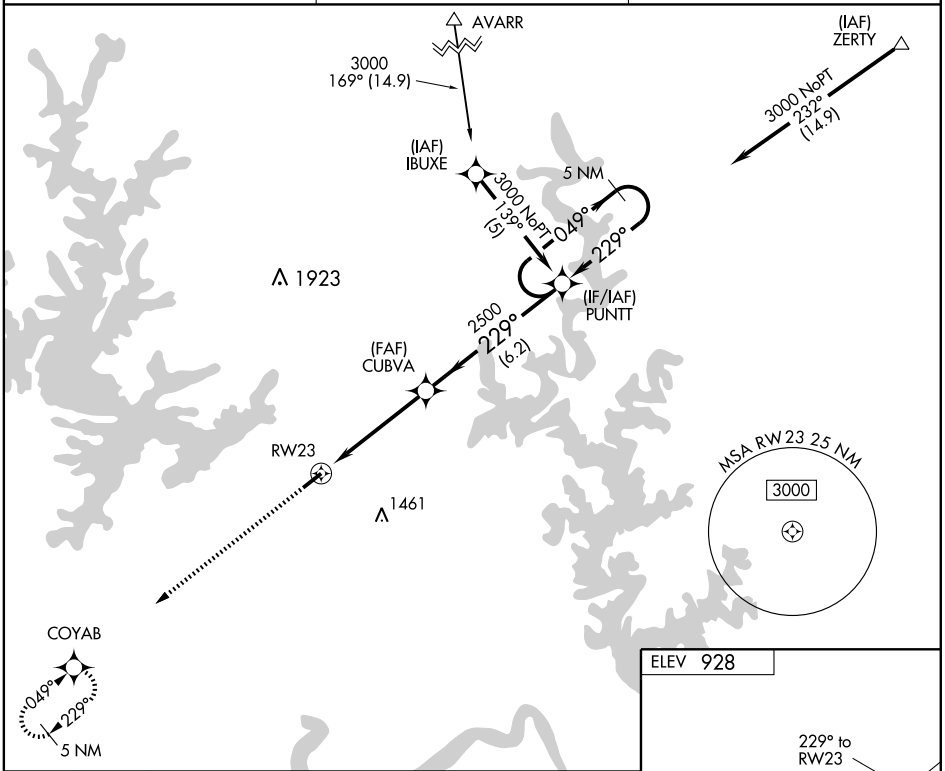
RNAV (GPS) RWY 23

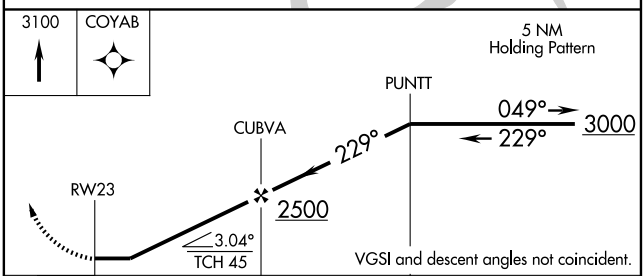
MOUNTAIN HOME/ OZARK RGNL (BPK)

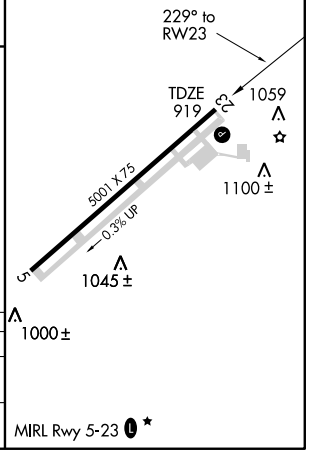
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Flippin altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3100 direct COYAB and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1360-1 441 (500-1)		1360-1¼ 441 (500-1¼)	NA
CIRCLING	1400-1 472 (500-1)		1400-1½ 472 (500-1½)	NA

MIRL Rwy 5-23

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FLP	APP CRS	Rwy Idg	N/A
112.8	349°	TDZE	N/A
Chan 75		Apt Elev	928

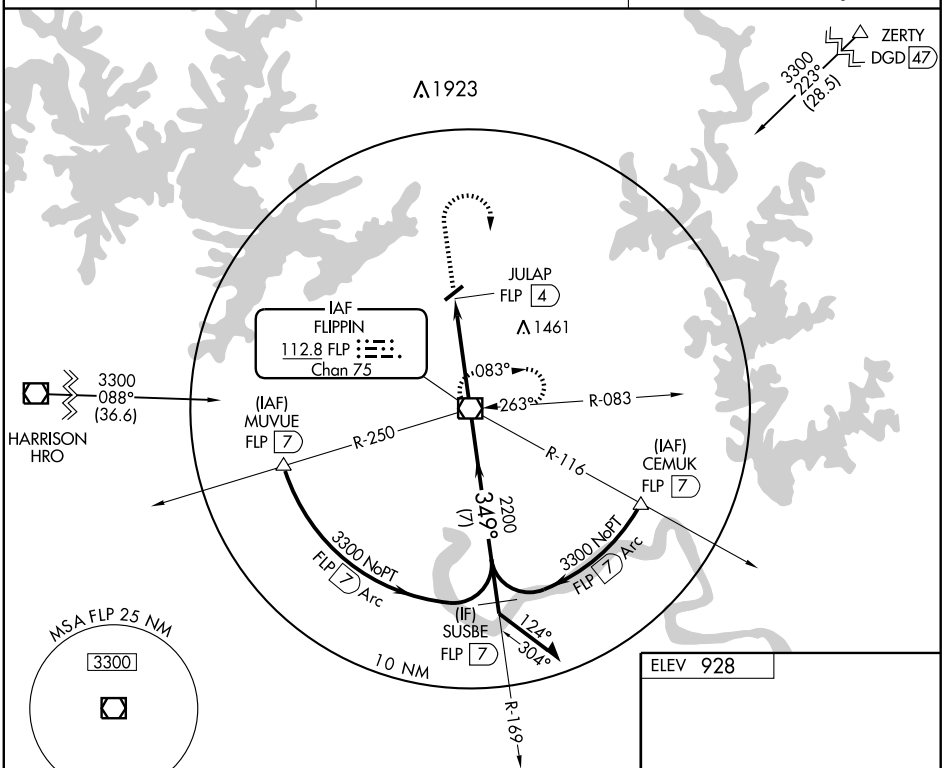
VOR-A

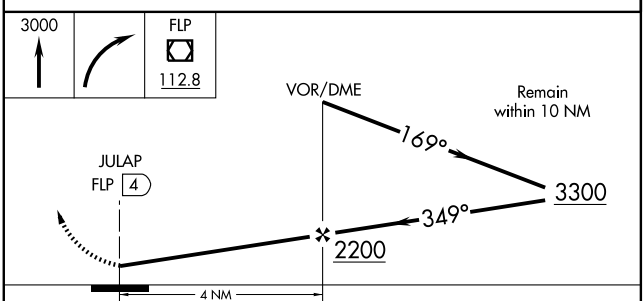
MOUNTAIN HOME/ OZARK RGNL (BPK)

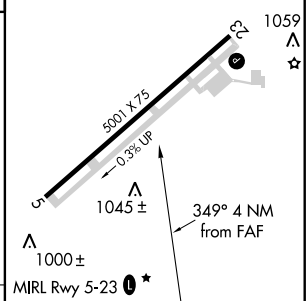
When local altimeter setting not received, use Harrison altimeter setting and increase all MDA 140 feet and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 then right turn direct FLP VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1460-1 532 (600-1)		1460-1½ 532 (600-1½)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4502
272°	TDZE	796
	Apt Elev	805

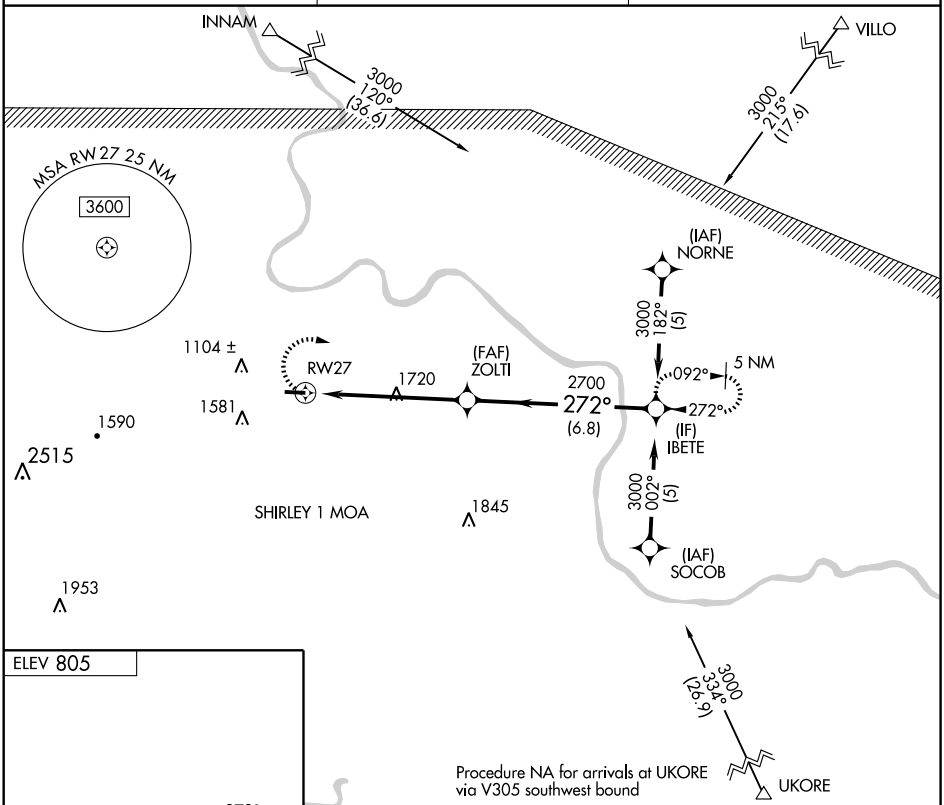
RNAV (GPS) RWY 27

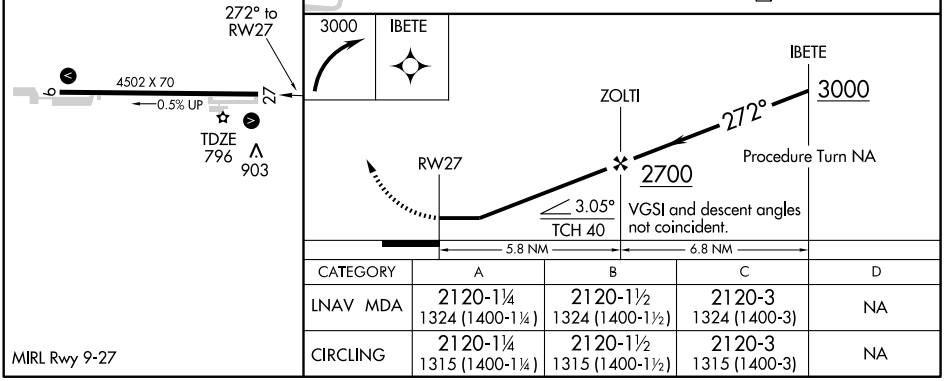
MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)

Use Marion County Rgnl altimeter setting; if not received, use Batesville Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.
NA Circling to Rwy 9 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct IBETE and hold.

MARION COUNTY AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1324 (1400-1¼)	2120-1½ 1324 (1400-1½)	2120-3 1324 (1400-3)	NA
CIRCLING	2120-1¼ 1315 (1400-1¼)	2120-1½ 1315 (1400-1½)	2120-3 1315 (1400-3)	NA

MIRL Rwy 9-27

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

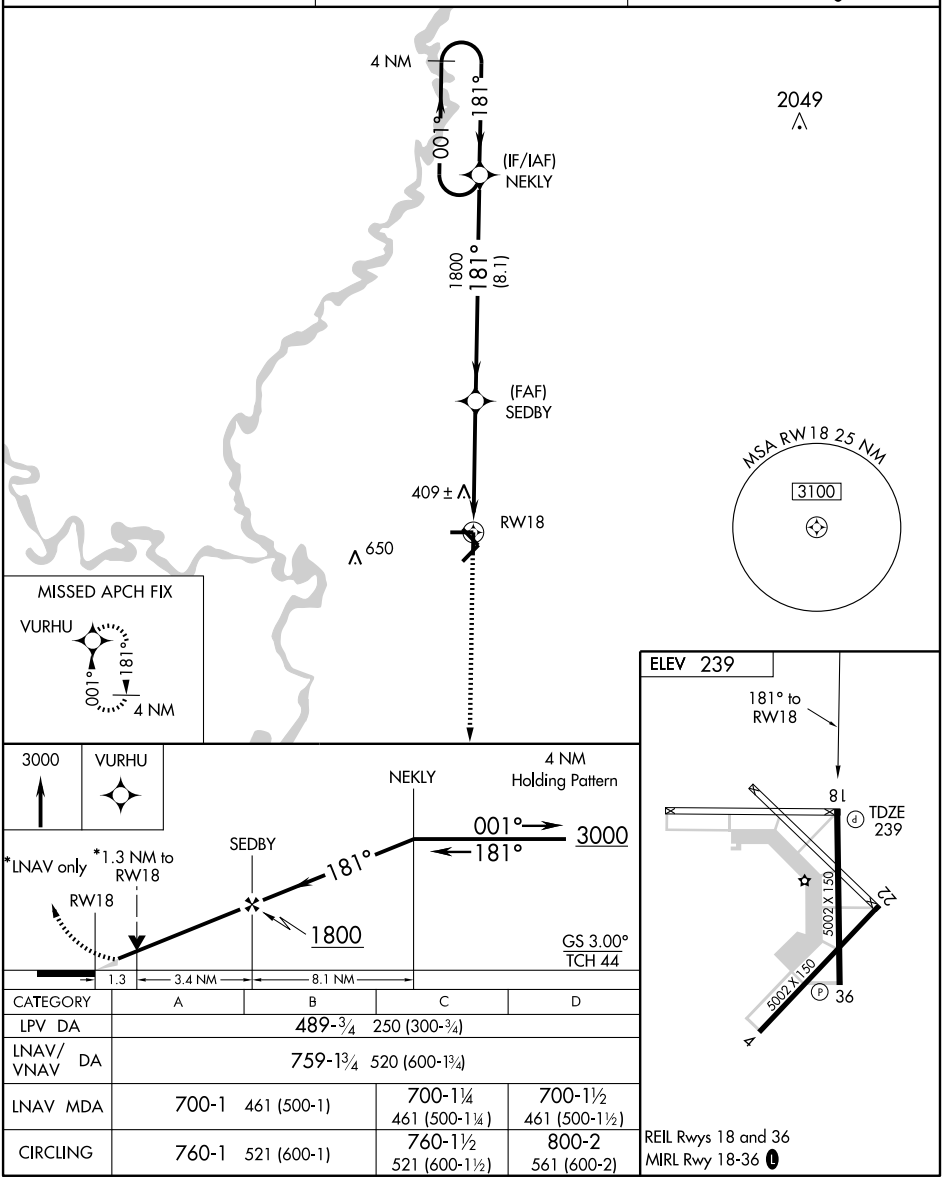
WAAS	APP CRS	Rwy Idg	5002
CH 66008	181°	TDZE	239
W18A		Apt Elev	239

RNAV (GPS) RWY 18
NEWPORT MUNI (M19)

When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV visibilities ½ mile all Cats, LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibilities ¼ mile. VDP NA when using Batesville altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Batesville altimeter setting.

MISSED APPROACH: Climb to 3000 direct VURHU and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	489-¾ 250 (300-¾)			
LNAV/VNAV DA	759-1¾ 520 (600-1¾)			
LNAV MDA	700-1 461 (500-1)		700-1¼ 461 (500-1¼)	700-1½ 461 (500-1½)
CIRCLING	760-1 521 (600-1)		760-1½ 521 (600-1½)	800-2 561 (600-2)

REIL Rwys 18 and 36
MIRL Rwy 18-36 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5002
CH 70708	001°	TDZE 239
W36A		Apt Elev 239

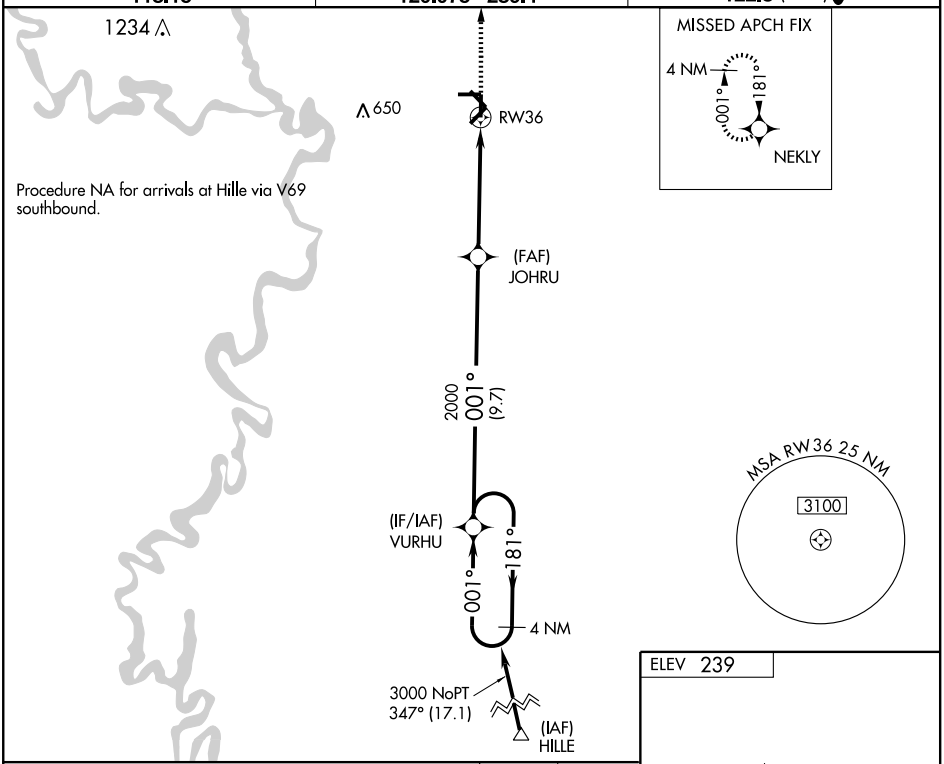
RNAV (GPS) RWY 36

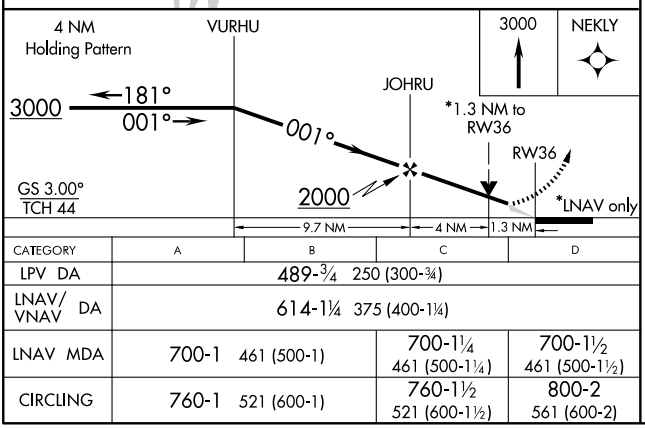
NEWPORT MUNI (M19)

Baro-VNAV NA when using Batesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, LPV and LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibility ¼ mile. VDP NA when using Batesville altimeter setting.

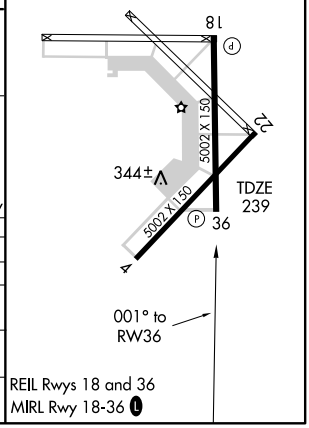
MISSED APPROACH: Climb to 3000 direct NEKLY and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	489-¾ 250 (300-¾)			
LNAV/VNAV DA	614-1¼ 375 (400-1¼)			
LNAV MDA	700-1 461 (500-1)		700-1¼ 461 (500-1¼)	700-1½ 461 (500-1½)
CIRCLING	760-1 521 (600-1)		760-1½ 521 (600-1½)	800-2 561 (600-2)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ARG	APP CRS	Rwy Idg	5002
114.5 Chan 92	197°	TDZE	239
		Apt Elev	239

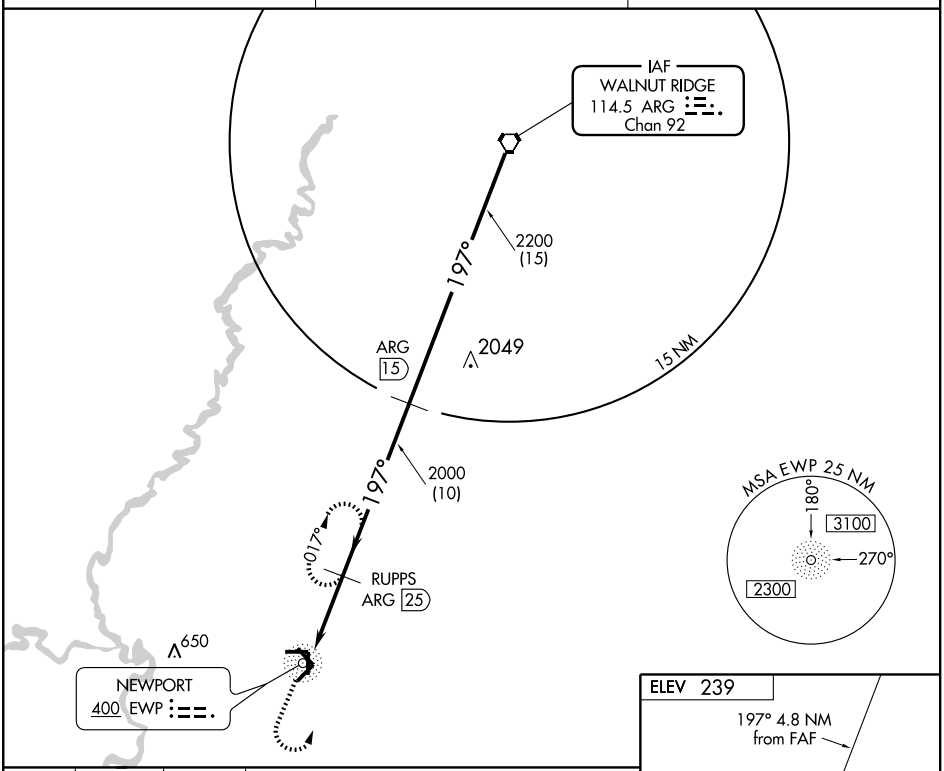
VOR/DME RWY 18

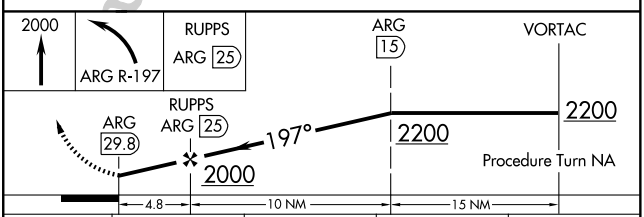
NEWPORT MUNI (M19)

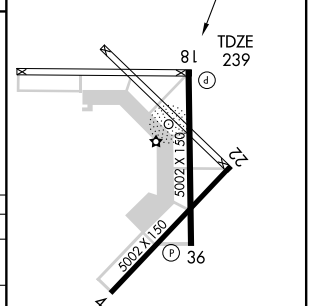
Obtain local altimeter setting on CTAF; if not received, use Batesville Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn via ARG VORTAC R-197 to RUPPS 25 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L







REIL Rwys 18 and 36
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3 1061 (1100-3)	
CIRCLING	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3 1061 (1100-3)	
BATESVILLE ALTIMETER SETTING MINIMUMS				
S-18	1400-1¼ 1161 (1200-1¼)	1400-1½ 1161 (1200-1½)	1400-3 1161 (1200-3)	
CIRCLING	1400-1¼ 1161 (1200-1¼)	1400-1½ 1161 (1200-1½)	1400-3 1161 (1200-3)	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ORK	APP CRS	Rwy Idg	5002
111.9	053°	TDZE	541
Chan 56		Apt Elev	545

LOC/DME RWY 5
NORTH LITTLE ROCK MUNI (ORK)

T
NA

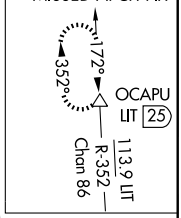
Use Adams Field altimeter setting, if not received use Searcy altimeter setting and increase all MDAs 60 feet. Circling NA for Cat C north of Rwy 5-23 when R-2403B active. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on LIT VORTAC R-352 to OCAPU/25 DME and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	122.8 (CTAF) L

RADAR REQUIRED

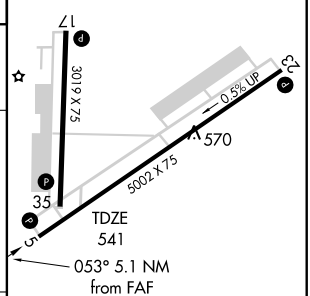
MISSED APCH FIX



R-2403A
R-2403B

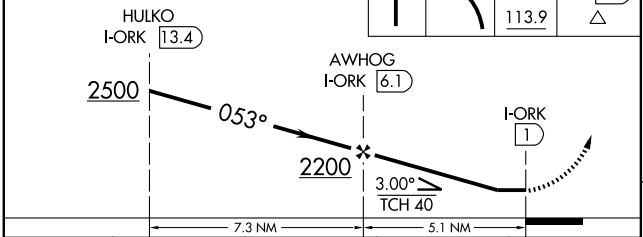
586±
730
635
739±
2220
AWHOG
I-ORK 6.1
(IAF)
PARON
LIT 23.5
(IF)
HULKO
I-ORK 13.4
2500
093°
(9.4)
2200
053°
(7.3)
233°
R-273
R-352
LOCALIZER 111.9
I-ORK
Chan 56
LITTLE ROCK
113.9 LIT
Chan 86
MSA LIT 25 NM
3300

ELEV 545



Use I-ORK DME when on the localizer course.

1700	4000	LIT R-352 113.9	OCAPU LIT 25



CATEGORY	A	B	C	D
S-LOC 5	980-1 439 (500-1)		980-1¼ 439 (500-1¼)	NA
CIRCLING	1040-1 495 (500-1)		1040-1½ 495 (500-1½)	NA

REIL Rwys 5, 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58106 W05A	APP CRS 053°	Rwy Idg 5002 TDZE 541 Apt Elev 545

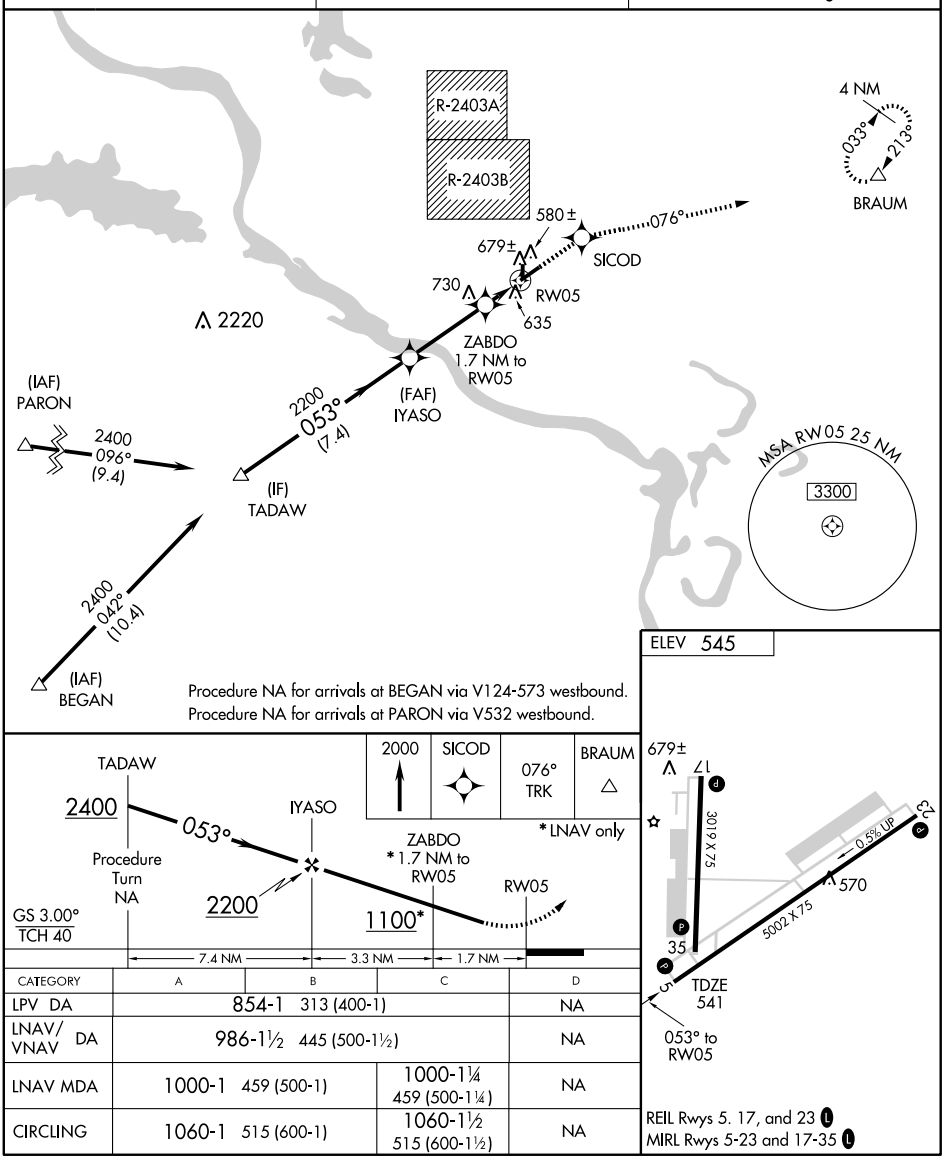
RNAV (GPS) RWY 5
NORTH LITTLE ROCK MUNI (ORK)

T NA

DME/DME RNP-0.3 NA. Use Little Rock/Adams Field altimeter setting, when not received procedure NA. Circling to Rwy 17 NA at night. Circling NA for Cats B and C north of Rwy 5-23 when restricted area R-2403B in use. BARO-VNAV NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct SICOD and via 076° track to BRAUM and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	854-1 313 (400-1)			NA
LNAV/VNAV DA	986-1½ 445 (500-1½)			NA
LNAV MDA	1000-1 459 (500-1)		1000-1¼ 459 (500-1¼)	NA
CIRCLING	1060-1 515 (600-1)		1060-1½ 515 (600-1½)	NA

REIL Rwys 5, 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

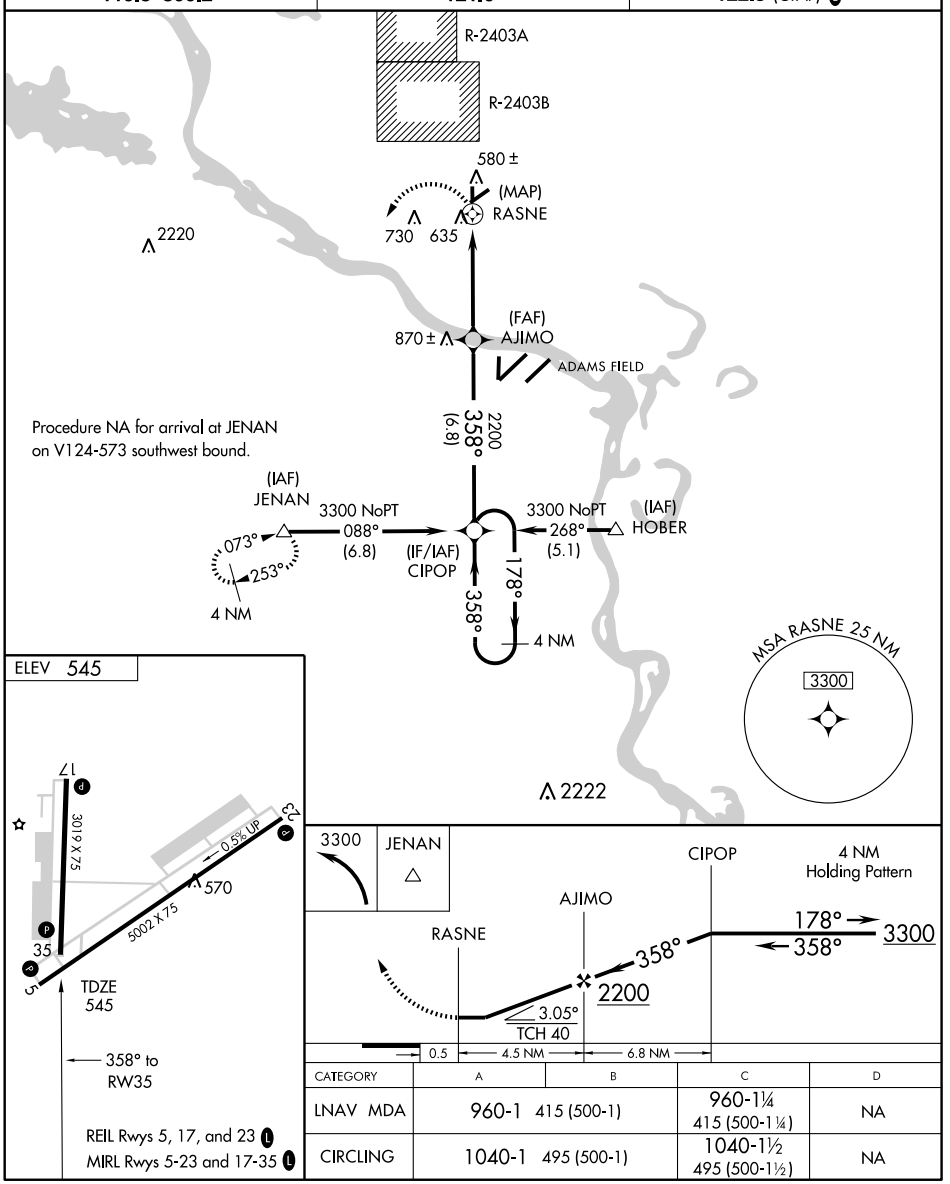
APP CRS	Rwy Idg	3019
358°	TDZE	545
	Apt Elev	545

RNAV (GPS) RWY 35
NORTH LITTLE ROCK MUNI (ORK)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Circling Rwy 17 NA at night. Procedure not authorized when restricted area R-2403B is in use. Use Little Rock/Adams Field altimeter setting.

MISSED APPROACH: Climbing left turn to 3300 direct JENAN WP and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	960-1 415 (500-1)		960-1¼ 415 (500-1¼)	NA
CIRCLING	1040-1 495 (500-1)		1040-1½ 495 (500-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LIT	APP CRS	Rwy Idg	3009
113.9	332°	TDZE	545
Chan 86		Apt Elev	545

VOR RWY 35

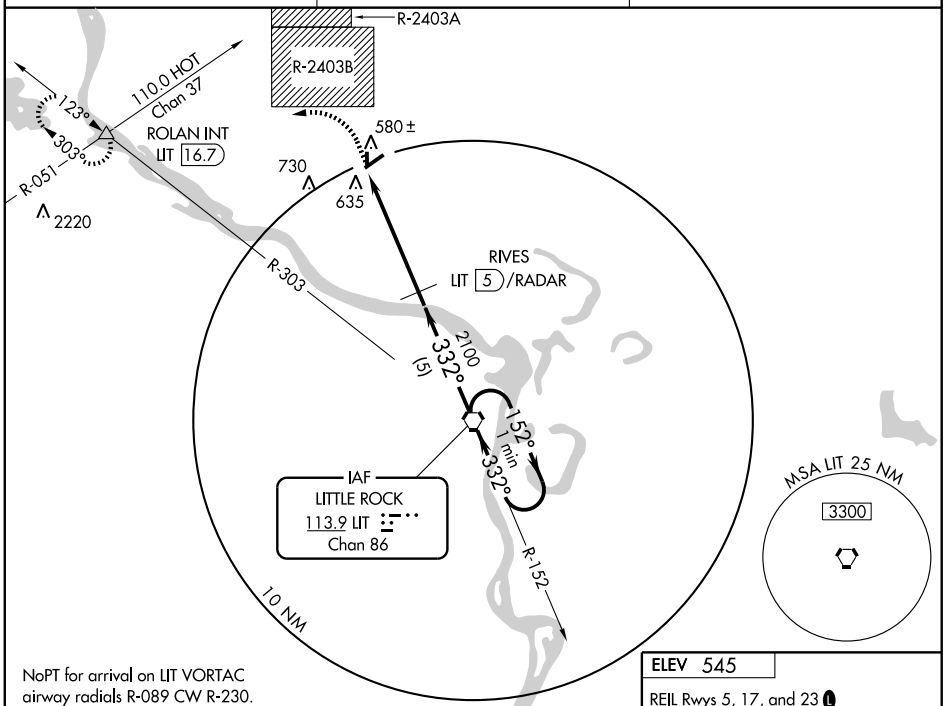
NORTH LITTLE ROCK MUNI (ORK)

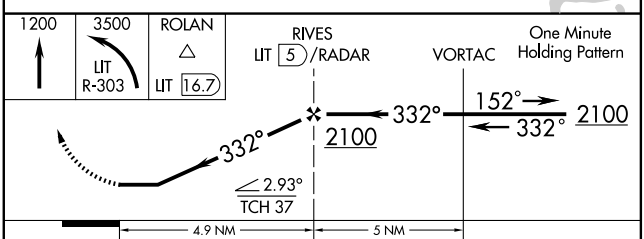
Use Little Rock/Adams Field altimeter setting. Procedure not authorized when restricted area R-2403B in effect.

NA

MISSED APPROACH: Climb to 1200 then climbing left turn to 3500 via LIT R-303 to ROLAN Int/LIT 16.7 DME and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	122.8 (CTAF) L



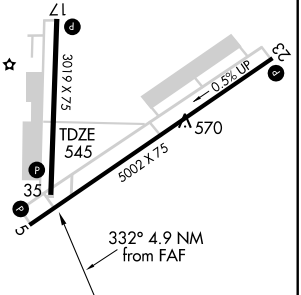


CATEGORY	A	B	C	D
S-35	940-1 395 (400-1)			NA
CIRCLING	1040-1 495 (500-1)		1040-1½ 495 (500-1½)	NA

ELEV 545

REIL Rwys 5, 17, and 23 L

MIRL Rwys 5-23 and 17-35 L



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3800
187°	TDZE	234
	Apt Elev	234

RNAV (GPS) RWY 19

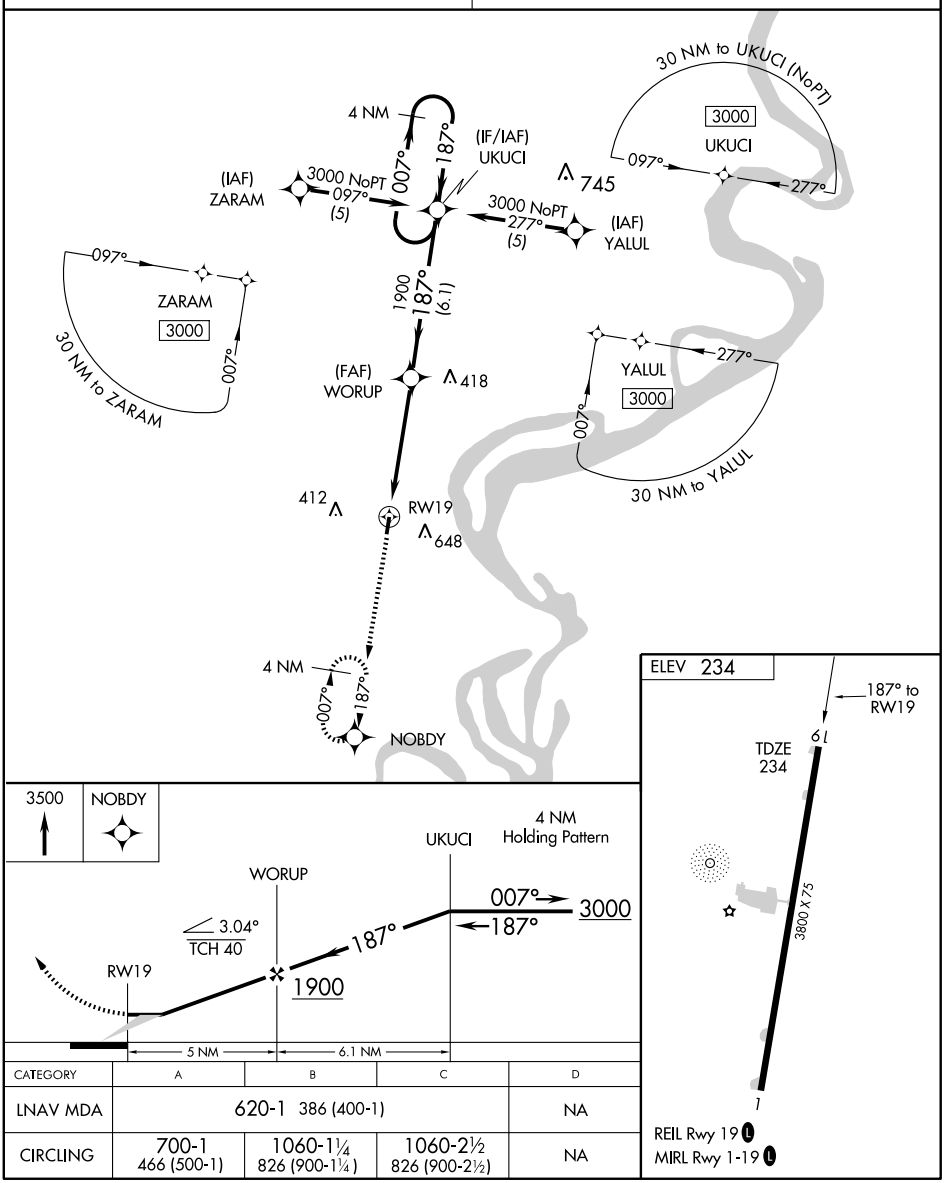
OSCEOLA MUNI (7M4)

DME/DME RNP-0.3 NA. Use Blytheville Muni altimeter setting; when not received use Covington Muni altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 3500 direct NOBDY and hold, continue climb-in-hold to 3500.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1 386 (400-1)			NA
CIRCLING	700-1 466 (500-1)	1060-1¼ 826 (900-1¼)	1060-2½ 826 (900-2½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

OZARK-FRANKLIN COUNTY (7M5)

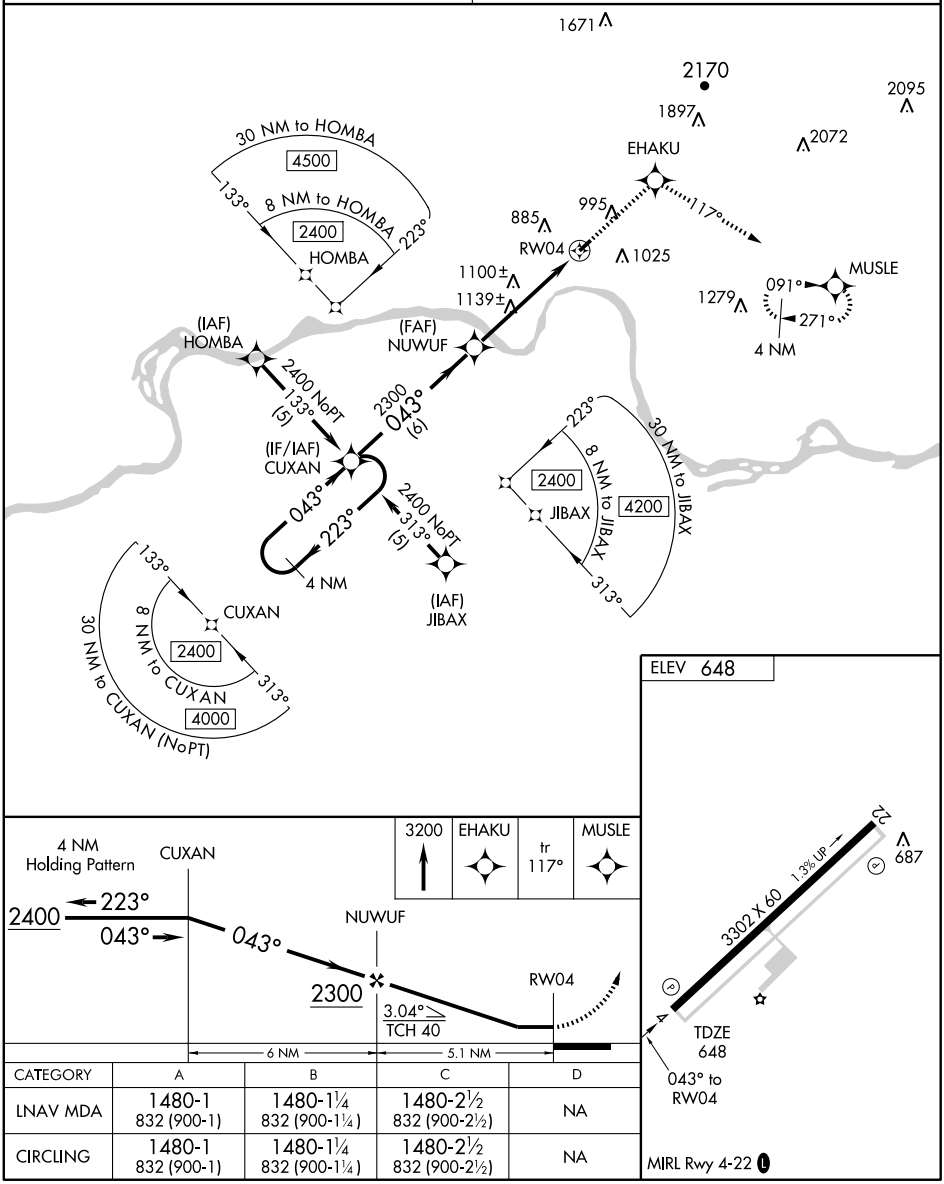
APP CRS	Rwy Idg	3302
043°	TDZE	648
	Apt Elev	648

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Smith altimeter setting; when not received, use Drake Field altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cats A and C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3200 direct EHAKU and on track 117° to MUSLE and hold.

RAZORBACK APP CON ★	UNICOM
120.9 343.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-2½)	NA
CIRCLING	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-2½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME-A

OZARK-FRANKLIN COUNTY (7M5)

VORTAC FSM	APP CRS	Rwy Idg	N/A
110.4	064°	TDZE	N/A
Chan 41		Apt Elev	648

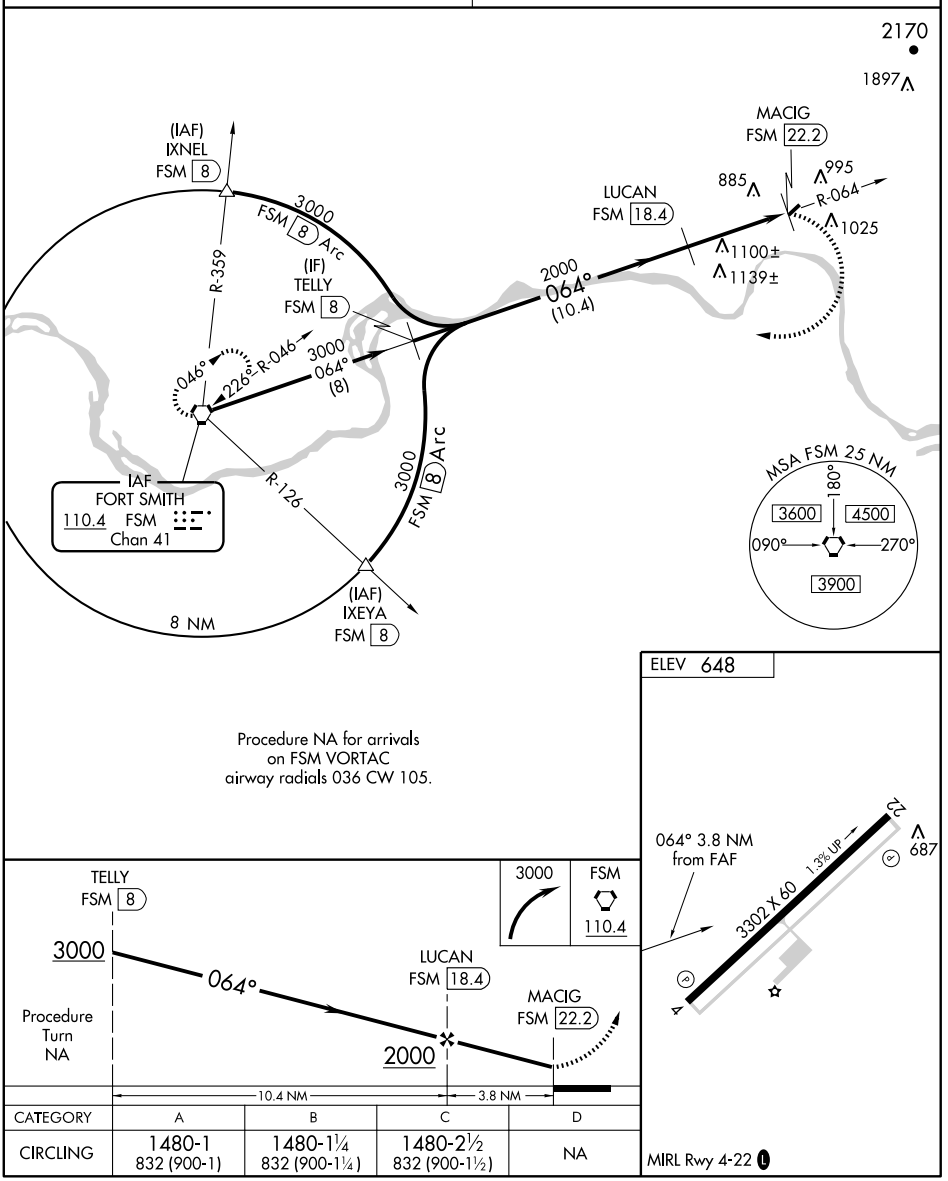
Use Fort Smith altimeter setting; when not received, use Drake Field altimeter setting and increase all MDA 80 feet and Cat A and C visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 3000 direct FSM VORTAC and hold.

RAZORBACK APP CON ★
120.9 343.75

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-1½)	NA

MIRL Rwy 4-22 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB PGR	APP CRS	Rwy Idg	4352
383	238°	TDZE	288
		Apt Elev	290

NDB RWY 22

PARAGOULD/ KIRK FIELD (PGR)

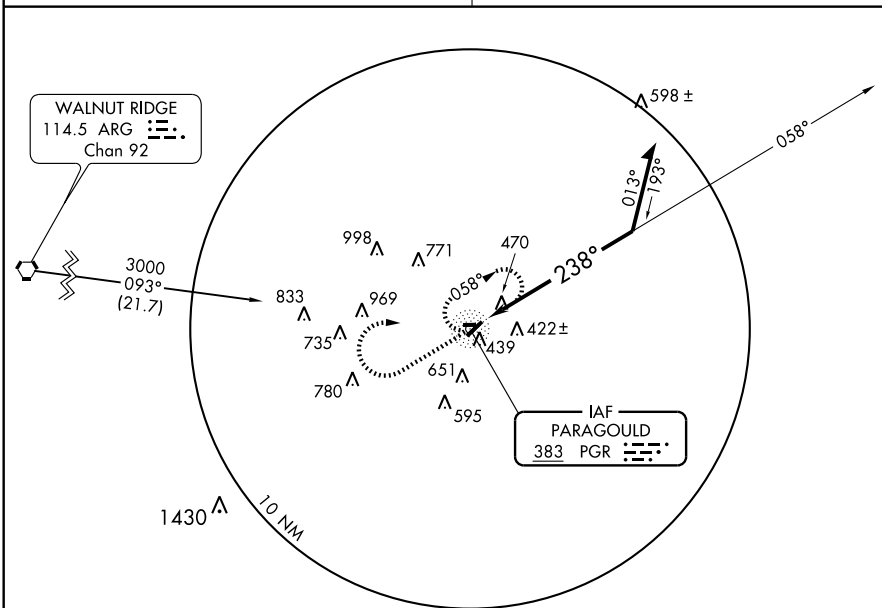
Use Jonesboro altimeter setting.

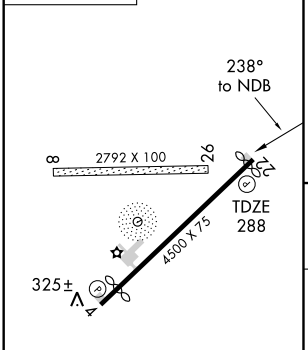
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct PGR NDB and hold.

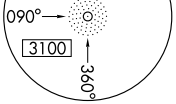
MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) L

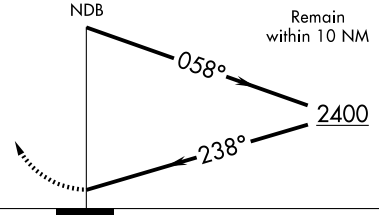




MIRL Rwy 4-22 L



1500	2500	PGR
		383



CATEGORY	A	B	C	D
S-22	920-1¼ 632 (700-1¼)		NA	
CIRCLING	920-1¼ 630 (700-1¼)		NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4011
045°	TDZE	289
	Apt Elev	290

RNAV (GPS) RWY 4

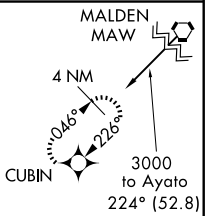
PARAGOULD/ KIRK FIELD (PGR)

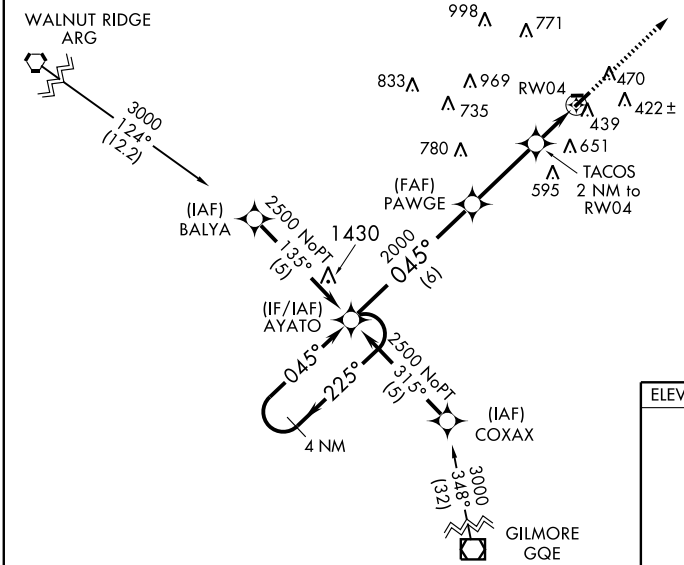
Use Jonesboro altimeter setting.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

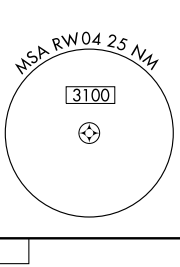
MISSED APPROACH: Climb to 3000 direct CUBIN WP and hold.

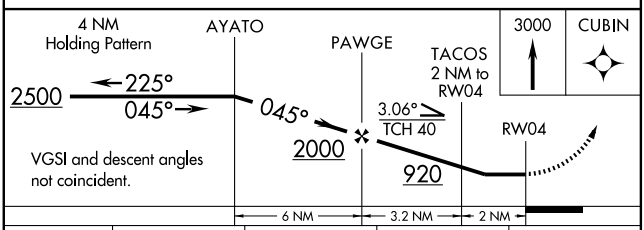
MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L

Procedure NA for arrival on MAW VORTAC airway radials 198 CW 239.
Procedure NA for arrival on ARG VORTAC airway radials 089 CW 149.
Procedure NA for arrival on GQE VOR/DME airway radials 329 CW 017.

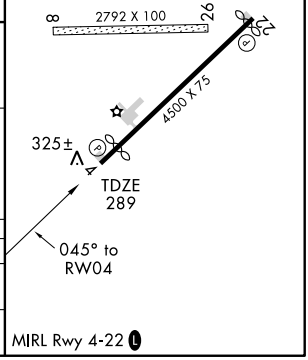








CATEGORY	A	B	C	D
LNAV MDA	800-1¼	511 (600-1¼)	NA	
CIRCLING	860-1¼	570 (600-1¼)	NA	



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4352
225°	TDZE	288
	Apt Elev	290

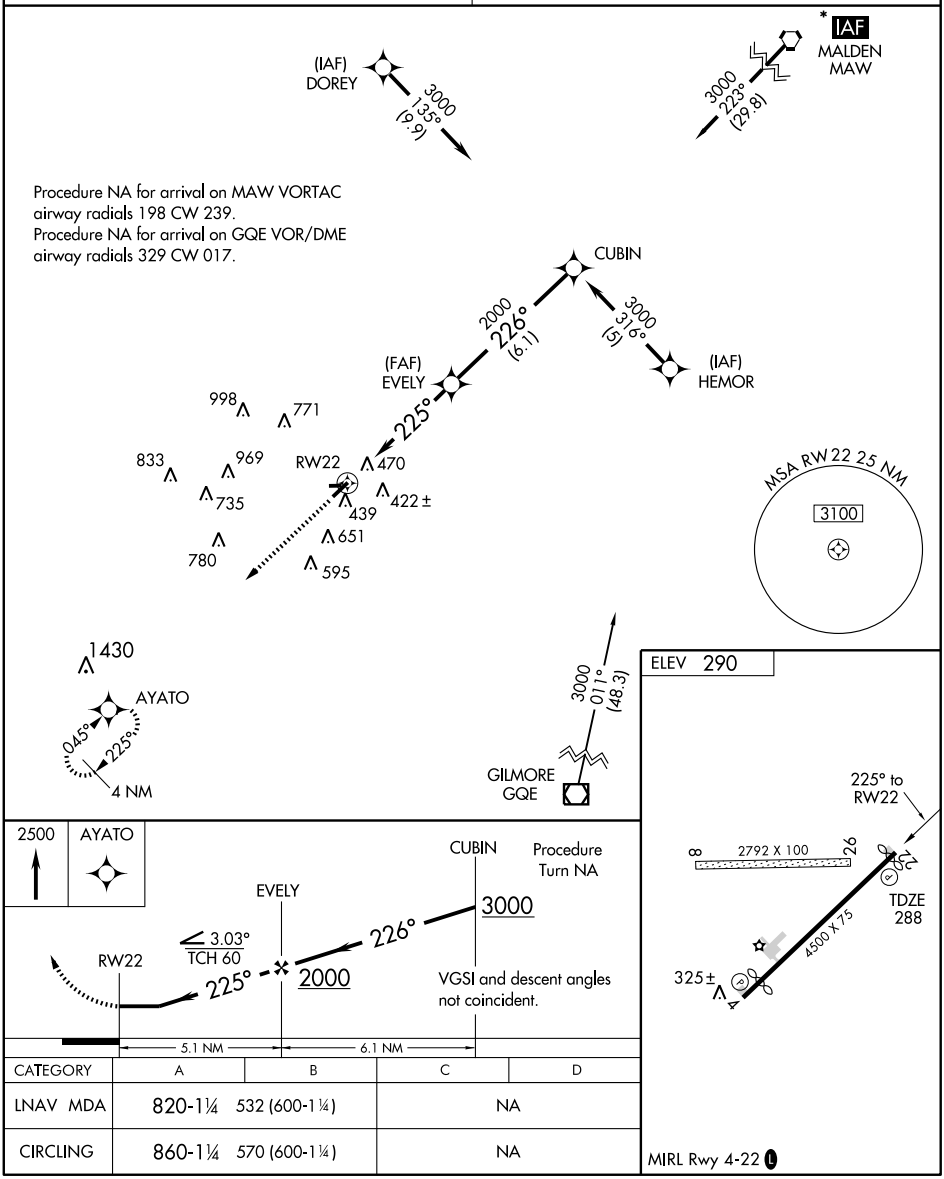
RNAV (GPS) RWY 22

PARAGOULD/KIRK FIELD (PGR)

Use Jonesboro altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA *IAF Arm Approach Mode prior to IAF.

MISSED APPROACH: Climb to 2500 direct AYATO WP and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	820-1¼ 532 (600-1¼)		NA	
CIRCLING	860-1¼ 570 (600-1¼)		NA	

MIRL Rwy 4-22 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JBR	APP CRS	Rwy Idg	4011
108.6	017°	TDZE	289
Chan 23		Apt Elev	290

VOR RWY 4

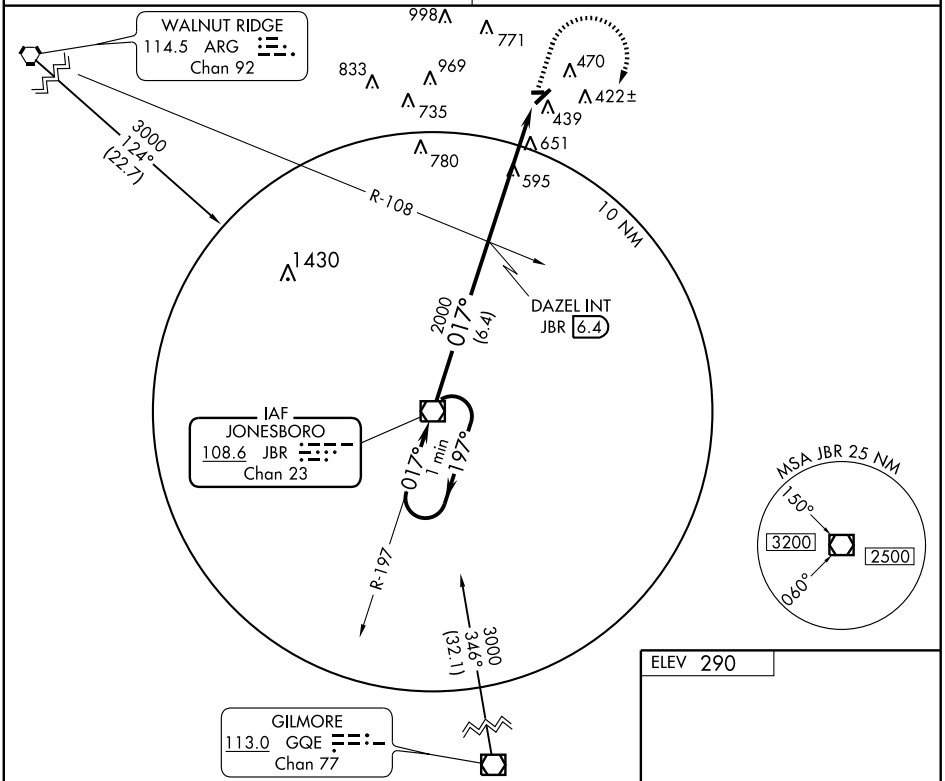
PARAGOULD/ KIRK FIELD (PGR)

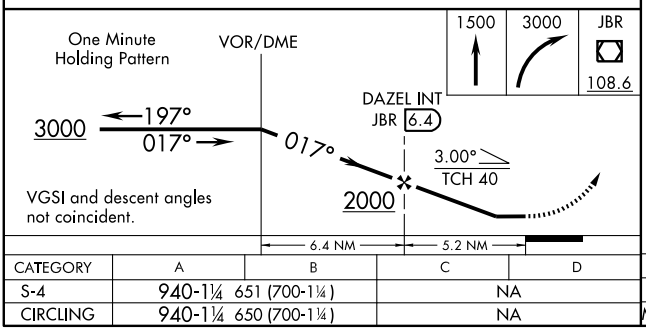
Use Jonesboro altimeter setting.
NA

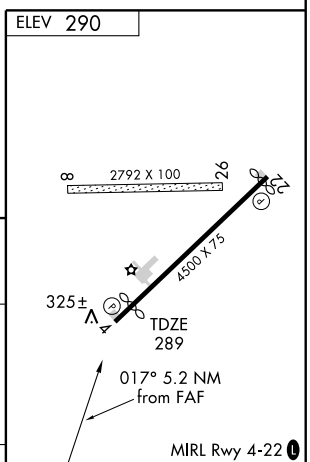
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct JBR VOR/DME and hold.

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	940-1¼ 651 (700-1¼)		NA	
CIRCLING	940-1¼ 650 (700-1¼)		NA	

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-PBF	APP CRS	Rwy Idg	5998
111.7	178°	TDZE	206
		Apt Elev	206

ILS or LOC RWY 18

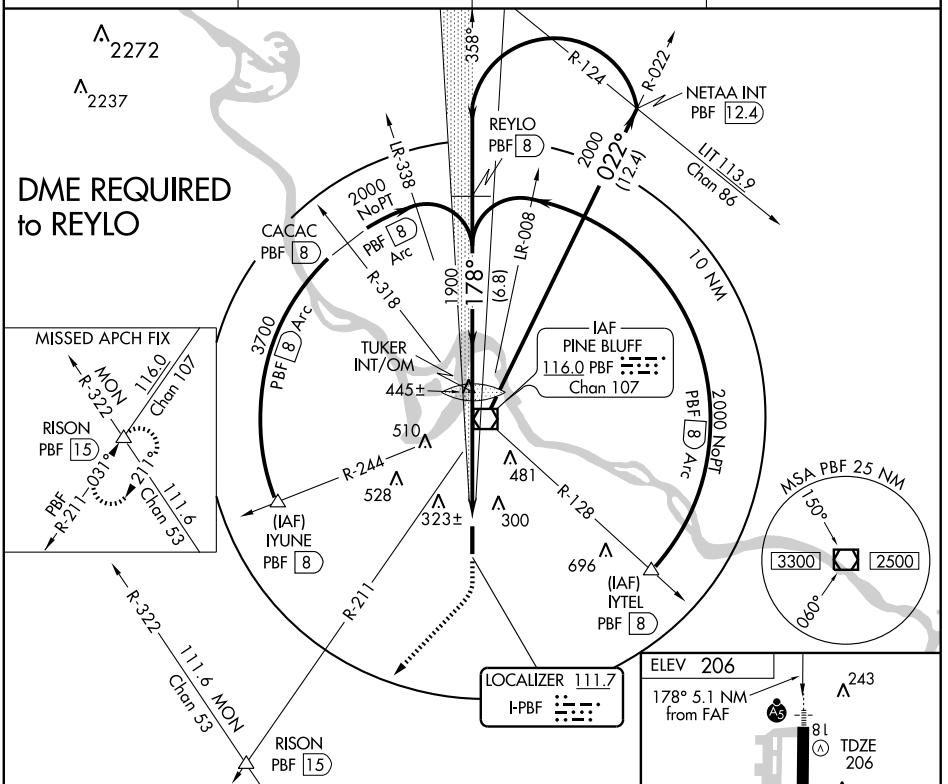
PINE BLUFF/GRIDER FIELD (PBF)

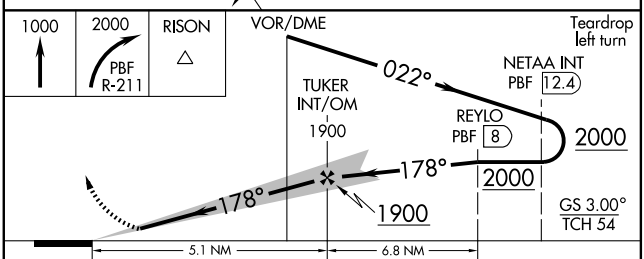
NA Inoperative table does not apply to S-ILS 18. For inoperative MALSR increase S-LOC 18 Cat A/B/C visibility to 1.

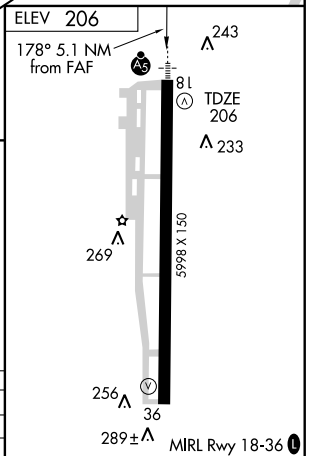
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBF R-211 to RISON Int and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18	466-¾ 260 (300-¾)			
S-LOC 18	580-¾ 374 (400-¾)			
CIRCLING	660-1 454 (500-1)		660-1½ 454 (500-1½)	760-2 554 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5998
178°	TDZE	206
	Apt Elev	206

RNAV (GPS) RWY 18

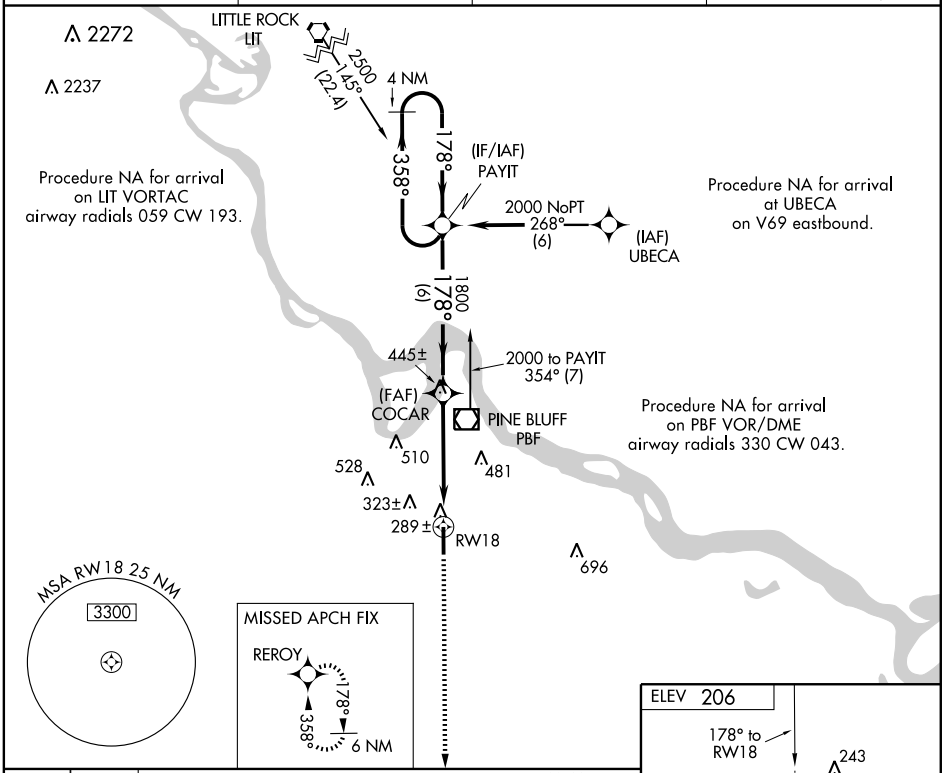
PINE BLUFF/GRIDER FIELD (PBF)

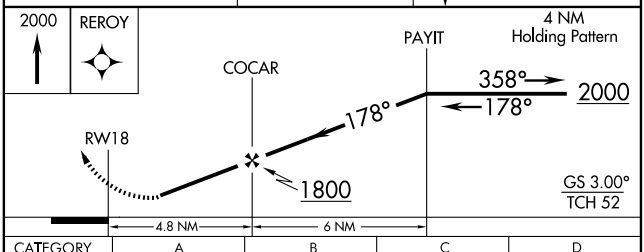
NA DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV MDA visibility Cats A/B/C to 1 and Cat D to 1¼, increase LNAV/VNAV DA visibility to 1½ all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

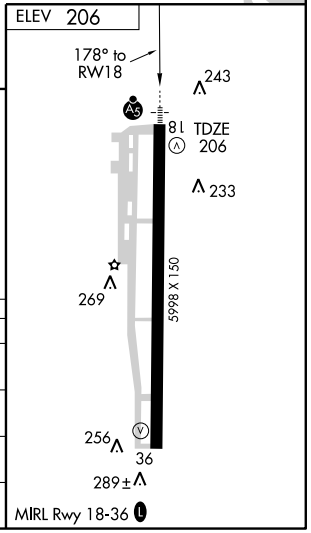
MALSR

MISSED APPROACH: Climb to 2000 direct REROY and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	645-1 439 (400-1)			
LNAV MDA	600-¾ 394 (400-¾)			600-1 394 (400-1)
CIRCLING	660-1½ 454 (500-1½)			760-2 554 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

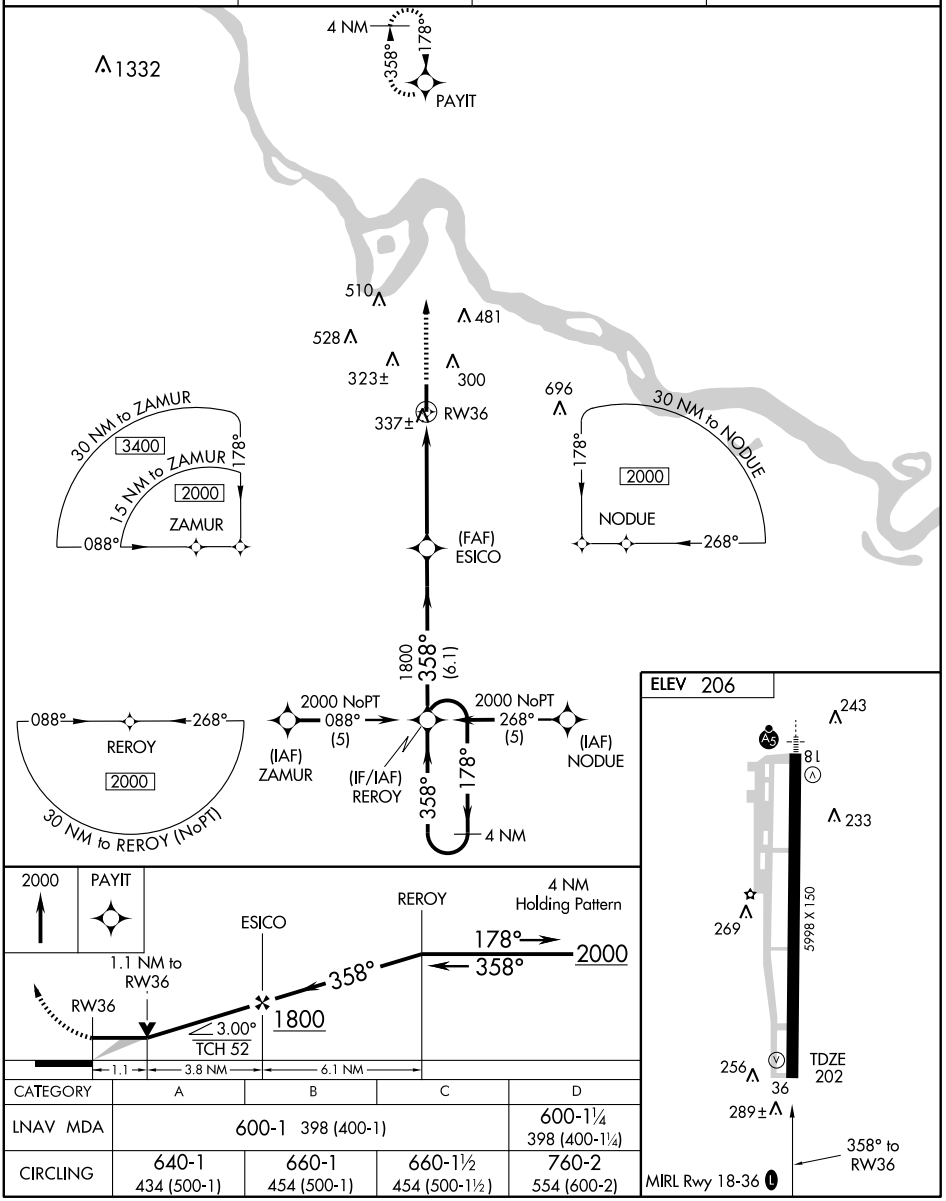
APP CRS		
358°	Rwy Idg	5998
	TDZE	202
	Apt Elev	206

RNAV (GPS) RWY 36

PINE BLUFF/GRIDER FIELD (PBF)

NA	DME/DME RNP-0.3 NA	MISSED APPROACH: Climb to 2000 direct PAYIT WP and hold.	
ASOS 120.775	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF) L

SC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	600-1 398 (400-1)			600-1¼ 398 (400-1¼)
CIRCLING	640-1 434 (500-1)	660-1 454 (500-1)	660-1½ 454 (500-1½)	760-2 554 (600-2)

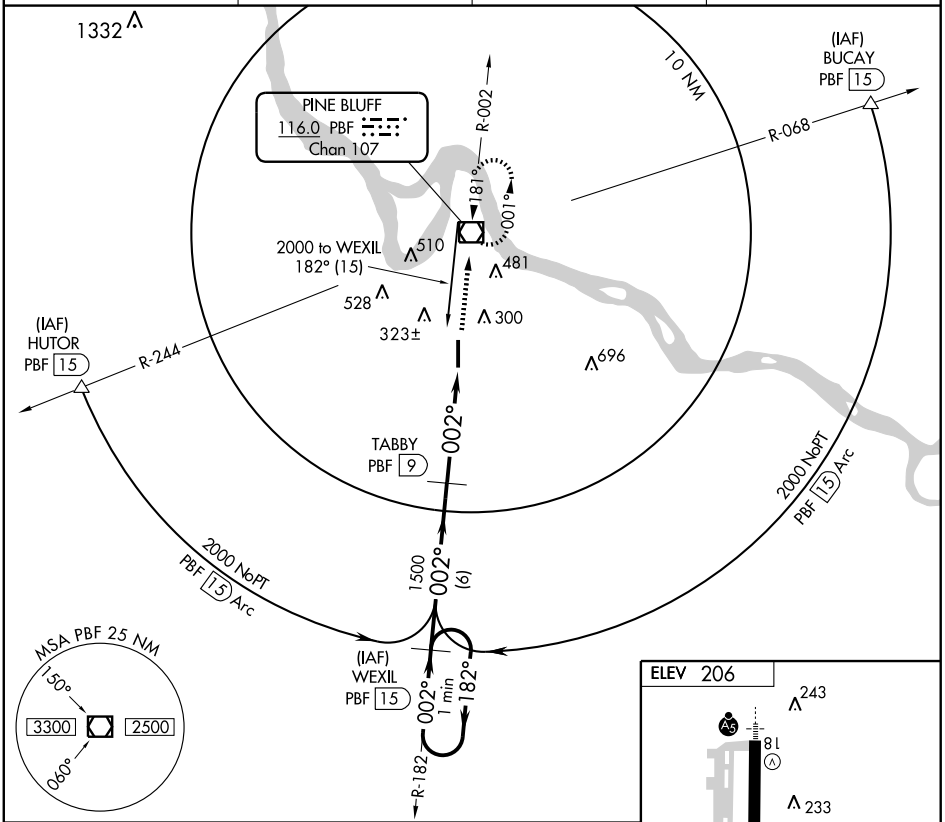
VOR/DME PBF 116.0 Chan 107	APP CRS 002°	Rwy Idg 5998 TDZE 202 Apt Elev 206

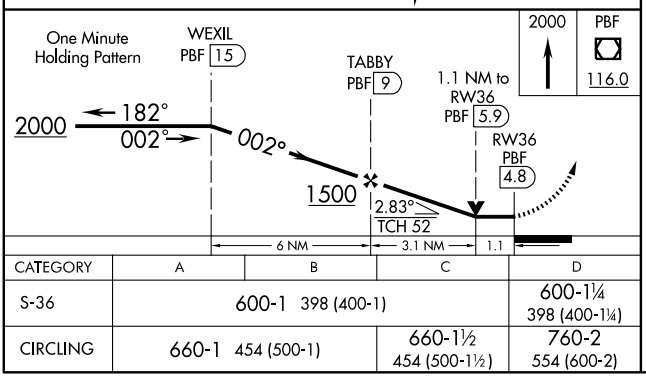
VOR/DME RWY 36

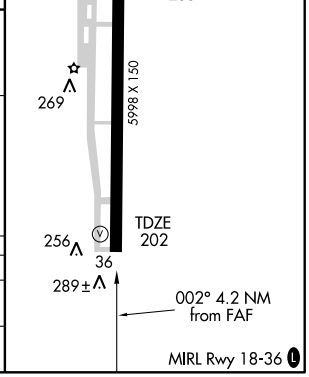
PINE BLUFF/ GRIDER FIELD (PBF)

MISSED APPROACH: Climb to 2000 direct PBF VOR/DME and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	600-1 398 (400-1)			600-1¼ 398 (400-1¼)
CIRCLING	660-1 454 (500-1)		660-1½ 454 (500-1½)	760-2 554 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PBF	APP CRS	Rwy Idg	5998
116.0	183°	TDZE	206
Chan 107		Apt Elev	206

VOR RWY 18

PINE BLUFF/GRIDER FIELD (PBF)

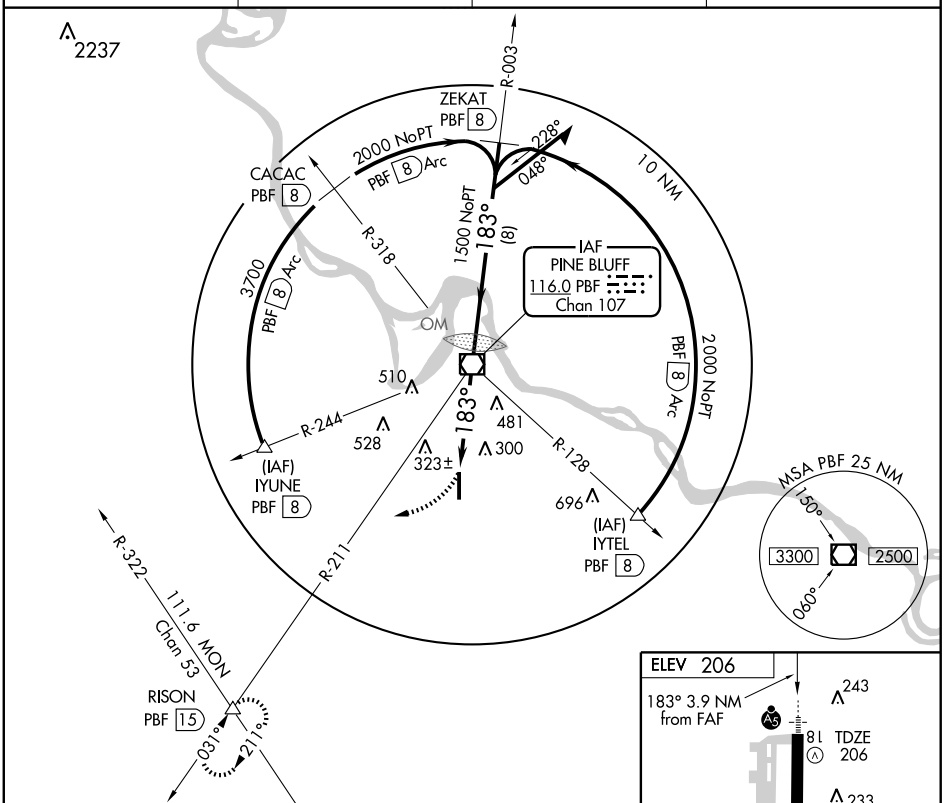
For inoperative MALSR, increase Cat A/B visibility to 1.

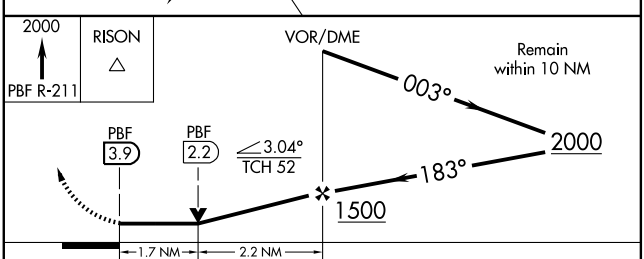
MALSR

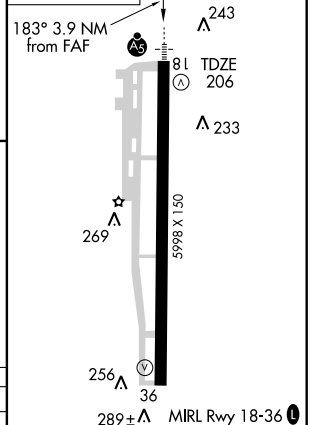
MISSED APPROACH: Climb to 2000 via PBF R-211 to RISON INT/PBF 15 DME and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L

SC-1, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-18	800-¾ 594 (600-¾)		800-1 594 (600-1)	800-1¼ 594 (600-1¼)
CIRCLING	800-1 594 (600-1)		800-1½ 594 (600-1½)	800-2 594 (600-2)

FAF to MAP 3.9 NM

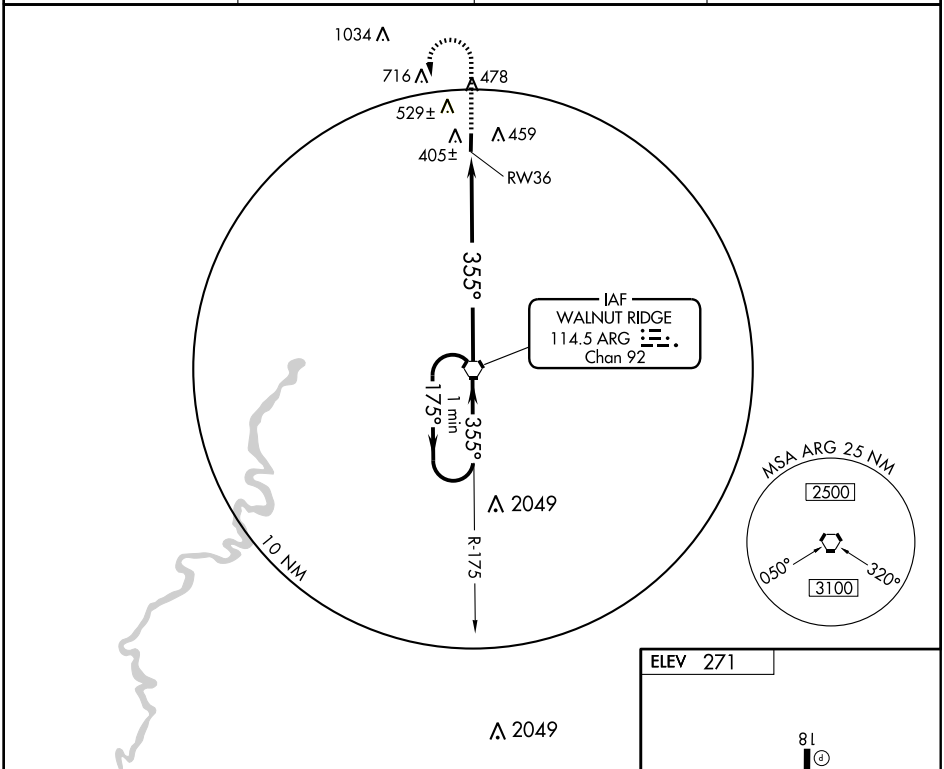
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

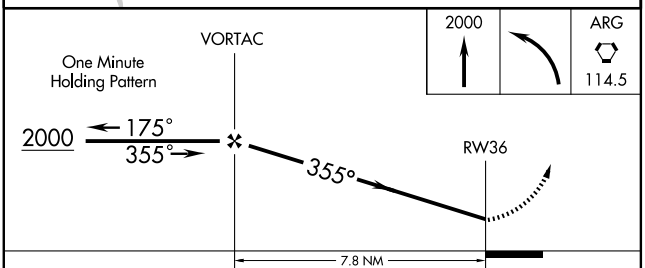
VORTAC ARG	APP CRS	Rwy Idg	3999
114.5	355°	TDZE	271
Chan 92		Apt Elev	271

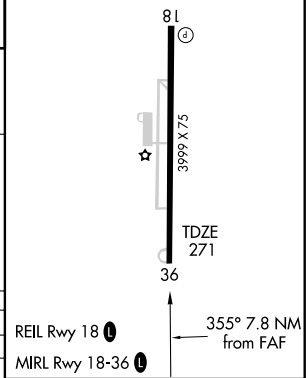
VOR or GPS RWY 36

POCAHONTAS/ POCAHONTAS MUNI (M70)

NA Use Walnut Ridge altimeter setting; if not received use Jonesboro altimeter setting; when neither received, procedure not authorized.	MISSED APPROACH: Climb to 2000, then left turn direct ARG VORTAC and hold.		
WALNUT RIDGE AWOS-3 135.925	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-36	760-1	489 (500-1)	NA	
CIRCLING	840-1	569 (600-1)	NA	
JONESBORO ALTIMETER SETTING MINIMUMS				
S-36	940-1	669 (700-1)	NA	
CIRCLING	960-1	689 (700-1)	NA	

FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ROG	APP CRS	Rwy Idg	6011
111.5	195°	TDZE	1353
Chan 52		Apt Elev	1358

ILS or LOC RWY 20

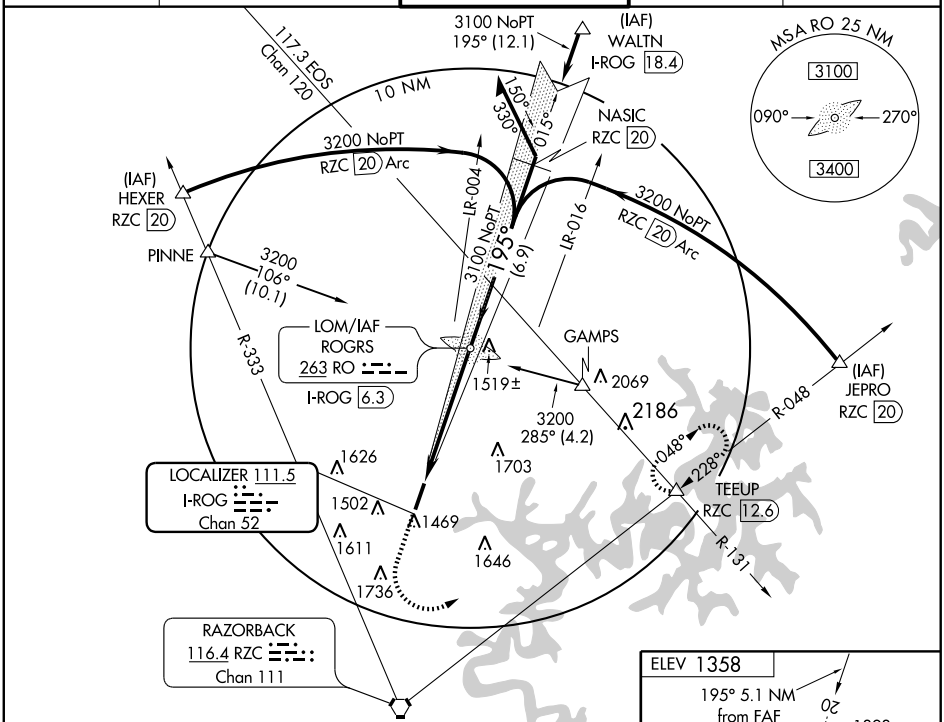
ROGERS MUNI-CARTER FIELD (ROG)

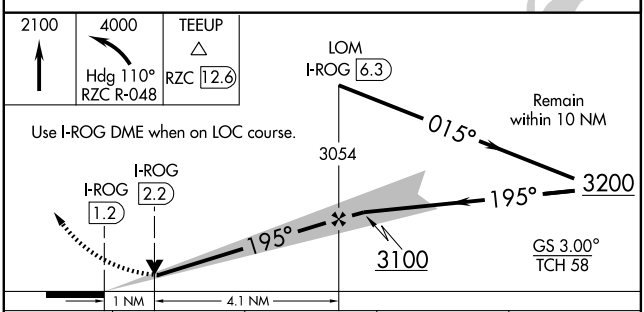
Autopilot coupled approach NA below 1632.

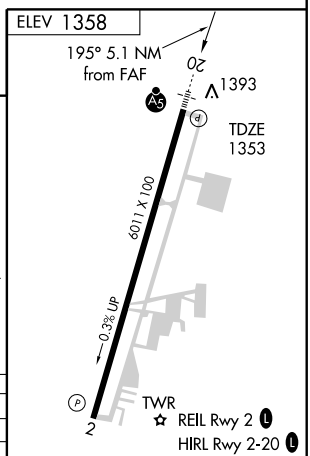
MALSR

MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 via heading 110° and RZC R-048 to TEEUP Int/ RZC 12.6 DME and hold.

AWOS-3	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75







CATEGORY	A	B	C	D
S-ILS 20	1553-½ 200 (200-½)			
S-LOC 20	1740-½ 387 (400-½)			1740-¾ 387 (400-¾)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 21 OCT 2010 to 18 NOV 2010

LOM RO	APP CRS	Rwy Idg	6011
263	195°	TDZE	1353
		Apt Elev	1358

NDB RWY 20

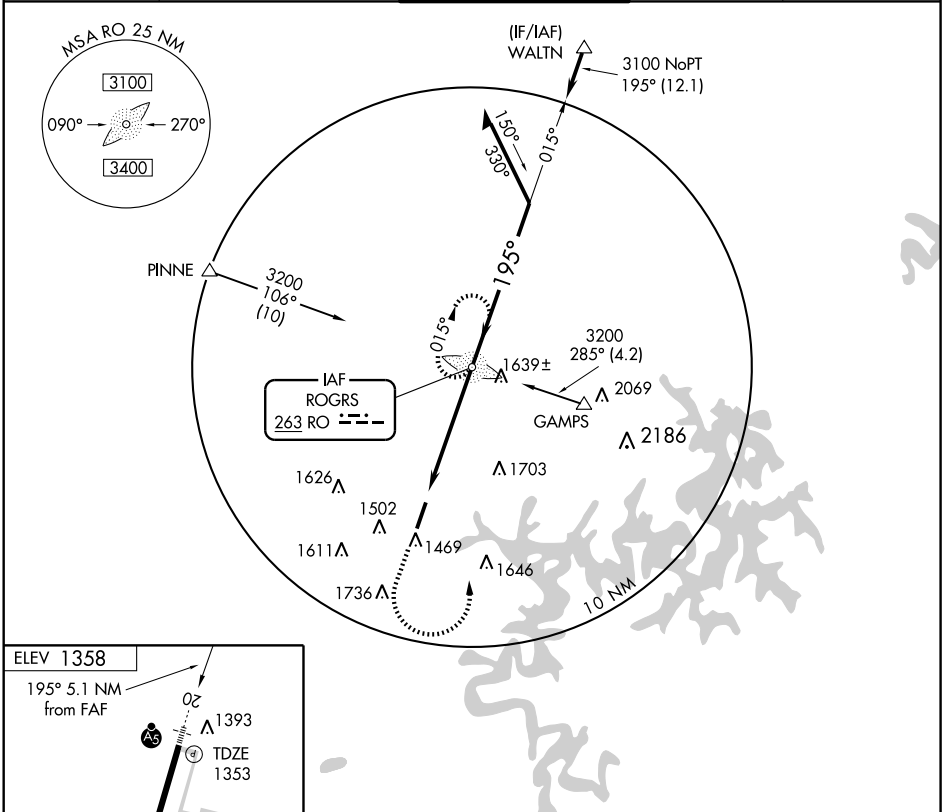
ROGERS MUNI-CARTER FIELD (ROG)

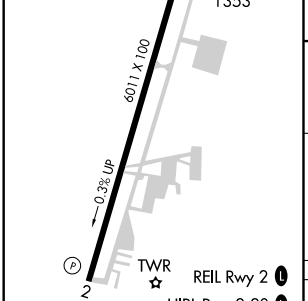
NA

MALSR

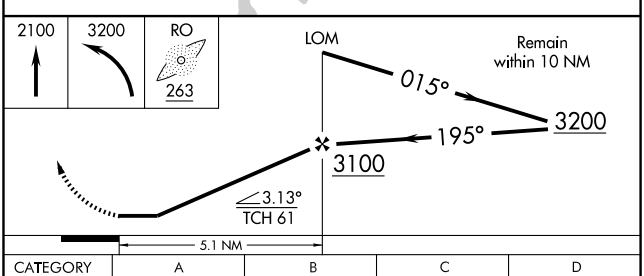
MISSED APPROACH: Climb to 2100, then climbing left turn to 3200 direct RO LOM and hold.

AWOS-3	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-20	1780-¾ 427 (500-¾)			1780-1¼ 427 (500-1¼)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6011
015°	TDZE	1358
	Apt Elev	1358

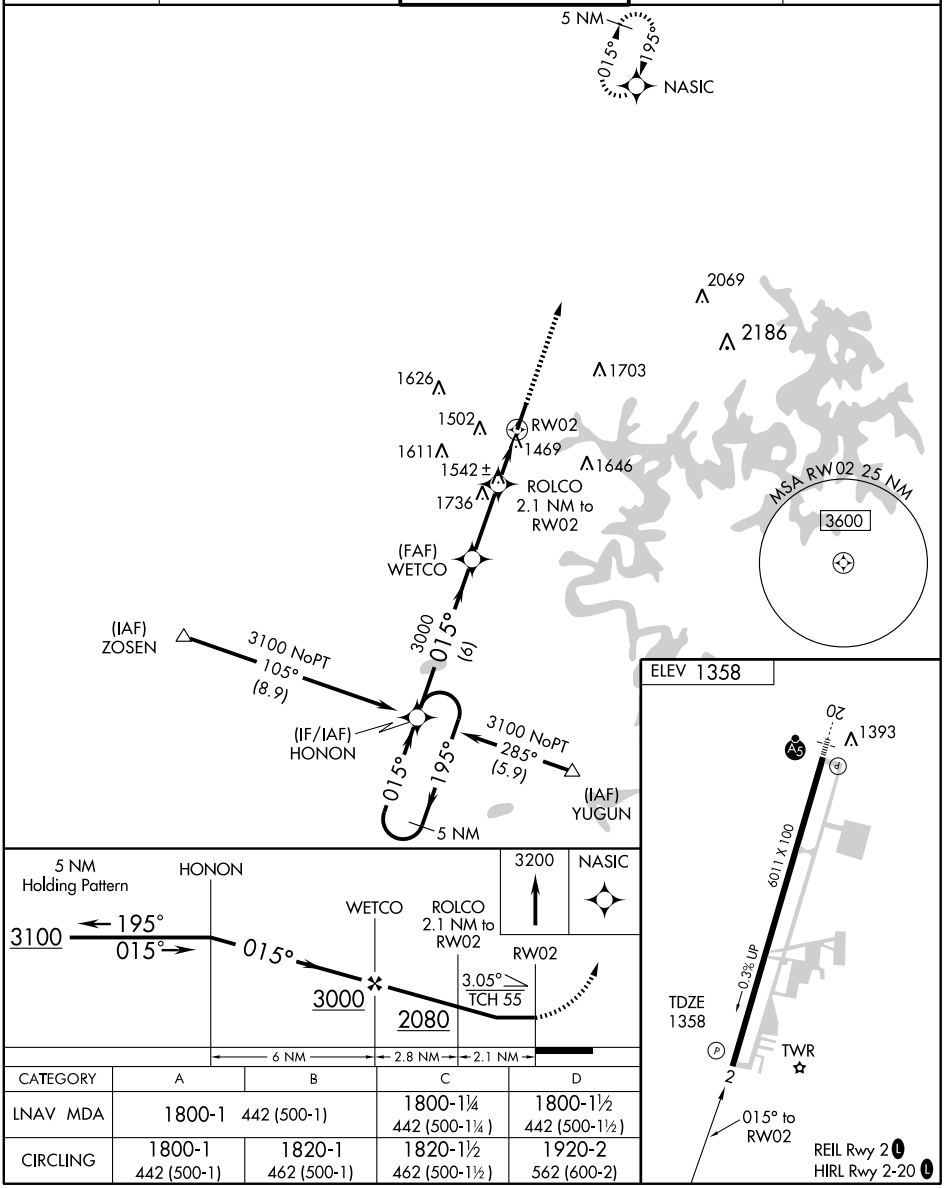
RNAV (GPS) RWY 2

ROGERS MUNI-CARTER FIELD (ROG)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct NASIC and hold.

AWOS-3	RAZORBACK APP CON ★	ROGERS TOWER ★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75



CATEGORY	A	B	C	D
LNAV MDA	1800-1 442 (500-1)		1800-1¼ 442 (500-1¼)	1800-1½ 442 (500-1½)
CIRCLING	1800-1 442 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6011
CH 40003	195°	TDZE	1353
W20A		Apt Elev	1358

RNAV (GPS) RWY 20

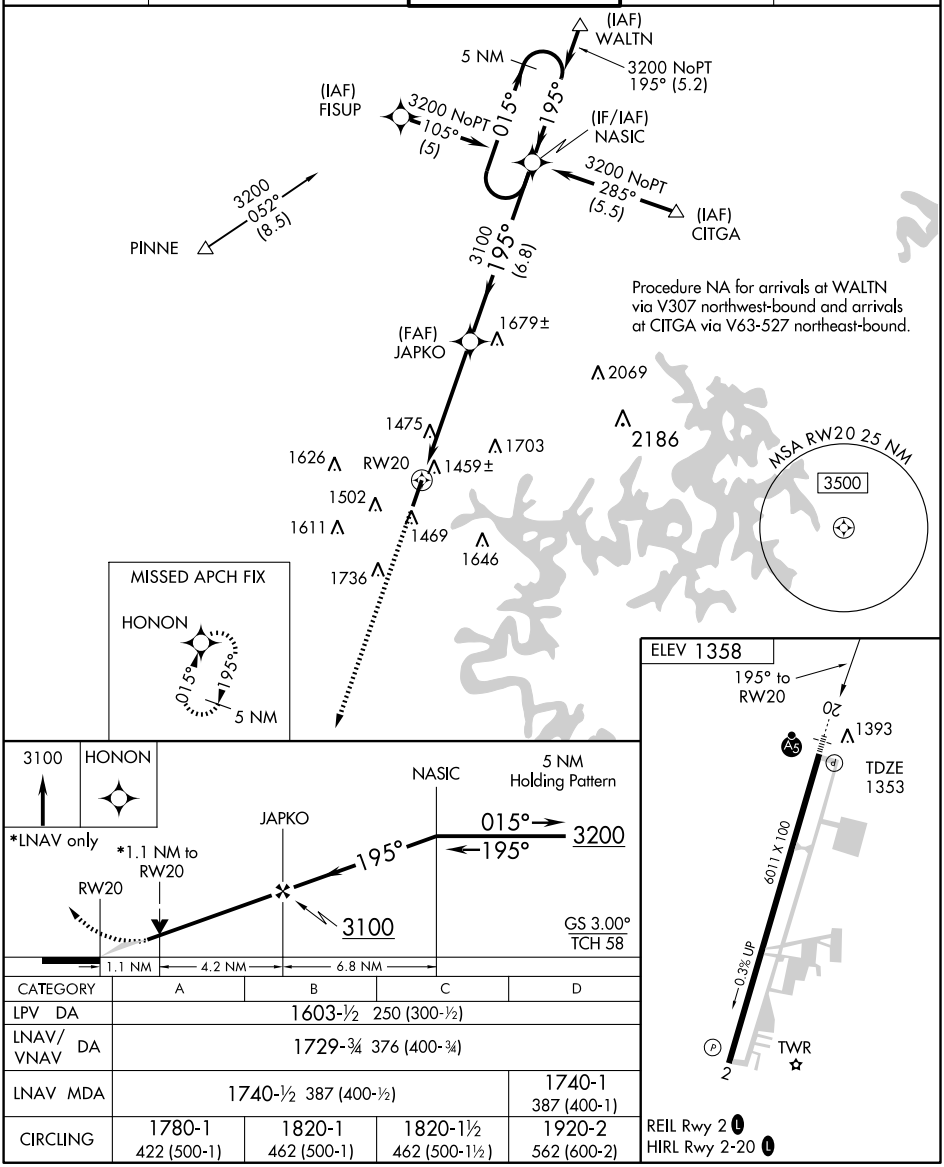
ROGERS MUNI-CARTER FIELD (ROG)

For inoperative MALSR, increase LNAV Cat D to 1¼. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bentonville Muni altimeter setting and increase all DAs 22 feet and all MDAs 40 feet. BARO-VNAV and VDP NA when using Bentonville Muni altimeter setting.

MALSR

MISSED APPROACH: Climb to 3100 direct HONON and hold.

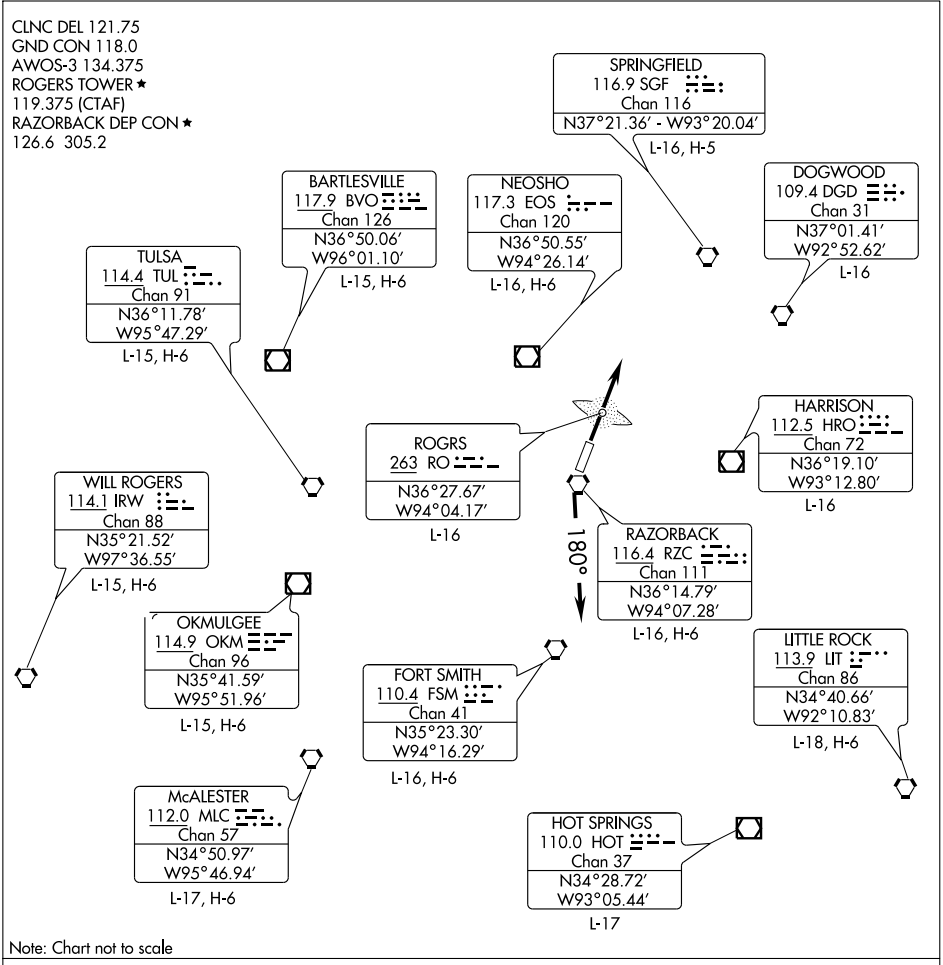
AWOS-3	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75



CATEGORY	A	B	C	D
LPV DA	1603-½ 250 (300-½)			
LNAV/VNAV DA	1729-¾ 376 (400-¾)			
LNAV MDA	1740-½ 387 (400-½)			1740-1 387 (400-1)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

REIL Rwy 2 L
HIRL Rwy 2-20 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010



Note: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.
TAKE-OFF RUNWAY 2: Fly runway heading. Thence. . . .
TAKE-OFF RUNWAY 20: Turn left heading 180°. Thence. . . .
. . . . Expect radar vectors to filed/assigned route. Climb and maintain 3000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.
LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RO LOM, then proceed on course.

SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RZC 116.4 Chan 111	APP CRS 182°	Rwy Idg 6011 TDZE 1353 Apt Elev 1358

VOR/DME RWY 20

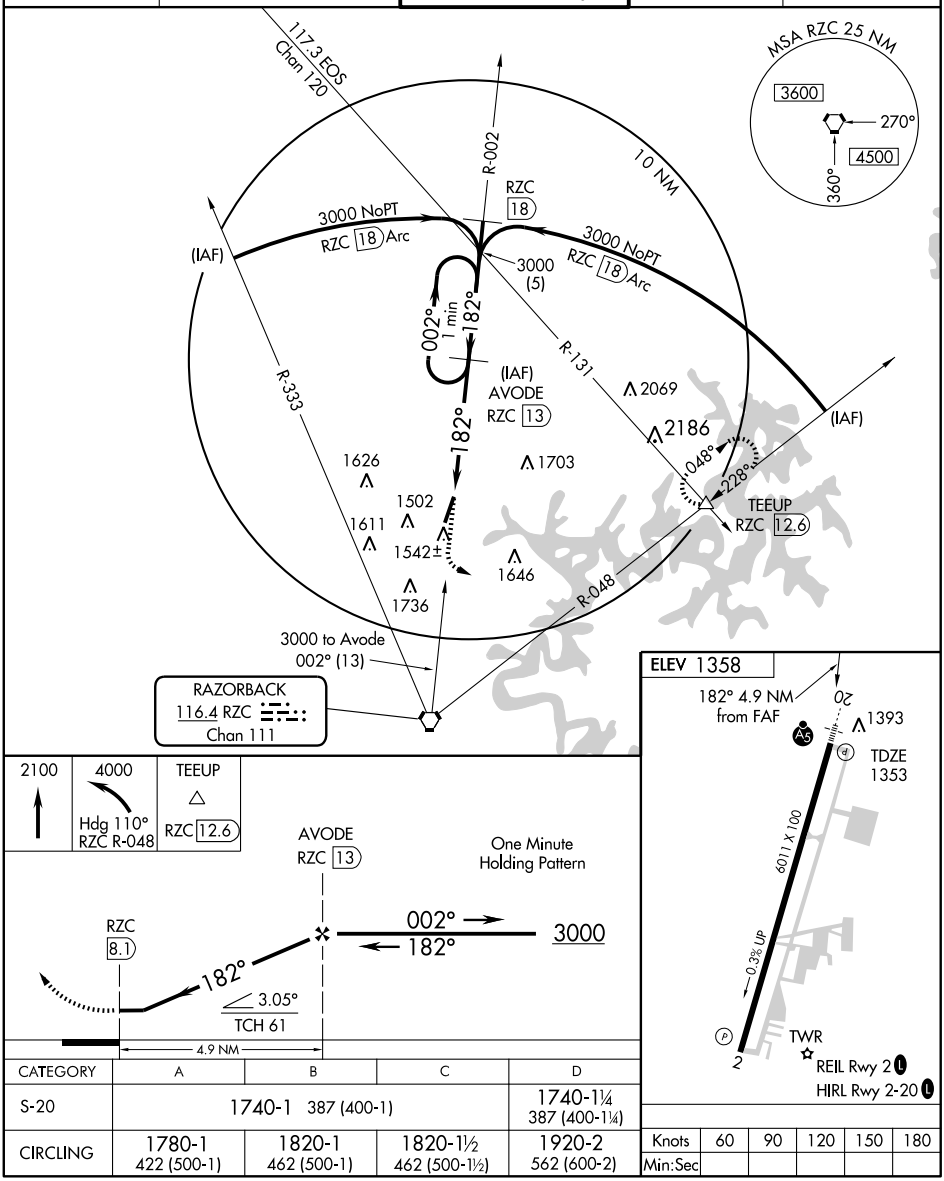
ROGERS MUNI-CARTER FIELD (ROG)

Inoperative components table NA.

MALSR

MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 via heading 110° and RZC R-048 to TEEUP Int and hold.

AWOS-3	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75



CATEGORY	A	B	C	D
S-20	1740-1 387 (400-1)			1740-1¼ 387 (400-1¼)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

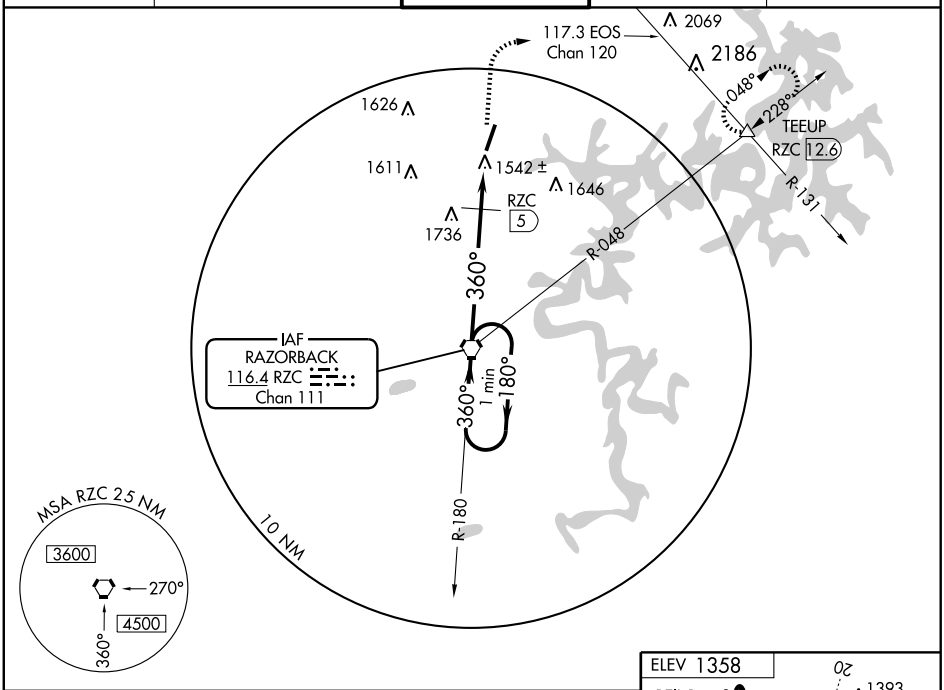
VORTAC RZC	APP CRS	Rwy Idg	6011
116.4	360°	TDZE	1358
Chan 111		Apt Elev	1358

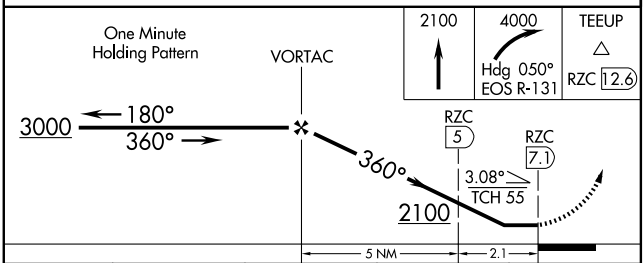
VOR RWY 2

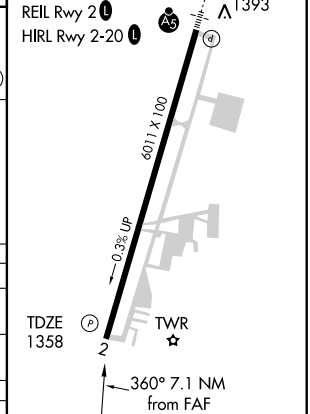
ROGERS MUNI-CARTER FIELD (ROG)

MISSED APPROACH: Climb to 2100, then climbing right turn to 4000 via heading 050° and EOS R-131 to TEEUP Int and hold.

AWOS-3	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75







CATEGORY	A	B	C	D
S-2	2100-1 742 (800-1)	2100-1¼ 742 (800-1¼)	2100-2¼ 742 (800-2¼)	2100-2½ 742 (800-2½)
CIRCLING	2100-1 742 (800-1)	2100-1¼ 742 (800-1¼)	2100-2¼ 742 (800-2¼)	2100-2½ 742 (800-2½)
DME MINIMUMS				
S-2	1800-1 442 (500-1)		1800-1¼ 442 (500-1¼)	1800-1½ 442 (500-1½)
CIRCLING	1800-1 442 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB RUE 379	APP CRS 360°	Rwy Idg N/A TDZE N/A Apt Elev 403

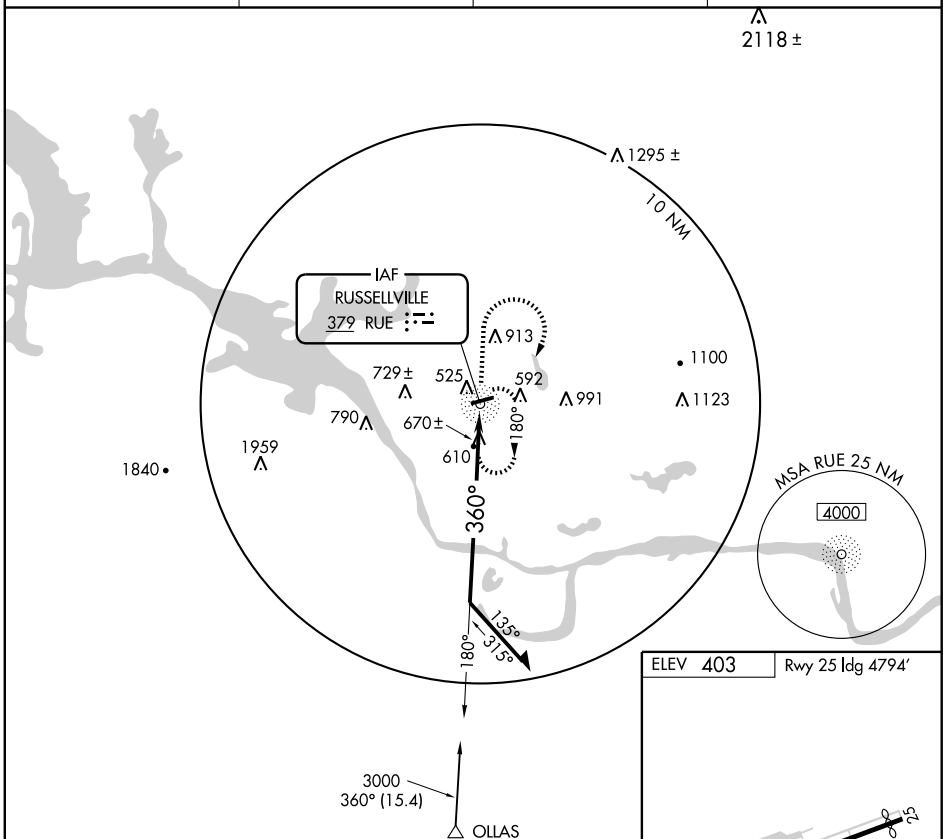
NDB-A

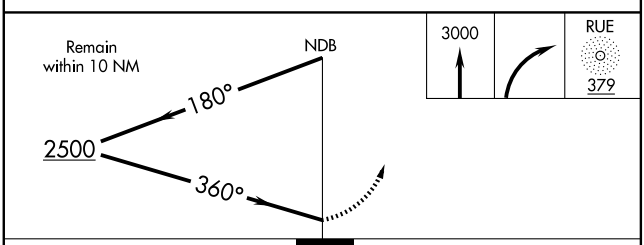
RUSSELLVILLE RGNL (RUE)

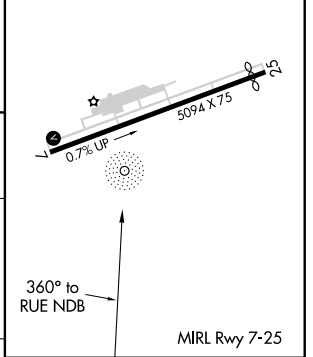
NA

MISSED APPROACH: Climb to 3000 then right turn direct RUE NDB and hold.

ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1140-1	737 (800-1)	1140-2 737 (800-2)	1220-2¾ 817 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5094
CH 53601	072°	TDZE	389
W07A		Apt Elev	403

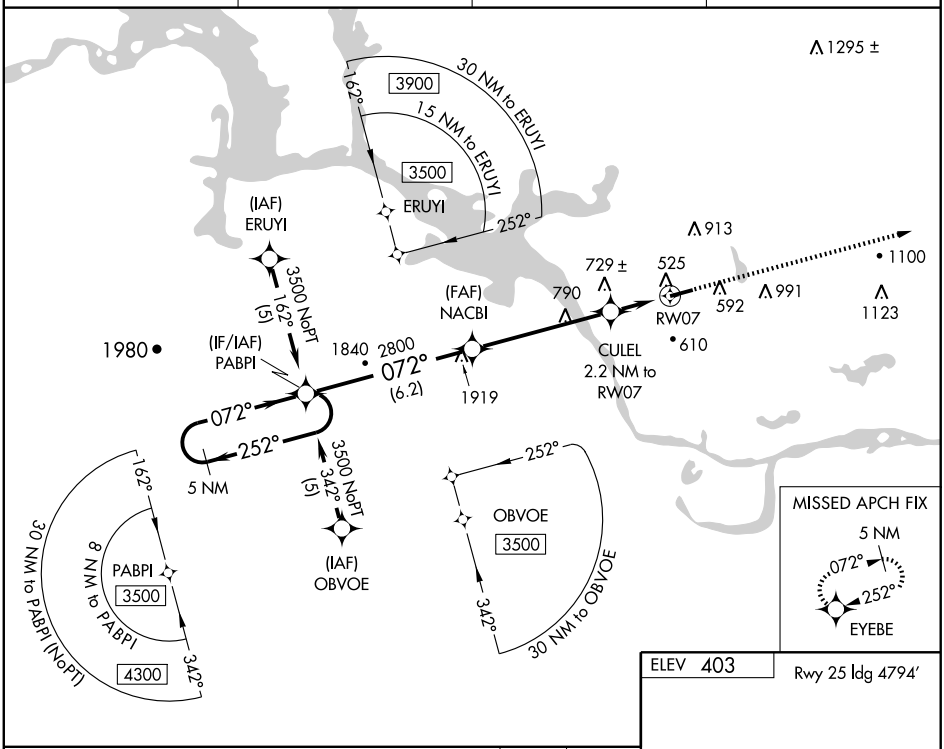
RNAV (GPS) RWY 7

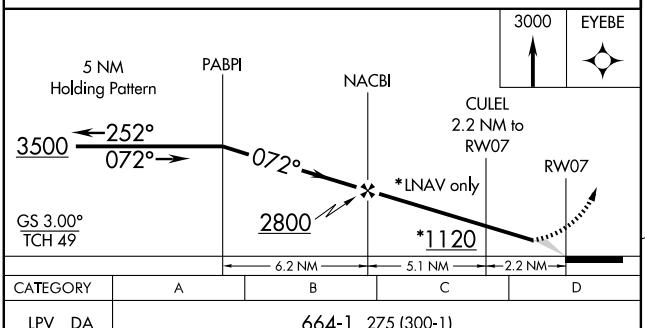
RUSSELLVILLE RGNL (RUE)

If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

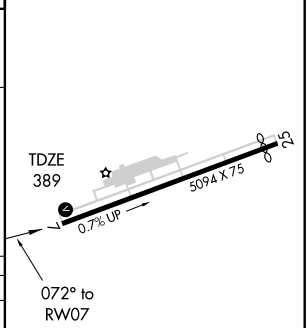
MISSED APPROACH: Climb to 3000 direct EYEBE and hold.

ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	664-1 275 (300-1)			
LNAV MDA	1000-1 611 (600-1)		1000-1¾ 611 (600-1¾)	1000-2 611 (600-2)
CIRCLING	1140-1 737 (800-1)		1140-2 737 (800-2)	1220-2¾ 817 (900-2¾)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4794
252°	TDZE	403
	Apt Elev	403

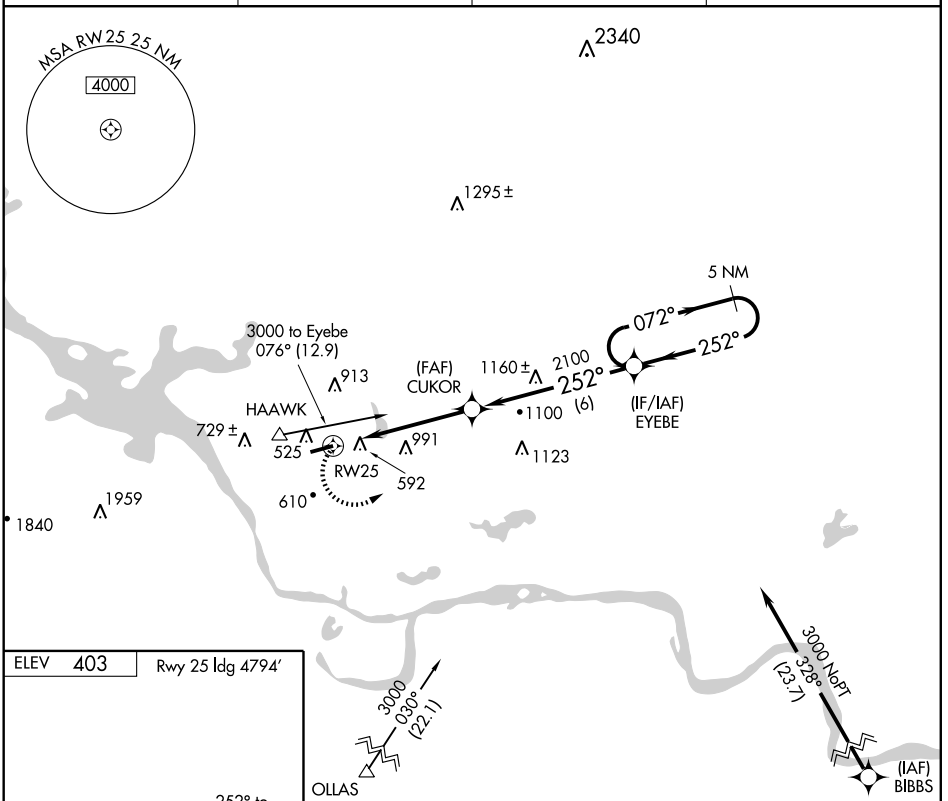
RNAV (GPS) RWY 25

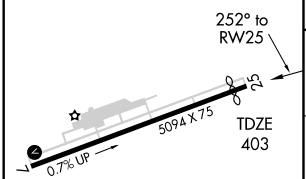
RUSSELLVILLE RGNL (RUE)

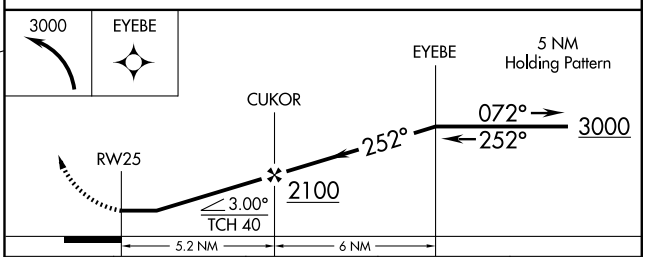
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct EYEBE WP and hold.

ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1 857 (900-1)	1260-1¼ 857 (900-1¼)	1260-2½ 857 (900-2½)	1260-2¾ 857 (900-2¾)
CIRCLING	1260-1 857 (900-1)	1260-1¼ 857 (900-1¼)	1260-2½ 857 (900-2½)	1260-2¾ 857 (900-2¾)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-DSY	APP CRS	Rwy Idg	6008
110.1	011°	TDZE	253
Chan 38		Apt Elev	264

ILS or LOC RWY 1

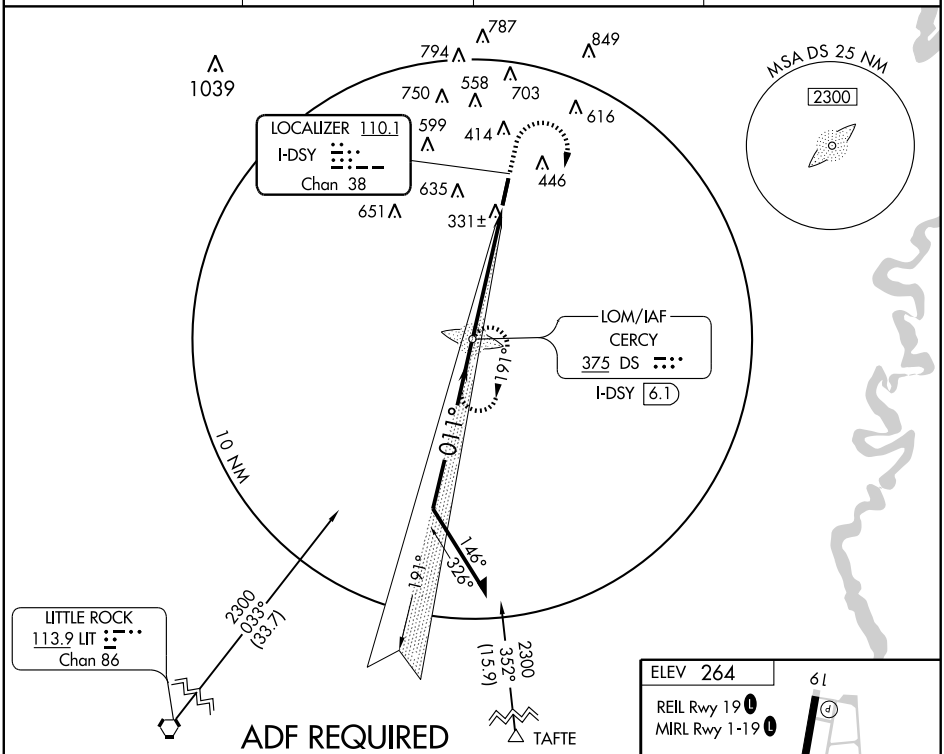
SEARCY MUNI (SRC)

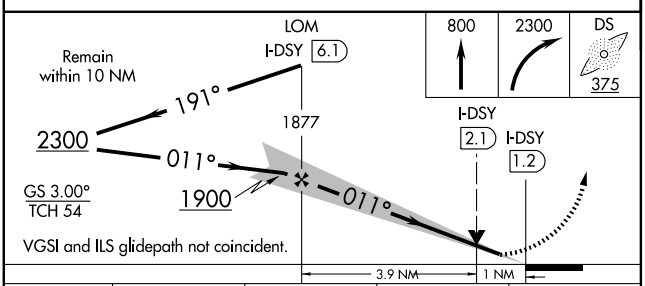
NA Circling NA for Cat C west of runway 1-19. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. ADF Required.

MALSR

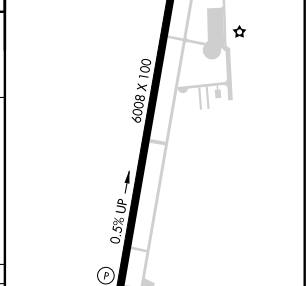
MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct CERCY LOM and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF)





CATEGORY	A	B	C	D
S-ILS 1	453-½ 200 (200-½)			NA
S-LOC 1	600-½ 347 (400-½)			NA
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	NA



FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81824 W01A	APP CRS 011°	Rwy Idg 6008 TDZE 253 Apt Elev 264

RNAV (GPS) RWY 1

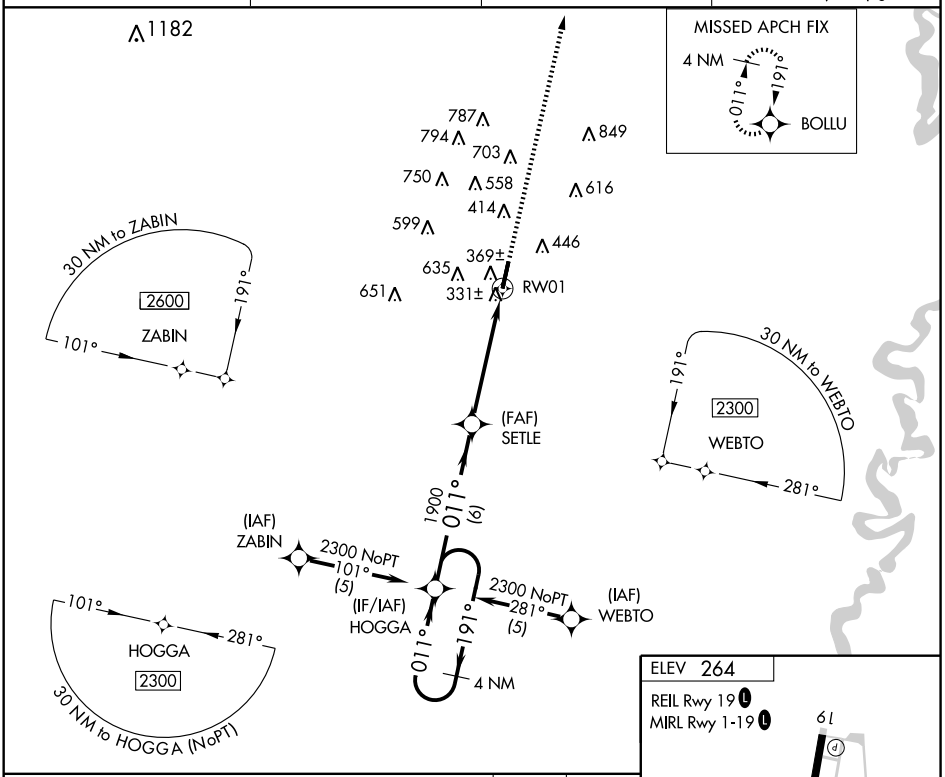
SEARCY MUNI (SRC)

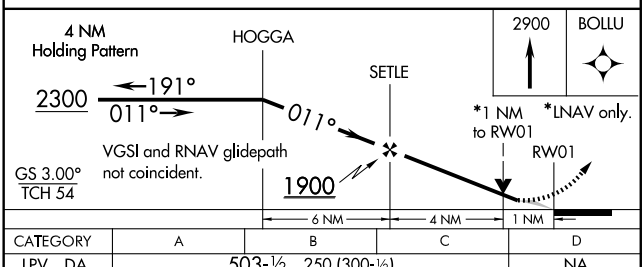
⚠ Circling NA for Cat C west of runway 1-19. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. For inoperative MALSR increase LPV visibility to 1 mile.

MALSR (A5)

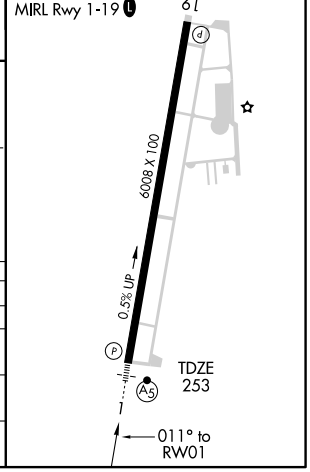
MISSED APPROACH: Climb to 2900 direct BOLLU and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	503-½ 250 (300-½)			NA
LNAV/VNAV DA	NA			
LNAV MDA	620-½ 367 (400-½)			NA
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86224 W19A	APP CRS 191°	Rwy Idg 6008 TDZE 264 Apt Elev 264

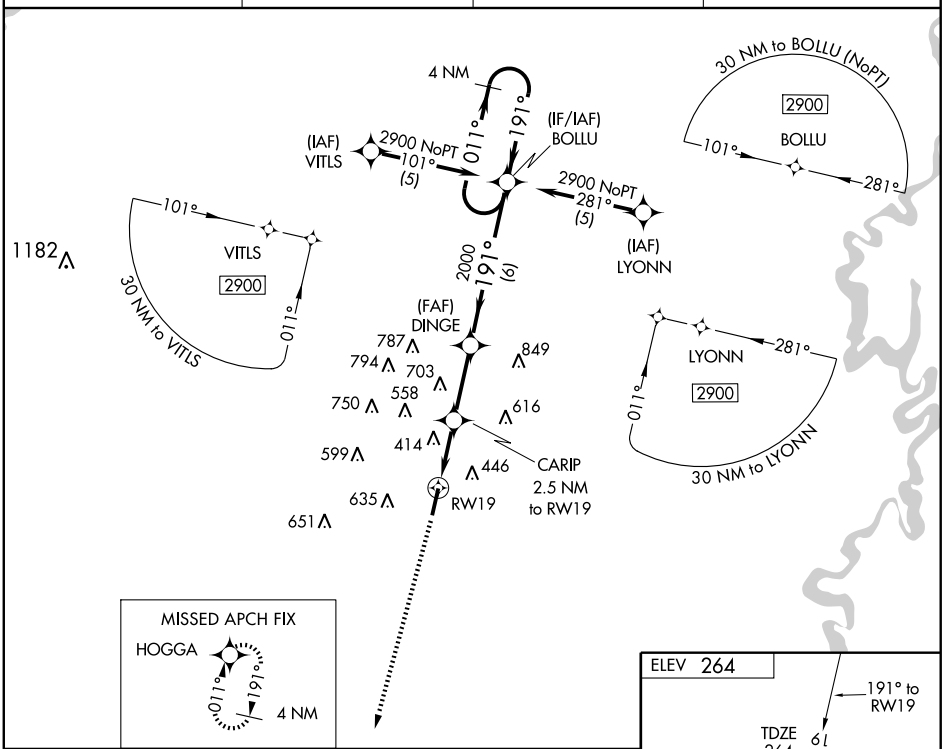
RNAV (GPS) RWY 19

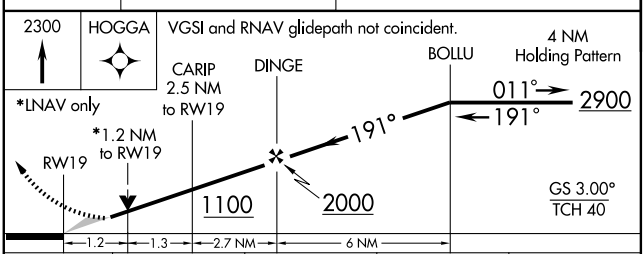
SEARCY MUNI (SRC)

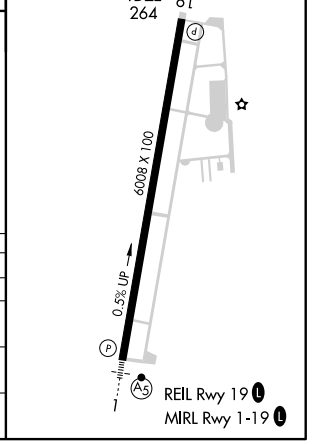
⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. Circling NA for Cat C west of Rwy 1-19.

MISSED APPROACH: Climb to 2300 direct HOGGA and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	514-1 250 (300-1)			NA
LNAV/VNAV DA	NA			
LNAV MDA	680-1 416 (500-1)		680-1¼ 416 (500-1¼)	NA
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4997
CH 90208	181°	TDZE 1191
W18A		Apt Elev 1191

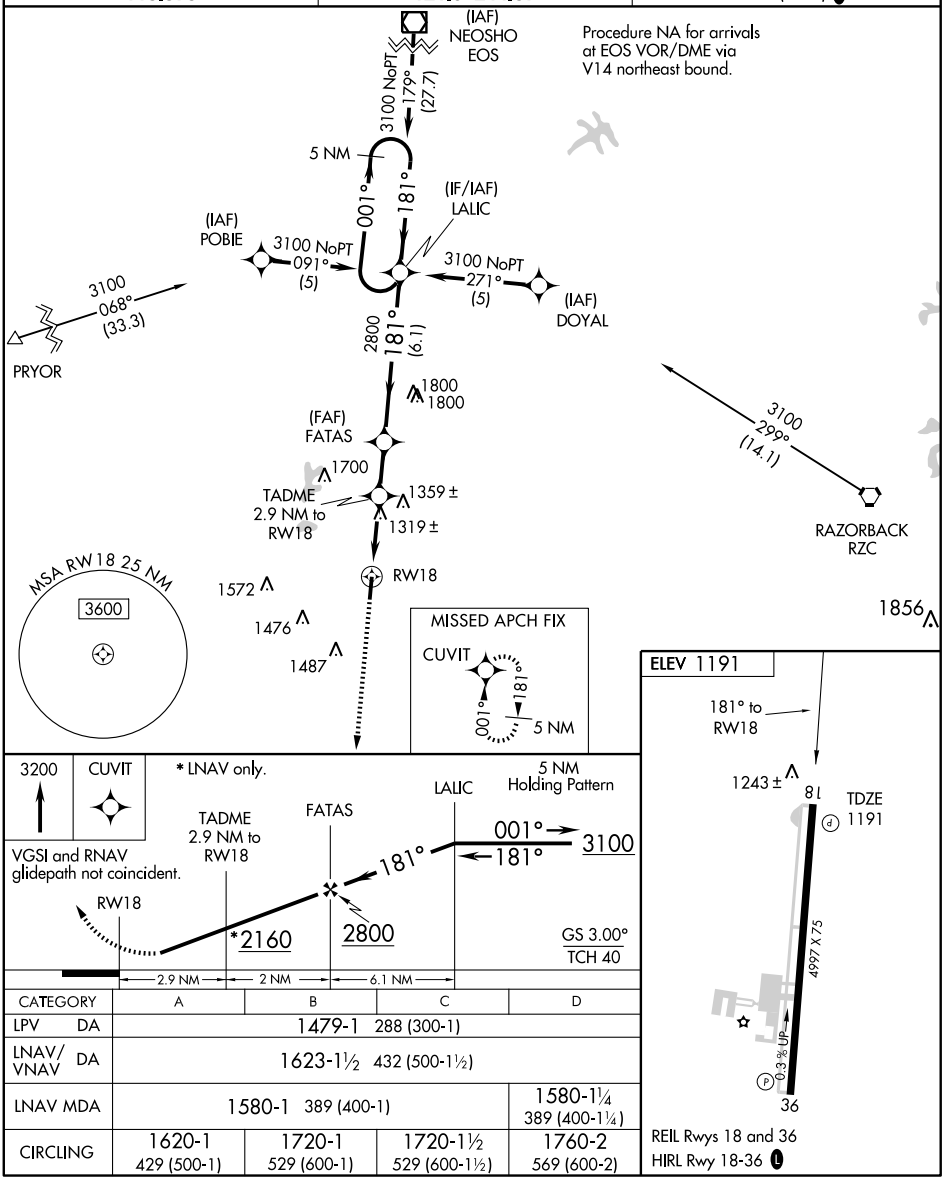
RNAV (GPS) RWY 18

SILOAM SPRINGS/SMITH FIELD (SLG)

BARO-VNAV NA when using Northwest Arkansas Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting, and increase all DA/MDA 40 feet, and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, and LNAV visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 3200 direct CUVIT and hold.

AWOS-3	RAZORBACK APP CON *	UNICOM
118.375	121.0 244.57	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1479-1 288 (300-1)			
LNAV/VNAV DA	1623-1½ 432 (500-1½)			
LNAV MDA	1580-1 389 (400-1)			1580-1¼ 389 (400-1¼)
CIRCLING	1620-1 429 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)

REIL Rwys 18 and 36
HIRL Rwy 18-36 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4997
CH 63105	001°	TDZE	1181
W36A		Apt Elev	1191

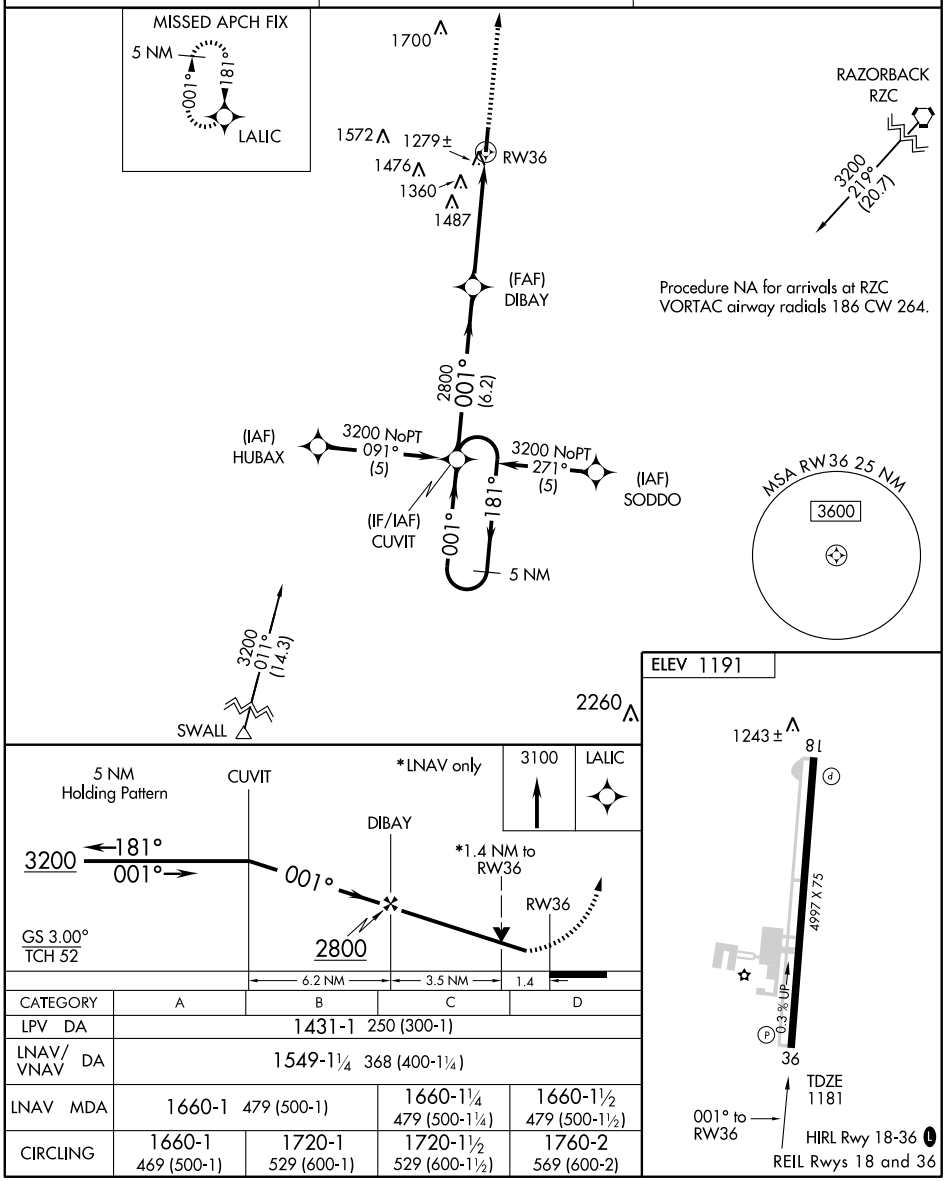
RNAV (GPS) RWY 36

SILOAM SPRINGS/SMITH FIELD (SLG)

If local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. BARO-VNAV and VDP NA when using Northwest Arkansas Rgnl altimeter setting.

MISSED APPROACH: Climb to 3100 direct LALIC and hold.

AWOS-3	RAZORBACK APP CON *	UNICOM
118.375	121.0 244.57	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1431-1 250 (300-1)			
LNAV/VNAV DA	1549-1¼ 368 (400-1¼)			
LNAV MDA	1660-1 479 (500-1)		1660-1¼ 479 (500-1¼)	1660-1½ 479 (500-1½)
CIRCLING	1660-1 469 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RZC 116.4 Chan 111	APP CRS 255°	Rwy Idg N/A TDZE N/A Apt Elev 1191

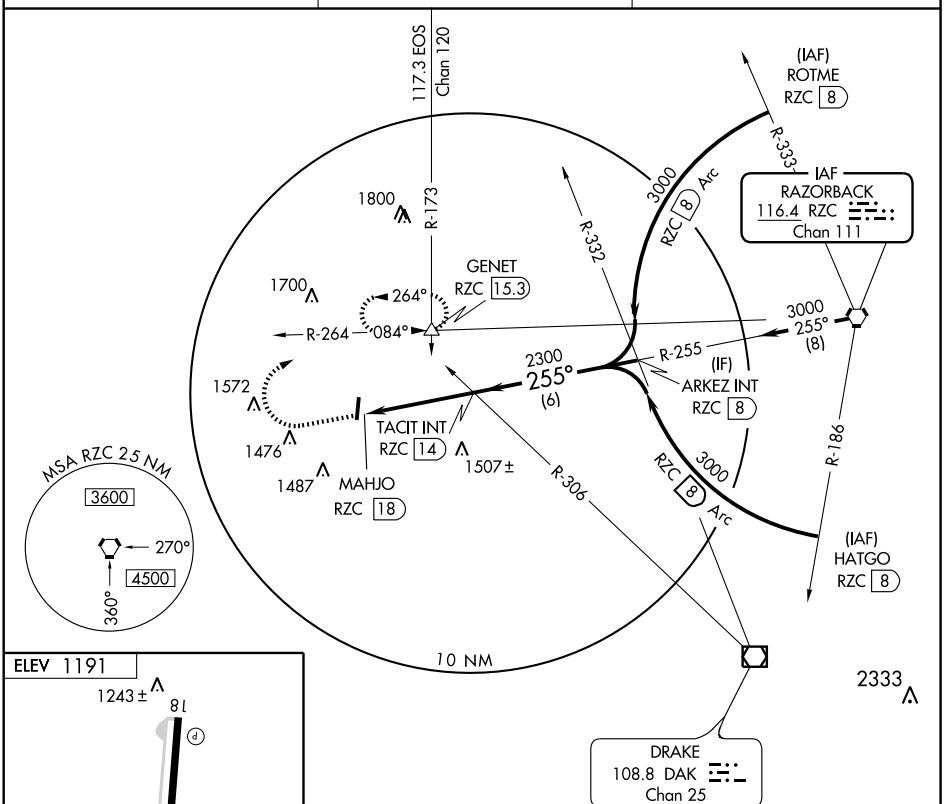
VOR-A

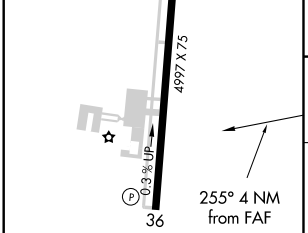
SILOAM SPRINGS/SMITH FIELD (SLG)

If local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting and increase all MDAs 40 feet.

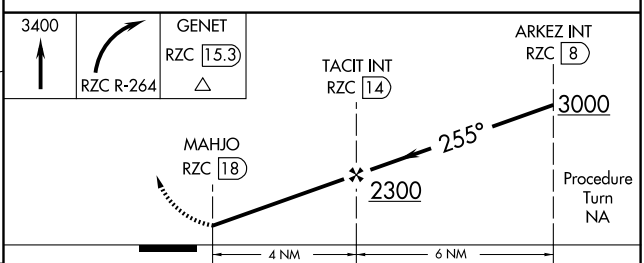
MISSED APPROACH: Climb to 3400 then right turn via RZC R-264 to GENET INT/RZC 15.3 DME and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.375	121.0 244.57	122.8 (CTAF) L





REIL Rwys 18 and 36
HIRL Rwy 18-36 L



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

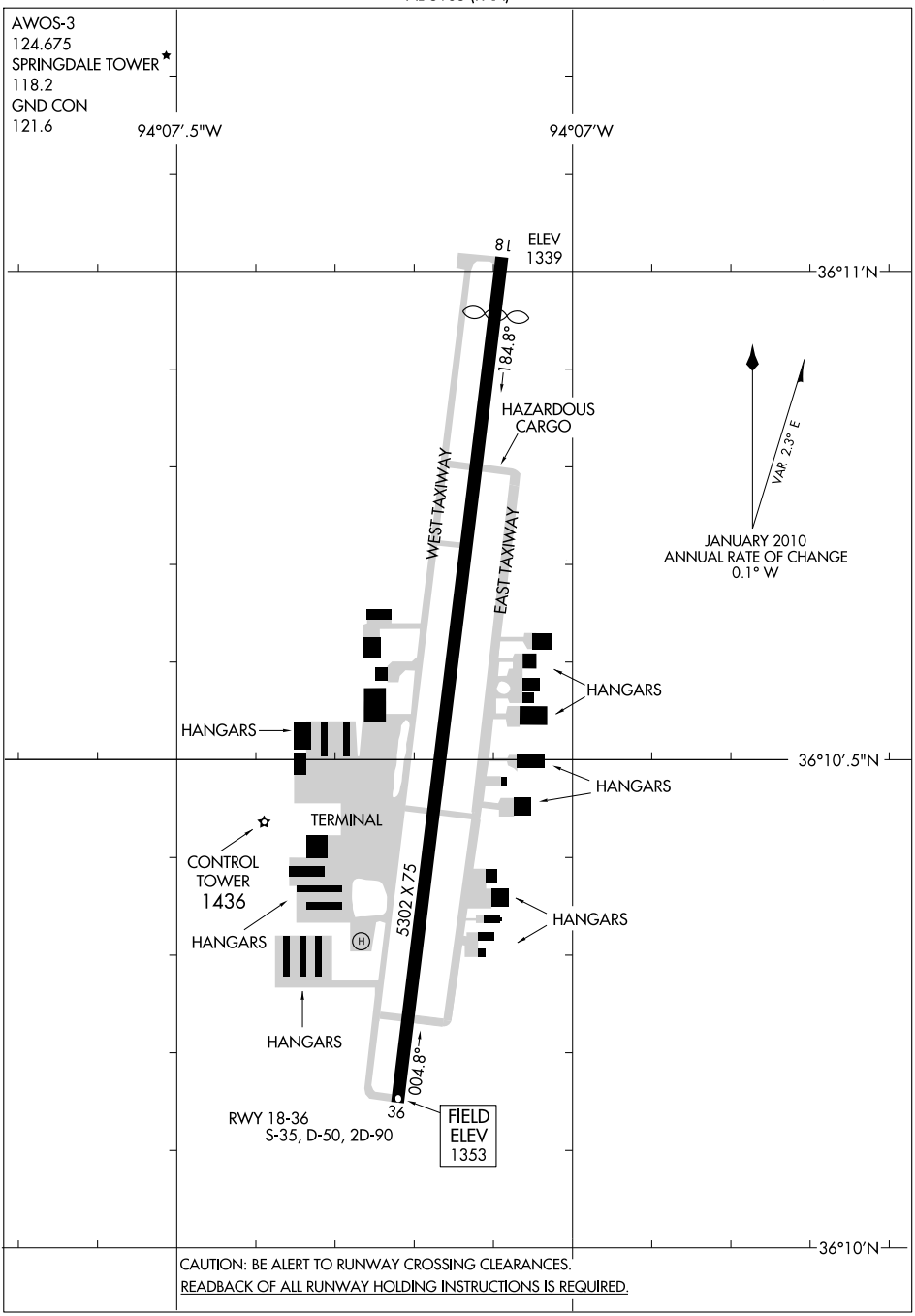
CATEGORY	A	B	C	D
CIRCLING	1640-1 449 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SPRINGDALE, ARKANSAS
SPRINGDALE MUNI (ASG)

10210

ILS or LOC RWY 18

SPRINGDALE MUNI (ASG)

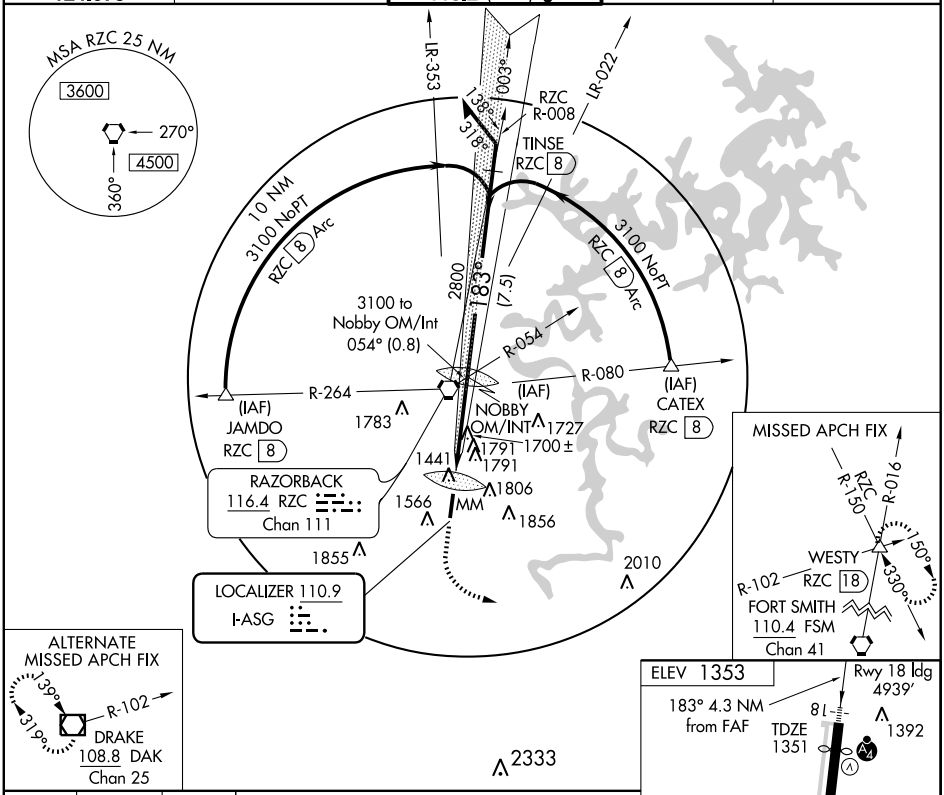
LOC I-ASG	APP CRS	Rwy Idg	4939
110.9	183°	TDZE	1351
		Apt Elev	1353

V A NA — If local altimeter setting not received, use Northwest Arkansas Muni altimeter setting, and increase all DAs/MDAs 40 feet. Inoperative table does not apply to S-ILS 18, and S-LOC 18 Cat. C. Circling NA east of runway 18-36.

MALSF

MISSED APPROACH: Climb to 2300 then climbing left turn to 4000 via heading 120° and RZC R-150 to Westy Int/RZC 18 DME and hold.

AWOS-3	RAZORBACK APP CON ★	SPRINGDALE TOWER ★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
S-ILS 18	1551-¾ 200 (200-¾)			
S-LOC 18	1960-¾ 609 (700-¾)		1960-1¾ 609 (700-1¾)	1960-2 609 (700-2)
CIRCLING	1960-1 607 (700-1)		1960-1¾ 607 (700-1¾)	1960-2 607 (700-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4939
Ch 70312	183°	TDZE 1351
W18A		Apt Elev 1353

RNAV (GPS) RWY 18

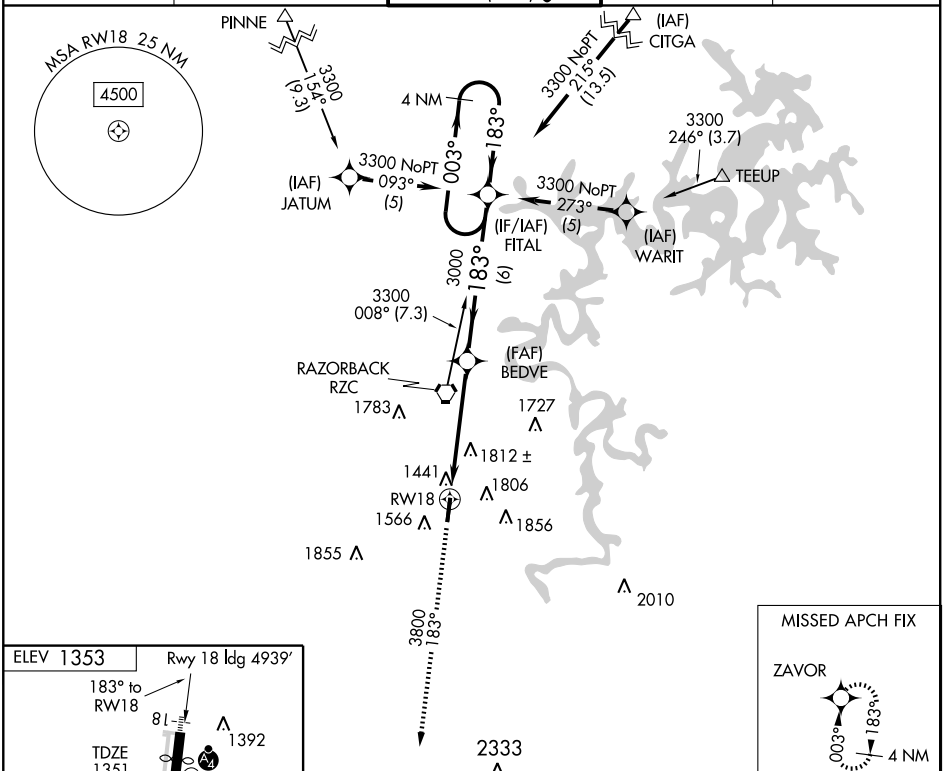
SPRINGDALE MUNI (ASG)

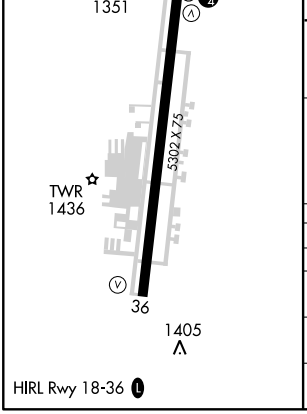
DME/DME RNP-0.3 NA. Circling NA east of rwy 18-36. If local altimeter setting not received, use Fayetteville/Drake Field altimeter setting: increase DA to 1681 feet; increase all MDAs 40 feet. VDP NA when using Fayetteville/Drake Field altimeter setting. Inoperative table does not apply to LPV.

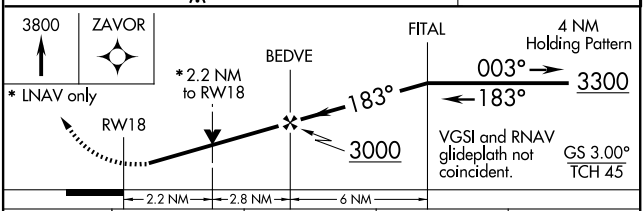
MALSF

MISSED APPROACH: Climb to 3800 direct ZAVOR and hold.

AWOS-3	RAZORBACK APP CON ★	SPRINGDALE TOWER ★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1642-1 291 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	2080-1 729 (800-1)		2080-2 729 (800-2)	2080-2¼ 729 (800-2¼)
CIRCLING	2080-1 727 (800-1)		2080-2 727 (800-2)	2080-2¼ 727 (800-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AL-5165 (FAA)

WAAS	APP CRS	Rwy Idg	5302
Ch 77512	003°	TDZE	1353
W36A		Apt Elev	1353

RNAV (GPS) RWY 36

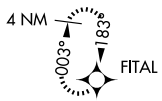
SPRINGDALE MUNI (ASG)

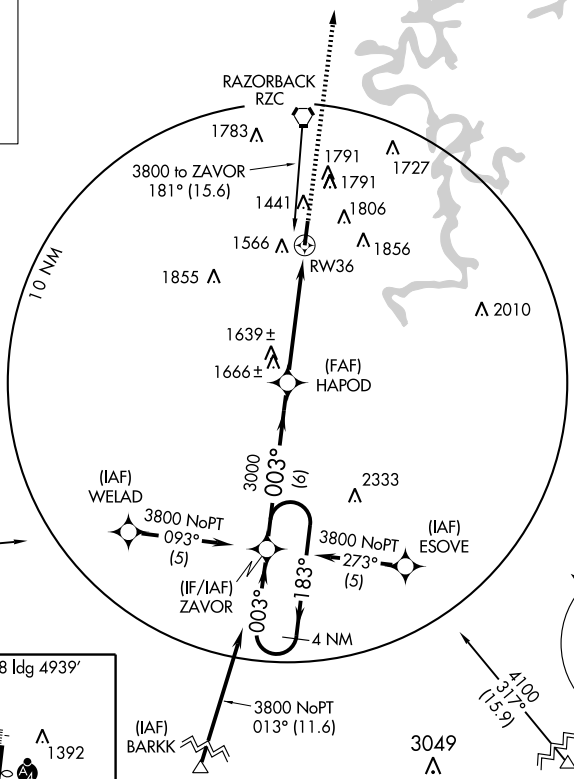
DME/DME RNP-0.3 NA. Circling NA east of rwy 18-36. If local altimeter setting not received, use Fayetteville/Drake Field altimeter setting: increase DA to 1642 feet; increase all MDAs 40 feet.

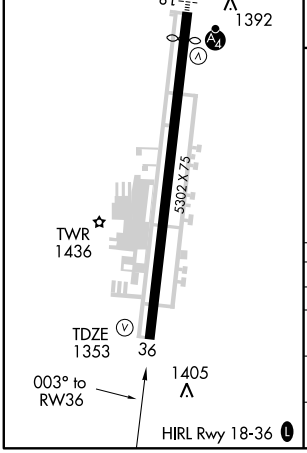
MISSED APPROACH: Climb to 3300 direct FITAL and hold.

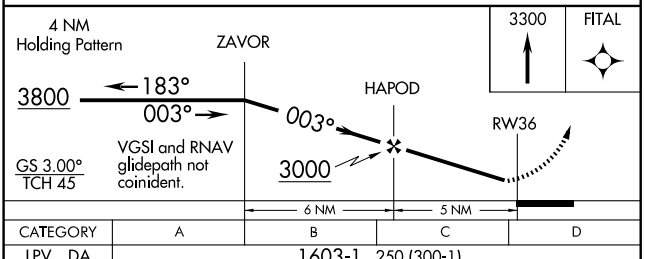
AWOS-3	RAZORBACK APP CON ★	SPRINGDALE TOWER ★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF)	121.6	122.95

MISSED APCH FIX









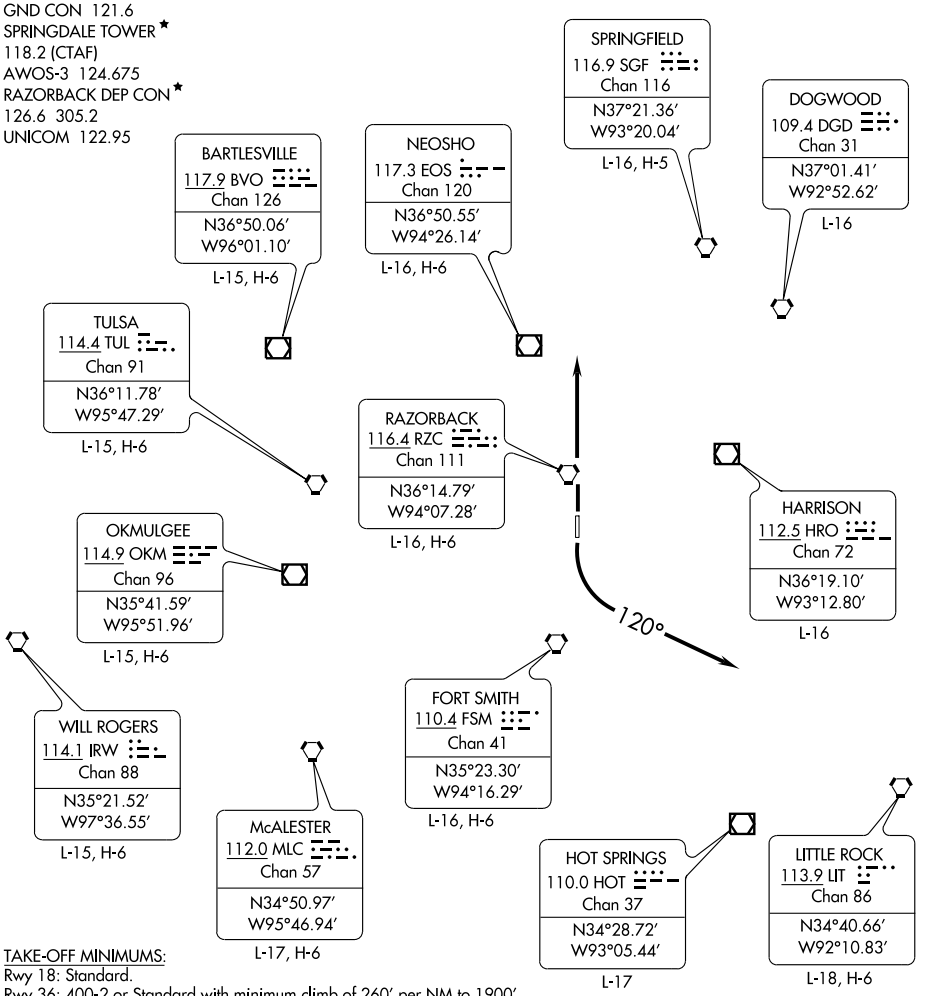
CATEGORY	A	B	C	D
LPV DA	1603-1 250 (300-1)			
LNAV/ VNAV DA	NA			
LNAV MDA	1960-1 607 (700-1)		1960-1¾ 607 (700-1¾)	1960-2 607 (700-2)
CIRCLING	1960-1 607 (700-1)		1960-1¾ 607 (700-1¾)	1960-2 607 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

SPRING TWO DEPARTURE SL-5165 (FAA)

SC-1, 21 OCT 2010 to 18 NOV 2010

GND CON 121.6
SPRINGDALE TOWER ★
118.2 (CTAF)
AWOS-3 124.675
RAZORBACK DEP CON ★
126.6 305.2
UNICOM 122.95



TAKE-OFF MINIMUMS:
Rwy 18: Standard.
Rwy 36: 400-2 or Standard with minimum climb of 260′ per NM to 1900′.
NOTE: RADAR Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18: Climb runway heading to 1900 feet, then turn left heading 120°, thence...

TAKE-OFF RUNWAY 36: Fly runway heading, thence....

....Expect radar vectors to filed/assigned route. Climb and maintain 4000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

VORTAC RZC	APP CRS	Rwy Idg	5302
116.4	356°	TDZE	1353
Chan 111		Apt Elev	1353

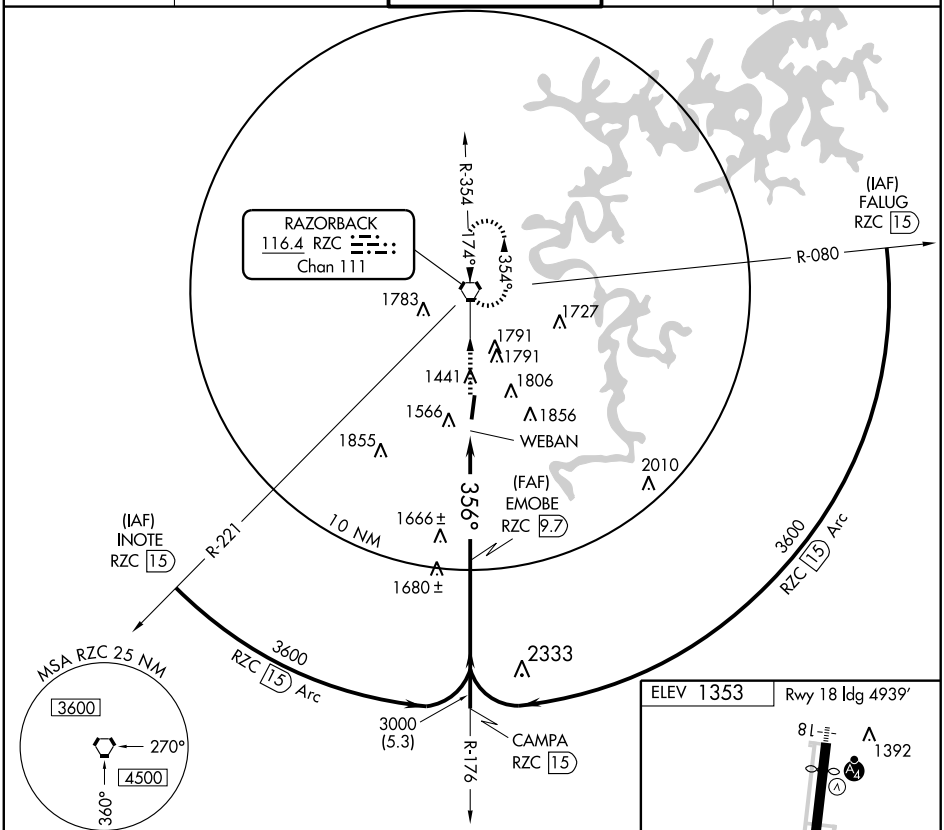
VOR/DME RWY 36

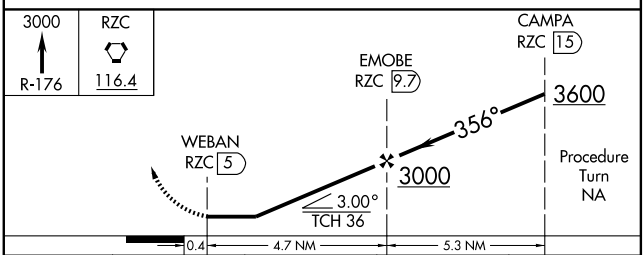
SPRINGDALE MUNI (ASG)

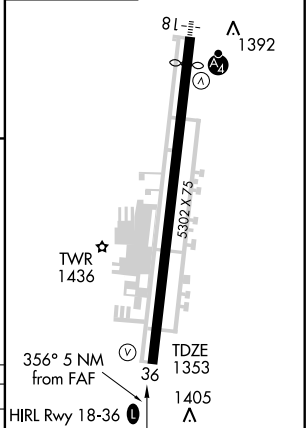
Circling NA east of Rwy 18-36.

MISSED APPROACH: Climb to 3000 via R-176 to RZC VORTAC and hold.

AWOS-3	RAZORBACK APP CON★	SPRINGDALE TOWER★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF)	121.6	122.95







CATEGORY	A	B	C	D
S-36	1980-1	627 (700-1)	1980-1¾ 627 (700-1¾)	1980-2 627 (700-2)
CIRCLING	1980-1	627 (700-1)	1980-1¾ 627 (700-1¾)	1980-2 627 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RZC 116.4 Chan 111	APP CRS 174°	Rwy Idg 4939 TDZE 1351 Apt Elev 1353

VOR RWY 18

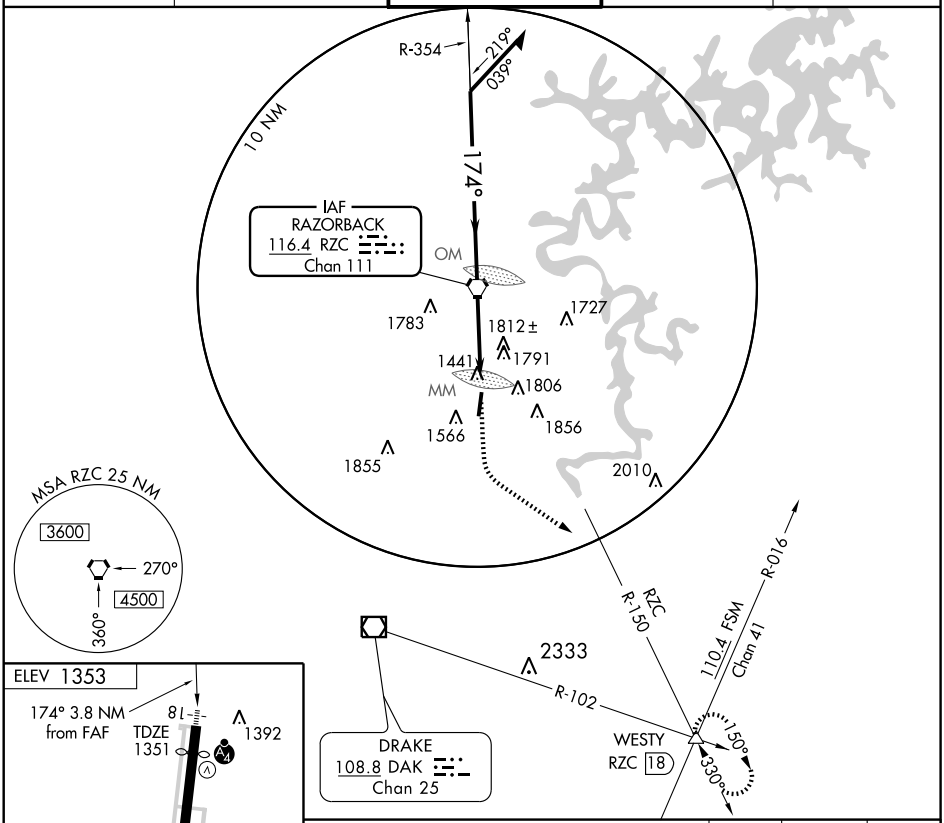
SPRINGDALE MUNI (ASG)

T NA — Circling NA east of Rwy 18-36. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climb to 2300 then climbing left turn to 4000 via heading 120° and RZC-150 to WESTY INT and hold.

AWOS-3	RAZORBACK APP CON ★	SPRINGDALE TOWER ★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.95



FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
S-18	2080-1	729 (800-1)	2080-2 729 (800-2)	2080-2¼ 729 (800-2¼)
CIRCLING	2080-1	727 (800-1)	2080-2 727 (800-2)	2080-2¼ 727 (800-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TTL	APP CRS	Rwy Idg	6016
110.55	360°	TDZE	224
Chan 42(Y)		Apt Elev	224

ILS or LOC RWY 36
STUTTGART MUNI (SGT)

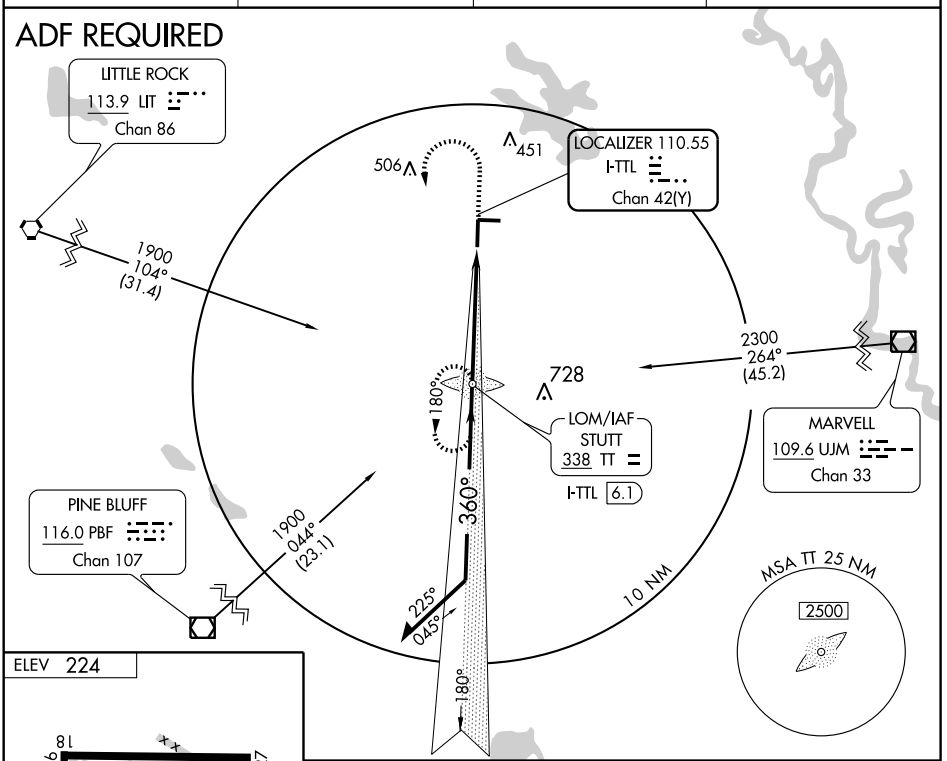
▼ NA If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting.

MALSF

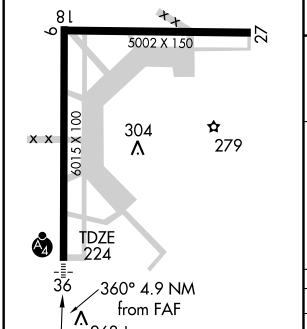
MISSED APPROACH: Climb to 800, thenclimbing left turn to 1900 direct STUTT LOM and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF)

ADF REQUIRED

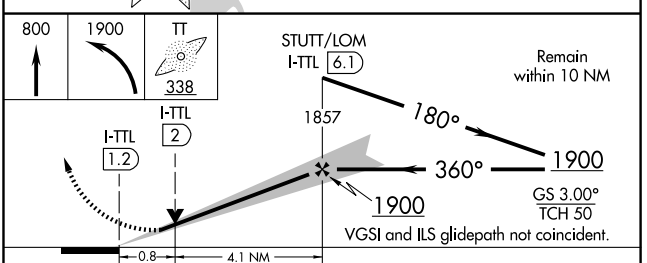


ELEV 224



MIRL Rwys 18-36 and 9-27
REIL Rwy 18

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 36	424-¾ 200 (200-¾)			
S-LOC 36	520-¾ 296 (300-¾)			520-1 296 (300-1)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB SGT	APP CRS	Rwy Idg	6016
269	168°	TDZE	224
		Apt Elev	224

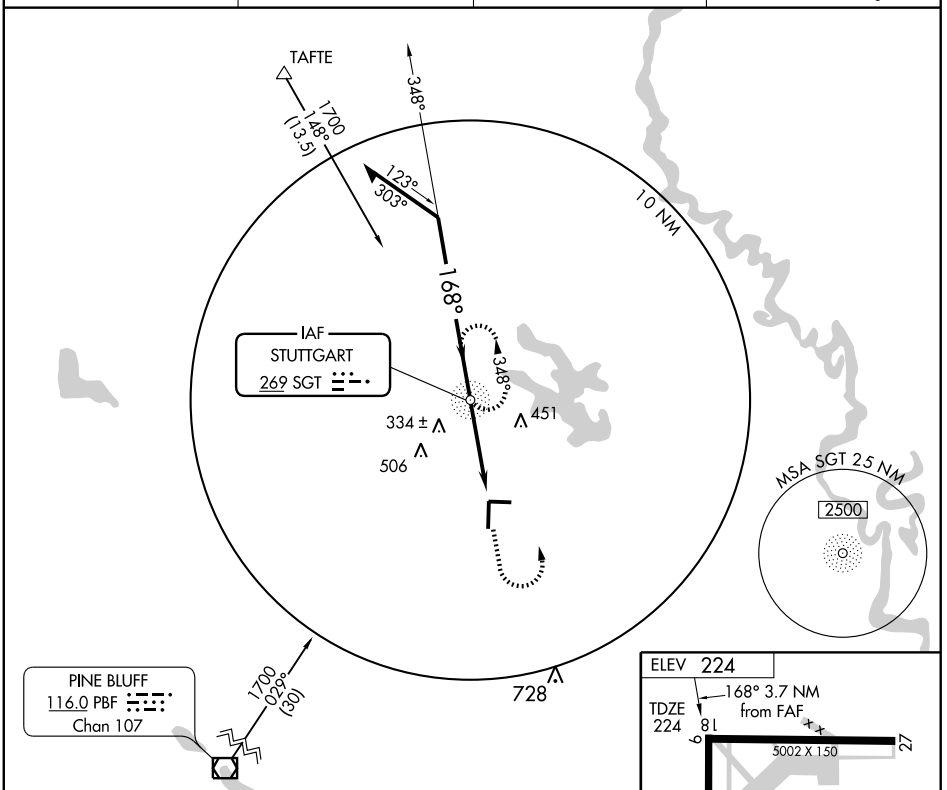
NDB RWY 18
STUTTGART MUNI (SGT)

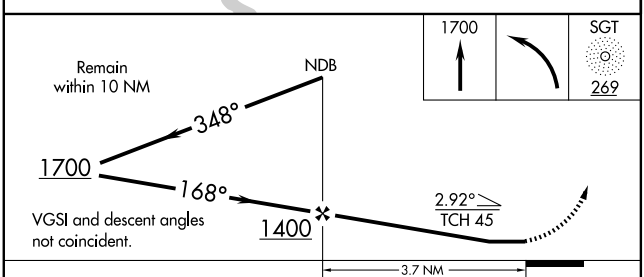
When local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDA 100 feet and S-18 visibility Cat C/D ¼ mile.

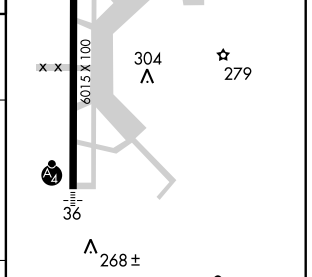
NA

MISSED APPROACH: Climb to 1700 then left turn direct SGT NDB and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	660-1 436 (500-1)		660-1¼ 436 (500-1¼)	660-1½ 436 (500-1½)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
090°	TDZE	219
	Apt Elev	224

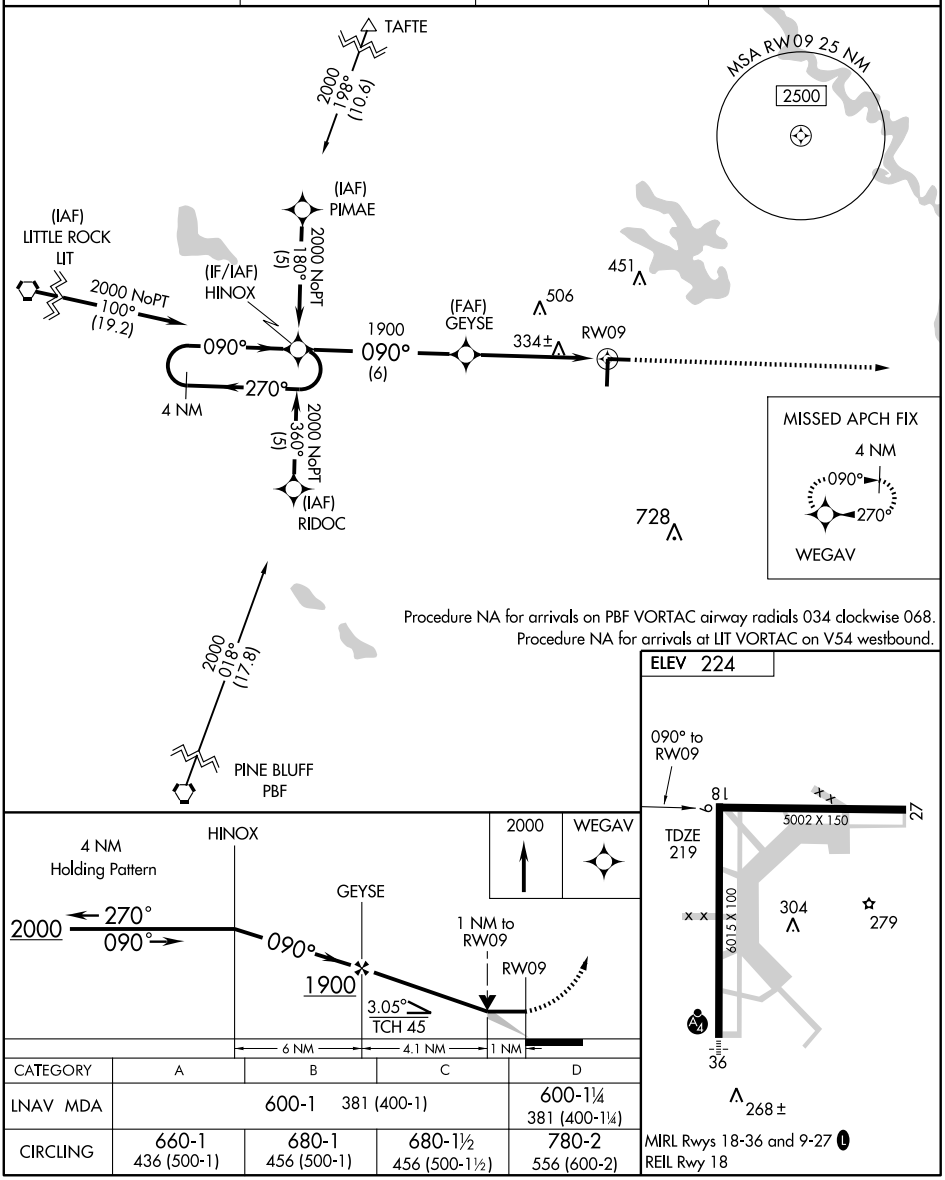
RNAV (GPS) RWY 9

STUTTGART MUNI (SGT)

If local altimeter setting not received, use Little Rock/Adams Field altimeter setting: increase all MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct WEGAV and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 381 (400-1)			600-1¼ 381 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

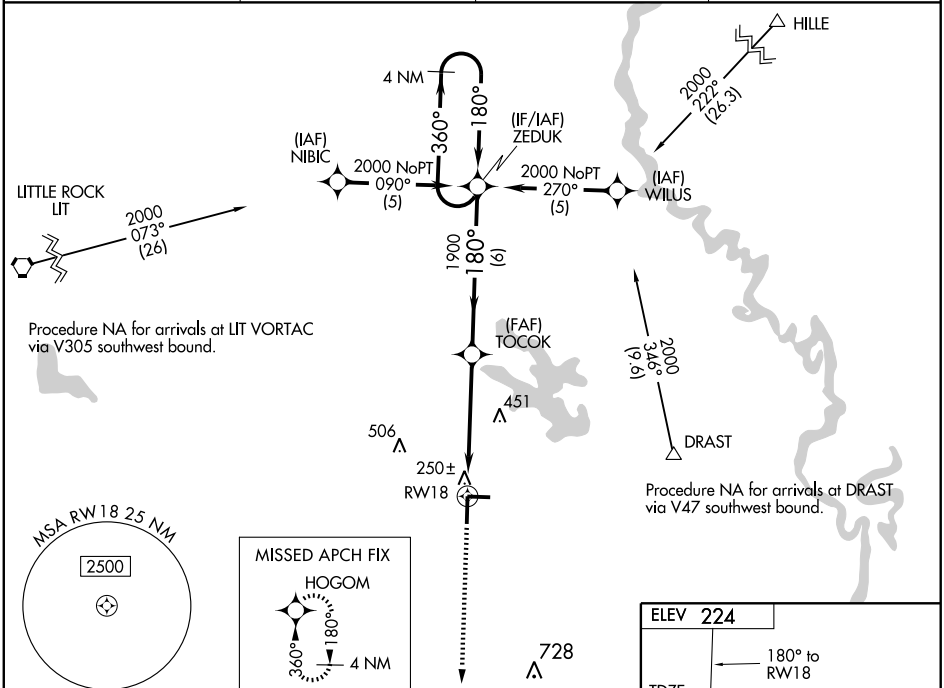
WAAS CH 58303 W18A	APP CRS 180°	Rwy Idg 6015 TDZE 224 Apt Elev 224

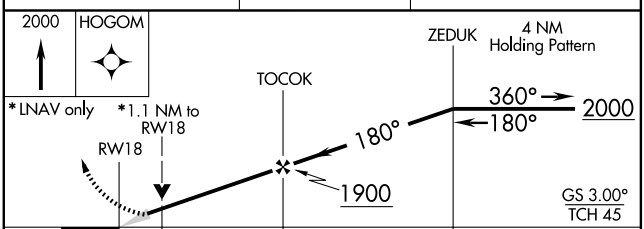
RNAV (GPS) RWY 18
STUTTGART MUNI (SGT)

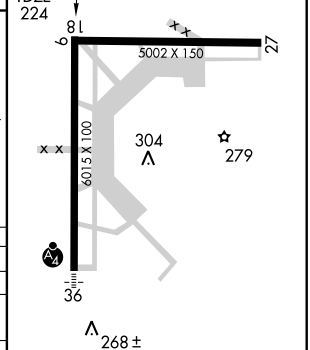
If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DAs 82 feet and all MDAs 100 feet. BARO-VNAV NA when using Little Rock/Adams Field altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Little Rock/Adams Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 2000 direct HOGOM and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	474-1 250 (300-1)			
LNAV/VNAV DA	520-¾ 296 (300-¾)			520-1 296 (300-1)
LNAV MDA	620-¾ 396 (400-¾)			620-1¼ 396 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
270°	TDZE	219
	Apt Elev	224

AL-408 (FAA)

RNAV (GPS) RWY 27

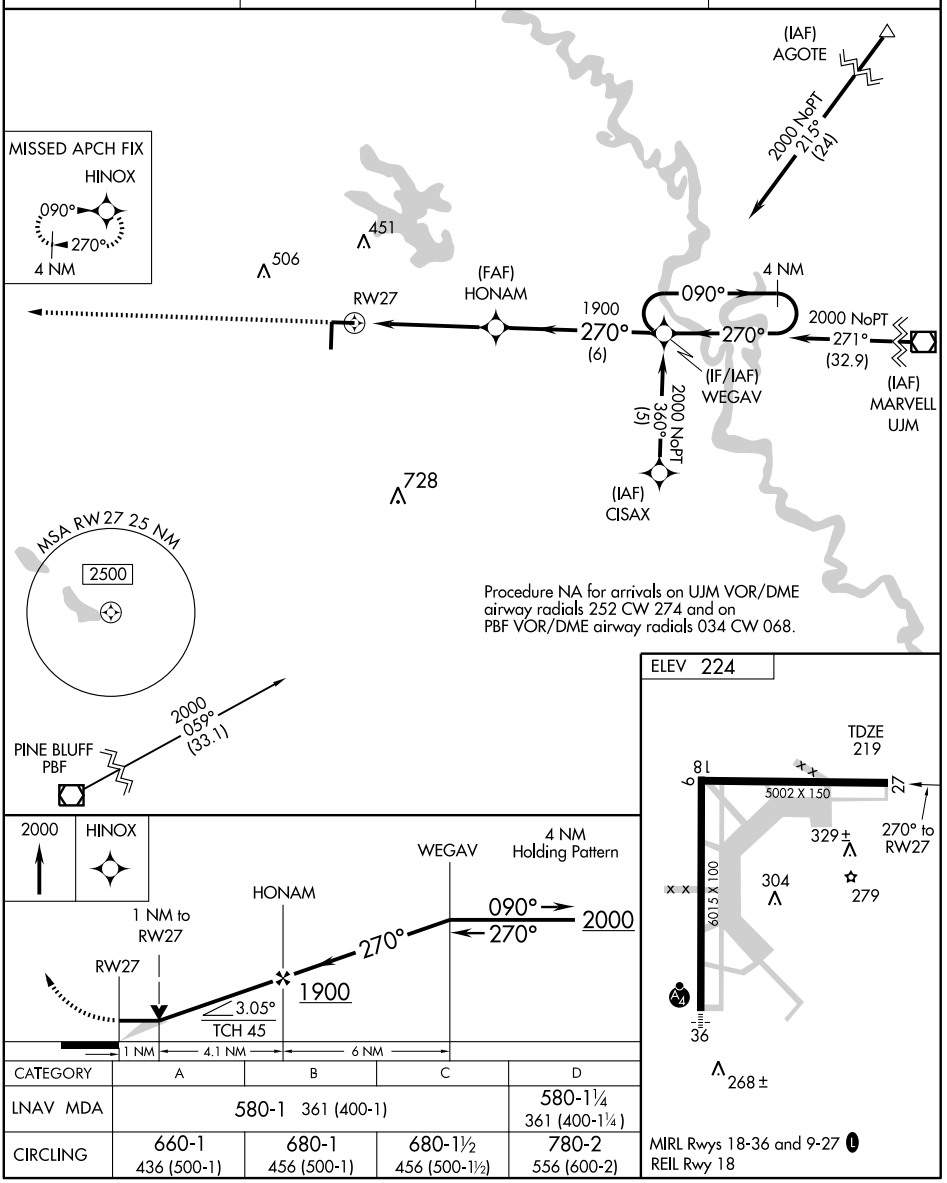
STUTTGART MUNI (SGT)

If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDAs 100 feet. VDP NA when using Little Rock/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HINOX and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L

SC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	580-1 361 (400-1)			580-1¼ 361 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

34°36'N-91°34'W

WAAS	APP CRS	Rwy Idg	6015
CH 97311	360°	TDZE	224
W36A		Apt Elev	224

RNAV (GPS) RWY 36

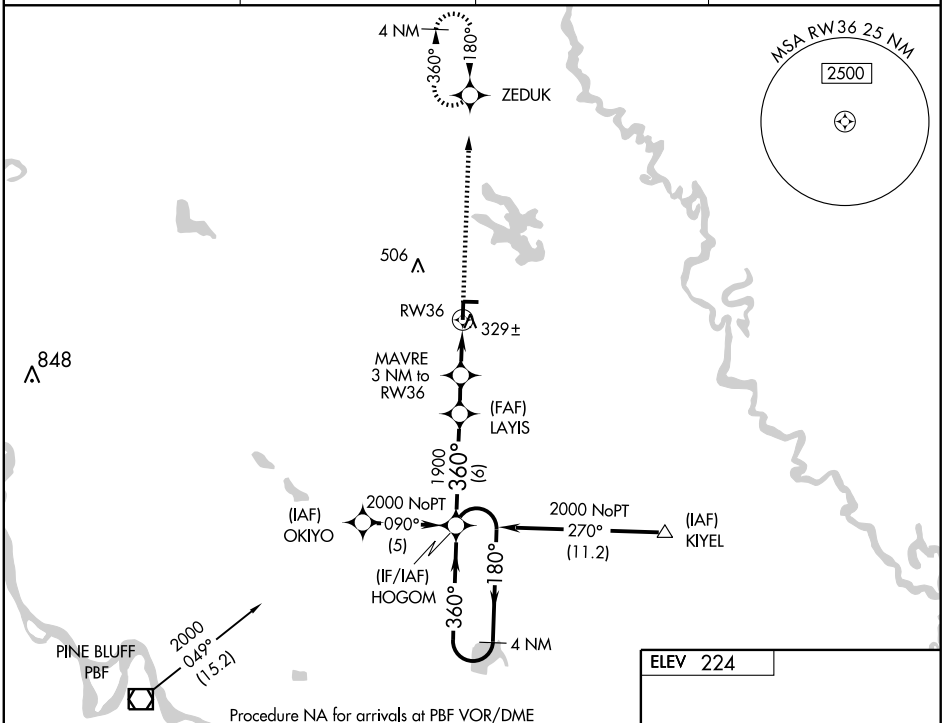
STUTTGART MUNI (SGT)

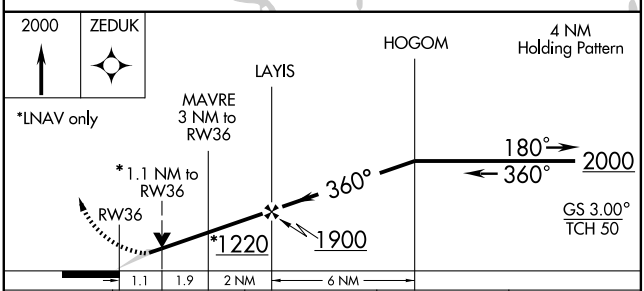
If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase DAs 82 feet and all MDAs 100 feet. VDP NA when using Little Rock/Adams Field altimeter setting. DME/DME RNP-0.3 NA.

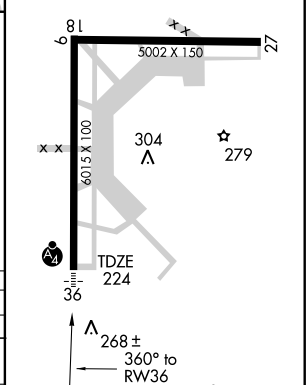
MALSF

MISSED APPROACH: Climb to 2000 direct ZEDUK and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	474-¾ 250 (300-¾)			
LNAV MDA	620-¾ 396 (400-¾)			620-1¼ 396 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

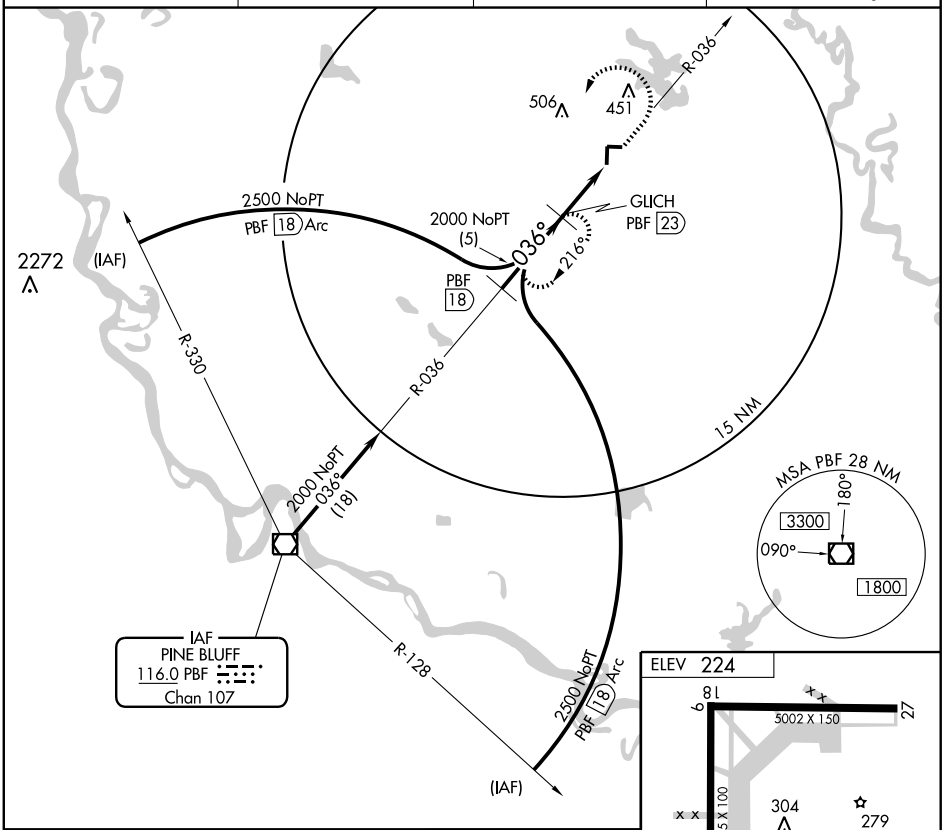
VOR/DME PBF 116.0 Chan 107	APP CRS 036°	Rwy Idg N/A TDZE N/A Apt Elev 224

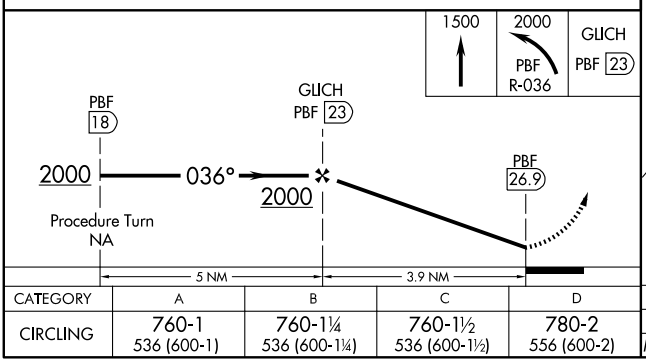
VOR/DME-A
STUTTGART MUNI (SGT)

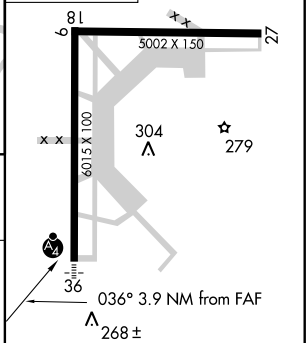
When local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDA 100 feet and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 via PBF R-036 to GLICH 23 DME and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L







MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

CATEGORY	A	B	C	D
CIRCLING	760-1 536 (600-1)	760-1¼ 536 (600-1¼)	760-1½ 536 (600-1½)	780-2 556 (600-2)

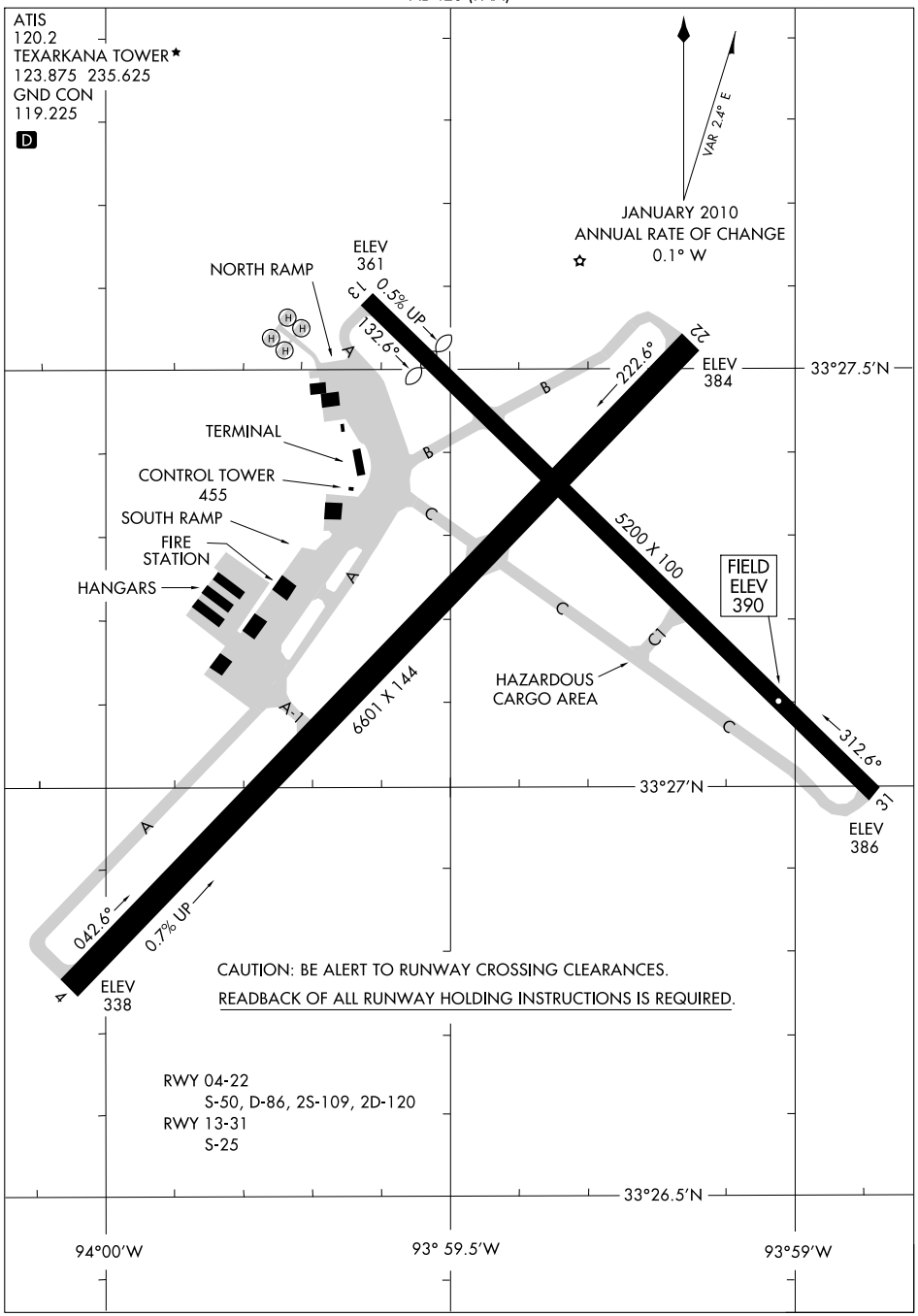
Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TEXARKANA RGNL-WEBB FIELD (TXK)
TEXARKANA, ARKANSAS

AL-420 (FAA)



SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TEXARKANA, ARKANSAS
TEXARKANA RGNL-WEBB FIELD (TXK)

LOC/DME I-TXK	APP CRS	Rwy Idg	6601
111.9	220°	TDZE	384
Chan 56		Apt Elev	390

ILS or LOC RWY 22

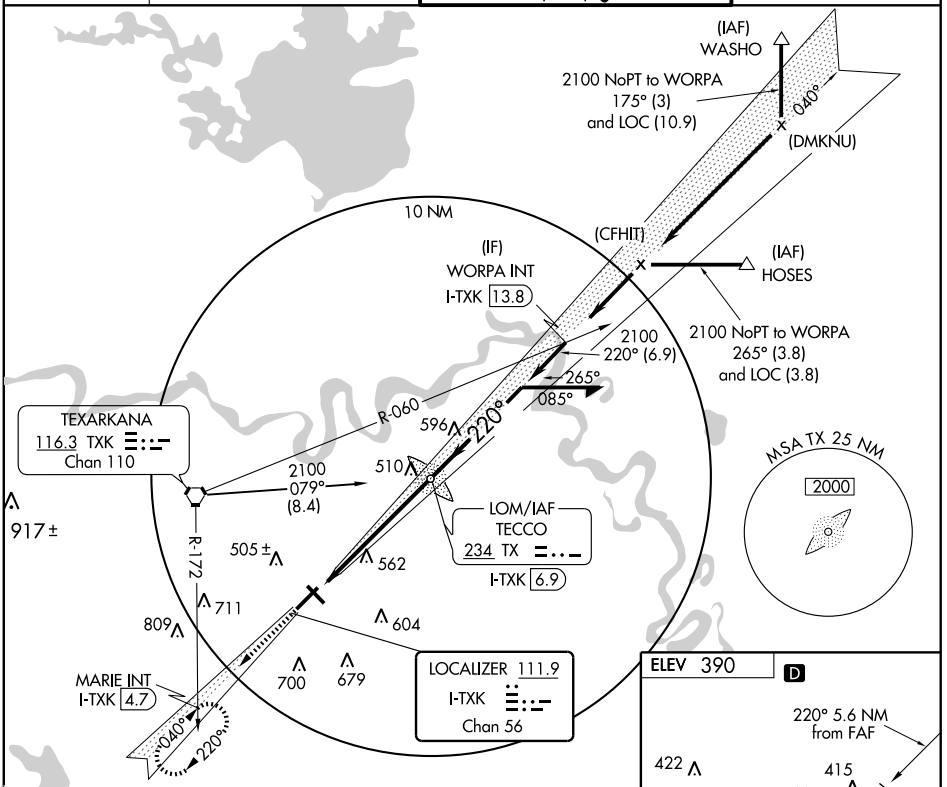
TEXARKANA RGNL-WEBB FIELD (TXK)

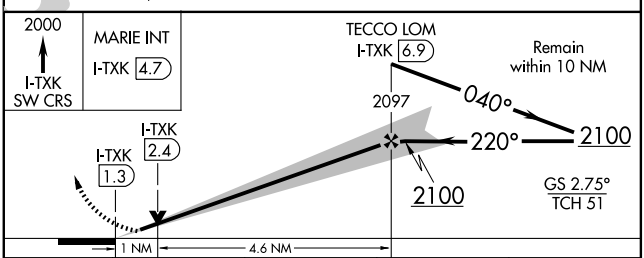
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet. Increase S-LOC 22 Cats C/D and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting, increase S-ILS 22 all Cats visibility to 1. VDP NA when using J Lynn Helms Sevier County altimeter setting.

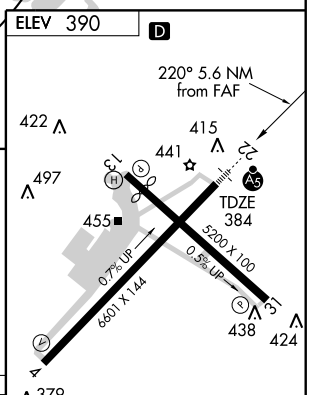
MALSR

MISSED APPROACH: Climb to 2000 via I-TXK southwest course to MARIE Int/I-TXK 4.7 DME and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225







CATEGORY	A	B	C	D
S-ILS 22	584-½ 200 (200-½)			
S-LOC 22	760-½ 376 (400-½)			760-¾ 376 (400-¾)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TXK	APP CRS	Rwy Idg	6601
111.9	040°	TDZE	360
Chan 56		Apt Elev	390

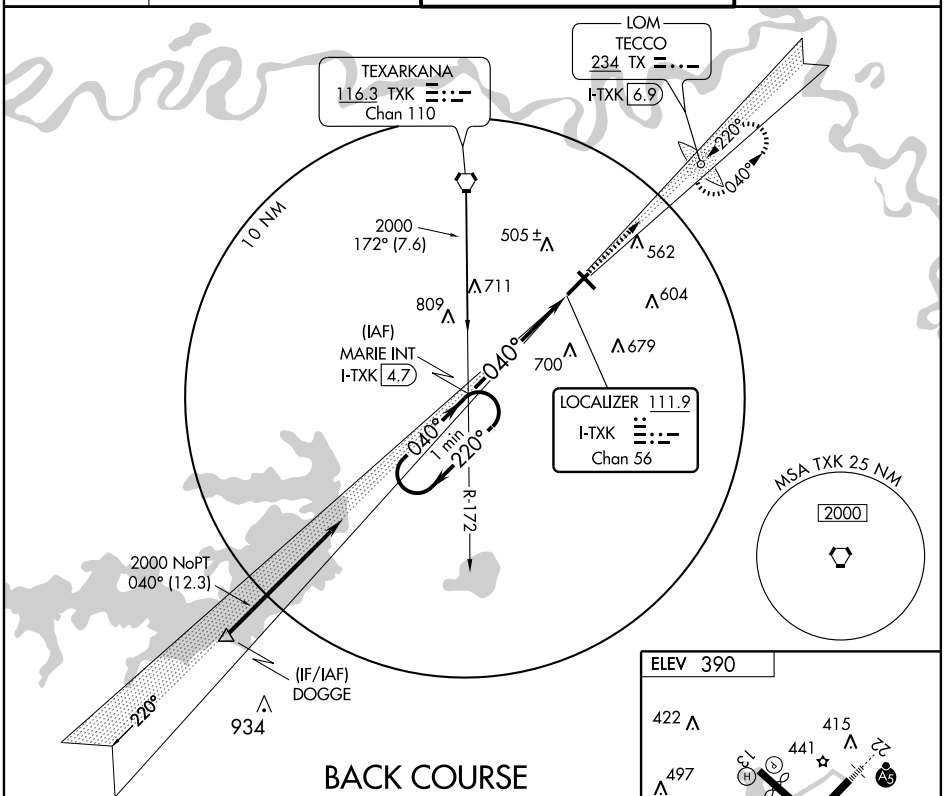
LOC BC RWY 4

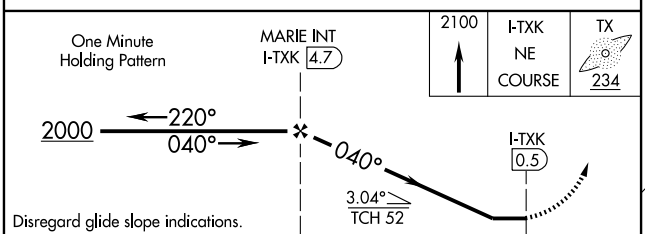
TEXARKANA RGNL-WEBB FIELD (TXK)

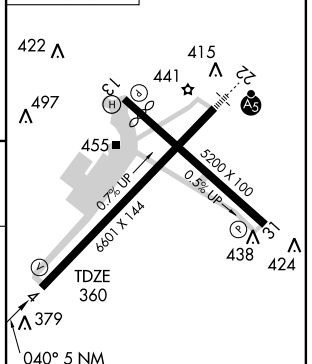
Visibility reduction by helicopters NA. ADF or DME required. When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, and increase S-4 Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 via I-TXK northeast course to TECCO LOM/I-TXK 6.9 DME and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225







MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	880-1	520 (500-1)	880-1½ 520 (500-1½)	880-1¾ 520 (500-1¾)
CIRCLING	880-1	490 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6601
Ch 93899	040°	TDZE	360
W04A		Apt Elev	390

RNAV (GPS) RWY 4

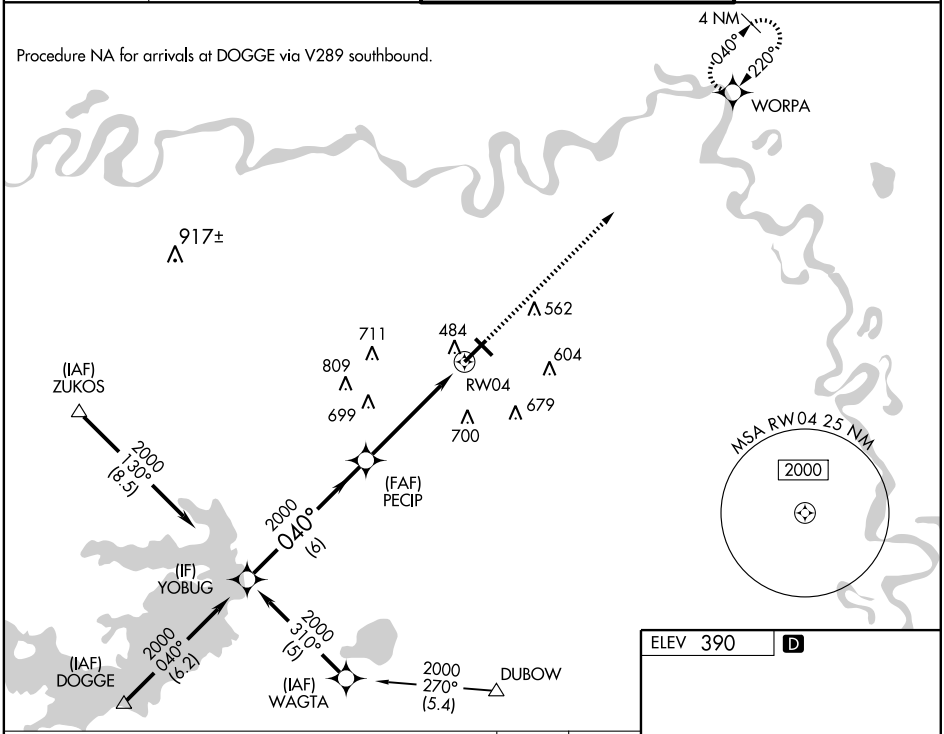
TEXARKANA RGNL-WEBB FIELD (TXK)

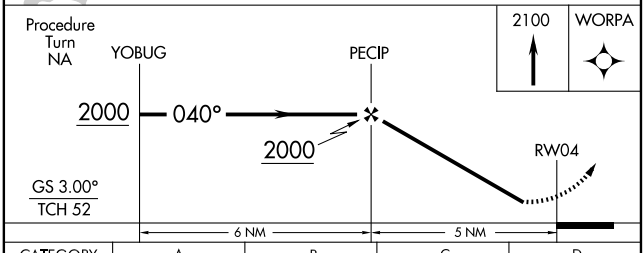
▼ ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting.

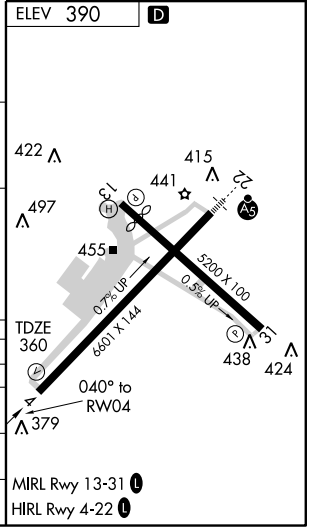
MISSED APPROACH: Climb to 2100 direct WORPA and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) Ⓛ 235.625	119.225

Procedure NA for arrivals at DOGGE via V289 southbound.







CATEGORY	A	B	C	D
LPV DA	613-1 253 (300-1)			
LNAV/VNAV DA	866-1¾ 506 (500-1¾)			
LNAV MDA	900-1 540 (600-1)		900-1½ 540 (600-1½)	900-1¾ 540 (600-1¾)
CIRCLING	900-1¾ 510 (600-1)			1000-2 610 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4559
Ch 87099	130°	TDZE 387
W13A		Apt Elev 390

RNAV (GPS) RWY 13

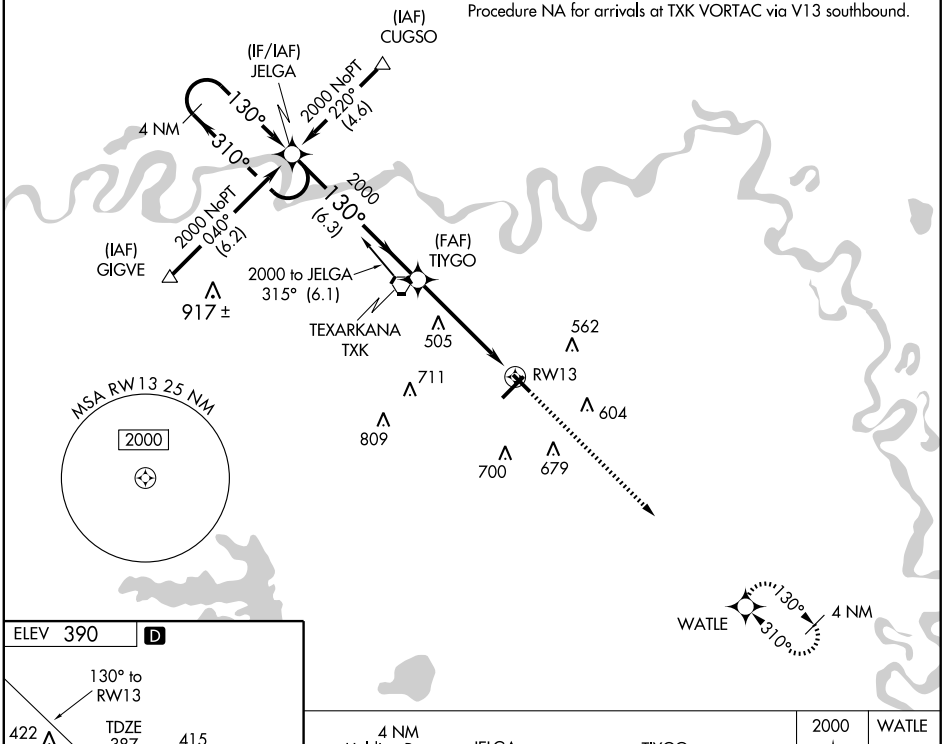
TEXARKANA RGNL-WEBB FIELD (TXK)

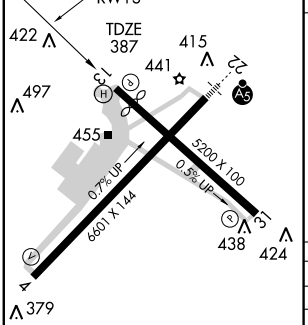
▼ ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopter NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting.

MISSED APPROACH: Climb to 2000 direct WATLE and hold.

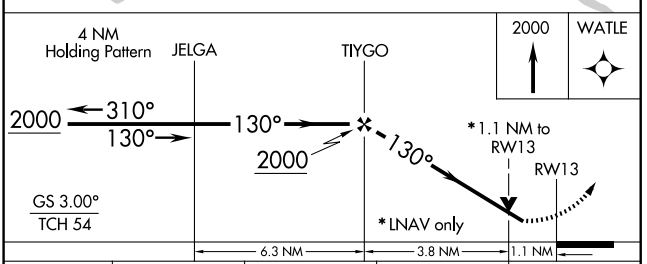
ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) Ⓛ 235.625	119.225

Procedure NA for arrivals at TXK VORTAC via V13 southbound.





MIRL Rwy 13-31 Ⓛ
HIRL Rwy 4-22 Ⓛ



CATEGORY	A	B	C	D
LPV DA	647-1 260 (300-1)			
LNAV/VNAV DA	767-1½ 380 (400-1½)			
LNAV MDA	760-1 373 (400-1)			760-1¼ 373 (400-1¼)
CIRCLING	820-1½ 430 (500-1½)	860-1½ 470 (500-1½)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6601
Ch 53699	220°	TDZE	384
W22A		Apt Elev	390

RNAV (GPS) RWY 22

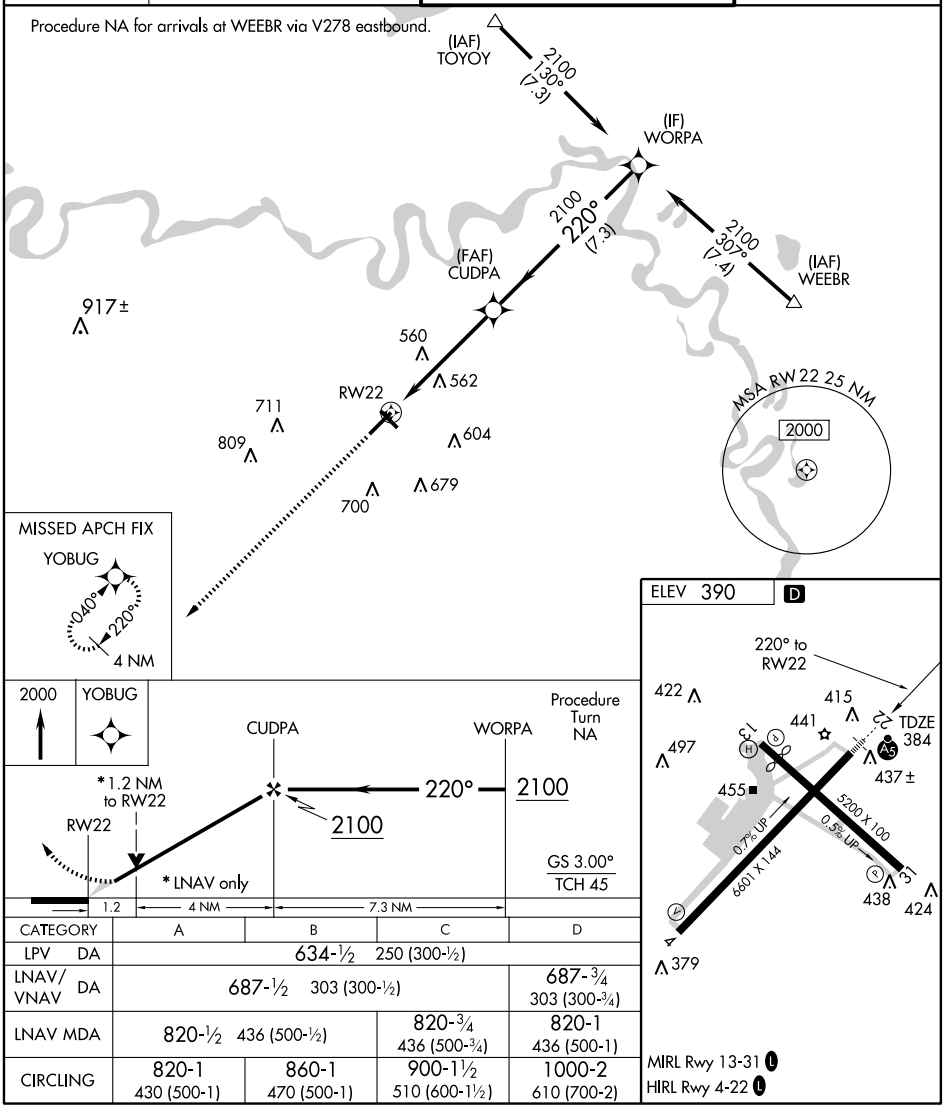
TEXARKANA RGNL-WEBB FIELD (TXK)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting increase LPV all Cats visibility to 1¼ .

MALSR

MISSED APPROACH: Climb to 2000 direct YOBUG and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225



CATEGORY	A	B	C	D
LPV DA	634-½ 250 (300-½)			
LNAV/VNAV DA	687-½ 303 (300-½)			687-¾ 303 (300-¾)
LNAV MDA	820-½ 436 (500-½)		820-¾ 436 (500-¾)	820-1 436 (500-1)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

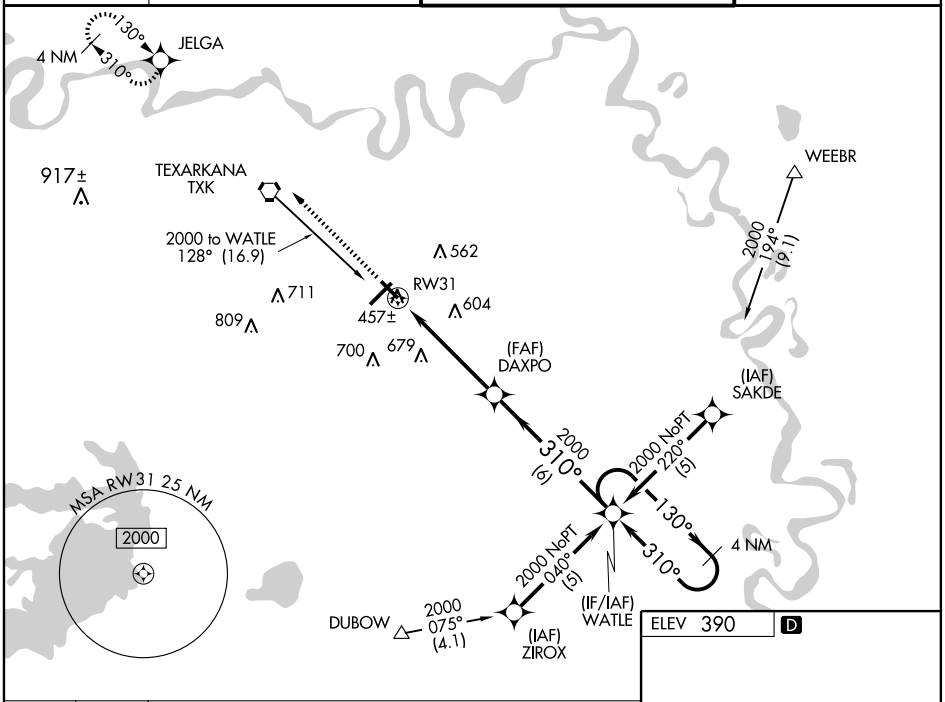
WAAS	APP CRS	Rwy Idg 4559
Ch 49199	310°	TDZE 390
W31A		Apt Elev 390

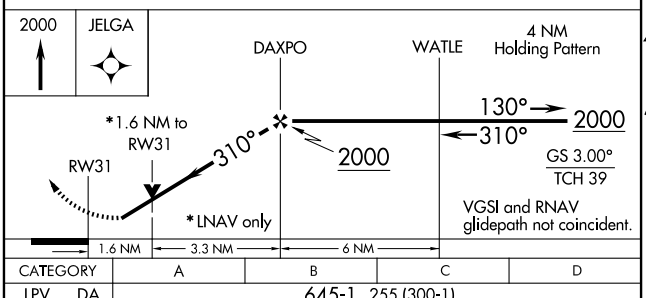
RNAV (GPS) RWY 31
TEXARKANA RGNL-WEBB FIELD (TXK)

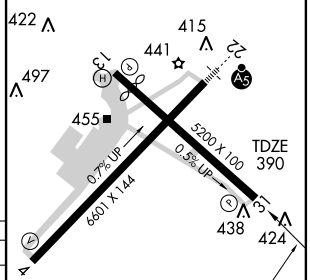
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile and circling Cat C and D visibility ¼ mile.
Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting.

MISSED APPROACH: Climb to 2000 direct JELGA and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225







CATEGORY	A	B	C	D
LPV DA	645-1 255 (300-1)			
LNAV/VNAV DA	707-1¼ 317 (400-1¼)			
LNAV MDA	920-1 530 (600-1)		920-1½ 530 (600-1½)	
CIRCLING	920-1¼ 530 (600-1¼)		920-1½ 530 (600-1½)	1000-2 610 (700-2)

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC TXK 116.3 Chan 110	APP CRS 122°	Rwy Idg 4559 TDZE 387 Apt Elev 390

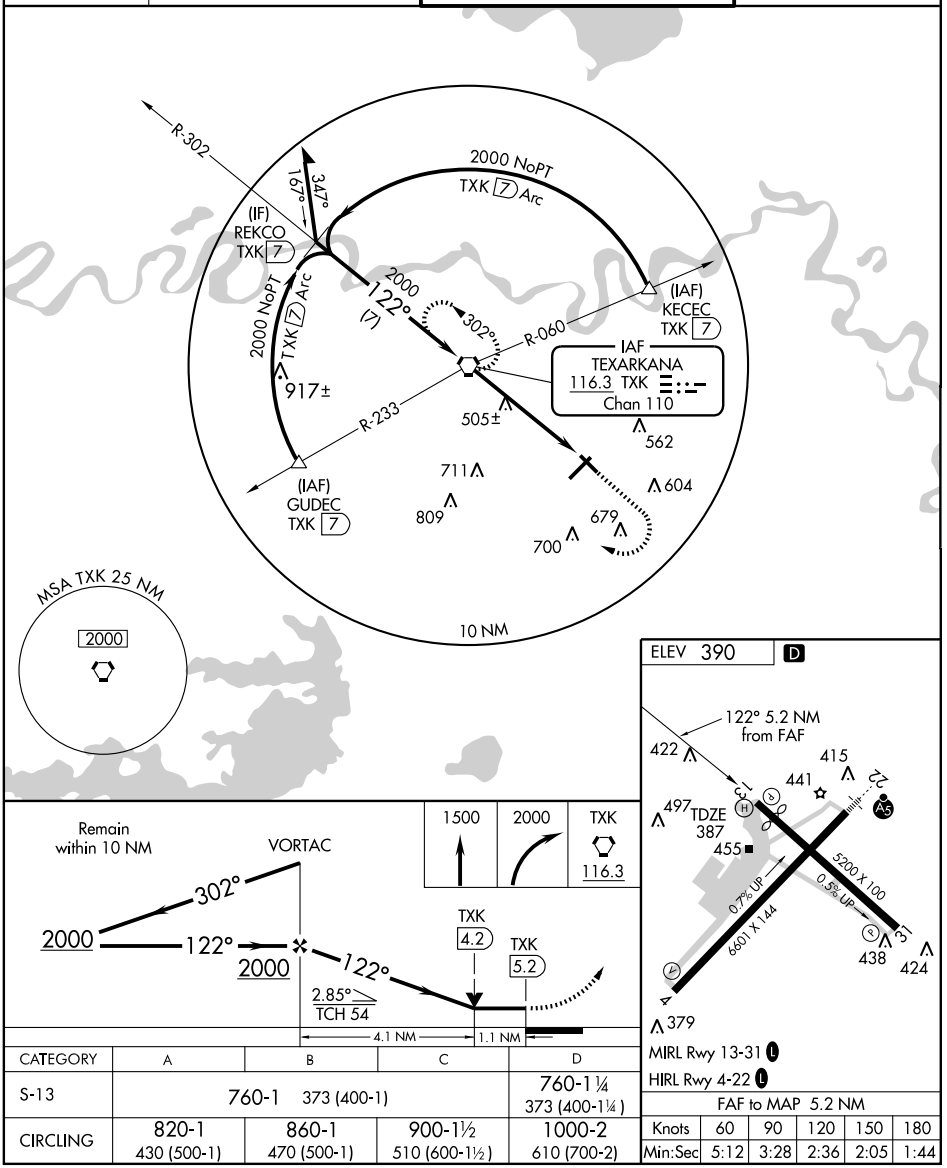
VOR RWY 13

TEXARKANA RGNL-WEBB FIELD (TXK)

When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, increase S-13 and circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.
VDP NA when using J Lynn Helms Sevier County altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct TXK VORTAC and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225



CATEGORY	A	B	C	D
S-13	760-1 373 (400-1)			760-1¼ 373 (400-1¼)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-ARG	APP CRS	Rwy Idg	5001
111.1	179°	TDZE	273
		Apt Elev	279

LOC RWY 18

WALNUT RIDGE RGNL (ARG)

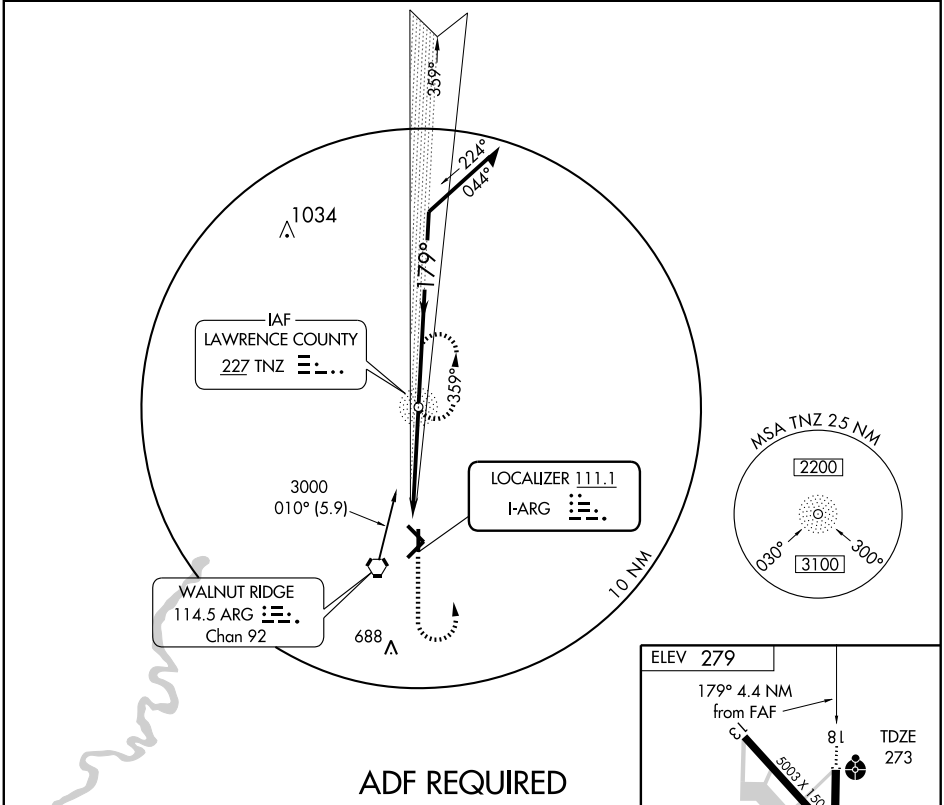
NA

ODALS

MISSED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L

SC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-18	620-¾ 347 (400-¾)			620-1¼ 347 (400-1¼)
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

RNAV (GPS) RWY 18

WALNUT RIDGE RGNL (ARG)

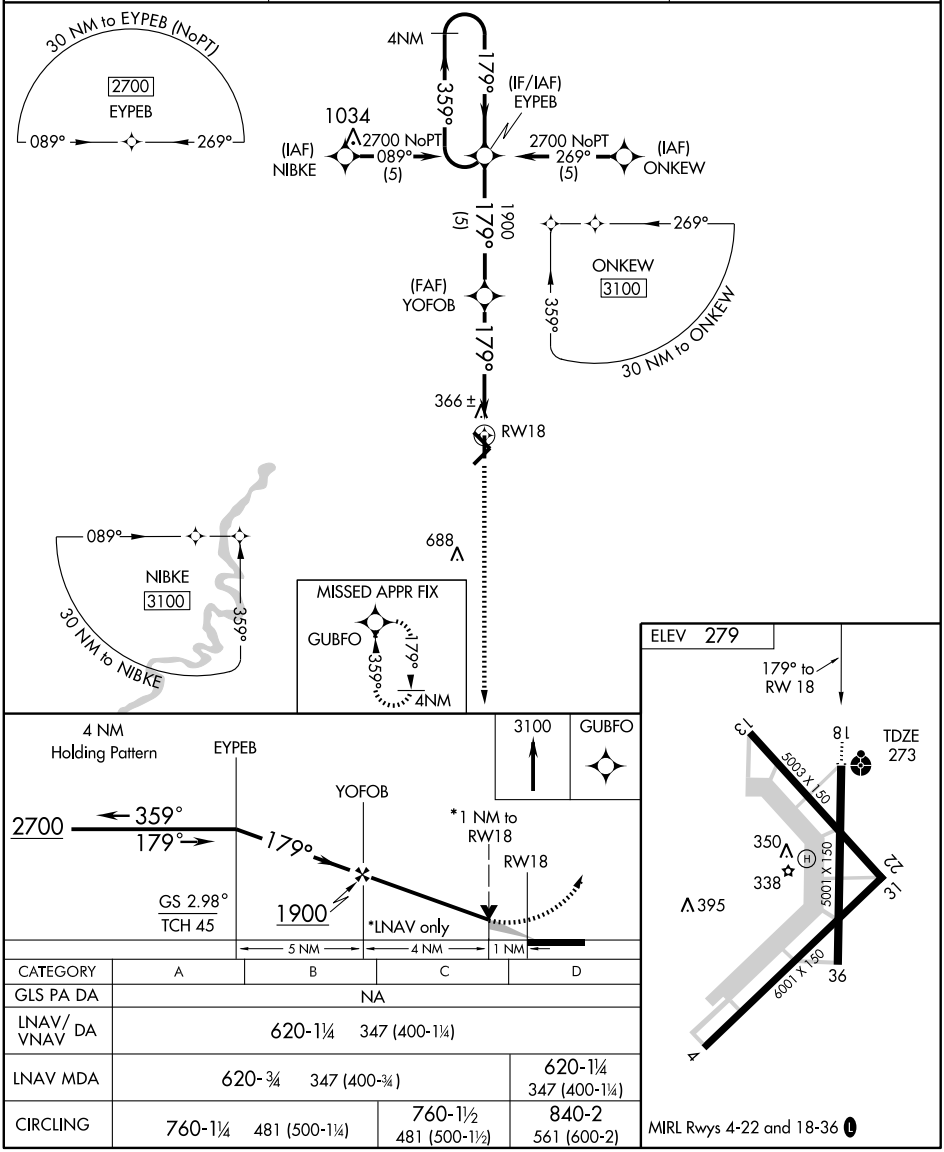
APP CRS	Rwy Idg	5001
179°	TDZE	273
	Apt Elev	279

NA Inoperative table does not apply to LNAV/VNAV.
Inoperative table does not apply to LNAV Cat D.
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
BARO-VNAV NA below-15.55°C (4°F)

ODALS

MISSED APPROACH: Climb to 3100 direct GUBFO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	620-1¼ 347 (400-1¼)			
LNAV MDA	620-¾ 347 (400-¾)			620-1¼ 347 (400-1¼)
CIRCLING	760-1¼ 481 (500-1¼)		760-1½ 481 (500-1½)	840-2 561 (600-2)

MIRL Rwys 4-22 and 18-36 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

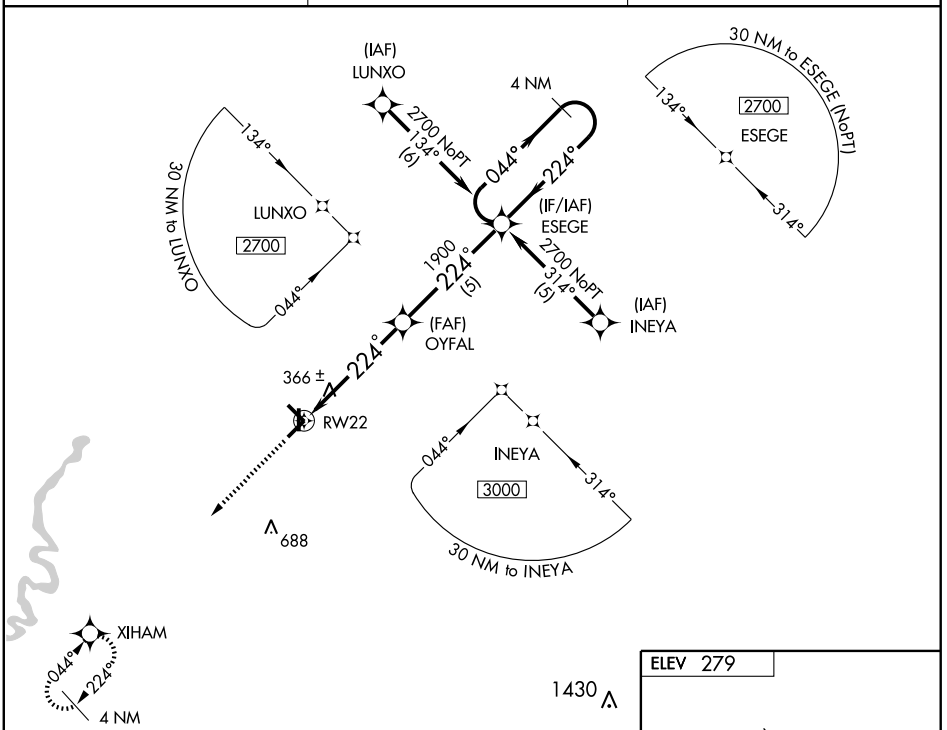
WALNUT RIDGE RGNL (ARG)

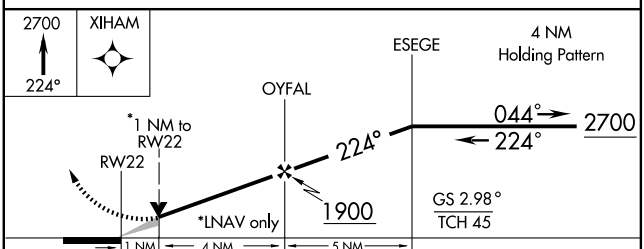
APP CRS	Rwy Idg	TDZE	Apt Elev
224°	6001	273	279

NA — DME/DME RNP - 0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 50°C (122°F).

MISSED APPROACH: Climb to 2700 via 224° course to XIHAM and hold.

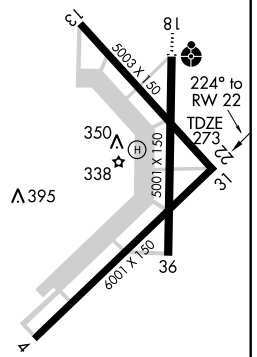
AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	633-1¼	360 (400-1¼)		
LNAV MDA	620-1	347 (400-1)		620-1¼ 347 (400-1¼)
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

ELEV 279



MIRL Rwys 4-22 and 18-36 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

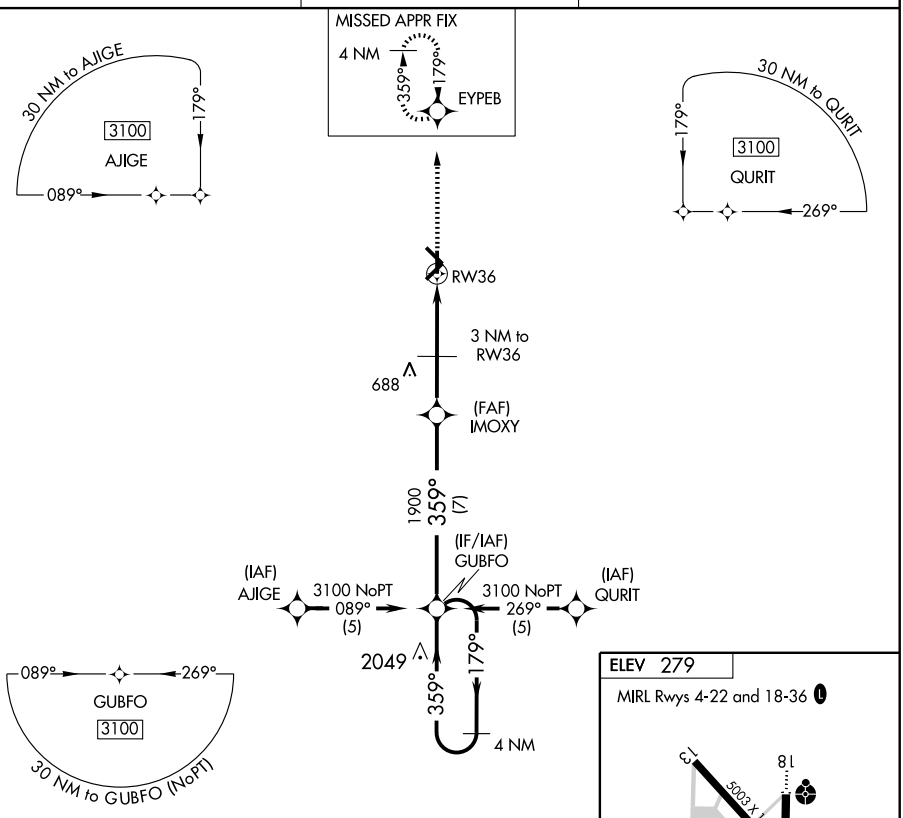
WALNUT RIDGE RGNL (ARG)

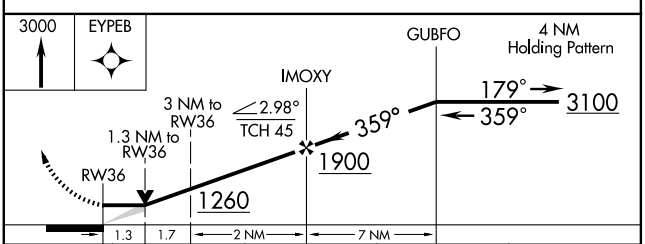
APP CRS	Rwy Idg	5001
359°	TDZE	273
	Apt Elev	279

NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct EYPEB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L

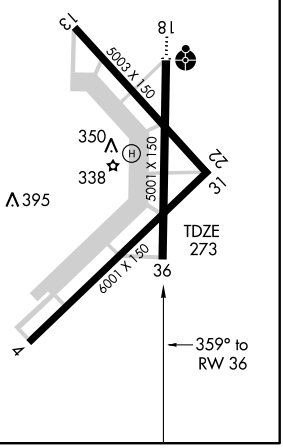




CATEGORY	A	B	C	D
LNAV MDA	640-1 367 (400-1)			640-1¼ 367 (400-1¼)
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

ELEV 279

MIRL Rwys 4-22 and 18-36 L



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR ARG	APP CRS	Rwy Idg	NA
114.5	053°	TDZE	NA
Chan 92		Apt Elev	279

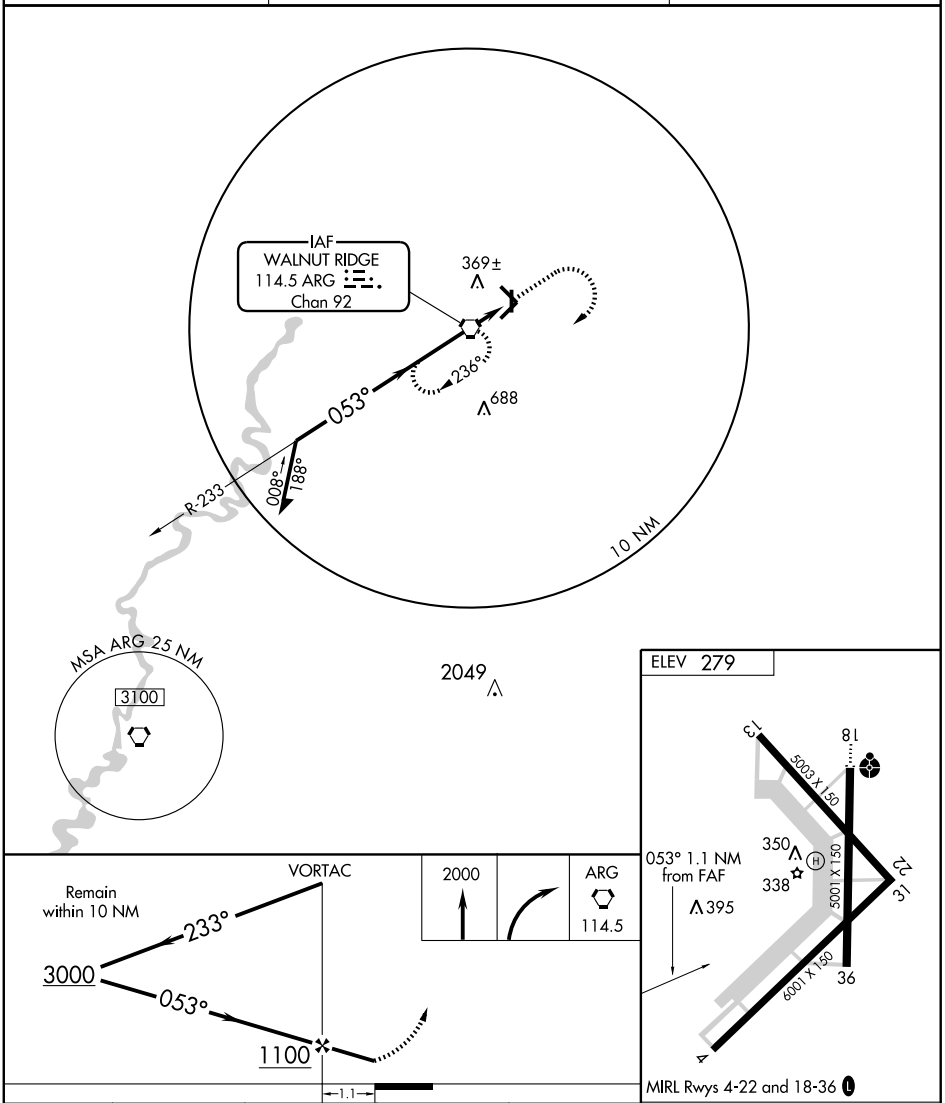
VOR-A

WALNUT RIDGE RGNL (ARG)

NA

MISSED APPROACH: Climb to 2000 then right turn direct ARG VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	760-1	481 (500-1)	760-1½ 481 (500-1½)	840-2 561 (600-2)

FAF to MAP 1.1 NM

Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

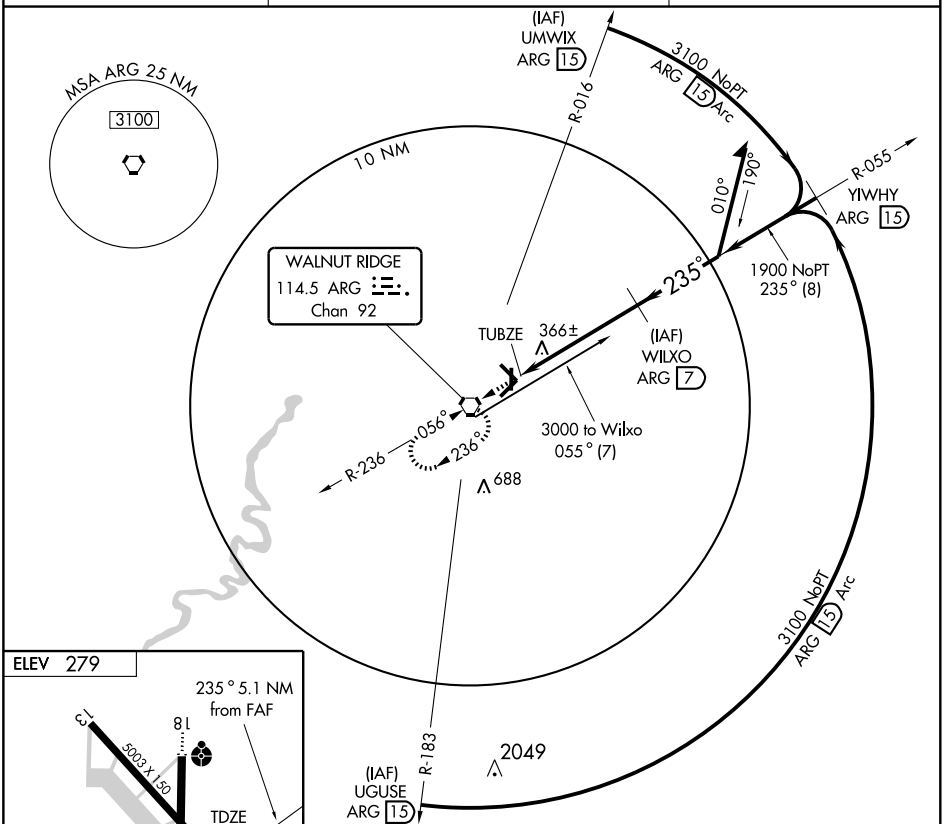
VOR ARG	APP CRS	Rwy Idg	6001
114.5	235°	TDZE	273
Chan 92		Apt Elev	279

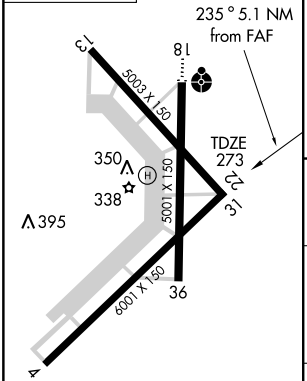
VOR/DME RWY 22

WALNUT RIDGE RGNL (ARG)

MISSED APPROACH: Climb to 2000 direct ARG VORTAC and hold.

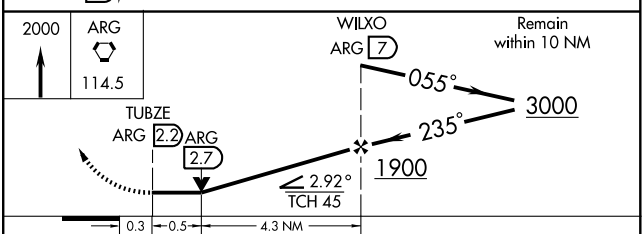
AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L





MIRL Rwys 4-22 and 18-36 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	620-1 347 (400-1)			620-1¼ 347 (400-1¼)
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

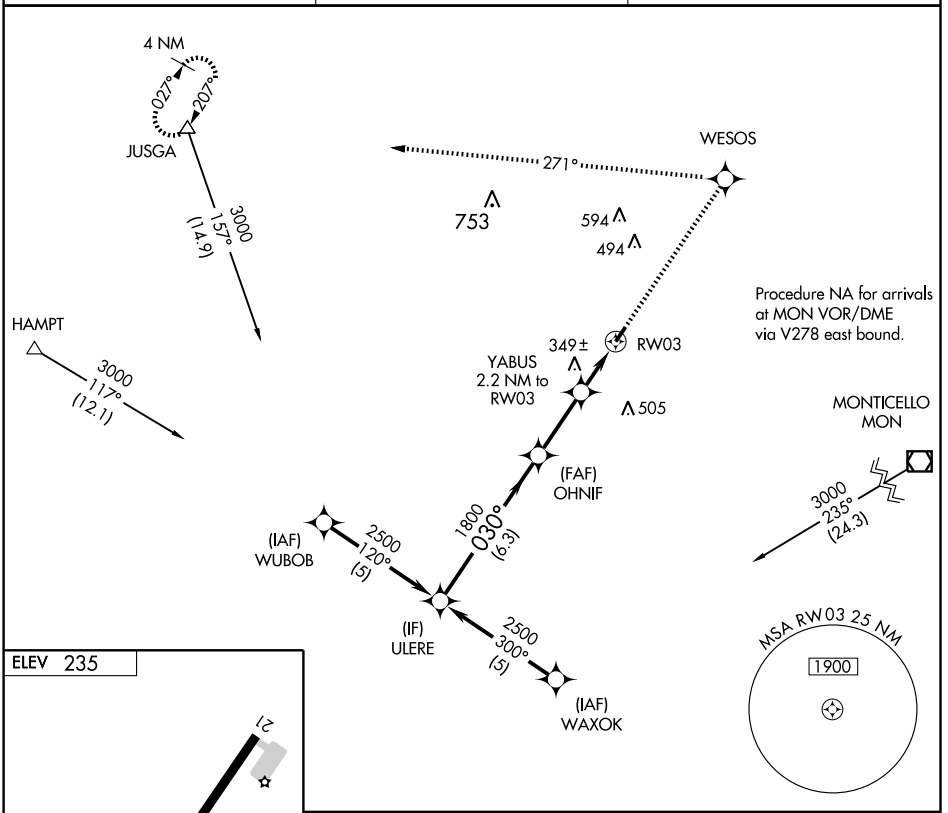
SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

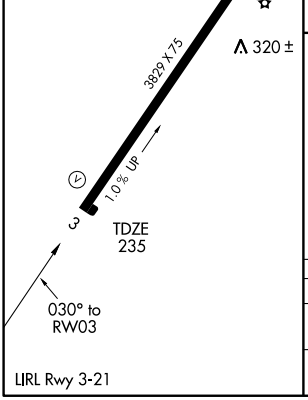
APP CRS	Rwy Idg	3829
030°	TDZE	235
	Apt Elev	235

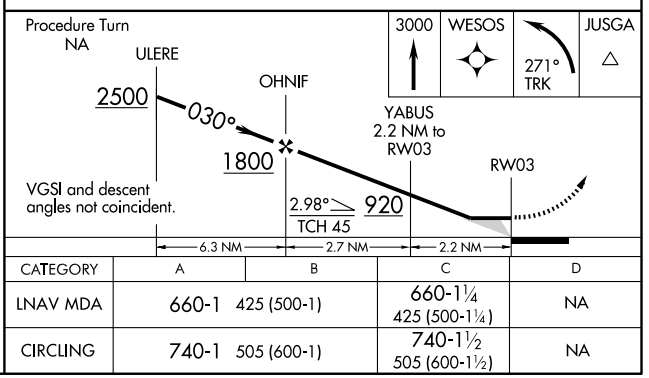
RNAV (GPS) RWY 3
WARREN MUNI (3M9)

⚠ NA	DME/DME RNP-0.3 NA. Use Monticello altimeter setting; when not received, use El Dorado altimeter setting and increase all MDA 60 feet.	MISSED APPROACH: Climb to 3000 direct WESOS and left turn via 271° track to JUSGA and hold.

MONTICELLO ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9







CATEGORY	A	B	C	D
LNAV MDA	660-1 425 (500-1)		660-1¼ 425 (500-1¼)	NA
CIRCLING	740-1 505 (600-1)		740-1½ 505 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

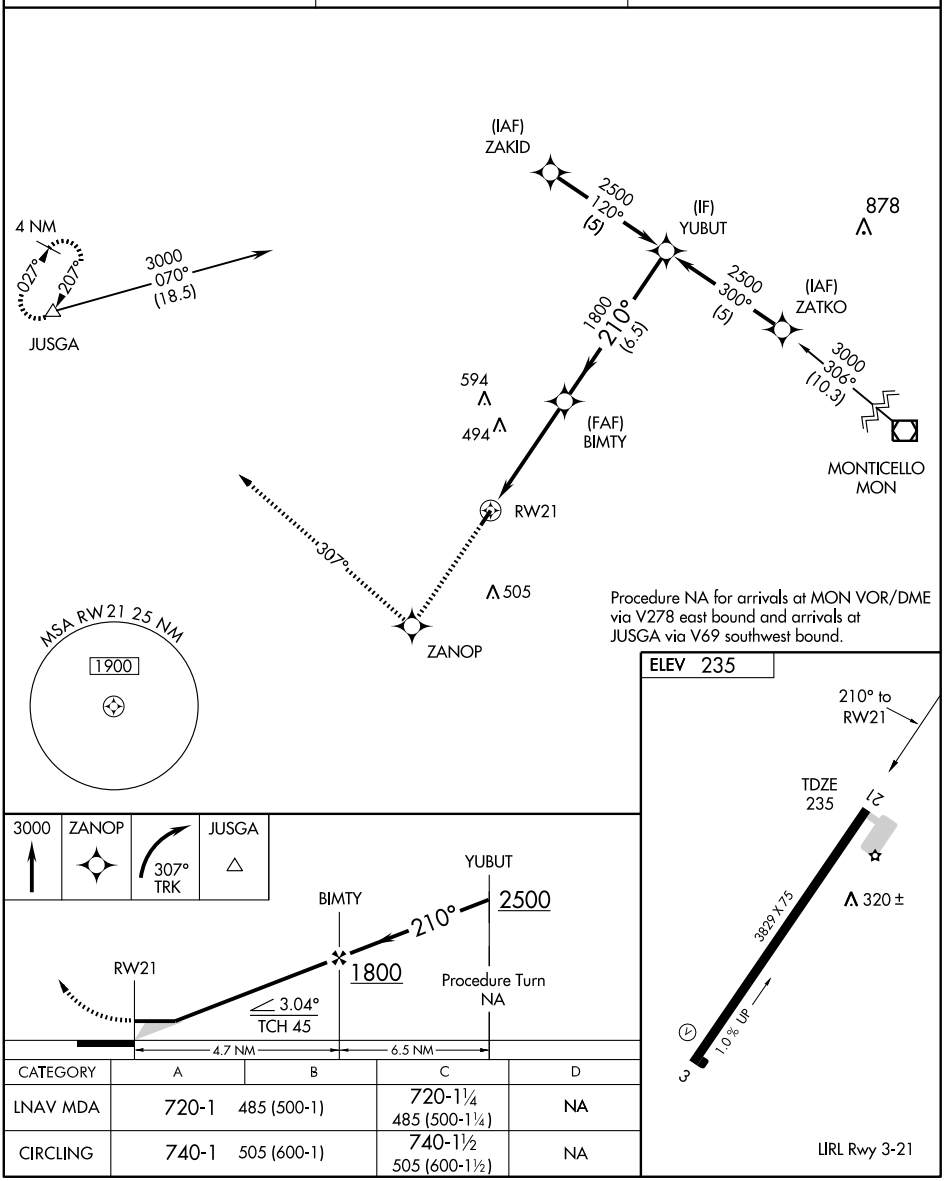
APP CRS	Rwy Idg	3829
210°	TDZE	235
	Apt Elev	235

RNAV (GPS) RWY 21
WARREN MUNI (3M9)

NA DME/DME RNP-0.3 NA. Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼.

MISSED APPROACH: Climb to 3000 direct ZANOP and right turn via 307° track to JUSGA and hold.

MONTICELLO ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9



CATEGORY	A	B	C	D
LNAV MDA	720-1	485 (500-1)	720-1¼ 485 (500-1¼)	NA
CIRCLING	740-1	505 (600-1)	740-1½ 505 (600-1½)	NA

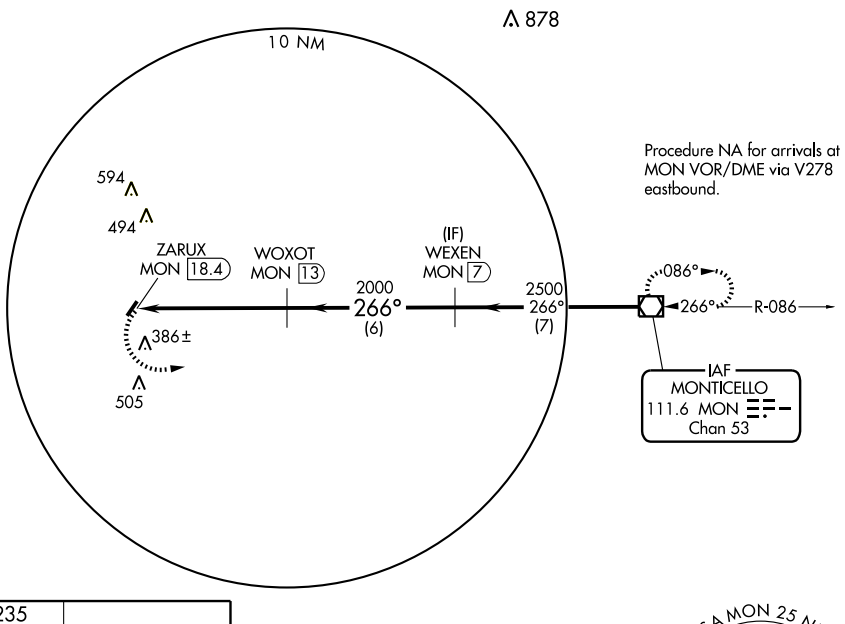
SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

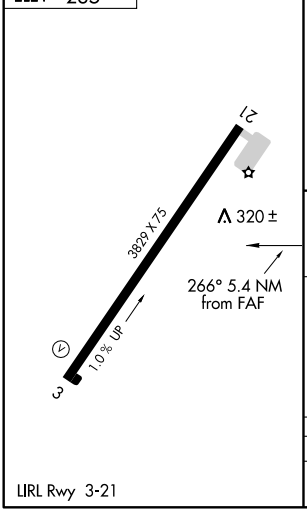
VOR/DME MON	APP CRS	Rwy Idg	N/A
111.6	266°	TDZE	N/A
Chan 53		Apt Elev	235

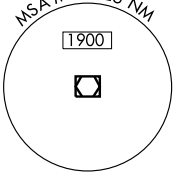
VOR/DME-A
WARREN MUNI (3M9)

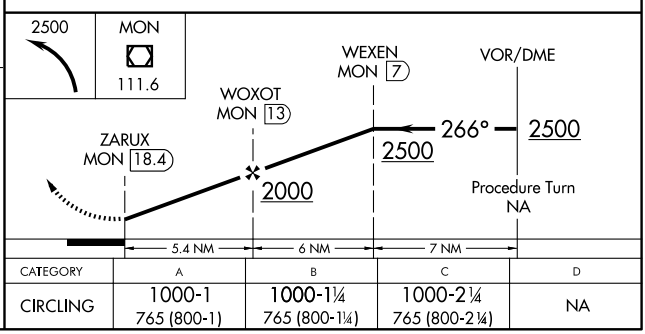
⚠ NA Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.	MISSED APPROACH: Climbing left turn to 2500 direct MON VOR/DME and hold.

MONTICELLO ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9









CATEGORY	A	B	C	D
CIRCLING	1000-1 765 (800-1)	1000-1¼ 765 (800-1¼)	1000-2¼ 765 (800-2¼)	NA

LIRL Rwy 3-21

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-LWR	APP CRS	Rwy Idg	6003
110.7	180°	TDZE	212
Chan 44		Apt Elev	212

ILS or LOC RWY 17
WEST MEMPHIS MUNI (AWM)

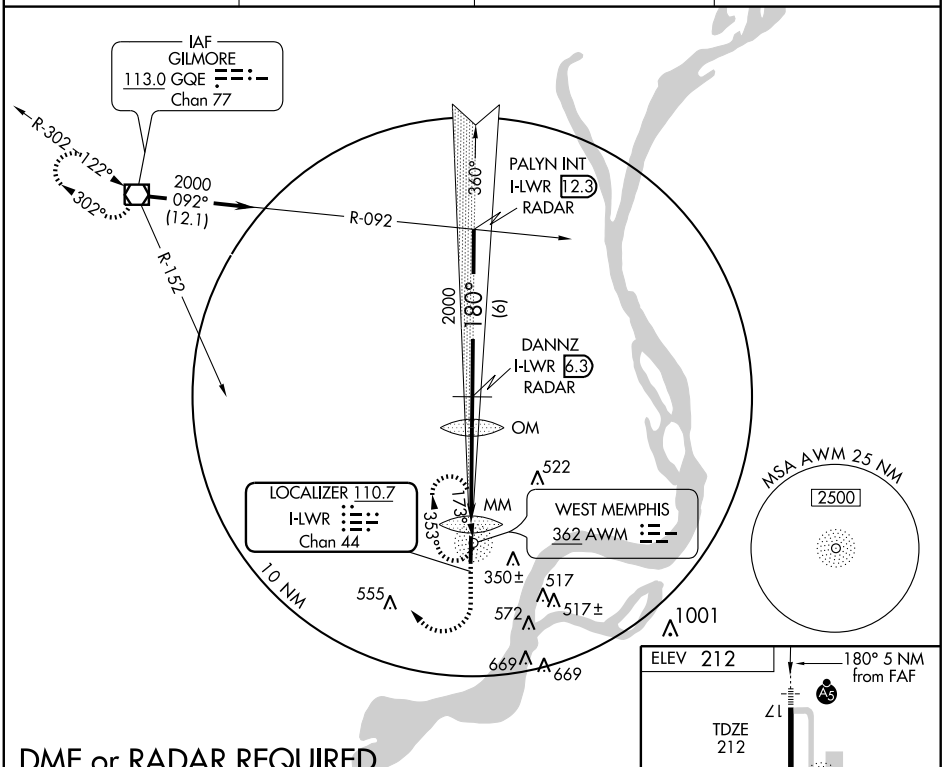
If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DHs to 462, and all MDAs 60 feet.

NA

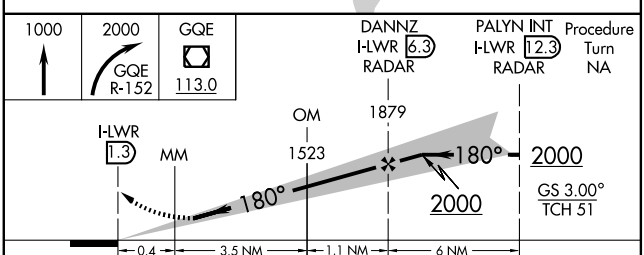
MALSR

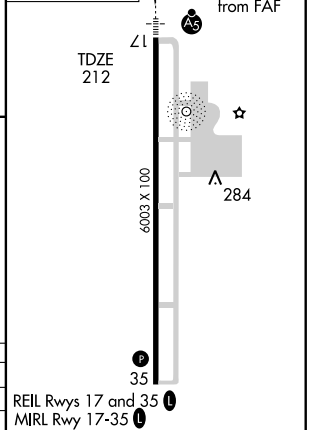
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via GQE R-152 to GQE VOR/DME and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L



DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 17	412-½ 200 (200-½)			
S-LOC 17	580-½ 368 (400-½)			580-¾ 368 (400-¾)
CIRCLING	620-1 408 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6003
CH 69316	180°	TDZE	212
W17A		Apt Elev	212

RNAV (GPS) RWY 17

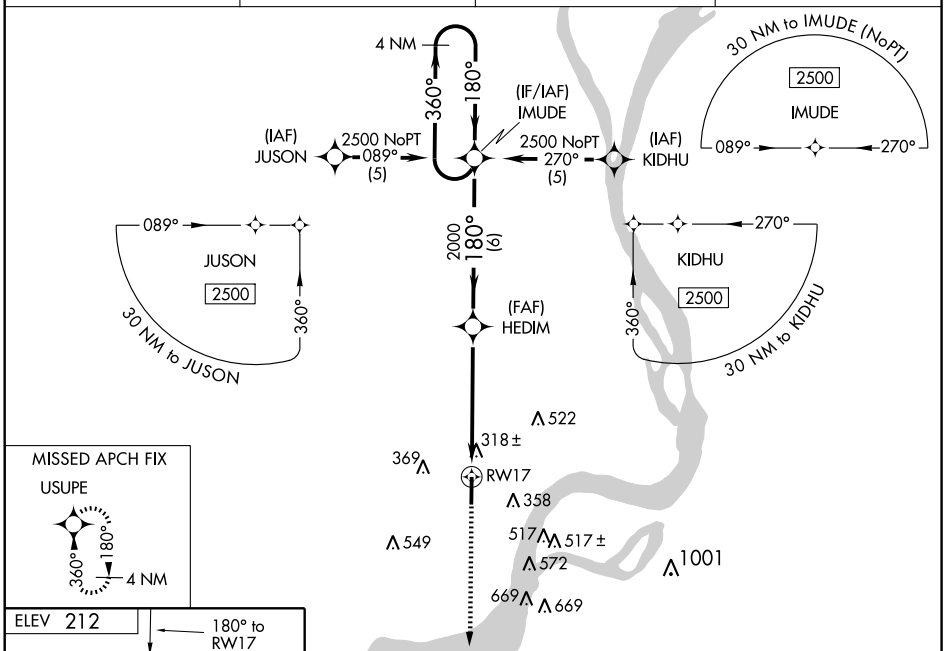
WEST MEMPHIS MUNI (AWM)

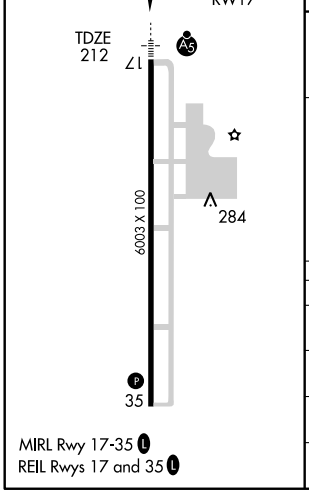
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter and increase all DA 50 feet and all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Memphis Intl altimeter setting. Circling to Rwy 35 NA at night.

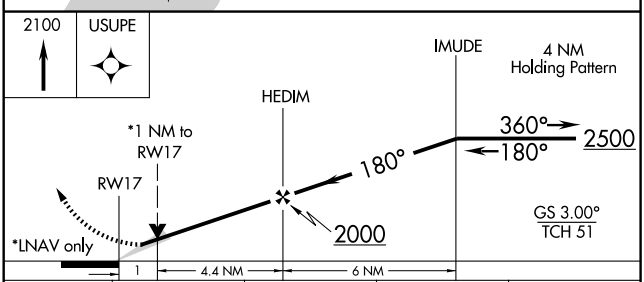
MALSR

MISSED APPROACH: Climb to 2100 direct USUPE and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	412-½ 200 (200-½)			
LNAV/VNAV DA	593-¾ 381 (400-¾)			
LNAV MDA	580-½ 368 (400-½)			580-1 368 (400-1)
CIRCLING	620-1 408 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

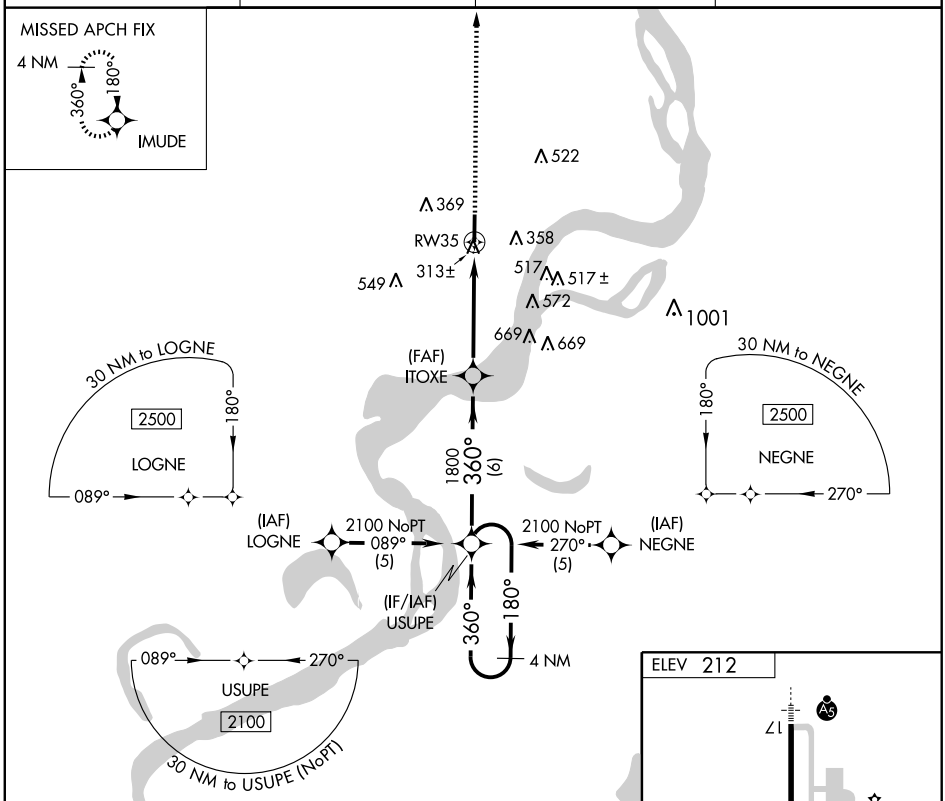
WEST MEMPHIS MUNI (AWM)

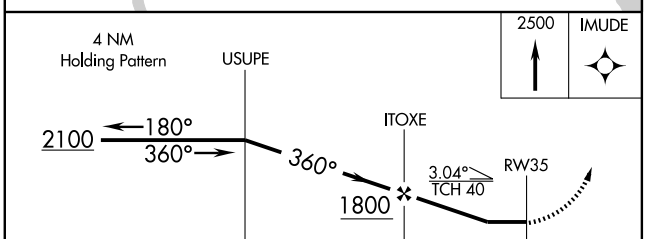
APP CRS	Rwy Idg	6003
360°	TDZE	212
	Apt Elev	212

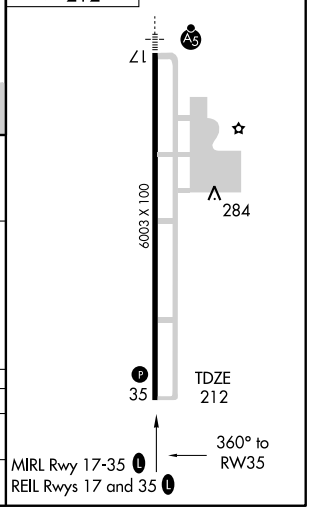
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDA 60 feet increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct IMUDE and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 368 (400-1)			580-1¼ 368 (400-1¼)
CIRCLING	620-1 408 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GQE 113.0 Chan 77	APP CRS 133°	Rwy Idg N/A TDZE N/A Apt Elev 212

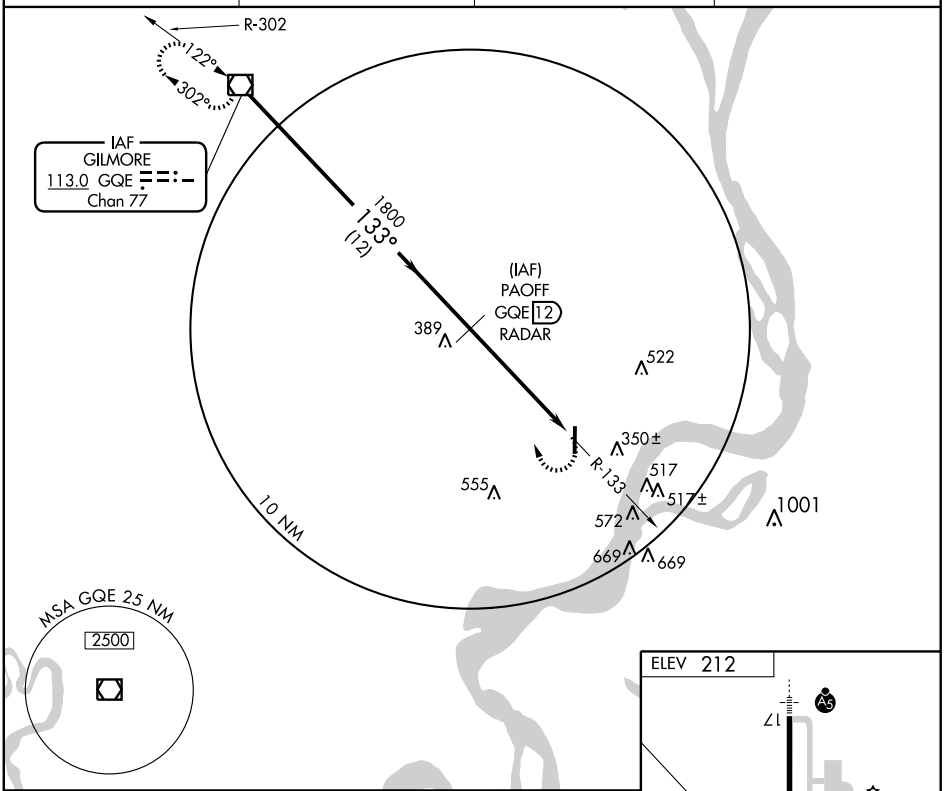
VOR/DME-A

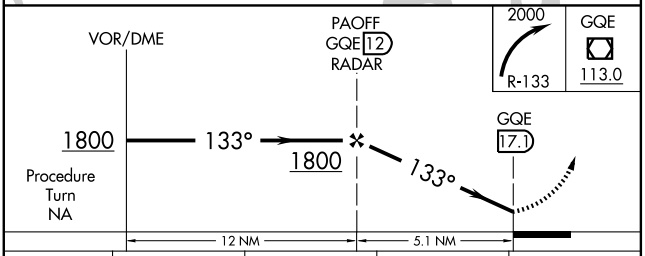
WEST MEMPHIS MUNI (AWM)

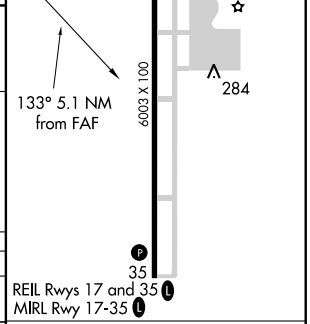
T NA Obtain local altimeter setting on CTAF; when not received, use Memphis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via R-133 to GQE VOR/DME and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	680-1 468 (500-1)		680-1½ 468 (500-1½)	780-2 568 (600-2)
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	740-1 528 (600-1)		740-1½ 528 (600-1½)	780-2 568 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALEXANDRIA, LA	
ESLER RGNL	**RNAV (GPS) Rwy 9**
	RNAV (GPS) Rwy 27
NA when local weather not available.	
BASTROP, LA	
MOREHOUSE MEMORIAL	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
NA when local weather not available.	
BATON ROUGE, LA	
BATON ROUGE METROPOLITAN: RYAN FIELD	**ILS or LOC Rwy 13[12]**
	ILS or LOC Rwy 22R[124]
	NDB Rwy 31[23]
	RADAR-1[2]
	RNAV (GPS) Rwy 4L[4]
	RNAV (GPS) Rwy 13[4]
	RNAV (GPS) Rwy 22R[4]
	RNAV (GPS) Rwy 31[4]
	VOR Rwy 4L[3]
[1]ILS, Category D, 700-2.	
[2]NA when control tower closed.	
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
[4]NA when local weather not available.	
BAY ST LOUIS, MS	
STENNIS INTL	**ILS or LOC Rwy 18**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
	VOR-A
NA when local weather not available.	
BOGALUSA, LA	
GEORGE R CARR MEMORIAL AIR FIELD	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 36
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
COLUMBUS-WEST POINT-STARKVILLE, MS	
GOLDEN TRIANGLE RGNL	**ILS or LOC Rwy 18[1]**
	LOC Rwy 36[2]
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
[1]NA when control tower closed.	
[2]Categories A, B, 1100-2; Categories C, D, 1100-3.	
CORINTH, MS	
ROSCOE TURNER	**ILS or LOC Rwy 18**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
DE RIDDER, LA	
BEAUREGARD RGNL	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 36
NA when local weather not available.	
GALLIANO, LA	
SOUTH LAFOURCHE LEONARD MILLER JR	**LOC/DME Rwy 36**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
GREENVILLE, MS	
MID DELTA RGNL	**ILS or LOC Rwy 18L[1]**
	NDB Rwy 36L[1]
	NDB Rwy 36R[1]
	RNAV (GPS) Rwy 18L[2]
	RNAV (GPS) Rwy 18R[2]
	RNAV (GPS) Rwy 36L[2]
	RNAV (GPS) Rwy 36R[2]
	VOR/DME Rwy 18L[2]
	VOR/DME Rwy 18R[2]
[1]NA when control tower closed.	
[2]NA when local weather not available.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

GREENWOOD, MS

GREENWOOD-LEFLORE . **ILS or LOC Rwy 18[1]**
VOR Rwy 5[2]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.

GULFPORT, MS

GULFPORT-BILOXI
INTL ..... **ILS or LOC Rwy 14[12]**
ILS or LOC/DME Rwy 32[12]
RADAR-1[24]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 32[3]
RNAV (GPS) Rwy 36[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Categories B,C,D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

HAMMOND, LA

HAMMOND NORTHSHORE
RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36

NA when local weather not available.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN
MUNI ..... **RNAV (GPS) Y Rwy 13**
RNAV (GPS) Z Rwy 13
VOR Rwy 13[1]

NA when local weather not available.
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL
RGNL ..... **ILS or LOC Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HOUMA, LA

HOUMA-
TERREBONNE ..... **Copter VOR/DME 12[1]**
ILS or LOC Rwy 18[123]
RNAV (GPS) Rwy 12[14]
RNAV (GPS) Rwy 18[1]
RNAV (GPS) Rwy 30[1]
RNAV (GPS) Rwy 36[1]
VOR/DME Rwy 30[1]
VOR Rwy 12[124]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.

JACKSON, MS

HAWKINS FIELD ..... **ILS or LOC Rwy 16[1]**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.
[1]NA when control tower closed.

JACKSON-EVERS
INTL ..... **ILS or LOC Rwy 34L[12]**
RADAR-1[1]
RNAV (GPS) Rwy 16L[3]
RNAV (GPS) Rwy 16R[3]
RNAV (GPS) Rwy 34L[3]
RNAV (GPS) Rwy 34R[3]

[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC,Category E, 800-2¼.
[3]NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE
RGNL ..... **ILS or LOC/DME Rwy 4R[13]**
ILS or LOC Rwy 22L[23]
RNAV (GPS) Rwy 4R[1]
RNAV (GPS) Rwy 22L[1]
RNAV (GPS) Rwy 29[1]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.

LAKE CHARLES, LA

CHENNAULT INTL ..... **ILS or LOC Rwy 15[12]**
RNAV (GPS) Rwy 33[3]
VOR Rwy 33[12]

[1]NA when control tower closed.
[2]Category E, 900-3.
[3]NA when local weather not available.

LAKE CHARLES RGNL ..... **ILS or LOC Rwy 15**
LOC BC Rwy 33

NA when control tower closed.

NAME ALTERNATE MINIMUMS

MC COMB, MS

MC COMB/PIKE COUNTY/
JOHN E LEWIS FIELD ..... **ILS or LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A
NA when local weather not available.

MERIDIAN, MS

KEY FIELD ..... **ILS or LOC Rwy 1[123]**
ILS or LOC Rwy 19[23]
RNAV (GPS) Rwy 1[34]
RNAV (GPS) Rwy 4[34]
RNAV (GPS) Rwy 19[34]
RNAV (GPS) Rwy 22[34]
VOR-A[34]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 900-3.
LOC, Category E, 900-3.
[3]NA when local weather not available.
[4]Category E, 900-3.

MONROE, LA

MONROE RGNL ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
NA when control tower closed.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS
COUNTY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR/DME Rwy 13
NA when local weather not available.

NEW IBERIA, LA

ACADIANA RGNL ..... **ILS Rwy 34[1]**
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]
VOR or TACAN Rwy 16[13]
VOR/DME Rwy 34[1]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category E, 900-3.

NEW ORLEANS, LA

LAKEFRONT ..... **ILS or LOC Rwy 18R[1]**
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
VOR/DME Rwy 36L
NA when local weather not available.
[1]Category D, 700-2.

LOUIS ARMSTRONG
NEW ORLEANS INTL ..... **LOC Rwy 19**
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

OAKDALE, LA

ALLEN PARISH ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

OLIVE BRANCH, MS

OLIVE BRANCH ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 18
NA when local weather not available.
[1]ILS, Categories, A,B,C,D, 700-2.
[2]NA when control tower closed.

PASCAGOULA, MS

TRENT LOTT INTL ..... **ILS or LOC Rwy 17[12]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[23]
[1]ILS, 700-2.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

PATTERSON, LA

HARRY P. WILLIAMS
MEMORIAL ..... **VOR/DME-A**
Categories A, B, 1200-2; Category C, 1200-3.

PHILADELPHIA, MS

PHILADELPHIA MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

PICAYUNE, MS

PICAYUNE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

RAYMOND, MS

JOHN BELL WILLIAMS ... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.
Category D, 900-2¾.

SHREVEPORT, LA

SHREVEPORT
DOWNTOWN ..... **RNAV (GPS) Rwy 14**
VOR Rwy 14
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

SHREVEPORT
RGNL ..... **ILS or LOC Rwy 14[1]**
LOC Rwy 5[1]
RADAR-1[1]
RNAV (GPS) Rwy 23[2]
[1]Category E, 900-3.
[2]Category D, 800-2¼.

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21 OCT 2010 to 18 NOV 2010

NAME	ALTERNATE MINIMUMS
SULPHUR, LA	
SOUTHLAND FIELD	**LOC Rwy 15**
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 33
	VOR/DME-A
NA when local weather not available.	
TALLULAH, LA	
VICKSBURG TALLULAH RGNL	**LOC Rwy 36**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
TUNICA, MS	
TUNICA MUNI	**ILS or LOC Rwy 35**
	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
NA when local weather not available.	
TUPELO, MS	
TUPELO RGNL	**ILS or LOC Rwy 36**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	

21 OCT 2010 to 18 NOV 2010

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 10042 USAF) ELEV 166

RADAR[1] - (E) 118.6 119.9 125.1 350.2 335.55

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR[3]	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

[1]Opr 1200-0500Z++. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. [3]Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

21 OCT 2010 to 18 NOV 2010

BATON ROUGE, LA Amdt. 10C, JUN 5, 2008 (FAA) ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

RADAR - 120.3 278.3 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31		ABCD	**440**-1¼	371	(400-1¼)				
	13		ABC	**560**-¾	492	(500-¾)	D	**560**-1	492	(500-1)
	22R		ABC	**620**/50	550	(600-1)	D	**620**/60	550	(600-1¼)
	4L		AB	**620**-1¼	551	(600-1¼)	C	**620**-1½	551	(600-1½)
			D	**620**-1¾	551	(600-1¾)				
CIRCLING			AB	**620**-1¼	550	(600-1¼)	C	**660**-1½	590	(600-1½)
			D	**680**-2	610	(700-2)				

When control tower closed ASR NA.
S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.
S-31: Inoperative table does not apply.
When VGSI inoperative, circling to Rwy 4L NA at night.

21 OCT 2010 to 18 NOV 2010

DE RIDDER, LA

Orig-A, April 8, 2010 (FAA) ELEV **202**

BEAUREGARD RGNL

RADAR - 123.7 254.8 ▽ ⚠ NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	A	**760**-1	563	(600-1)	B	**760**-1¼	563	(600-1¼)
		C	**760**-1½	563	(600-1½)	D	**760**-2	563	(600-2)
	18	A	**720**-1	518	(600-1)	B	**720**-1¼	518	(600-1¼)
		C	**720**-1½	518	(600-1½)	D	**720**-2	518	(600-2)
CIRCLING		A	**760**-1	558	(600-1)	B	**760**-1¼	558	(600-1¼)
		C	**760**-1½	558	(600-1½)	D	**780**-2	578	(600-2)

When local altimeter not received,use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA) ELEV **28**

GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	ABC	**440**/40	412	(500-¾)	DE	**440**/50	412	(500-1)
	14	AB	**440**/24	413	(500-½)	C	**440**/40	413	(500-¾)
		DE	**440**/50	413	(500-1)				
CIRCLING		A	**500**-1	472	(500-1)	B	**660**-1	632	(700-1)
		C	**660**-1¾	632	(700-1¾)	D	**660**-2	632	(700-2)
		E	**820**-2¾	792	(800-2¾)				

Procedure not authorized when control tower closed.
For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.
For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

21 OCT 2010 to 18 NOV 2010

RADAR INSTRUMENT APPROACH MINIMUMS

JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA) ELEV **346**

JACKSON-EVERS INTL

RADAR- 123.9 317.7

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16R		AB	**740**-1	421	(500-1)	CD	**740**-1¼	421	(500-1¼)
			E	**740**-1½	421	(500-1½)				
	16L		AB	**740**/24	429	(500-½)	C	**740**/40	429	(500-¾)
			DE	**740**/50	429	(500-1)				
	34L		AB	**800**/24	472	(500-½)	C	**800**/40	472	(500-¾)
			D	**800**/50	472	(500-1)	E	**800**/60	472	(500-1¼)
	34R		AB	**820**/50	474	(500-1)	C	**820**/60	474	(500-1¼)
			D	**820**-1½	474	(500-1½)	E	**820**-1¾	474	(500-1¾)
CIRCLING			A	**840**-1	494	(500-1)	B	**880**-1	534	(600-1)
			C	**880**-1½	534	(600-1½)	D	**900**-2	554	(600-2)
			E	**940**-2	594	(600-2)				

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.
Category E S-34L visibility increased ½ mile for inoperative MALSR.
Category E circling not authorized southwest of runway 16R-34L.
When control tower closed procedure NA.

21 OCT 2010 to 18 NOV 2010

JOE WILLIAMS NOLF (KNJW), MS (Moscow) (10266 USN)

ELEV **539**

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	32		A	**1120**-1	581	(600-1)
			B	**1120**-1¼	581	(600-1¼)
			C	**1120**-1½	581	(600-1½)
			DE	**1120**-2	581	(600-2)
CIR[1]	All Rwy		A	**1120**-1	581	(600-1)
			B	**1120**-1¼	581	(600-1¼)
			C	**1120**-1½	581	(600-1½)
			D	**1120**-2	581	(600-2)
			E	**1160**-2¼	621	(700-2¼)

[1]Procedure NA at night.

21 OCT 2010 to 18 NOV 2010

LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA) ELEV **43**

LAFAYETTE RGNL

RADAR - 121.1 363.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29		ABC	**400**-1	358	(400-1)	D	**400**-1¼	358	(400-1¼)
	4R		AB	**480**-1	440	(500-1)	C	**480**-1¼	440	(500-1¼)
			D	**480**-1½	440	(500-1½)				
	11		AB	**560**-1	518	(600-1)	C	**560**-1½	518	(600-1½)
			D	**560**-1¾	518	(600-1¾)				
CIRCLING			A	**560**-1	517	(600-1)	B	**580**-1	537	(600-1)
			C	**580**-1½	537	(600-1½)	D	**660**-2	617	(700-2)

When control tower closed, ASR NA.

LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA) ELEV **17**

CHENNAULT INTL

RADAR - 119.8 282.3 ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**560**-½	544	(600-½)	C	**560**-1	544	(600-1)
		D	**560**-1¼	544	(600-1¼)	E	**560**-1½	544	(600-1½)
CIRCLING		AB	**580**-1	563	(600-1)	C	**580**-1½	563	(600-1½)
		D	**580**-2	563	(600-2)	E	**880**-3	863	(900-3)
	LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS								
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**580**-½	564	(600-½)	C	**580**-1	564	(600-1½)
		D	**580**-1¼	564	(600-1¼)	E	**580**-1½	564	(600-1½)
CIRCLING		AB	**600**-1	583	(600-1)	C	**600**-1½	583	(600-1½)
		D	**600**-2	583	(600-2)	E	**900**-3	883	(900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.
Procedure not available when Lake Charles Approach Control closed.
For inoperative MALSR, increase Category E visibilities ½ mile.

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LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA) ELEV **15**

LAKE CHARLES RGNL

RADAR - 119.35 353.75 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**380**-1	366	(400-1)	D	**380**-1¼	366	(400-1¼)
	33	ABC	**380**-¾	368	(400-¾)	D	**380**-1¼	368	(400-1¼)
	23	AB	**440**-1	425	(500-1)	CD	**440**-1¼	425	(500-1¼)
	15	AB	**440**/24	428	(500-½)	C	**440**/40	428	(500-¾)
		D	**440**/50	428	(500-1)				
CIRCLING		A	**440**-1	425	(500-1)	B	**480**-1	465	(500-1)
		C	**480**-1½	465	(500-1½)	D	**580**-2	428	(500-2)

When control tower closed, procedure NA.

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (10098 USN) ELEV 316

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	19L[2]	3.0°/48/1124	ABCDE	416-¼	100	(100-¼)
	1L[3]	3.0°/35/764	ABCDE	453-½	200	(200-½)
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)
PAR W/O GS[1]	19R		ABCDE	640-1¼	346	(400-1¼)
	1R		ABCDE	660-1¼	390	(400-1¼)
	19L[4]		AB	740-½	424	(500-½)
			CD	740-¾	424	(500-¾)
			E	740-1	424	(500-1)
	1L[5]		AB	760-¾	507	(500-¾)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1¼	375	(400-1¼)
	19R		AB	700-1	406	(400-1)
			C	700-1¼	406	(400-1¼)
			DE	700-1½	406	(400-1½)
	1R		AB	700-1	430	(400-1)
			C	700-1¼	430	(400-1¼)
			DE	700-1½	430	(400-1½)
	19L[6]		AB	780-½	464	(500-½)
			C	780-¾	464	(500-¾)
			D	780-1	464	(500-1)
			E	780-1¼	464	(500-1¼)
	1L[7]		AB	760-½	507	(500-½)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
CIR	All Rwy[8]		AB	820-1	504	(600-1)
			C	820-1½	504	(600-1½)
			D	880-2	564	(600-2)
			E	1060-2¾	744	(800-2¾)

[1]No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. [2]When ALS inop, increase vis All CAT to ½ mile. [3]When ALS inop, increase vis All CAT to ¾ mile. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [5]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]When circling from PAR W/O GS Rwys 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

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RADAR INSTRUMENT APPROACH MINIMUMS

MONROE, LA

Amdt. 6A, June 12, 2003 (FAA) ELEV **79**

MONROE RGNL

RADAR - 126.9 388.0 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22	ABCD	**480**-1	402	(500-1)				
	4	ABC	**560**/40	482	(500-¾)	D	**560**/50	482	(500-1)
CIRCLING		AB	**580**-1¼	501	(600-1¼)	C	**620**-1½	541	(600-1½)
		D	**640**-2	561	(600-2)				

NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA) ELEV **4**

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10	ABC	**340**/24	336	(400-½)	D	**340**/50	336	(400-1)
	28	ABC	**400**/40	397	(400-¾)	D	**400**/50	397	(400-1)
	19	ABCD	**420**/60	420	(500-1¼)				
	CIRCLING	AB	**520**-1¼	516	(600-1¼)	C	**520**-1½	516	(600-1½)
		D	**580**-2	576	(600-2)				

Rwy 10: Inoperative table does not apply to Category D.
Rwy 19: Inoperative table does not apply.
Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

21 OCT 2010 to 18 NOV 2010

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR[1 2 13] - **(E)** 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ELEV 2

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	4[3]	3.0°/51/973	ABCDE	99-¼	100	(100-¼)
	22[4]	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O GS	4[5]		ABC	380-½	381	(400-½)
			DE	380-¾	381	(400-¾)
	22[6]		ABCDE	300-1	301	(400-1)
ASR	4[7]		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22[8]		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1¼	461	(500-1¼)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
	32[9]		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
CIR[10 11 12]	All Rwy		AB	480-1	478	(500-1)
			C	520-1½	518	(600-1½)
			D	560-2	558	(600-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.
[1]No-NOTAM preventive maint Mon 1300-1800Z++. [2]Outside of afld opr hr, civ acft transiting CL D airspace, ctc ATC on 123.8 for clnc. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis Cat CDE to 1 mile. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [8]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [9]Procedure not authorized at night. [10]CAT E circling not authorized NW of Rwy 4-22. [11]Night circling not authorized to Rwy 32. [12]When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. [13]GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

21 OCT 2010 to 18 NOV 2010

POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA) ELEV 329

RADAR - (E) 123.7 261.3 ⚠ NA Opr 1400-0600Z + + exc hol.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy		AB	820-1	491	(500-1)
			C	820-1½	491	(500-1½)
			D	880-2	551	(600-2)

21 OCT 2010 to 18 NOV 2010

SHREVEPORT, LA Amdt. 3A, JUL 31, 2000 (FAA) ELEV 258

SHREVEPORT RGNL

RADAR - 119.9 335.55 ⚠

RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
CIRCLING	AB	**800**-1	542	(600-1)
	C	**800**-1½	542	(600-1½)
	D	**820**-2	562	(600-2)
	E	**1100**-3	842	(900-3)

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABERDEEN/AMORY, MS

MONROE COUNTY

NOTE: **Rwy 18,** pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36,** trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

ALEXANDRIA, LA

ALEXANDRIA INTL

NOTE: **Rwy 18,** multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32,** multiple trees beginning 1537' from departure end of runway, 662' right ofcenterline, up to 80' AGL/162' MSL. **Rwy 36,** multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME	TAKE-OFF MINIMUMS

ALEXANDRIA, LA (CON'T)

ESLER RGNL (ESF)

AMDT 2 10098 (FAA)

NOTE: **Rwy 9,** multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL. Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL. **Rwy 14,** trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL. Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL. Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL. **Rwy 27,** light 38' from DER, 148' right of centerline, 8' AGL/98' MSL. Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL. Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL. **Rwy 32,** rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL. Multiplle trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL. Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL. Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

BASTROP, LA

MOREHOUSE MEMORIAL

NOTE: **Rwy 34,** powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

BATESVILLE, MS

PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19,** 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 800 before turning left. **Rwy 19,** climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1,** multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19,** pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22R,** 300-2¼ or std. w/ min. climb of 229' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 22L,** climb heading 220° to 2000 before proceeding on course. **Rwy 22R,** climb heading 220° to 2000 before proceeding on course.

NOTE: **Rwy 4L,** vehicles on roadway 210' from DER, 482' right of centerline, 15' AGL/79' MSL. Poles 631' from DER, 469' left of centerline, 23' AGL/92' MSL. Trees beginning 1180' from DER, 153' left of centerline, up to 75' AGL/144' MSL. Trees beginning 1380' from DER, 7' right of centerline, up to 79' AGL/148' MSL. Transmission tower 2516' from DER, 897' left of centerline, 80' AGL/149' MSL. **Rwy 4R,** vehicles on roadway 5' from DER, 392' right of centerline, up to 15' AGL/84' MSL. Trees beginning 207' from DER, 128' right of centerline, up to 85' AGL/153' MSL. **Rwy 13,** pole 300' from DER, 549' left of centerline, 22' AGL/91' MSL. Vehicles on roadway 342' from DER, left and right of centerline, up to 15' AGL/84' MSL. Antenna on building 479' from DER, 247' right of centerline, 22' AGL/91' MSL. Sign 968' from DER, 741' right of centerline, 31' AGL/100' MSL. Trees beginning 1395' from DER, 114' left of centerline, up to 97' AGL/166' MSL. Trees beginning 1807' from DER, 203' right of centerline, up to 95' AGL/164' MSL. **Rwy 22L,** trees beginning 2140' from DER, 52' left of centerline, up to 90' AGL/156' MSL. Tree 2371' from DER, 60' right of centerline, 69' AGL/135' MSL. Sign 3507' from DER, 284' left of centerline, 77' AGL/163' MSL. **Rwy 22R,** poles beginning 431' from DER, 81' right of centerline, up to 55' AGL/120' MSL. Building 503' from DER, 481' right of centerline, 14' AGL/79' MSL. Poles beginning 1063' from DER, 77' left of centerline, up to 93' AGL/158' MSL. Trees beginning 1210' from DER, 352' left of centerline, up to 103' AGL/168' MSL. Trees beginning 444' from DER, 108' right of centerline, up to 89' AGL/154' MSL. Stacks beginning 9852' from DER, 2390' left of centerline, up to 311' AGL/366' MSL. **Rwy 31,** fence 191' from DER, 468' right of centerline, 7' AGL/73' MSL. Trees beginning 814' from DER, 120' right of centerline, up to 37' AGL/103' MSL. Trees beginning 1076' from DER, 310' left of centerline, up to 70' AGL/136' MSL. Poles 1353' from DER, 287' right of centerline, up to 57' AGL/123' MSL. Tank 1862' from DER, 868' right of centerline, 53' AGL/119' MSL. Poles beginning 2507' from DER, 274' left of centerline, up to 76' AGL/142' MSL.

NOTE: CAUTION. Unmarked balloon and cable to 15000 in R-3807. **Rwy 4L,** 209°/51.4 NM. **Rwy 4R,** 209°/51.2 NM. **Rwy 13,** 209°/50.7 NM. **Rwy 22L,** 209°/50.6 NM. **Rwy 22R,** 209°/50.3 NM. **Rwy 31,** 208°/50.9 NM.

21 OCT 2010 to 18 NOV 2010

BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36,** trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN

NOTE: **Rwy 15,** trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33,** road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 900 before turning.

BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18,** trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36,** trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 600 before turning.

COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 800 before turning left.

NOTE: **Rwy 5,** trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23,** vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36,** 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 600 before turning.

COLUMBUS AFB (KCBM)

COLUMBUS, MS.....10266

Rwy 13R/31L: Cross DER at least 35' AGL.

DEPARTURE PROCEDURE: **Rwy 13C,** Standard with minimum climb of 220 ft/NM to 700 ft or 200-1¼ or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1400 ft prior to departure end of runway. **Rwy 31C,** Standard with minimum climb of 240 ft/NM to 600 ft or 200-1¾ or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway. **Rwy 13L,** Standard with minimum climb of 220 ft/NM to 700 ft or 200-1¼ or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway. **Rwy 31R,** Standard with minimum climb of 240 ft/NM to 600 ft or 200-1¾ or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway.

TAKE-OFF OBSTACLES: **Rwy 13C,** Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R,** Ramp lights 272' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31C,** Trees 251' MSL/74' AGL 2340' from DER, 942' right of centerline. Trees 251' MSL/74' AGL 2250' from DER, 770' right of centerline. Pylon 348' MSL/157' AGL 1.2 NM from DER, 1104' right of centerline. Pylon 334' MSL/157' AGL 1.0 NM from DER, 2550' right of centerline. **Rwy 31L,** Taxiing aircraft 205' MSL/14' AGL 556' from DER, 281' right of centerline. Taxiing aircraft 204' MSL/14' AGL 554' from DER, 156' left of centerline. Pylon 348' MSL/157' AGL 1.3 NM from DER, 2617' right of centerline. **Rwy 31R,** Taxiing aircraft 197' MSL/14' AGL 80' from DER 472' left of centerline. Trees 251' MSL/74' AGL 2122' from DER, 1104' right of centerline. Pylon 341' MSL/157' AGL 1.2 NM from DER, 1560' right of centerline. Pylon 341' MSL/157' AGL 1.1 NM from DER, 2197' right of centerline.

COLUMBUS/WESTPOINT/STARKVILLE, MS

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18,** tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36,** tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

CORINTH, MS

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36,** Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

DE RIDDER, LA

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14,** trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18,** multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32,** multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36,** pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

DREW, MS

RULEVILLE-DREW (M37)

ORIG 10070 (FAA)

NOTE: **Rwy 18,** trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL. **Rwy 36,** trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.

EUNICE, LA

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16,** 133°/56.1 NM. **Rwy 34,** 132°/55.4 NM.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36,** tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 220' per NM to 400.

GREENVILLE, MS

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L,18R,** climb runway heading to 800 before turning.

NOTE: **Rwy 27,** 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

GREENWOOD, MS

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5,** 400-1 or std. with a min. climb of 270' per NM to 400.

GRENADA, MS

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31,** climb to 700 before turning on course. **Rwys 13, 22,** climb to 800 before turning on course.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14,** tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18,** trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32,** trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36,** trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

HAMMOND, LA

HAMMOND NORTHSHORE RGNL (HDC)
AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 312° to 700 before turning left.

NOTE: **Rwy 13,** trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL. Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL. **Rwy 18,** antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL. Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL. Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL. Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL. **Rwy 31,** trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL. Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL. **Rwy 36,** tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL. Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 309° to 900 before turning west.

NOTE: **Rwy 13,** numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31,** numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning east.

NOTE: **Rwy 36,** 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning left.

HOMER, LA

HOMER MUNI (5F4)
ORIG 08157 (FAA)

NOTE: **Rwy 12,** road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30,** trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

HOUMA, LA

HOUMA-TERREBONNE (HUM)
AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30,** climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12,** trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18,** trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30,** trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36,** antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI (IDL)
AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1800 before turning East. **Rwy 36,** climb heading 360° to 800 before turning East.

NOTE: **Rwy 18,** trees beginning 383' from DER, 75' left of centerline, up to 81' AGL/201' MSL. Trees beginning 385' from DER, 165' right of centerline, up to 90' AGL/210' MSL. **Rwy 36,** fence 37' from DER, 400' left of centerline, 6' AGL/129' MSL. Trees beginning 898' from DER, 684' right of centerline, up to 100' AGL/224' MSL. Trees beginning 1086' from DER, 576' left of centerline, up to 100' AGL/224' MSL.

JACKSON, MS

HAWKINS FIELD (HKS)
AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 300-1¼ or std. w/ min. climb of 230' per NM to 600. Alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800 prior to DER.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 115° to 900 before proceeding on course. **Rwy 16,** climb heading 159° to 1400 before turning right. **Rwy 29,** climb heading 295° to 1400 before turning left. **Rwy 34,** climb heading 339° to 900 before proceeding on course.

NOTE: **Rwy 11,** trees beginning 1141' from DER, 33' right of centerline, up to 100' AGL/374' MSL. Trees beginning 460' from DER, 155' left of centerline, up to 100' AGL/406' MSL. Tower 5514' from DER, 1566' left of centerline, 164' AGL/483' MSL. **Rwy 16,** trees beginning 1023' from DER, 373' right of centerline, up to 100' AGL/438' MSL. Trees beginning 588' from DER, 27' left of centerline, up to 100' AGL/449' MSL. **Rwy 29,** hangar, 481' from DER, 357' right of centerline, 13' AGL/332' MSL. Light, 880' from DER, 255' left of centerline, 10' AGL/339' MSL. Antenna on hangar, 1065' from DER, 595' right of centerline, 40' AGL/362' MSL. Trees beginning 698' from DER, 186' left of centerline, up to 100' AGL/426' MSL. **Rwy 34'** terrain 50' from DER, 316' right of centerline, 345' MSL. Trees, 2700' from DER, 884' left of centerline, up to 100' AGL/410' MSL.

JACKSON, MS (CON'T)

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R,** 300-1 or std. with a min. climb of 280' per NM to 700.

JENNINGS, LA

JENNINGS (3R7)

AMDT 2A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 393' per NM to 300. **Rwys 17,35,** NA.

NOTE: **Rwy 8,** multiple poles 1080' from DER, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13,** trees beginning 690' from DER, 262' left of centerline, up to 116' AGL/141' MSL. Tank 3428' from DER, 1072' left of centerline, 156' AGL/181' MSL. Water tower, 3492' from DER, 1089' left of centerline, 172' AGL/197' MSL. Transmission line and trees beginning 766' from DER, 622' right of centerline, up to 96' AGL/119' MSL. 51**Rwy 26,** trees 1080' from DER, 45' AGL/55' MSL. **Rwy 31,** fence 140' from DER, 15' AGL/32' MSL.

KEESLER AFB (KBIX)

BILOXI, MS 09211

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21:** Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL Terrain 6' from DER, 500' left of centerline 23' MSL.

KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14,** trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from depature end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32,** trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

LAFAYETTE, LA

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION:** Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L,** 141/29NM, **Rwy 4R,** 140/28.8 NM, **Rwy 11,** 141/29.5 NM, **Rwy 22L,** 143/29.2 NM, **Rwy 22R,** 142/29.2 NM, **Rwy 29,** 142/28.8 NM.

NOTE: **Rwy 4L,** fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL.Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R,** multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11,** multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL.

Rwy 22L, multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R,** tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to103' AGL/142' MSL. **Rwy 29,** multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

LAKE CHARLES, LA

CHENNAULT INTL (CWF)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¼ or std. w/ min. climb of 205' per NM to 300. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.

NOTE: **Rwy 15,** trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL. Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL. **Rwy 33,** tanks 5977' from DER, 1577' right of centerline, 156' AGL/170' MSL. Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL. Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.

LAKE PROVIDENCE, LA

BYERLEY

NOTE: **Rwy 17,** tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

LAUREL, MS

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 500 before turning.

LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 1000 before turning.

LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)
AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17,** tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

MADISON, MS

BRUCE CAMPBELL FIELD (MBO)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-2 or std. w/ min. climb of 267' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER.

NOTE: **Rwy 17,** trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL. **Rwy 35,** house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL. Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

MANY, LA

HART (3R4)
ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30,** trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 700 before turning right.

MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)
ORIG 09183 (FAA)

NOTE: **Rwy 15,** trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33,** tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22,** 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1,** antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4,** stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19,** antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22,** numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS 09295

Rwy 1R, 600-1½*
Rwy 19R, 600-2**
* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.
** Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R:** Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L:** Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R:** Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10:** Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

21 OCT 2010 to 18 NOV 2010

MONROE, LA

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 900 before turning west. **Rwy 32,** climb via heading 317° to 900 before turning west. **Rwy 36,** climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4,** tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14,** tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18,** tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22,** sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32,** tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36,** antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from deprture end of runway, 129' right of centerline, 68' AGL/151' MSL.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

ORIG 07354 (FAA)

NOTE: **Rwy 13,** multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18,** multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31,** multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36,** multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)

AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¾ or std. with a min. climb of 336' per NM to600.

NOTE: **Rwy 17,** building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25,** tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35,** light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16,** 138/17.2 NM. **Rwy 34,** 136/17.2 NM.

NOTE: **Rwy 16,** trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R,** climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9,** climb to 1500 before turning right, or comply with RADAR vectors.

21 OCT 2010 to 18 NOV 2010

NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy1,** multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45'AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6,** multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10,** obstruction light 623' from departure end of runway, 620' right of centerline, 21'AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginnig 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19,** vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24,** obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28,** tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. 09239

DEPARTURE PROCEDURE: **Rwy 4,** Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22,** Diverse departures authorized 044° CW 314°. **Rwy 32,** Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4:** Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14:** Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32:** Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: **Rwy 36,** fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18,** road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18,** trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36,** trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 800 before turning westbound.

OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 800 before turning east.

OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18,** tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 900 before turning.

PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1¼ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35,** tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6,** 290°/17.6 NM. **Rwy 24,** 287°/18.2 NM.

NOTE: **Rwy 24,** tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18,** trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36,** trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18,** trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36,** pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12,** poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30,** vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30,** climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30,** pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.

NOTE: **Rwy 18,** building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36,** trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

21 OCT 2010 to 18 NOV 2010

RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¾ or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17,** Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35,** trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21,** multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23,** terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14,** multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18,** multiple trees beginning 52' from departure end of runway,395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36,** windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)

ORIG 09267 (FAA)

NOTE: **Rwy 13,** trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 18,** trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwy 36, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA
SOUTHLAND FIELD (UXL)
ORIG 09071 (FAA)
NOTE: **Rwy 15,** numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33,** numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH, LA
VICKSBURG TALLULAH RGNL
NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18,** tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

TUNICA, MS
TUNICA MUNI (UTA)
AMDT 1 09267 (FAA)
NOTE: **Rwy 17,** trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35,** trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

VICKSBURG, MS
VICKSBURG MUNI
TAKE-OFF MINIMUMS: **Rwy 1,** 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19,** 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.
NOTE: **Rwy 1,** trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19,** tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

VIVIAN, LA
VIVIAN (3F4)
AMDT 2 09099 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27,** 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1900 before turning left. **Rwy 27,** climb heading 268° to 1900 before turning right.
NOTE: **Rwy 9,** tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27,** vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WEST POINT, MS
MCCHAREN FIELD
TAKE-OFF MINIMUMS: **Rwy 36,** 400-1 ¾ or std. with a min. climb of 360' per NM to 800.
NOTE: **Rwy 18,** numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36,** railroad track beginning 50' from departure end of runway, on centerline, 23'AGL/232'MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214'MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

WINNFIELD, LA
DAVID G. JOYCE (0R5)
ORIG 09351 (FAA)
NOTE: **Rwy 9,** trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27,** trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS
WINONA-MONTGOMERY COUNTY (ONA)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.
DEPARTURE PROCEDURE: **Rwy 3,** Climb heading 030° to 1000 before turning west.
NOTE: **Rwy 21,** Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

RNAV (GPS) RWY 15

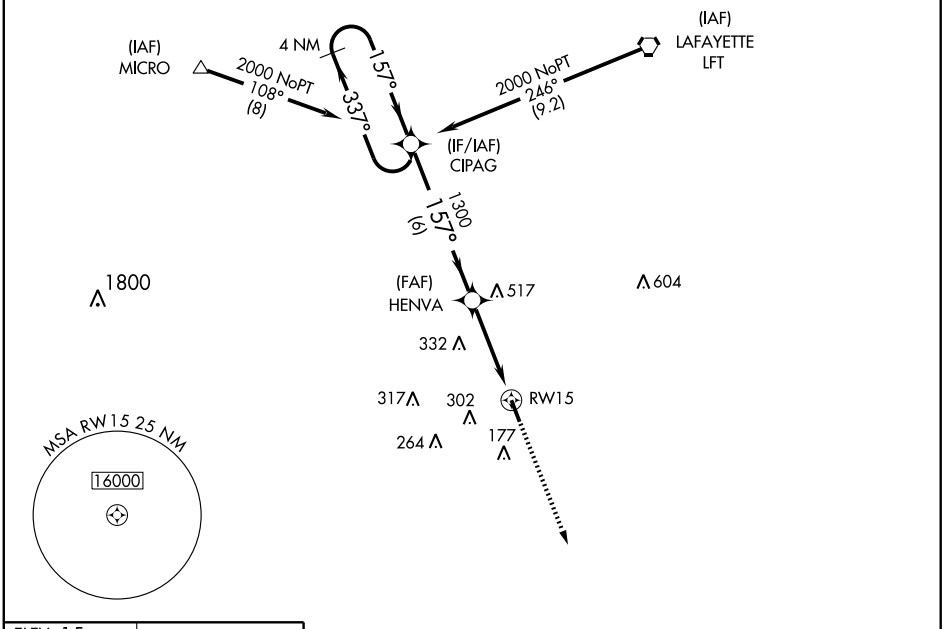
ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

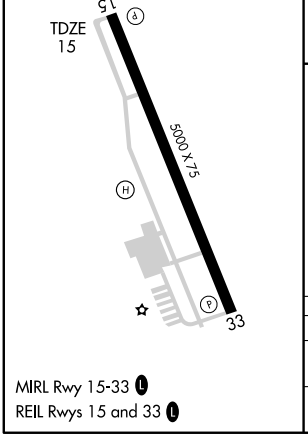
APP CRS	Rwy Idg	5000
157°	TDZE	15
	Apt Elev	15

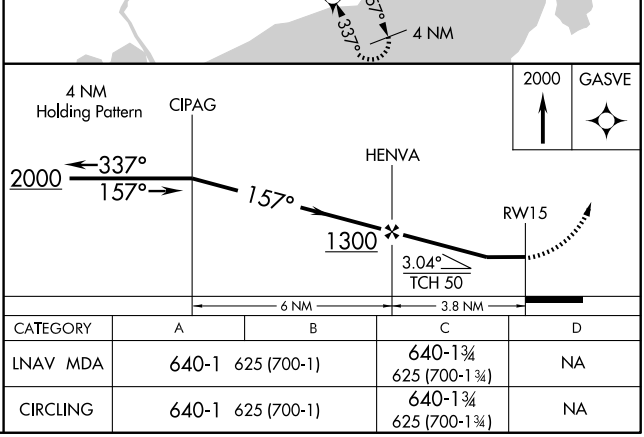
NA — DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GASVE and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	640-1 625 (700-1)		640-1¾ 625 (700-1¾)	NA
CIRCLING	640-1 625 (700-1)		640-1¾ 625 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

APP CRS	Rwy Idg	5000
337°	TDZE	15
	Apt Elev	15

NA DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CIPAG and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L

MISSED APCH FIX

4 NM 157° 337° CIPAG

LAFAYETTE LFT

517 604 332 317 302 264 177

2000 179° (23.7)

RW33

(FAF) CIVAN

1700 337° (6)

(IF/IAF) GASVE

157° 337° 4 NM

2000 NoPT 322° (9.7)

2000 NoPT 027° (9)

(IAF) DOYAD

(IAF) EYUGU

MSA RW33 25 NM 16000

ELEV 15

5000 X 75

TDZE 15

33

337° to RW33

MIRL Rwy 15-33 L

REIL Rwys 15 and 33 L

2000 CIPAG

GASVE 4 NM Holding Pattern

CIVAN 157° 337° 2000

RW33 337° 1700

3.04° TCH 50

5.1 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA
CIRCLING	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA

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SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LFT 109.8 Chan 35	APP CRS 197°	Rwy Idg N/A TDZE N/A Apt Elev 15

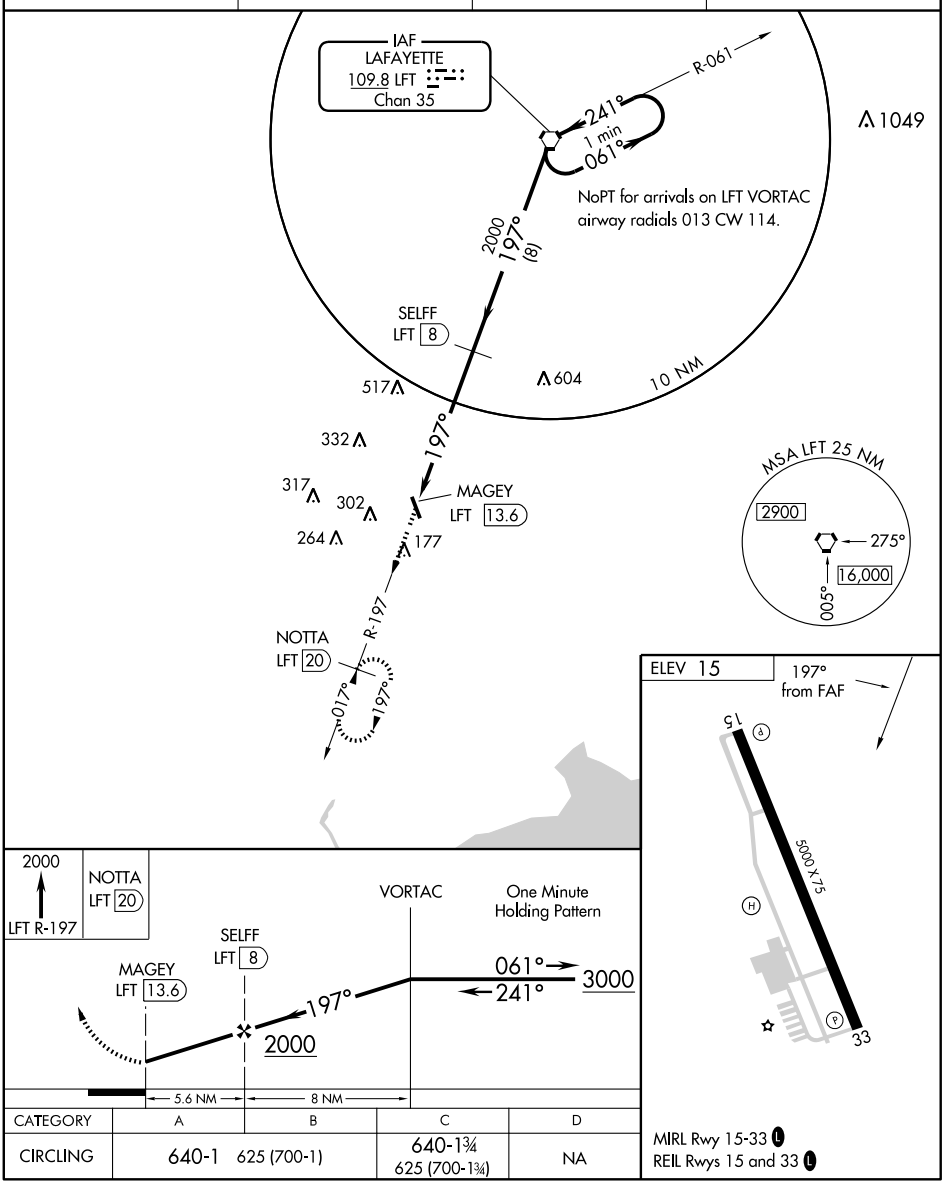
VOR/DME-A

ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

⚠ NA — Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 via LFT R-197 to NOTTA/ LFT 20 DME and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	640-1 625 (700-1)		640-1¾ 625 (700-1¾)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LFT 109.8 Chan 35	APP CRS 017°	Rwy Idg N/A TDZE N/A Apt Elev 15

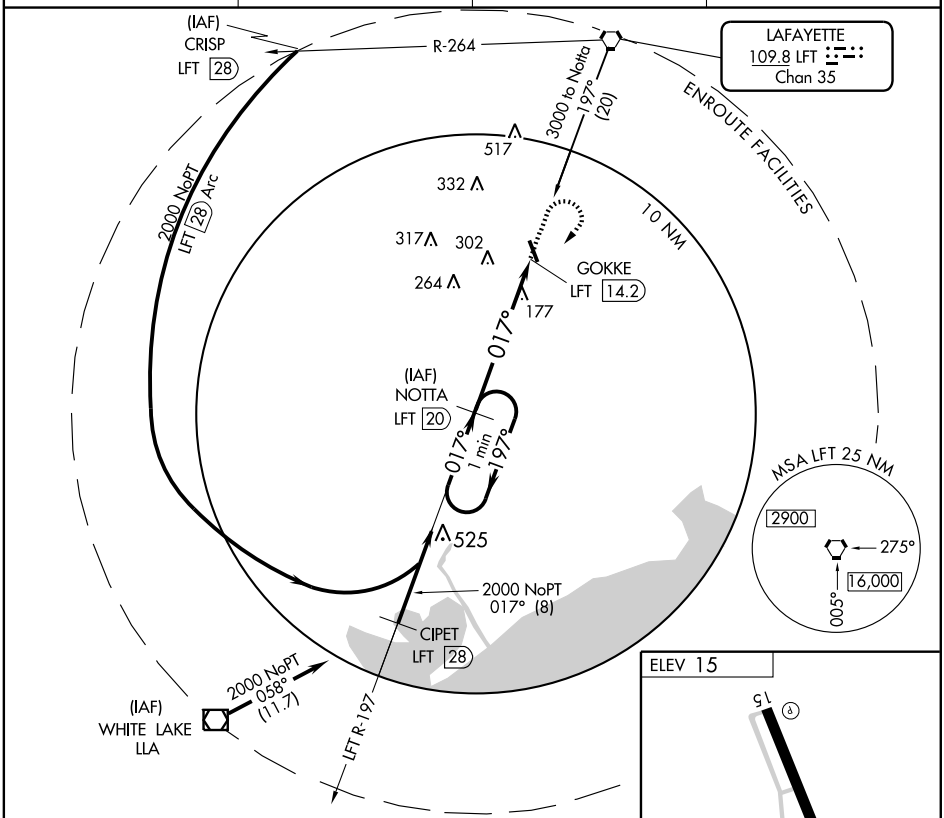
VOR/DME-B

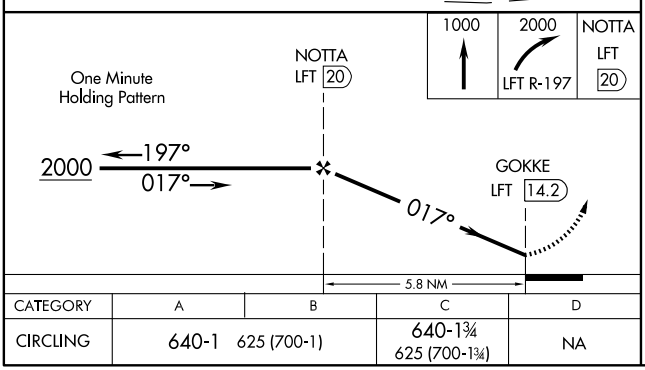
ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

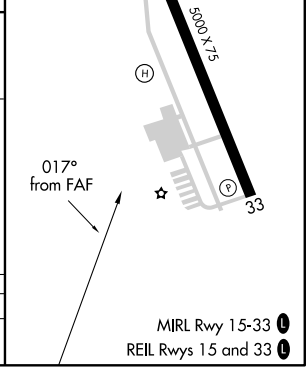
NA Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 via LFT R-197 to NOTTA/LFT 20 DME and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ALEXANDRIA INTL (AEX)
ALEXANDRIA, LOUISIANA

AL-13 (FAA)

SC-4, 21 OCT 2010 to 18 NOV 2010

ASOS
123.975
ALEXANDRIA TOWER
127.35 269.2
GND CON
121.9 372.0
CLNC DEL
121.9

D

VAR 1.6° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

1000 X 150
ELEV 84
142.4°
ELEV 84
187.4°
9352 X 150
7001 X 150
007.4°
322.4°
1000 X 150
ELEV 87
FIELD ELEV 89
1000 X 150

31°20′ N
31°19′ N
92°33′ W
92°32′ W

MILITARY OPS TERMINAL
CARGO APRON
NORTH APRON
TWR 216
FIRE STATION
FBO
HANGAR
SOUTH APRON
HANGAR
HOT CARGO AREA

RWY 14-32
S-81, D-180, 2S-175, 2D-330, 2D/2D2-850
RWY 18-36
S-75, D-130, 2S-165, 2D-191, 2D/2D2-502

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED

THERE ARE NO HOT SPOTS FOR LOUISIANA OR MISSISSIPPI

21 OCT 2010 to 18 NOV 2010

LOC I-ERJ	APP CRS	Rwy Idg 9352 TDZE 85 Apt Elev 89
110.1	141°	

ILS or LOC/DME RWY 14

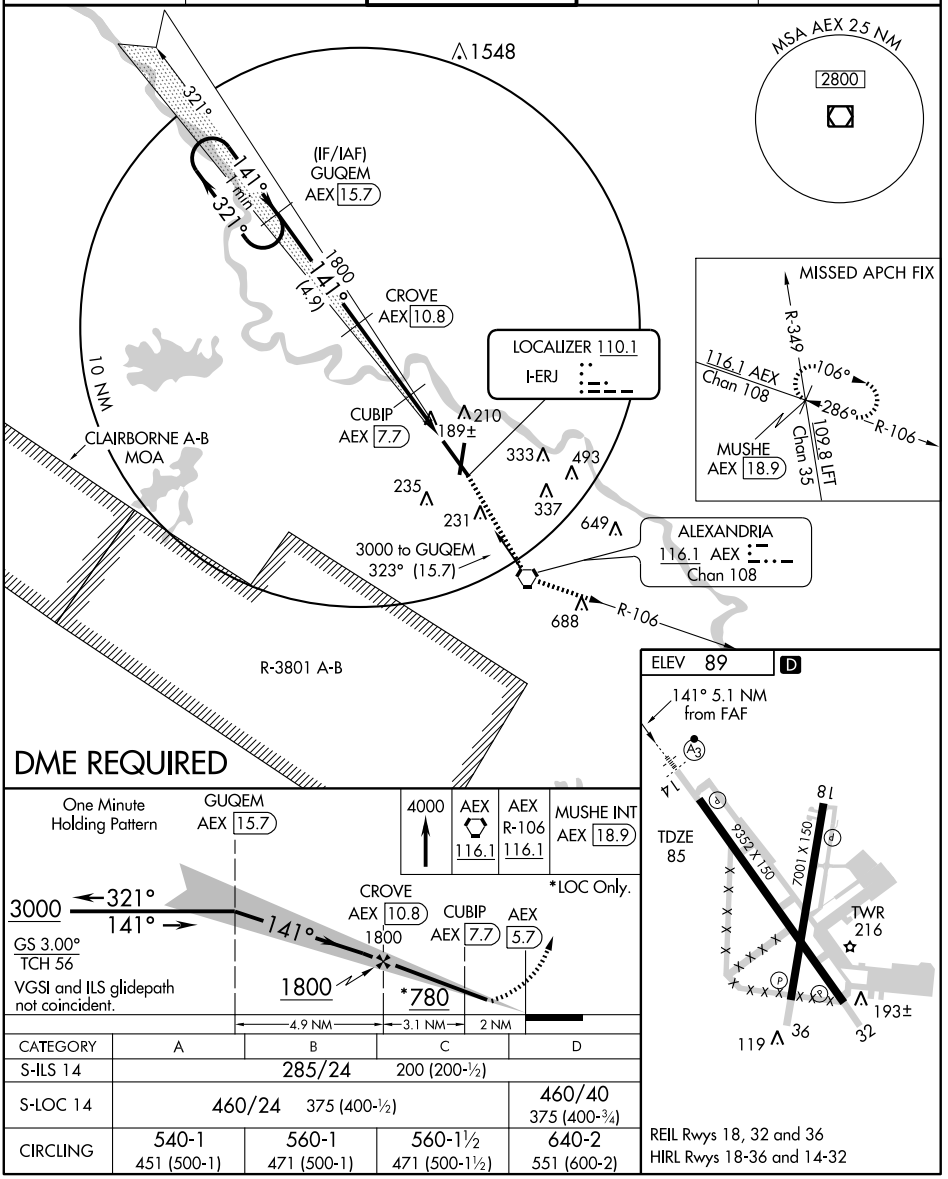
ALEXANDRIA INTL (AEX)

DME from AEX VORTAC. Simultaneous reception of I-ERJ and AEX DME required. When R-3801 B active, Radar and DME required.

SSALR

MISSED APPROACH: Climb to 4000 direct AEX VORTAC and via AEX VORTAC R-106 to MUSHE INT/18.9 DME and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9



CATEGORY	A	B	C	D
S-ILS 14	285/24		200 (200-½)	
S-LOC 14	460/24	375 (400-½)		460/40 375 (400-¾)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56417 W14A	APP CRS 141°	Rwy ldg 9352 TDZE 85 Apt Elev 89

RNAV (GPS) RWY 14

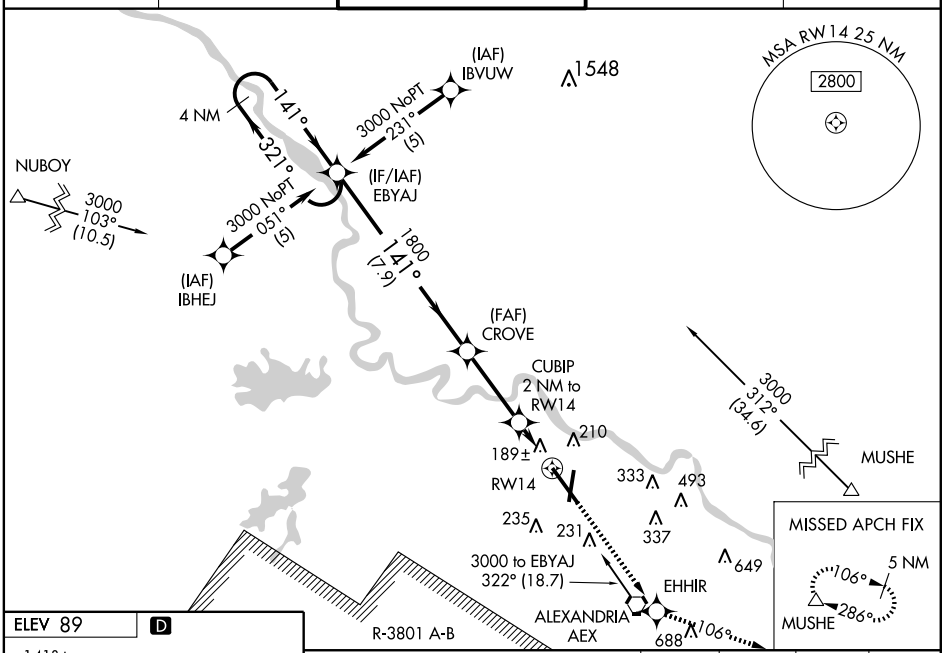
ALEXANDRIA INTL (AEX)

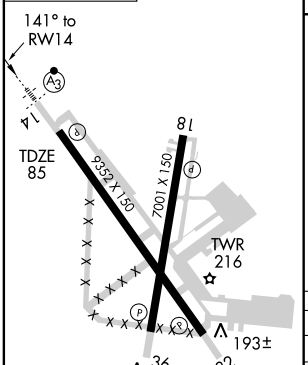
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative SSALR increase LNAV Cat D visibility to RVR 6000. Radar required when R-3801 A-B in use.

SSALR

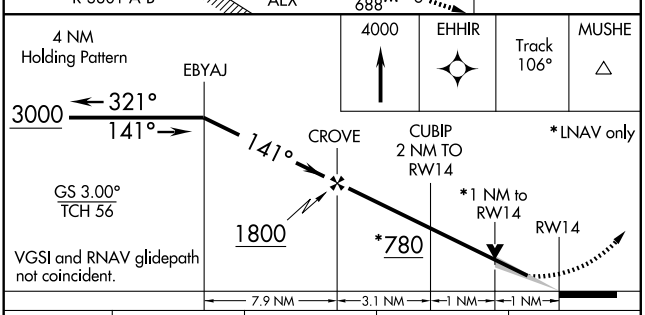
MISSED APPROACH: Climb to 4000 direct EHHIR and via track 106° to MUSHE and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9





REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
LPV DA	285/24 200 (200-½)			
LNAV/VNAV DA	488/50 403 (400-1)			
LNAV MDA	480/24 395 (400-½)			480/50 395 (400-1)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7001
CH 61200	186°	TDZE	84
W18A		Apt Elev	89

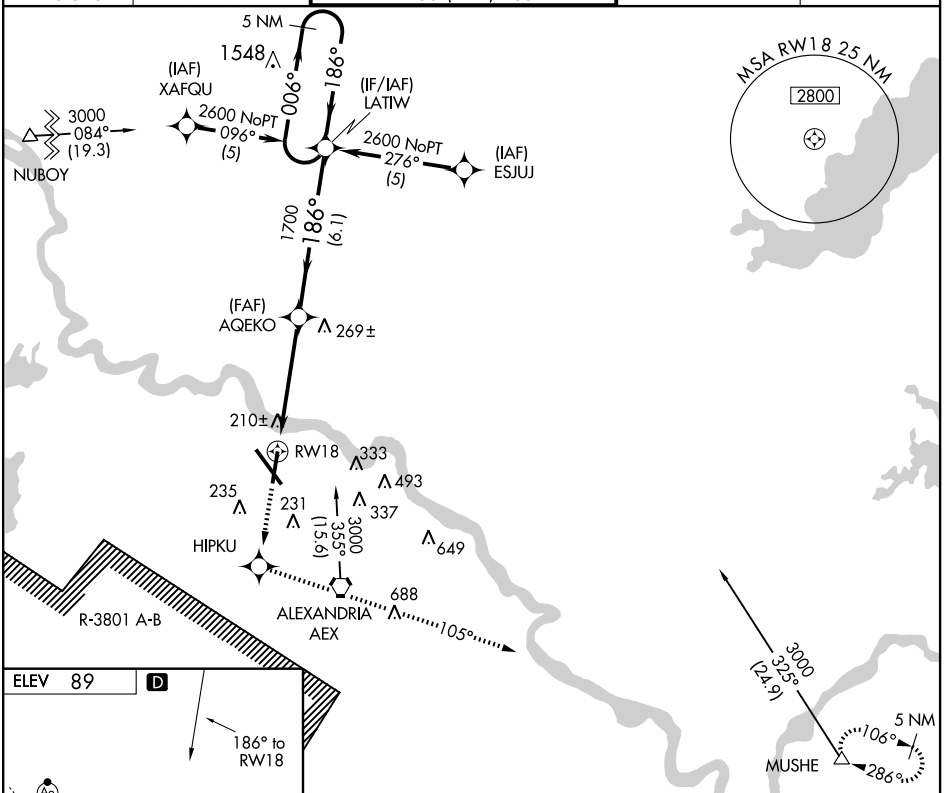
RNAV (GPS) RWY 18

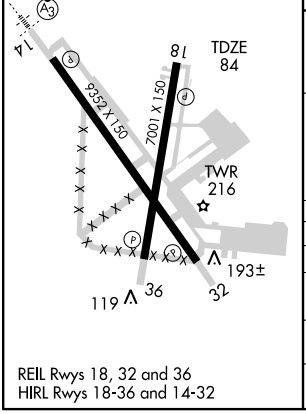
ALEXANDRIA INTL (AEX)

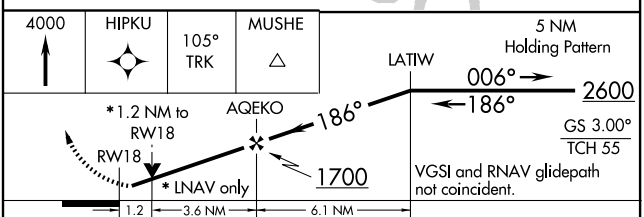
DME/DME RNP-0.3 NA. Radar required when R-3801 A-B in use. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visbility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HIPKU and via 105° track to MUSHE and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9







CATEGORY	A	B	C	D
LPV DA	395-1 311 (400-1)			
LNAV/VNAV DA	539-1½ 455 (500-1½)			
LNAV MDA	520-1 436 (500-1)		520-1¼ 436 (500-1¼)	520-1½ 436 (500-1½)
CIRCLING	540-1½ 451 (500-1½)	560-1½ 471 (500-1½)		640-2 551 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9352
CH 50110	321°	TDZE	89
W32A		Apt Elev	89

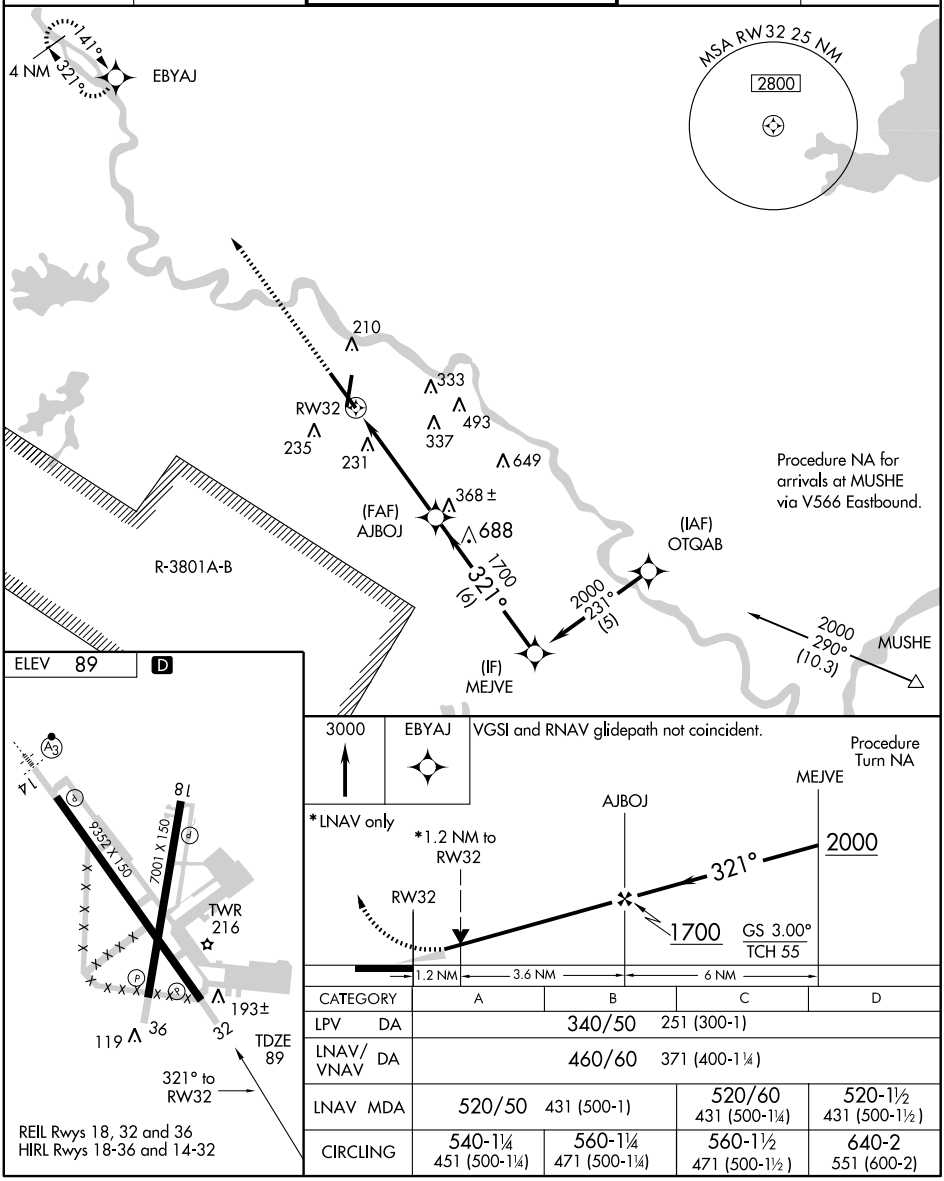
RNAV (GPS) RWY 32

ALEXANDRIA INTL (AEX)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F)
When R-3801A-B active, RADAR required.

MISSED APPROACH: Climb to 3000 direct EBYAJ WP and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9



CATEGORY	A	B	C	D
LPV DA	340/50	251 (300-1)		
LNAV/VNAV DA	460/60	371 (400-1¼)		
LNAV MDA	520/50	431 (500-1)	520/60 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7001
CH 58100	006°	TDZE	87
W36A		Apt Elev	89

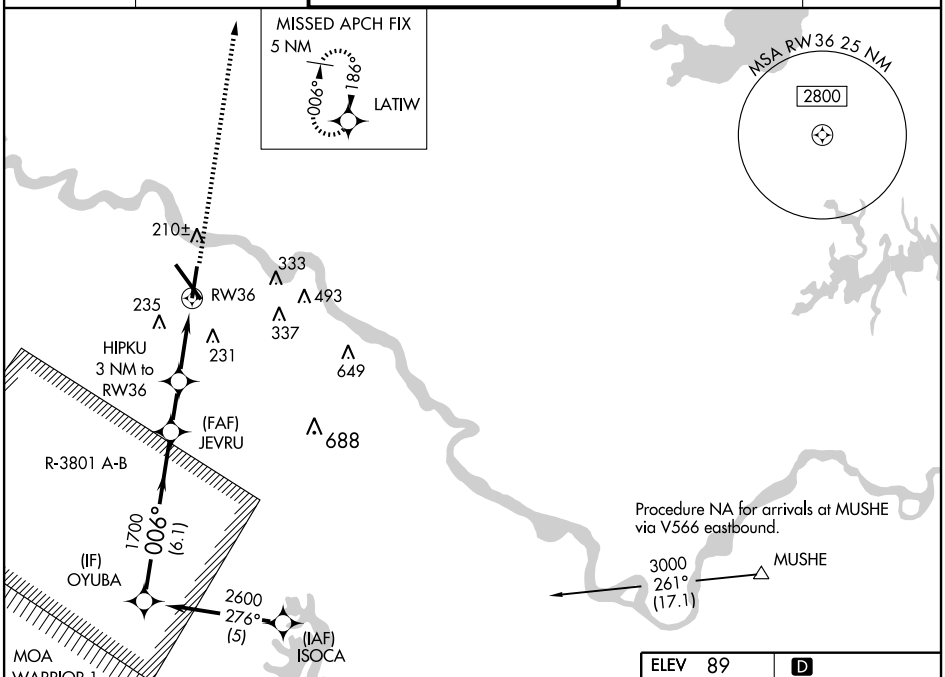
RNAV (GPS) RWY 36

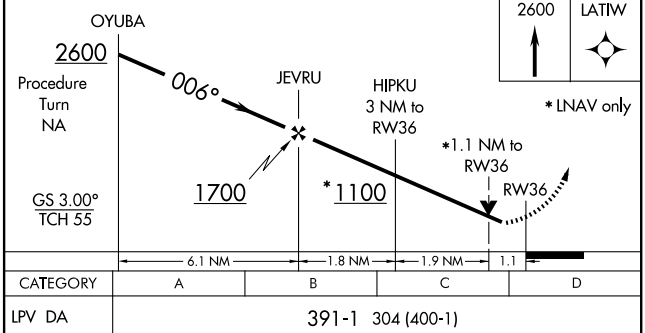
ALEXANDRIA INTL (AEX)

DME/DME RNP-0.3 NA. When R-3801 A-B in use, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

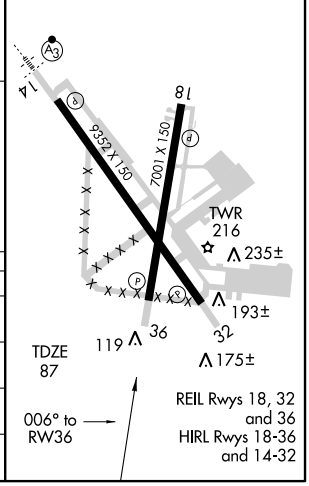
MISSED APPROACH: Climb to 2600 direct LATIW and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9





CATEGORY	A	B	C	D
LPV DA	391-1 304 (400-1)			
LNAV/VNAV DA	425-1¼ 338 (400-1¼)			
LNAV MDA	500-1 413 (500-1)		500-1¼ 413 (500-1¼)	
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC AEX 116.1 Chan 108	APP CRS 145°	Rwy Idg 9352 TDZE 85 Apt Elev 89

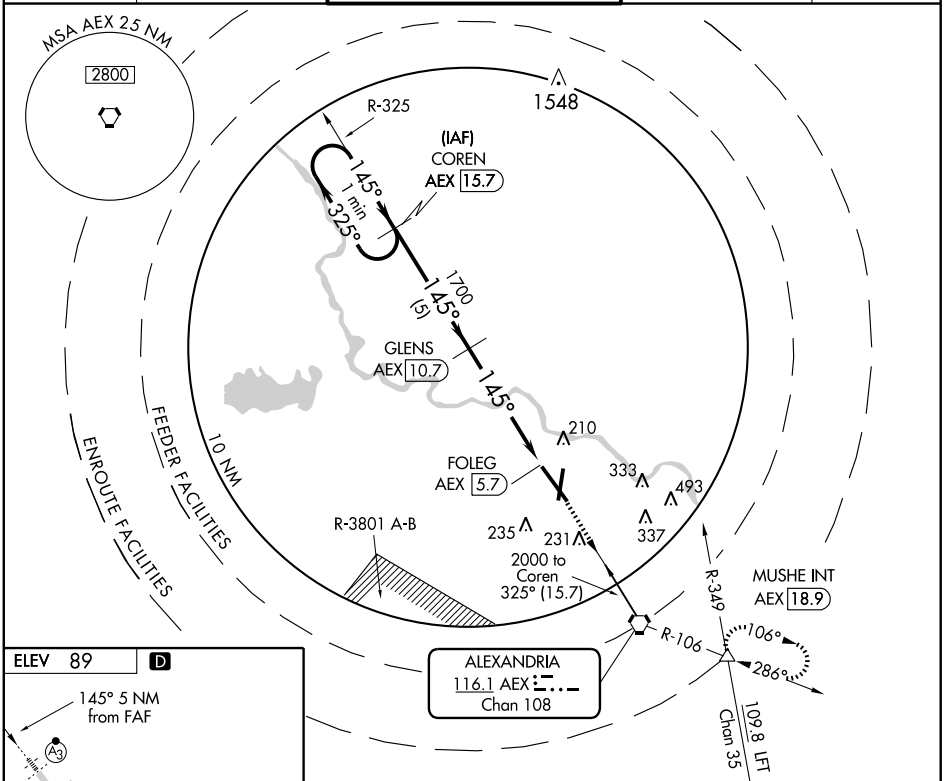
VOR/DME RWY 14
ALEXANDRIA INTL (AEX)

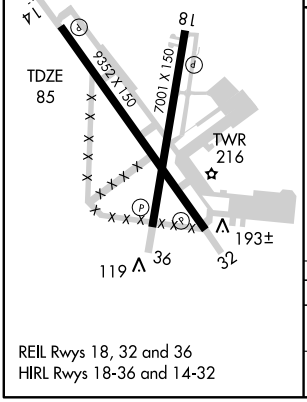
When R-3801B active, Radar Required. For inoperative SSALR increase S-14 Cat D visibility to 1¼.

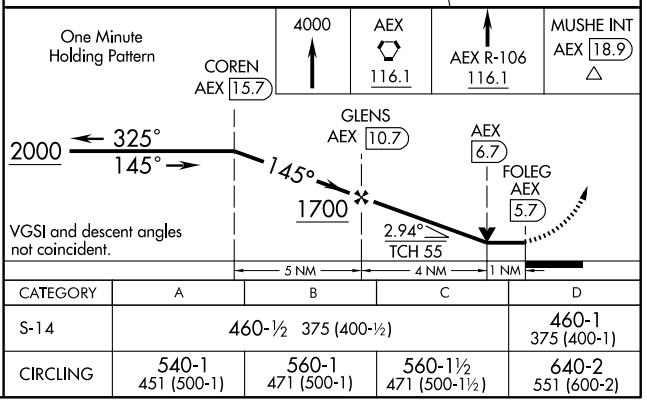
SSALR

MISSED APPROACH: Climb to 4000 direct AEX Vortac, then via AEX R-106 to MUSHE Int and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	123.975







CATEGORY	A	B	C	D
S-14	460-½ 375 (400-½)			460-1 375 (400-1)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC AEX 116.1 Chan 108	APP CRS 327°	Rwy Idg 9352 TDZE 89 Apt Elev 89

VOR/DME RWY 32

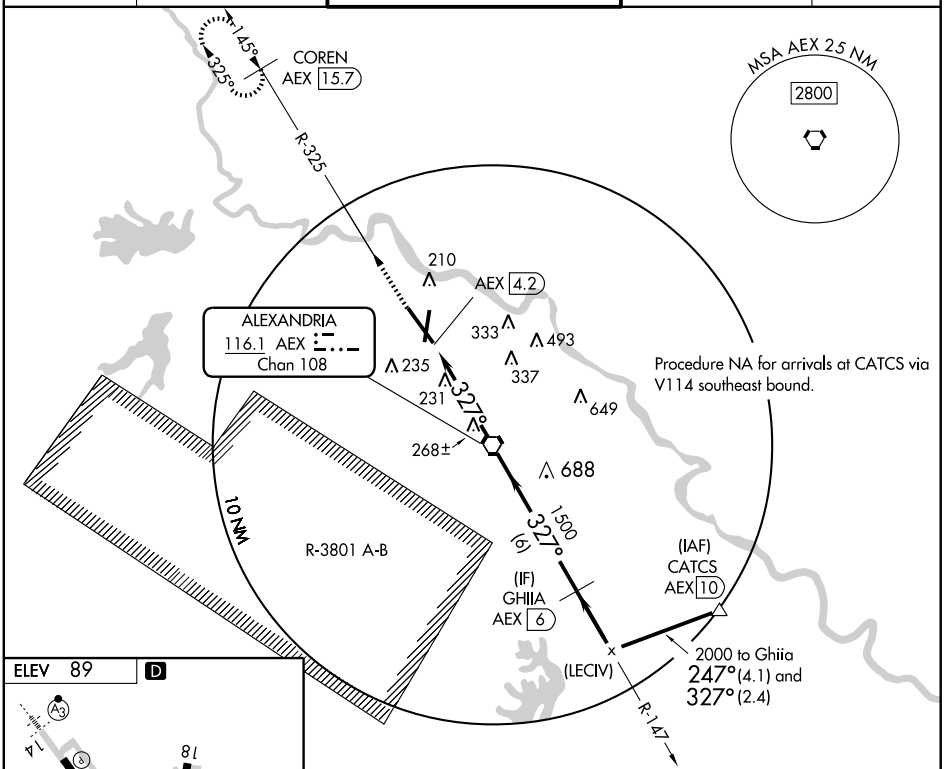
ALEXANDRIA INTL (AEX)

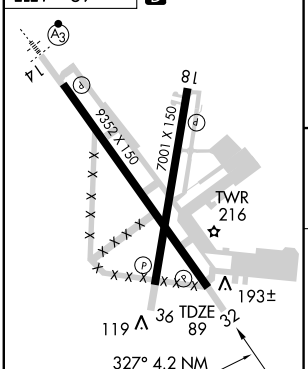
Radar required when R-3801 A-B in use.

MISSED APPROACH: Climb to 3000 via AEX R-325 to COREN/AEX 15.7 DME and hold.

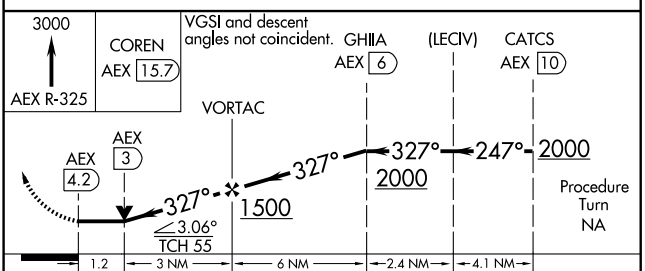
ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9

SC-4, 21 OCT 2010 to 18 NOV 2010





REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
S-32	520/50 431 (500-1)		520/60 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

LOC I-ESF 111.5 Chan 52	APP CRS 270°	Rwy Idg 5999 TDZE 92 Apt Elev 112

ILS or LOC/DME RWY 27

ALEXANDRIA/ESLER RGNL (ESF)

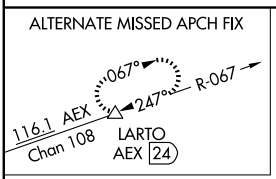
When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet. VDP NA with Alexandria Intl altimeter setting. ADF Required.

MALSR

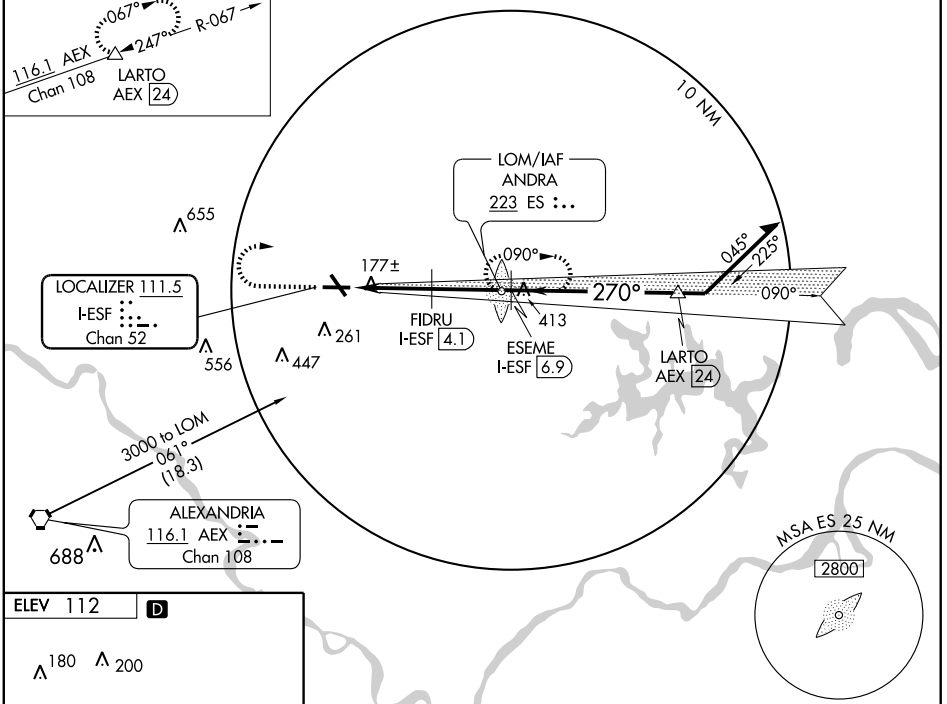
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct ANDRA LOM and hold.

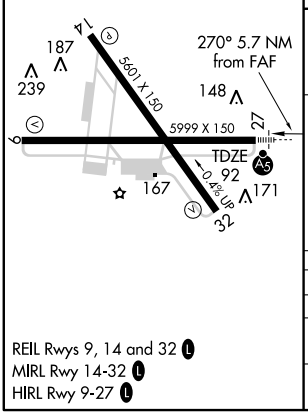
POLK APP CON	UNICOM
125.4 302.2	122.8 (CTAF) L

ALTERNATE MISSED APCH FIX

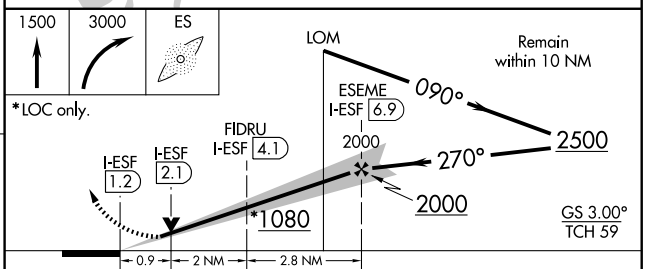


ADF REQUIRED





REIL Rwys 9, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 9-27 L



CATEGORY	A	B	C	D
S-ILS 27	292-½ 200 (200-½)			
S-LOC 27	440-½ 348 (400-½)			440-¾ 348 (400-¾)
CIRCLING	600-1 488 (500-1)		600-1½ 488 (500-1½)	680-2 568 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOM ES	APP CRS	Rwy Idg	5999
223	270°	TDZE	92
		Apt Elev	112

NDB RWY 27

ALEXANDRIA/ESLER RGNL (ESF)

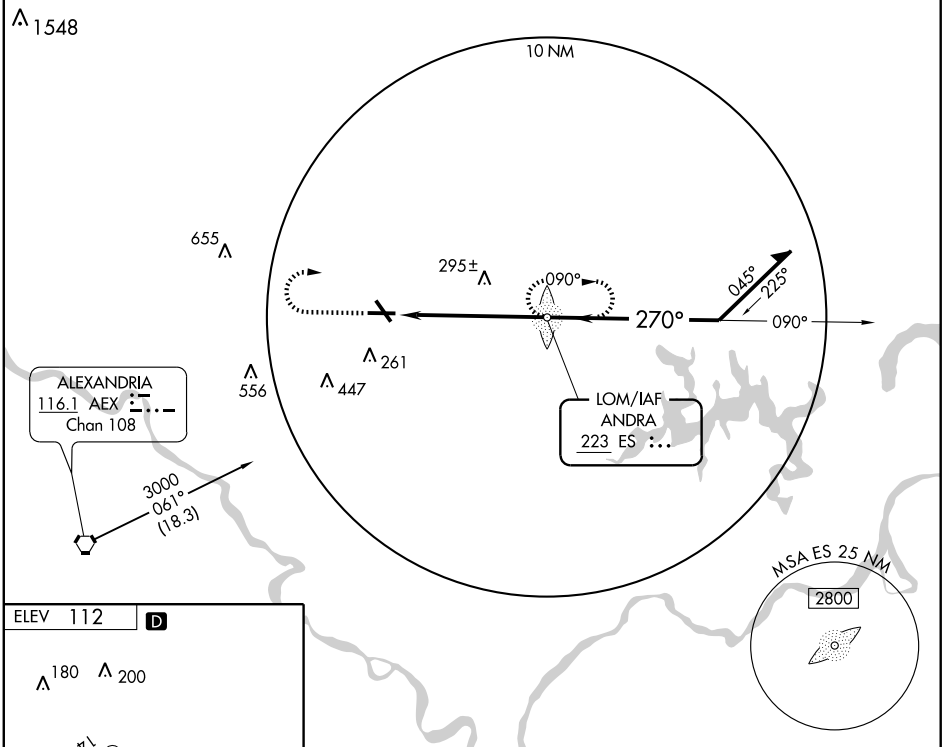
When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 40 feet and S-27 Cat D visibility ¼ mile.

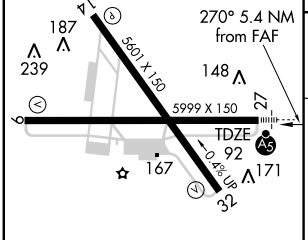
NA

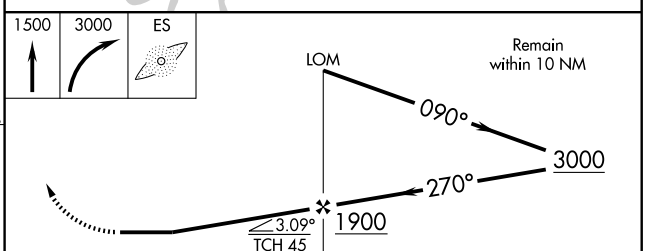
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct ANDRA LOM and hold.

POLK APP CON	UNICOM
125.4 302.2	122.8 (CTAF) L







REIL Rwys 9, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 9-27 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-27	600-¾	508 (500-¾)	600-1 508 (500-1)	600-1¼ 508 (500-1¼)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	680-2 568 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77617 W09A | APP CRS 090° | Rwy Idg 5999 | TDZE 96 | Apt Elev 112

RNAV (GPS) RWY 9

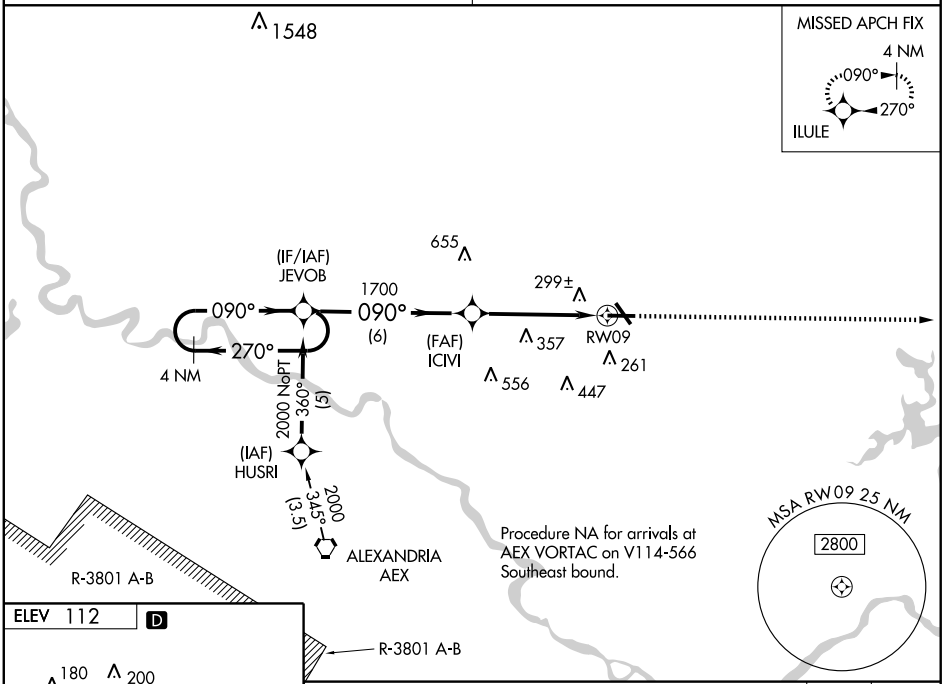
ALEXANDRIA/ESLER RGNL (ESF)

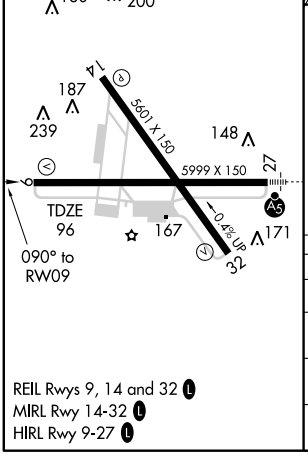
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D ¼ mile. Baro-VNAV NA when using Alexandria Intl altimeter setting. VDP NA with Alexandria Intl altimeter setting.

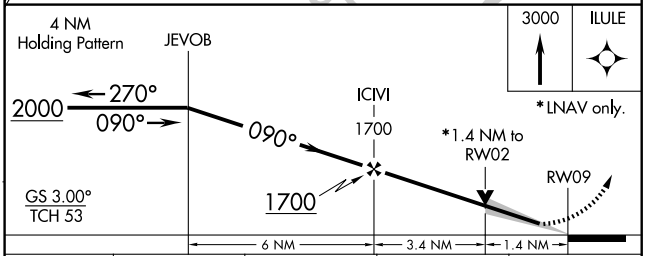
MISSED APPROACH: Climb to 3000 direct ILULE and hold.

POLK APP CON 125.4 302.2

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	296-¾	200 (200-¾)		
LNAV/VNAV DA	620-1¾	524 (600-1¾)		
LNAV MDA	580-1	484 (500-1)	580-1¼ 484 (500-1¼)	580-1½ 484 (500-1½)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	680-2 568 (600-2)

REIL Rwys 9, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 9-27 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5999
CH 61103	270°	TDZE	92
W27A		Apt Elev	112

RNAV (GPS) RWY 27

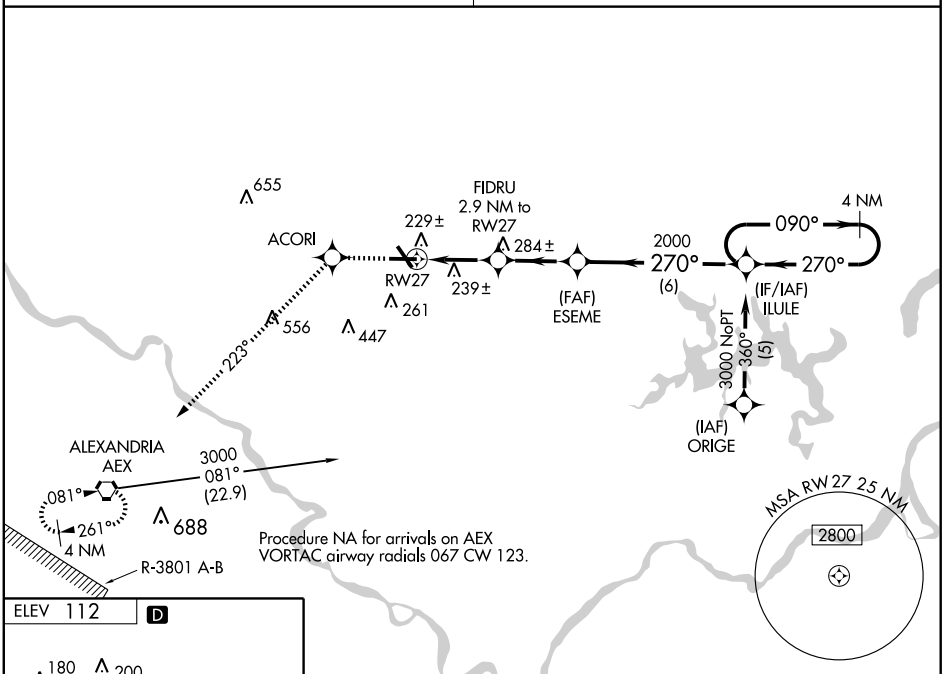
ALEXANDRIA/ESLER RGNL (ESF)

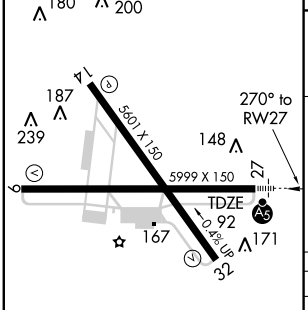
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F) DME/DME RNP-0.3 NA. VDP NA with Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet. For inoperative MALSR increase LPV Cat D visibility to 1¼ .

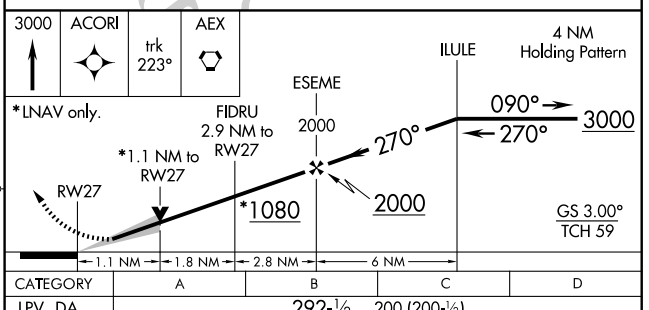
MALSR

MISSED APPROACH: Climb to 3000 direct ACORI and via track 223° to AEX VORTAC and hold.

POLK APP CON	UNICOM
125.4 302.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	292-½	200 (200-½)		
LNAV/VNAV DA	499-1	407 (400-1)		
LNAV MDA	500-½	408 (400-½)	500-¾ 408 (400-¾)	500-1 408 (400-1)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	680-2 568 (600-2)

REIL Rwys 9, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 9-27 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB BQP 329	APP CRS 330°	Rwy Idg 4002 TDZE 167 Apt Elev 167

NDB RWY 34

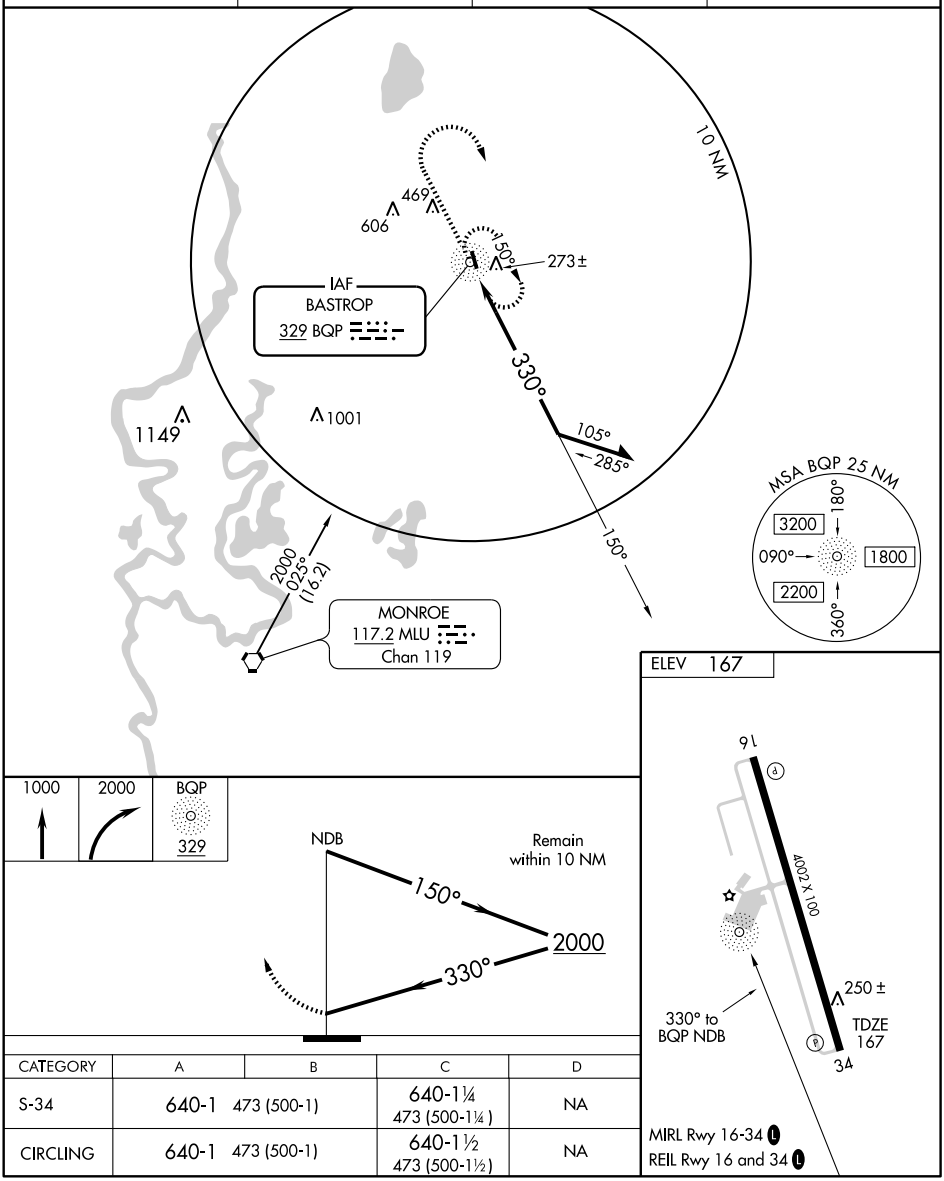
BASTROP/ MOREHOUSE MEMORIAL (BQP)

If local altimeter setting not received, use Monroe altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BQP NDB and hold.

AWOS-3	MONROE APP CON ★	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-34	640-1	473 (500-1)	640-1¼ 473 (500-1¼)	NA
CIRCLING	640-1	473 (500-1)	640-1½ 473 (500-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58307 W16A	APP CRS 161°	Rwy Idg 4002 TDZE 168 Apt Elev 168

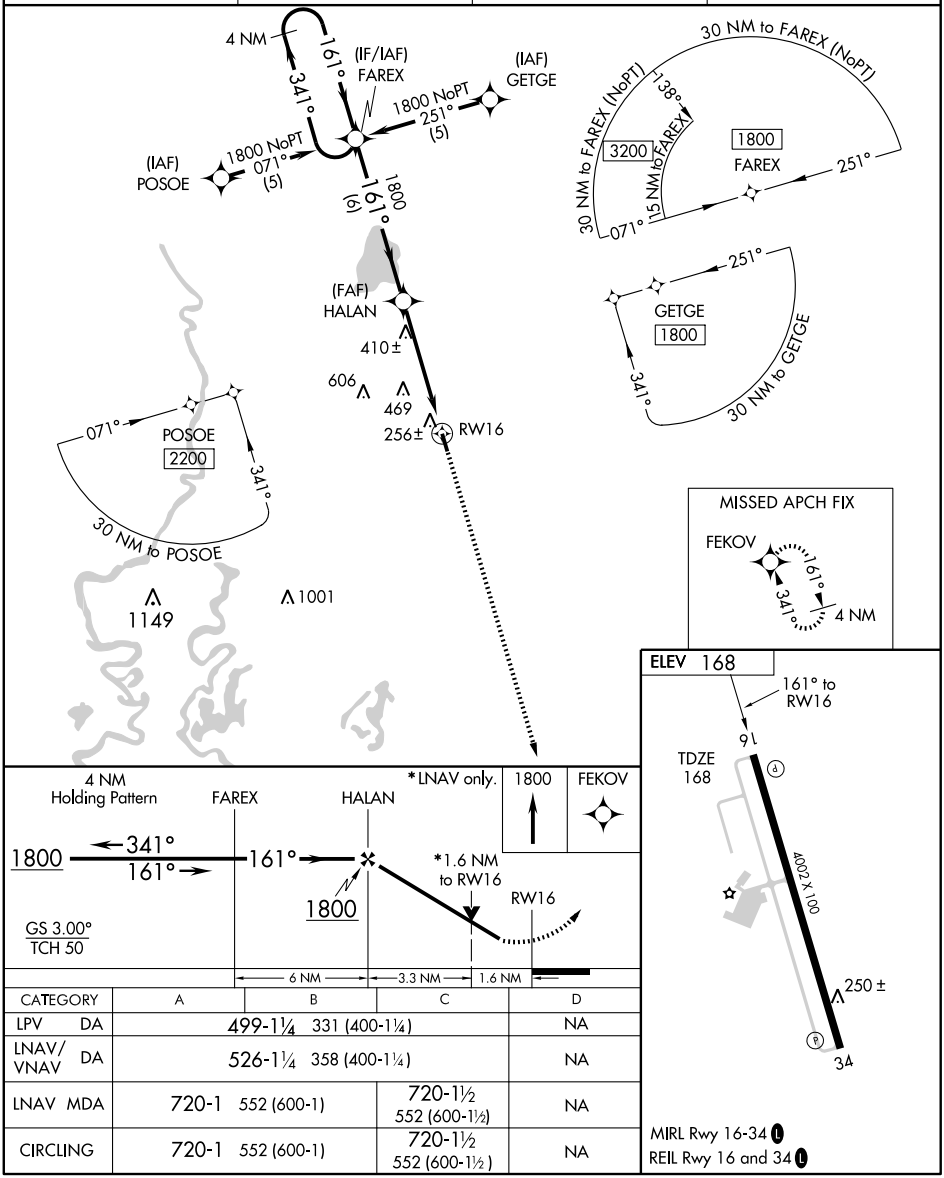
RNAV (GPS) RWY 16

BASTROP/MOREHOUSE MEMORIAL (BQP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

MISSED APPROACH: Climb to 1800 direct FEKOV and hold.

AWOS-3	MONROE APP CON ★	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	499-1¼ 331 (400-1¼)			NA
LNAV/VNAV DA	526-1¼ 358 (400-1¼)			NA
LNAV MDA	720-1 552 (600-1)		720-1½ 552 (600-1½)	NA
CIRCLING	720-1 552 (600-1)		720-1½ 552 (600-1½)	NA

MIRL Rwy 16-34 L
REIL Rwy 16 and 34 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4002
CH 90308	341°	TDZE	168
W34A		Apt Elev	168

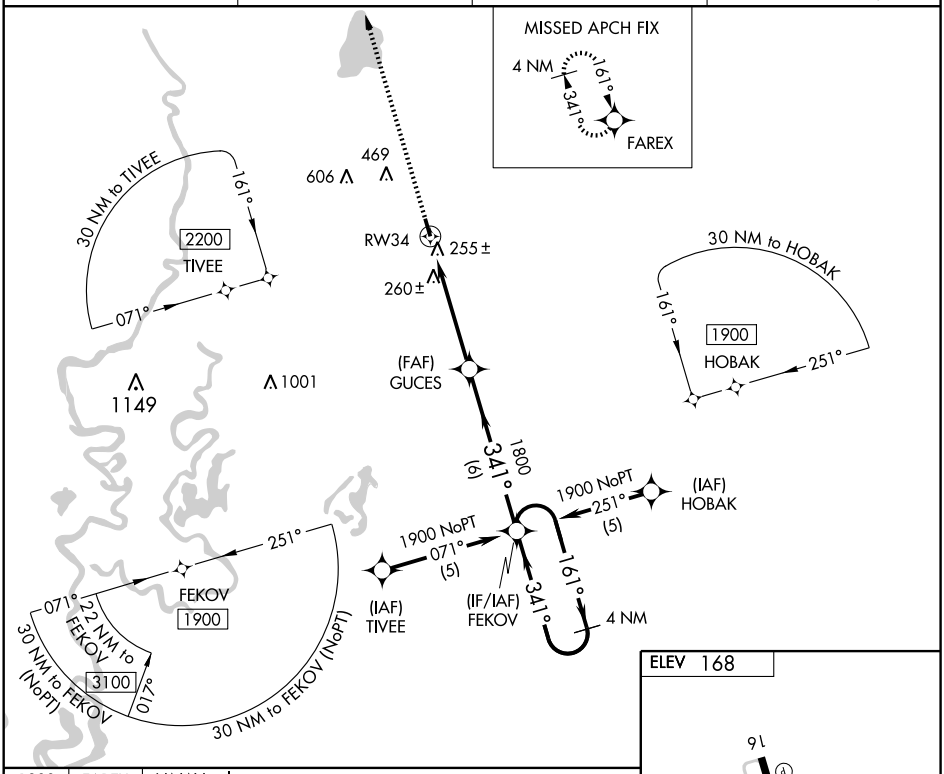
RNAV (GPS) RWY 34

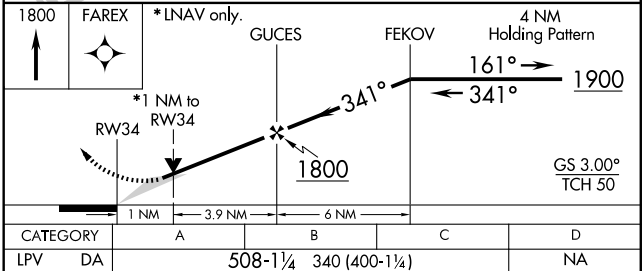
BASTROP/MOREHOUSE MEMORIAL (BQP)

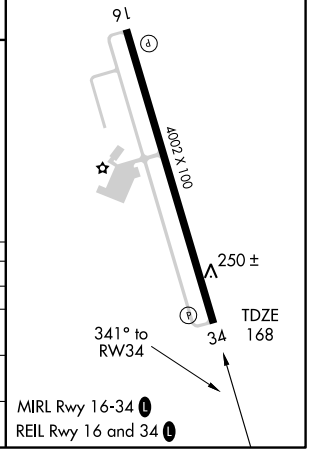
Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 1800 direct FAREX and hold.

AWOS-3	MONROE APP CON ★	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	508-1¼ 340 (400-1¼)			NA
LNAV/VNAV DA	551-1¼ 383 (400-1¼)			NA
LNAV MDA	520-1 352 (400-1)			NA
CIRCLING	560-1 392 (400-1)	620-1 452 (500-1)	620-1½ 452 (600-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MLU 117.2 Chan 119	APP CRS 026°	Rwy Idg N/A TDZE N/A Apt Elev 167

VOR/DME-A

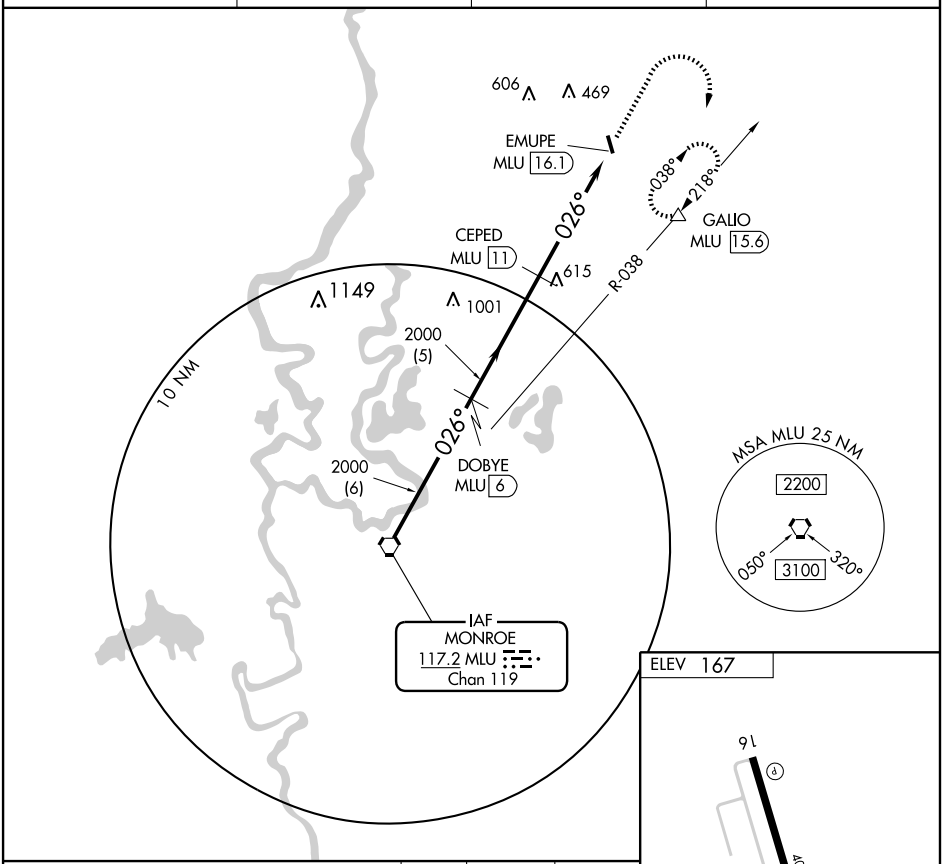
BASTROP/ MOREHOUSE MEMORIAL (BQP)

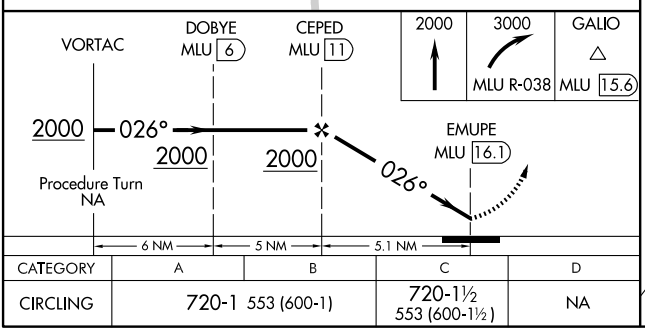
If local altimeter setting not received, use Monroe altimeter setting and increase all MDAs 60 feet.

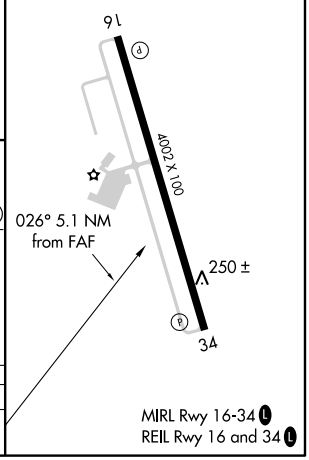
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MLU R-038 to GALIO/MLU 15.6 DME and hold.

AWOS-3	MONROE APP CON *	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L





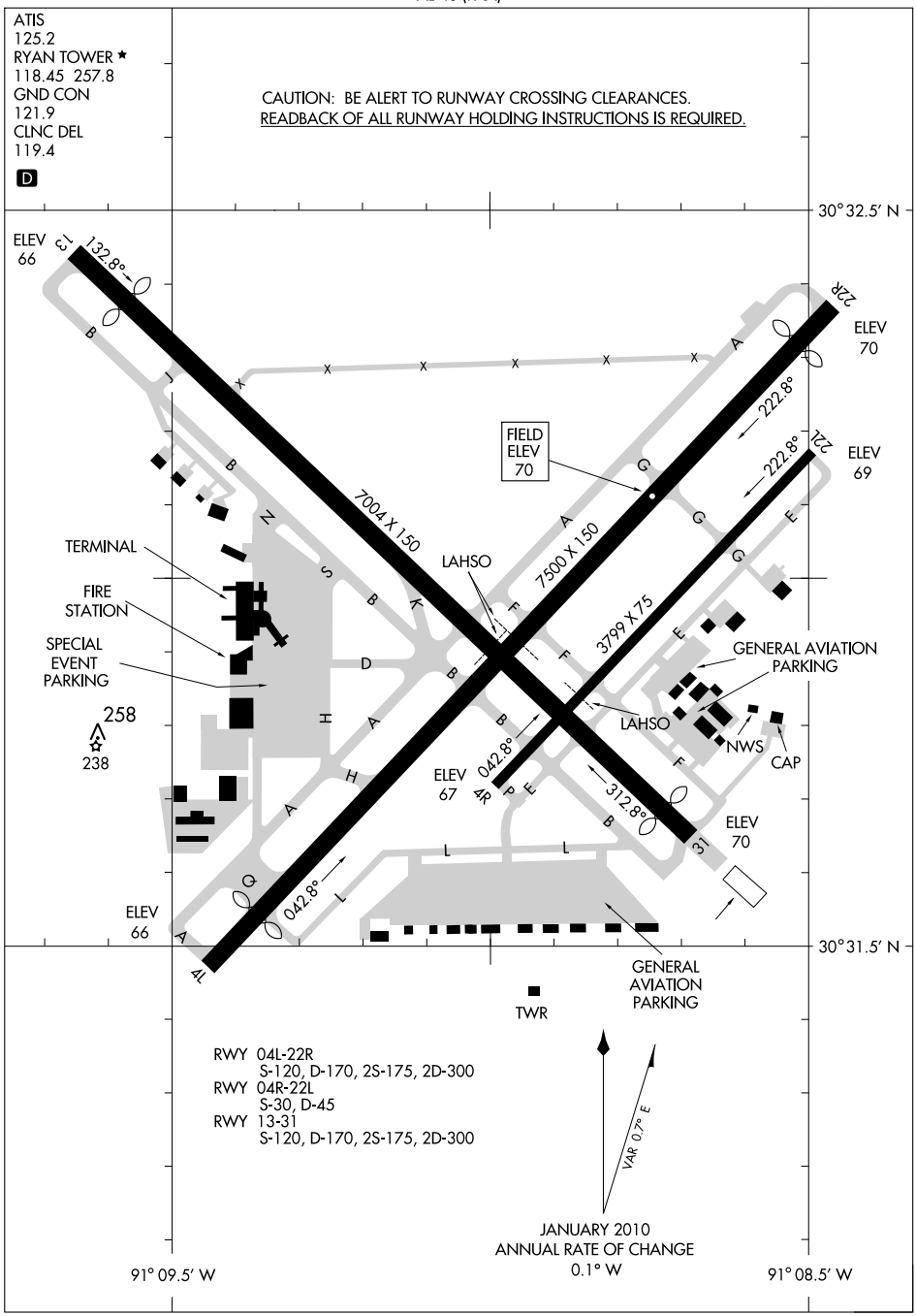


CATEGORY	A	B	C	D
CIRCLING	720-1 553 (600-1)		720-1½ 553 (600-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)
BATON ROUGE, LOUISIANA
AL-40 (FAA)



SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BTR	APP CRS	Rwy Idg 6407
110.3	130°	TDZE 67
Chan 40		Apt Elev 70

ILS or LOC RWY 13

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

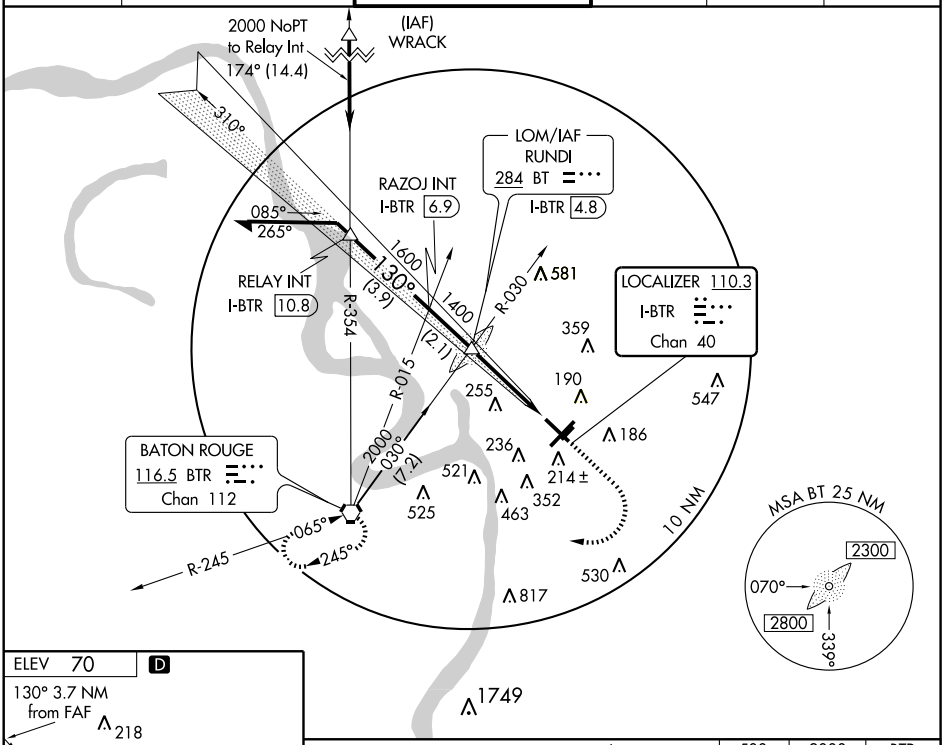
ASR

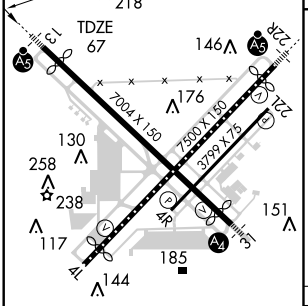
When VGSI inoperative, circling to Rwy 4L NA at night.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct BTR VORTAC and hold.

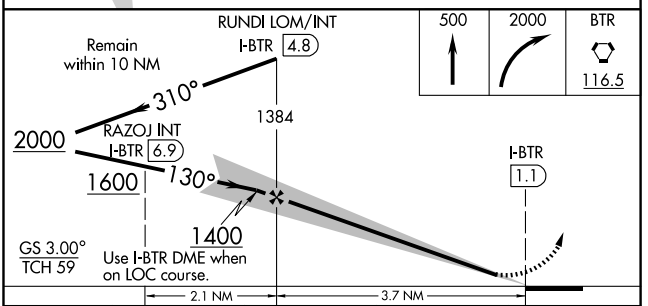
ATIS	BATON ROUGE APP CON *	RYAN TOWER *	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 13	*267/24 200 (200-½)			
S-LOC 13	480/24 413 (500-½)		480/40 413 (500-¾)	
CIRCLING	560-1 490 (500-1)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CLZ	APP CRS	Rwy Idg 7076
108.7	220°	TDZE 70
Chan 24		Apt Elev 70

ILS or LOC RWY 22R

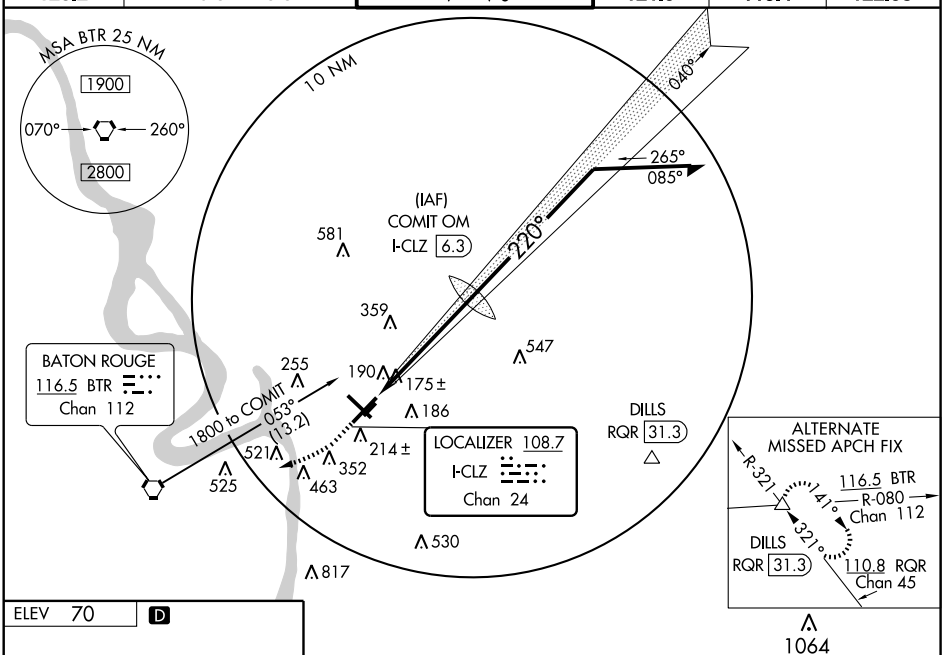
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

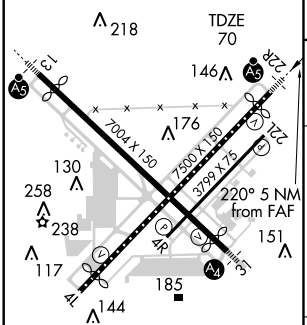
T A ASR — When VGSI inoperative, circling to Rwy 4L NA at night. When local altimeter setting not received, use Hammond Northshore Rgnl altimeter setting and increase DA 91 feet; increase all MDA 100 feet. Increase S-ILS 22R visibility to RVR 2400, increase S-LOC 22R Cat C/D visibility ¼ mile and circling Cat C/D visibility ½ mile. When using Hammond altimeter setting for inoperative MALSRs, increase S-ILS 22R visibility ½ mile, all Cats.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2200 direct BTR VORTAC.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95

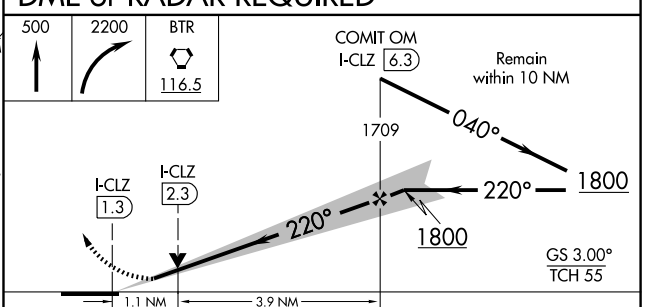




TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 22R	270/18 200 (200-½)			
S-LOC 22R	440/24 370 (400-½)			440/40 370 (400-¾)
CIRCLING	560-1 490 (500-1)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BATON ROUGE, LA			
BATON ROUGE METROPOLITAN,			
RYAN FIELD (BTR)	13	04L-22R	4,140 feet
	22R	13-31	3,450 feet
	22L	13-31	2,900 feet

21 OCT 2010 to 18 NOV 2010

LOM BT	APP CRS	Rwy Idg	6689
284	311°	TDZE	70
		Apt Elev	70

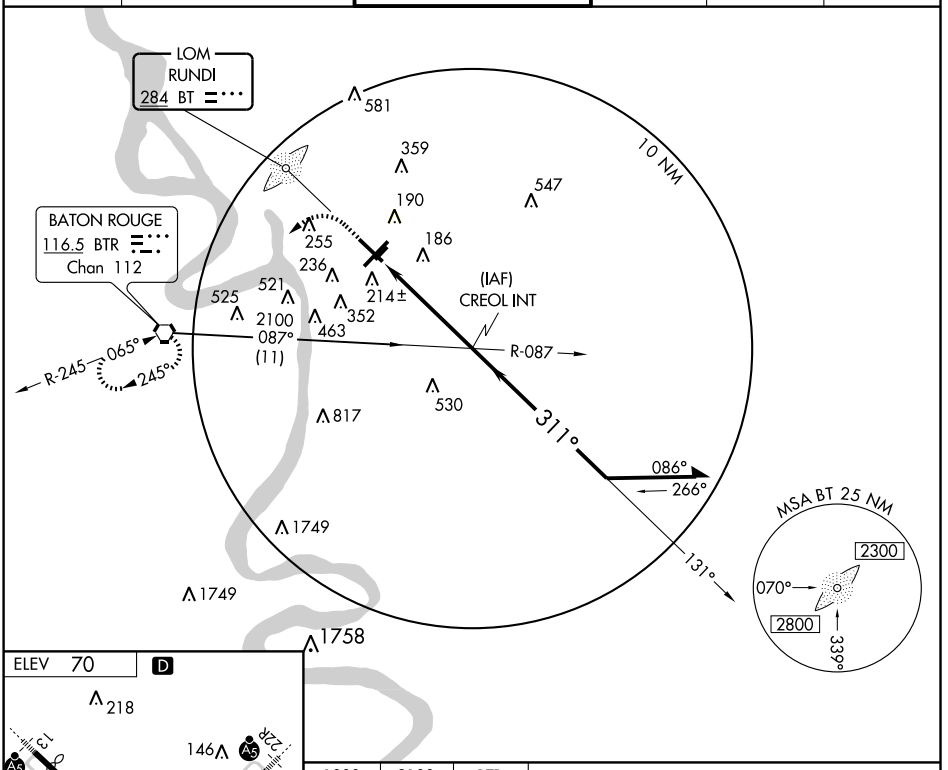
NDB RWY 31

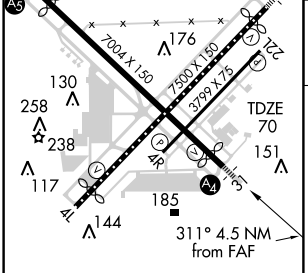
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

ASR: Inoperative table does not apply to Cats B and C. When VGSI inoperative, circling to Rwy 4L NA at night.

MALS: MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct BTR VORTAC and hold.

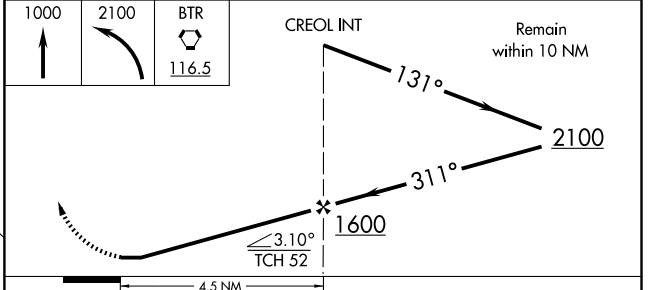
ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwy 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-31	880- ¾ 810 (900- ¾)	880-1 ¼ 810 (900-1 ¼)	880-2 ½ 810 (900-2 ½)	880-2 ¾ 810 (900-2 ¾)
CIRCLING	880-1 810 (900-1)	880-1 ¼ 810 (900-1 ¼)	880-2 ½ 810 (900-2 ½)	880-2 ¾ 810 (900-2 ¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6900
Ch 81825	040°	TDZE	69
W04A		Apt Elev	70

RNAV (GPS) RWY 4L

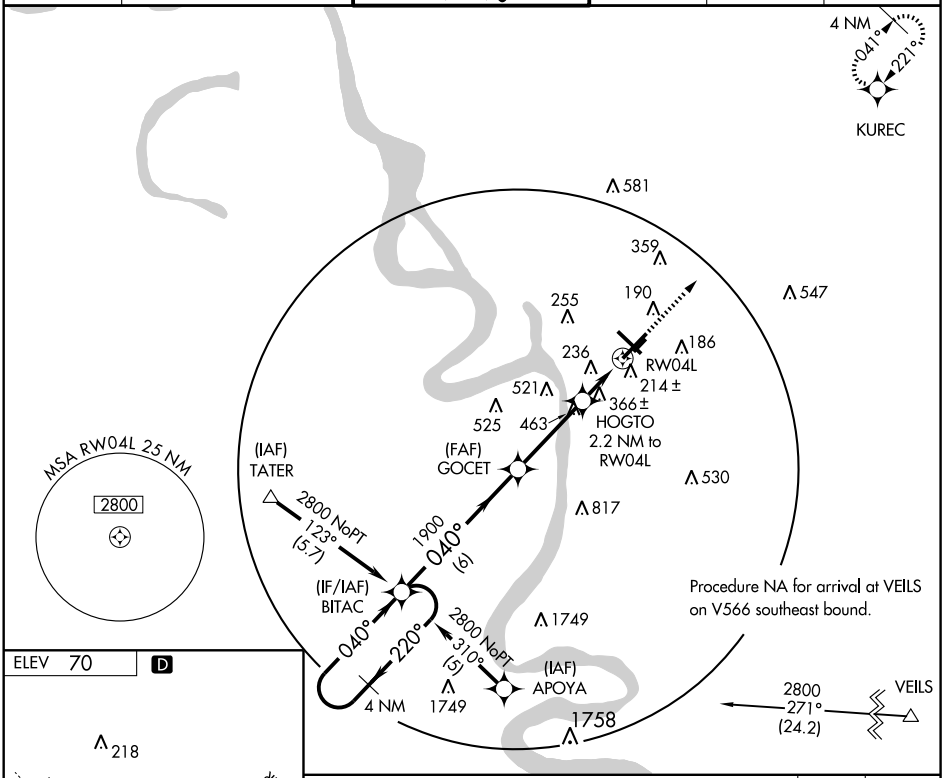
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

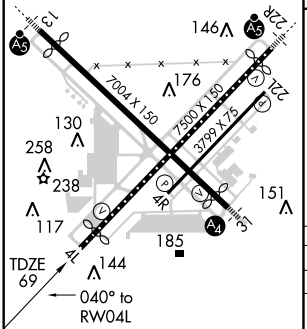
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA when using Hammond Northshore Rgnl altimeter setting. When VGSI inoperative, straight-in/circling Rwy 4L procedure NA at night.

ASR

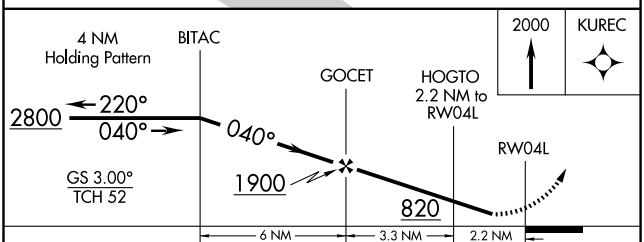
MISSED APPROACH: Climb to 2000 direct KUREC and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L



CATEGORY	A	B	C	D
LPV DA	382-1 313 (400-1)			
LNAV/VNAV DA	667-2 598 (600-2)			
LNAV MDA	620-1 551 (600-1)		620-1½ 551 (600-1½)	620-1¾ 551 (600-1¾)
CIRCLING	680-2 610 (700-2)			

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72817 W13A	APP CRS 130°	Rwy Idg 6407 TDZE 67 Apt Elev 70

RNAV (GPS) RWY 13

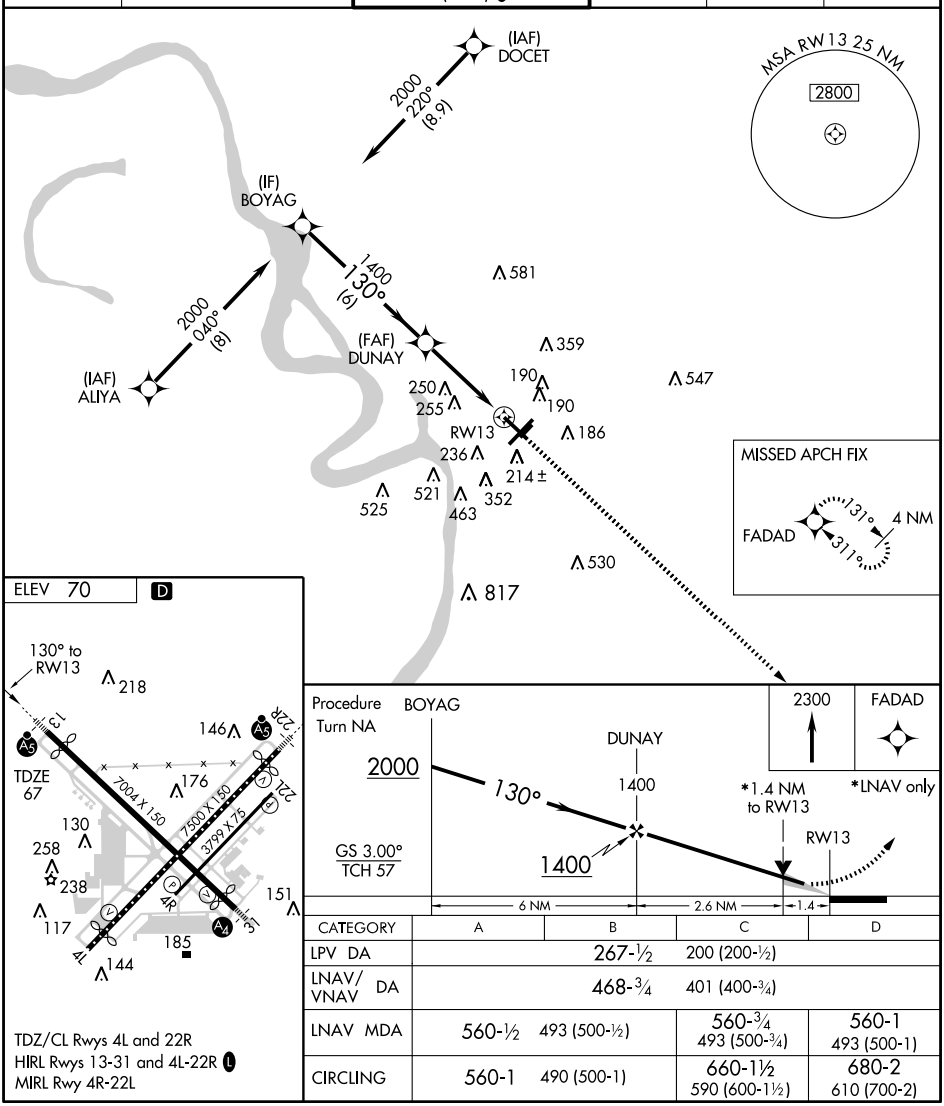
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

When VGSI inoperative, circling Rwy 4L NA at night. Baro-VNAV NA when using Hammond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, and increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, circling Cat C visibility ½ mile, and circling Cat D visibility ¼ mile. For inoperative MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV Cat C visibility to 1½ mile and LNAV Cat D visibility to 1¾ mile. VDP NA with Hammond altimeter setting.

MALSR

MISSED APPROACH: Climb to 2300 direct FADAD and hold.

ATIS	BATON ROUGE APP CON ★		RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3	278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95



CATEGORY	A	B	C	D
LPV DA	267-½		200 (200-½)	
LNAV/VNAV DA	468-¾		401 (400-¾)	
LNAV MDA	560-½	493 (500-½)	560-¾ 493 (500-¾)	560-1 493 (500-1)
CIRCLING	560-1	490 (500-1)	660-1½ 590 (600-1½)	680-2 610 (700-2)

TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7076
Ch 86225	221°	TDZE	70
W22A		Apt Elev	70

RNAV (GPS) RWY 22R

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

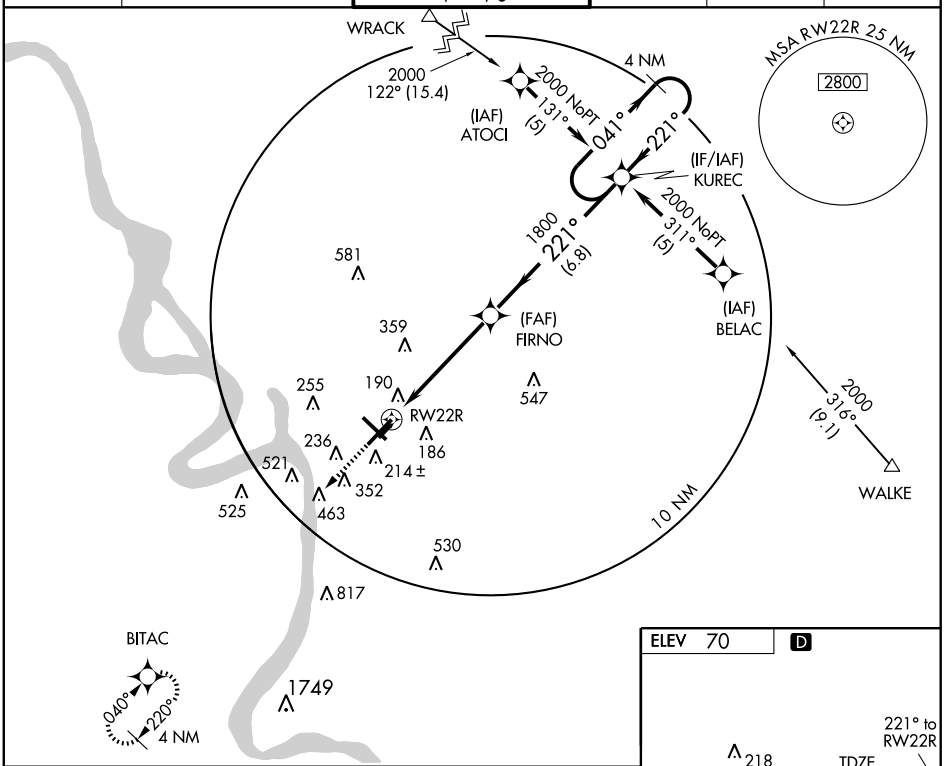
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. For inoperative MALSR increase LPV visibility to RVR 5000 all CATs. Baro-VNAV and VDP NA when using Hammond Northshore Rgnl altimeter setting. When VGSI inoperative, circling Rwy 4L NA at night.

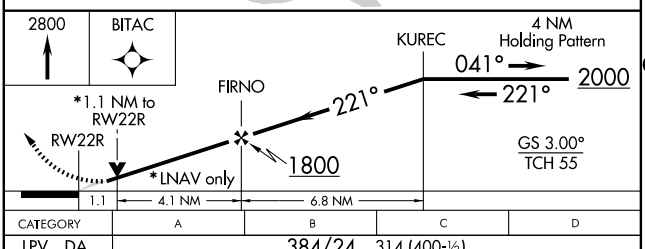
ASR

MALSR

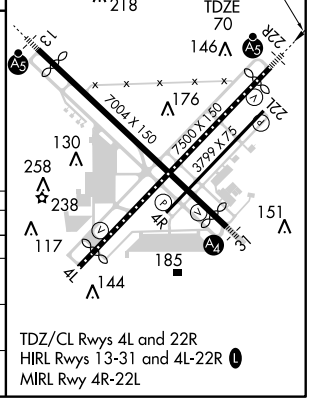
MISSED APPROACH: Climb to 2800 direct BITAC and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





CATEGORY	A	B	C	D
LPV DA	384/24	314 (400-½)		
LNAV/VNAV DA	529/50	459 (500-1)		
LNAV MDA	480/24 410 (500-½)		480/40 410 (500-¾)	480/50 410 (500-1)
CIRCLING	560-1½ 490 (500-1½)		660-1½ 590 (600-1½)	680-2 610 (700-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6689
Ch 90125	311°	TDZE	70
W31A		Apt Elev	70

RNAV (GPS) RWY 31

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

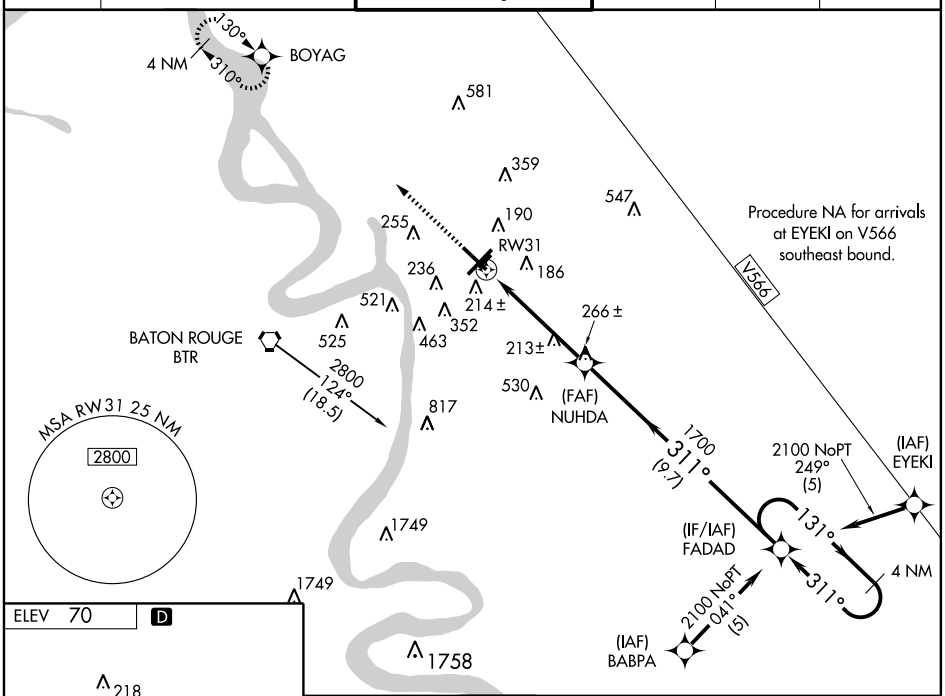
T A ASR

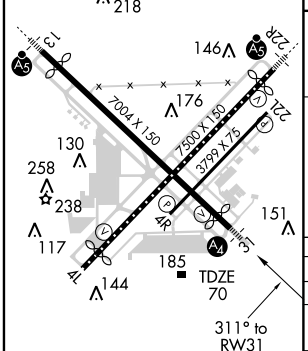
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. BARO-VNAV and VDP NA when using Hammond Northshore Rgnl altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cats C and D. When VGSI inoperative, circling Rwy 4L NA at night.

MALS

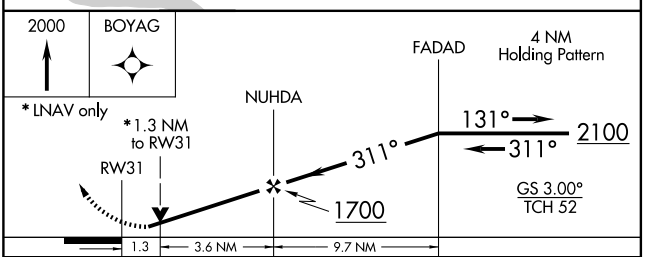
MISSED APPROACH: Climb to 2000 direct BOYAG and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L



CATEGORY	A	B	C	D
LPV DA	394-1	324 (400-1)		
LNAV/VNAV DA	462-1¼	392 (400-1¼)		
LNAV MDA	520-¾ 450 (500-¾)		520-1¼ 450 (500-1¼)	520-1½ 450 (500-1½)
CIRCLING	560-1¼ 490 (500-1¼)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BTR	APP CRS	Rwy Idg	7076
116.5	240°	TDZE	70
Chan 112		Apt Elev	70

VOR/DME RWY 22R

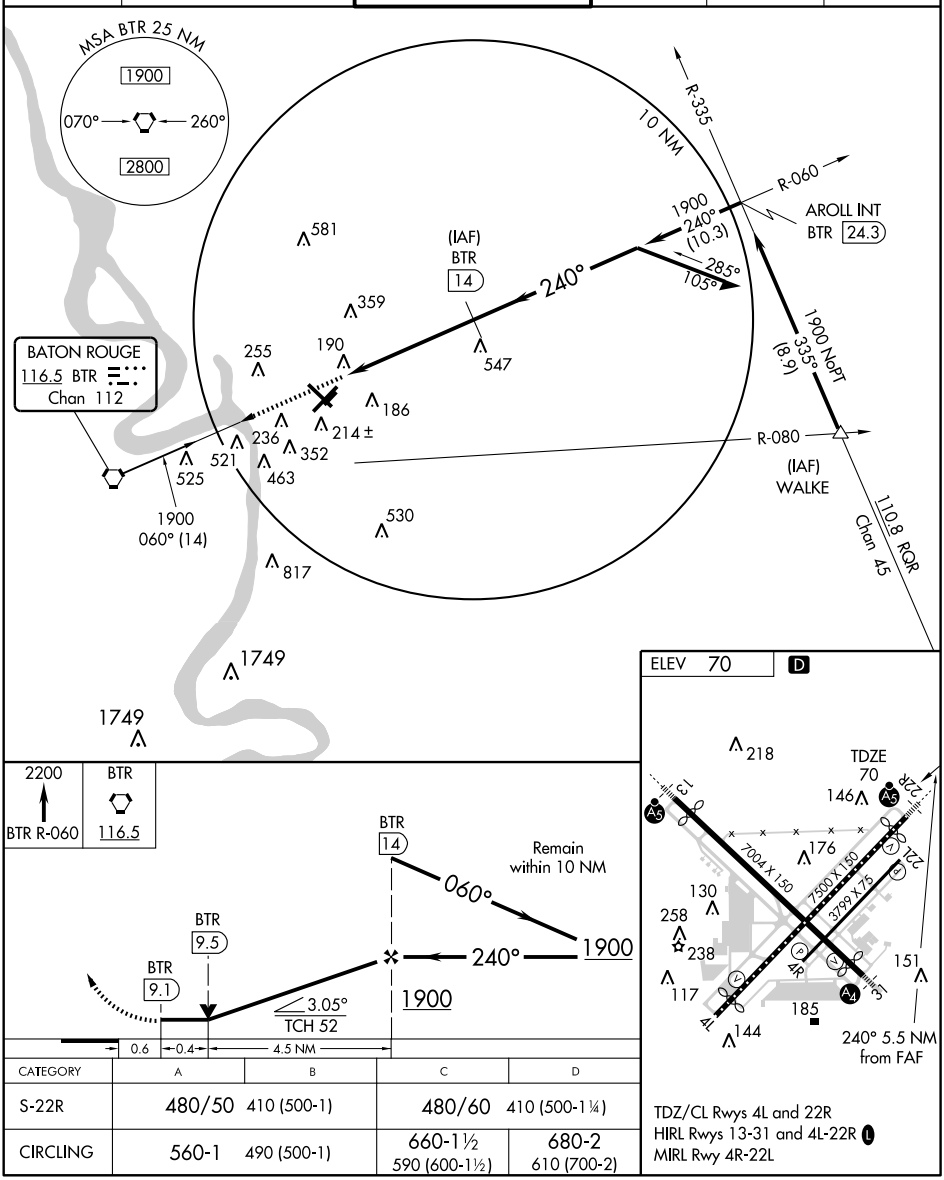
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

ASR — When VGSI inoperative, circling to Rwy 4L NA at night. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2200 via BTR R-060 to BTR VORTAC.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95



CATEGORY	A	B	C	D
S-22R	480/50 410 (500-1)		480/60 410 (500-1¼)	
CIRCLING	560-1 490 (500-1)		660-1½ 590 (600-1½)	680-2 610 (700-2)

TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BTR	APP CRS	Rwy Idg	6900
116.5	065°	TDZE	70
Chan 112		Apt Elev	70

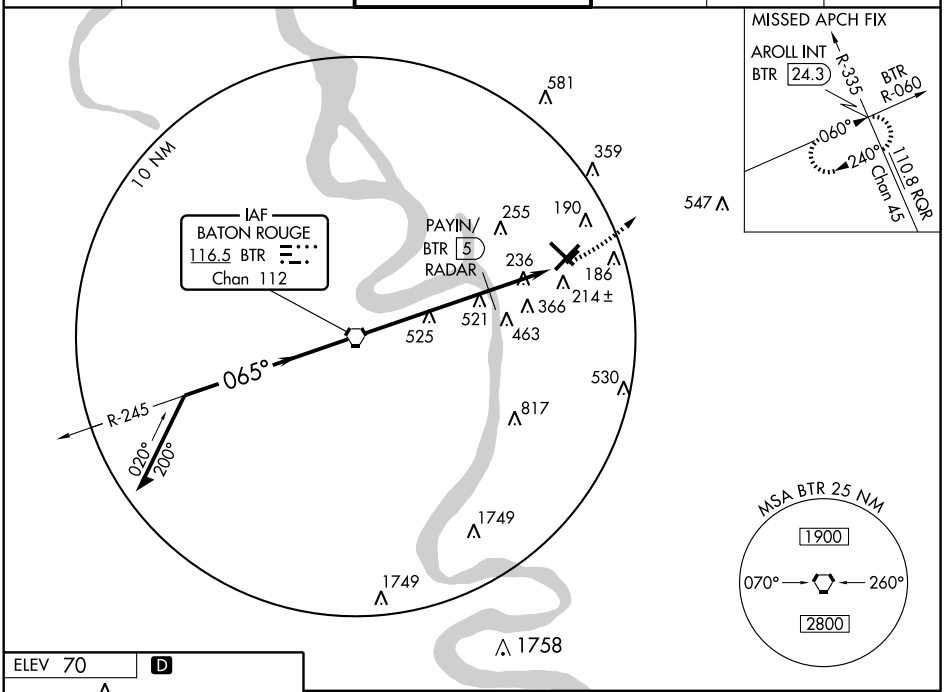
VOR RWY 4L

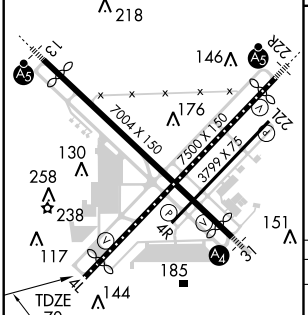
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

ASR — NoPT for arrivals on BTR VORTAC airway radials 239 CW 301. When VGSI inoperative, straight-in/circling Rwy 4L procedure NA at night.

MISSED APPROACH: Climb to 2500 via BTR R-060 to AROLL INT and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95

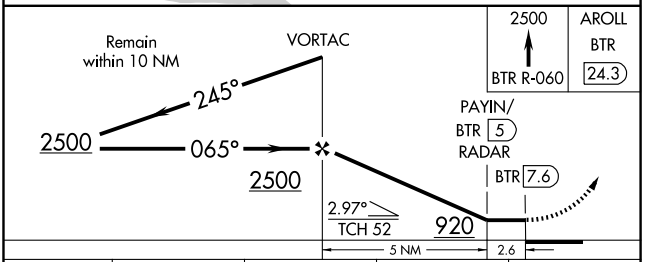




065° 7.6 NM from FAF

TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 L and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32



CATEGORY	A	B	C	D
S-4L	920-1 850 (900-1)	920-1¼ 850 (900-1¼)	920-2½ 850 (900-2½)	920-2¾ 850 (900-2¾)
CIRCLING	920-1 850 (900-1)	920-1¼ 850 (900-1¼)	920-2½ 850 (900-2½)	920-2¾ 850 (900-2¾)
PAYIN FIX MINIMUMS				
S-4L	620-1 550 (600-1)		620-1½ 550 (600-1½)	620-1¾ 550 (600-1¾)
CIRCLING	620-1 550 (600-1)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-BXA	APP CRS	Rwy Idg	4406
111.1	183°	TDZE	119
		Apt Elev	119

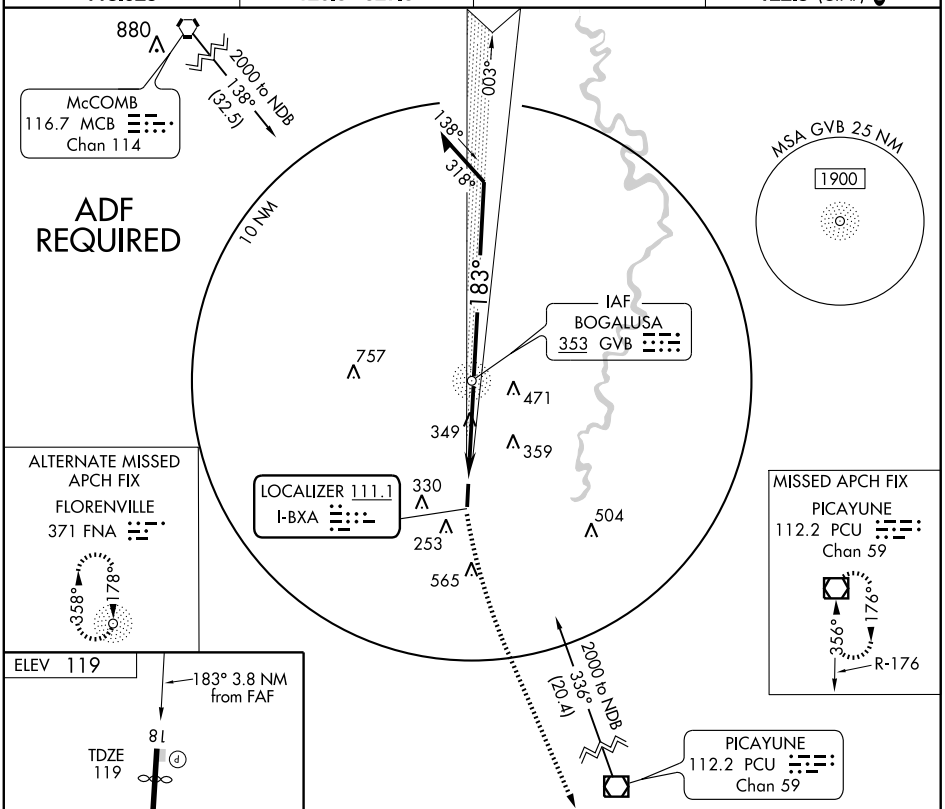
LOC RWY 18

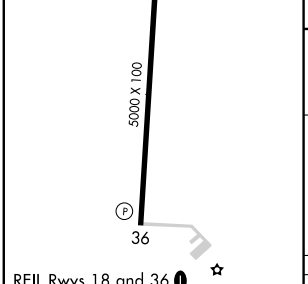
BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

Visibility reduction by helicopters NA. When local altimeter setting not received; use Lakefront altimeter setting and increase all MDA 140 feet; increase S-18 Cat C visibility ½ mile and Circling Cat C visibility ½ mile. ADF Required

MISSED APPROACH: Climbing left turn to 2000 direct PCU VOR/DME and hold.

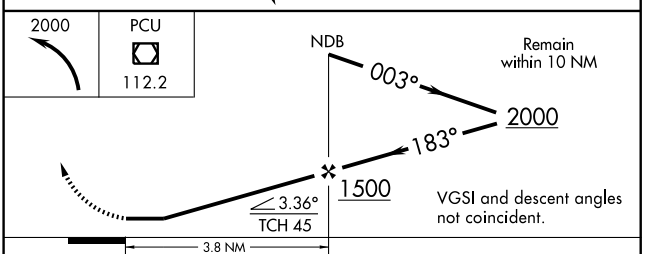
AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-18	600-1	481 (500-1)	600-1¼ 481 (500-1¼)	NA
CIRCLING	620-1	501 (600-1)	720-1¾ 601 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4406
CH 72613	183°	TDZE	119
W18A		Apt Elev	119

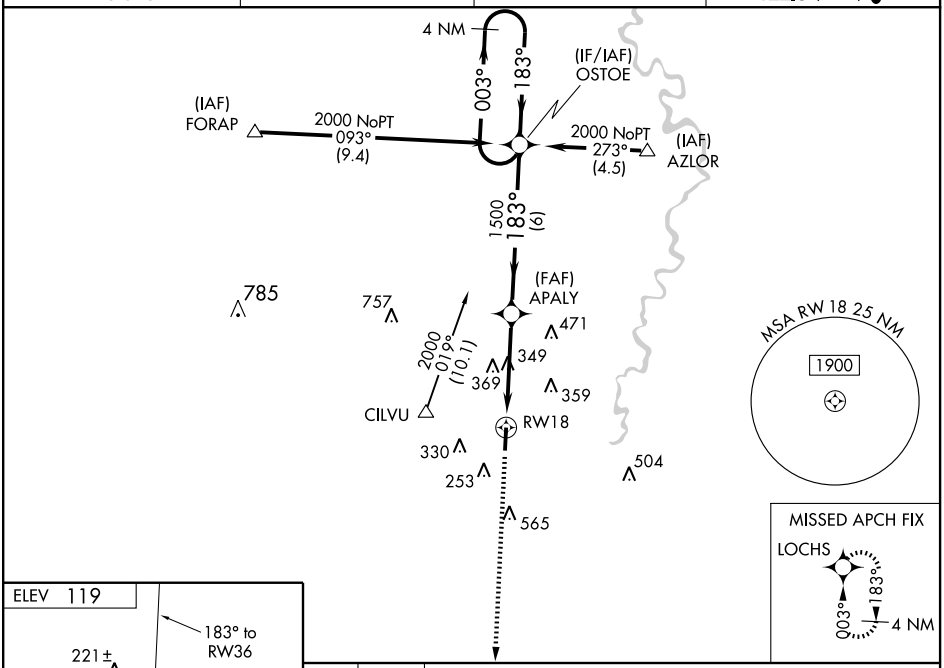
RNAV (GPS) RWY 18

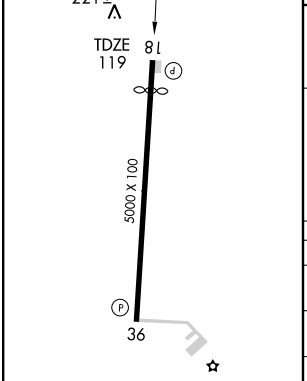
BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Lakefront altimeter setting. When local altimeter setting not received, use Lakefront altimeter setting and increase all DA 124 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats. visibility ½ mile, increase LNAV Cat. C visibility ¼ mile, and increase Circling Cat. C visibility ½ mile.

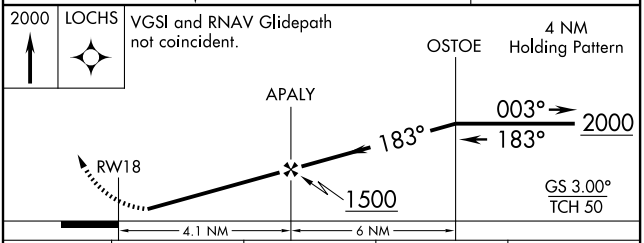
MISSED APPROACH: Climb to 2000 direct LOCHS and hold.

AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	463-1¼ 344 (400-1¼)			NA
LNAV/ VNAV DA	532-1½ 413 (500-1½)			NA
LNAV MDA	620-1 501 (600-1)		620-1½ 501 (600-1½)	NA
CIRCLING	620-1 501 (600-1)		720-1¾ 601 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 62913	003°	TDZE	117
W36A		Apt Elev	119

RNAV (GPS) RWY 36

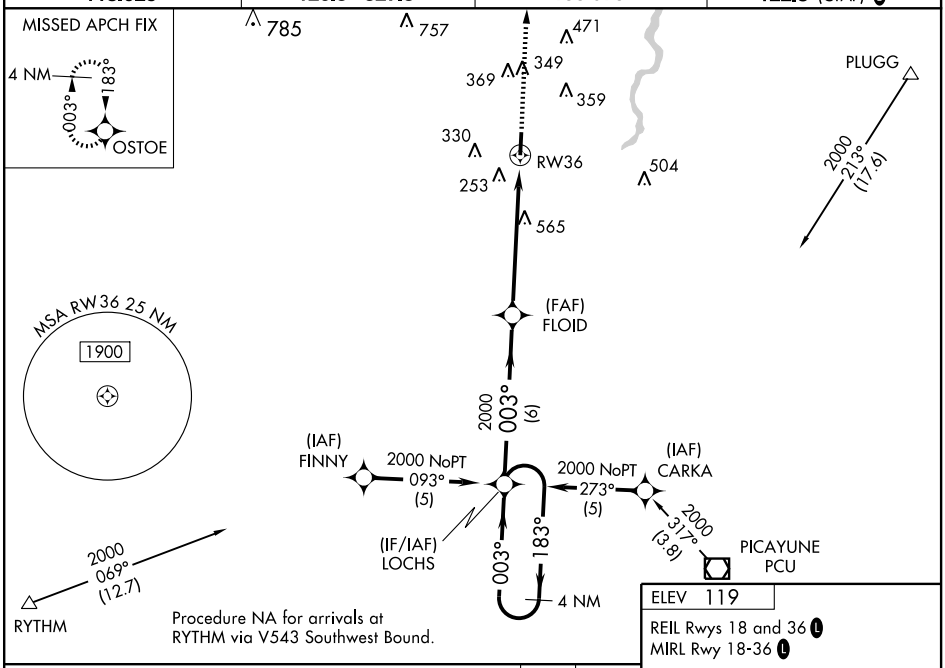
BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

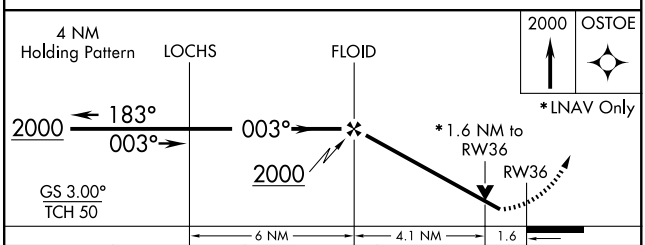
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

VDP and Baro-VNAV NA when using Lakefront altimeter setting. When local altimeter setting not received, use Lakefront altimeter setting and increase all DA 124 feet and all MDA 140 feet, increase LPV all Cats. visibility ½ mile, increase LNAV and Circling Cat. B visibility ¼ mile, increase LNAV and Circling Cat. C visibility ½ mile, increase LNAV/VNAV all Cats. visibility 1 mile.

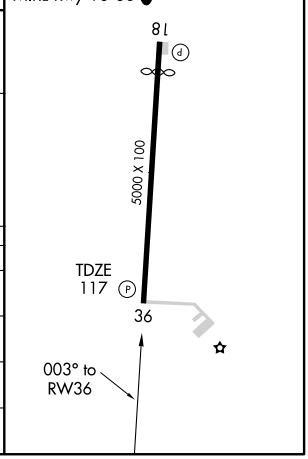
MISSED APPROACH: Climb to 2000 direct OSTOE and hold.

AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	470-1¼ 353 (400-1¼)			NA
LNAV/VNAV DA	981-3 864 (900-3)			NA
LNAV MDA	820-1 703 (800-1)		820-2 703 (800-2)	NA
CIRCLING	820-1 701 (800-1)		820-2 701 (800-2)	NA



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

PCU VOR/DME 112.2 Chan 59	APP CRS 150°	Rwy Idg N/A TDZE N/A Apt Elev 119

VOR/DME-A

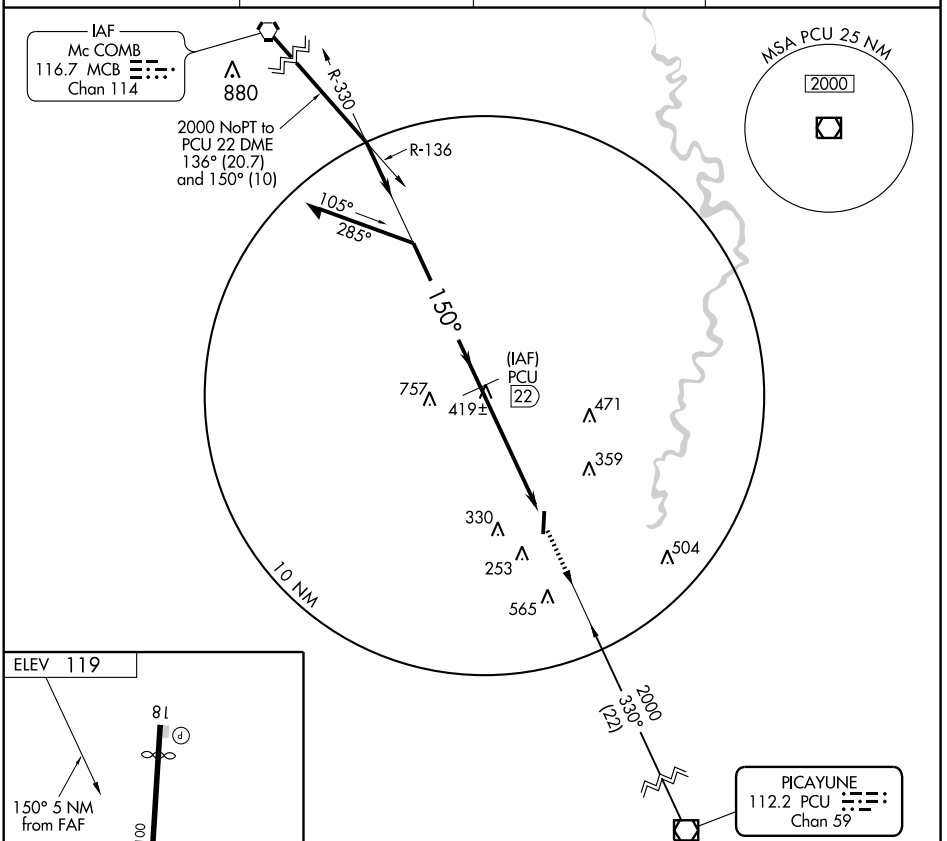
BOGALUSA/GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

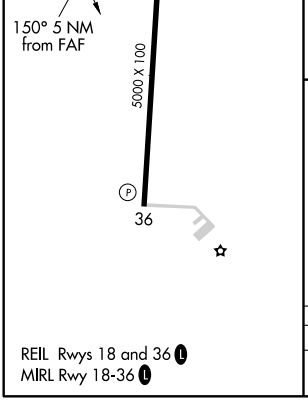
If local altimeter setting not received; use New Orleans Lakefront altimeter setting and increase all MDAs 220 feet.

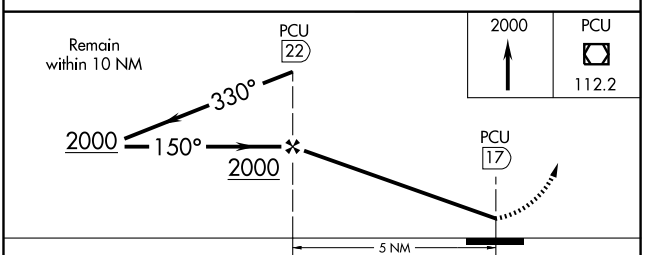
NA

MISSED APPROACH: Climb to 2000 direct PCU VOR/DME.

AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L



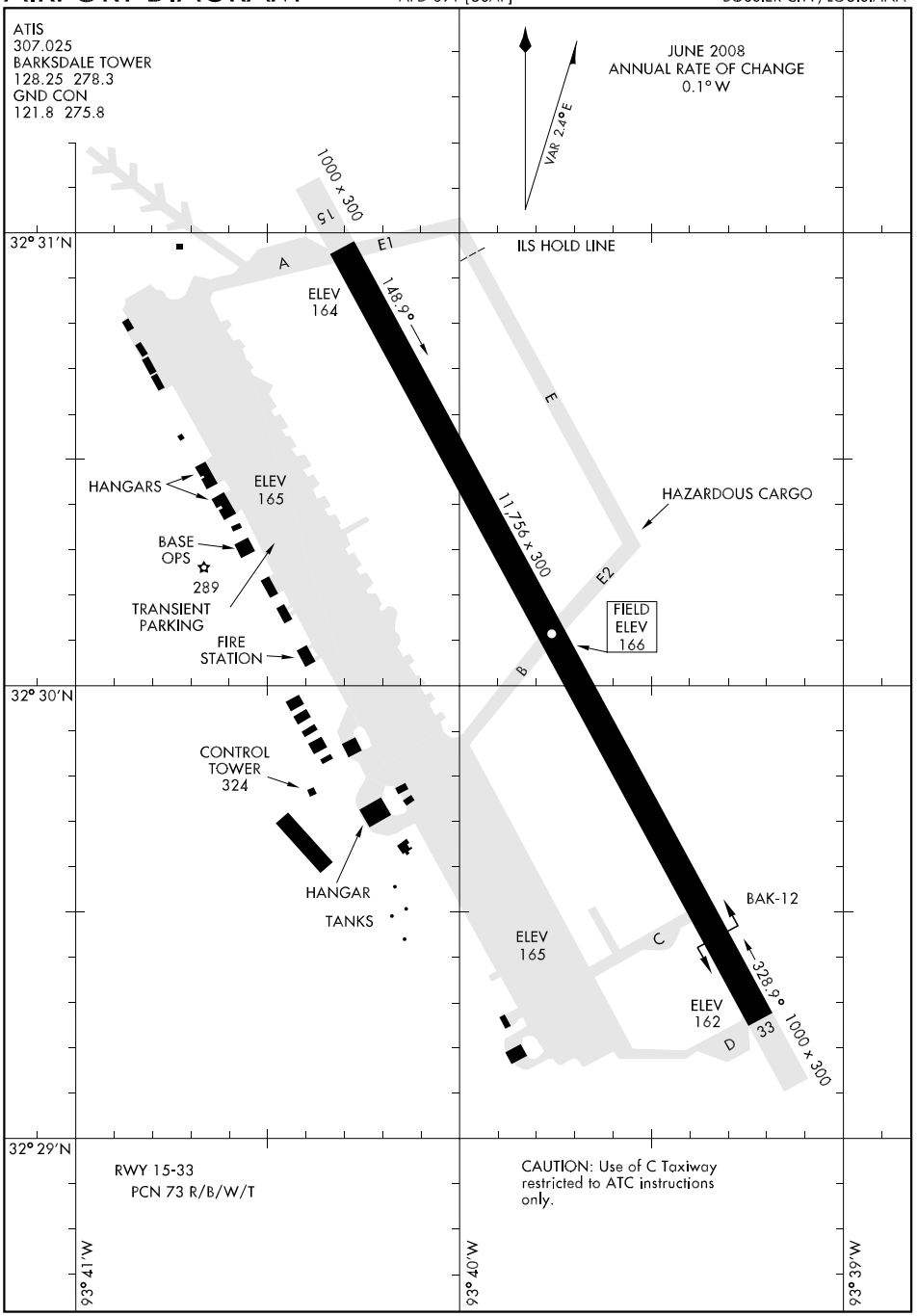




CATEGORY	A	B	C	D
CIRCLING	680-1 561 (600-1)		720-1¾ 601 (700-1¾)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-JKC	APCH CRS	Rwy ldg 11,756 TDZE 166 Arpt Elev 166	JAL-391 [USAF]	BARKSDALE AFB (KBAD)
108.9	146°			

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

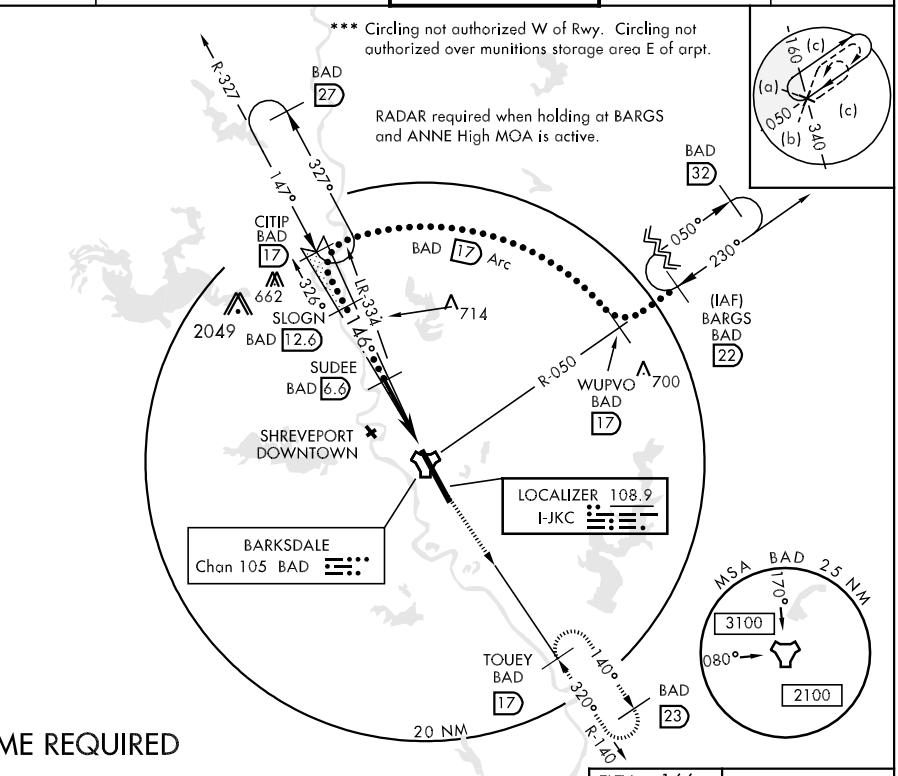
ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

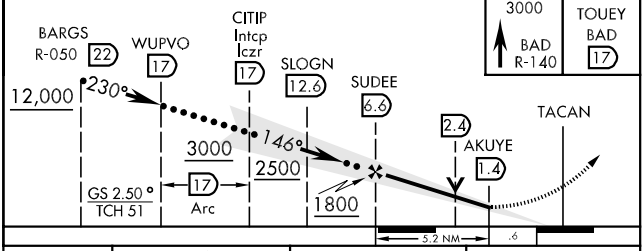
*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

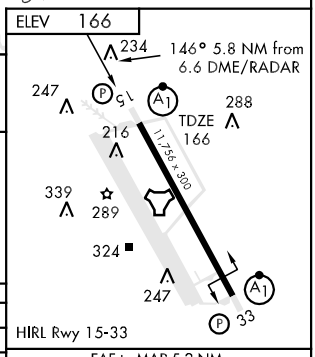
RADAR required when holding at BARGS and ANNE High MOA is active.



DME REQUIRED

EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 15 *	366/24 200 (200-½)		
S-LOC 15 **	640/40 474 (500-¾)	640/50 474 (500-1)	640/60 474 (500-1¼)
CIRCLING ***	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)

FAF to MAP 5.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

LOC I-BAD	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	326°	11,756 / 163 / 166

JAL-391 [USAF]

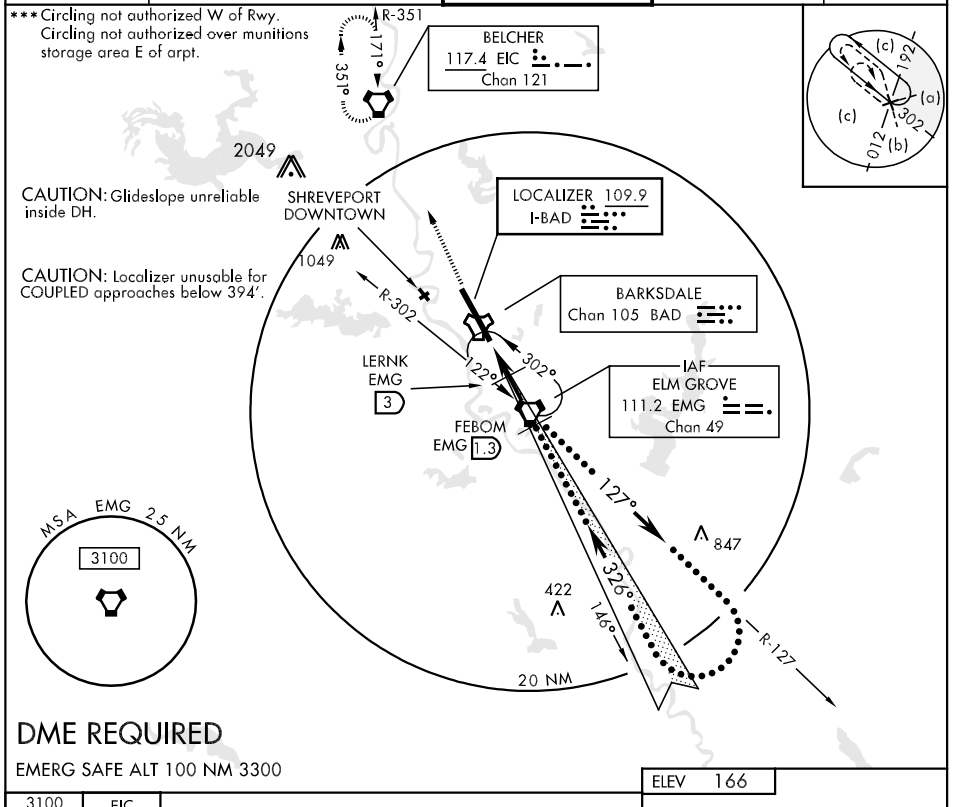
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

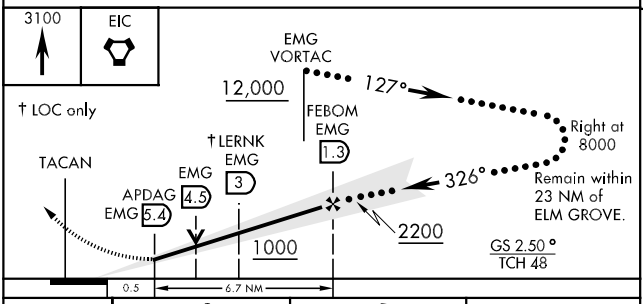
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

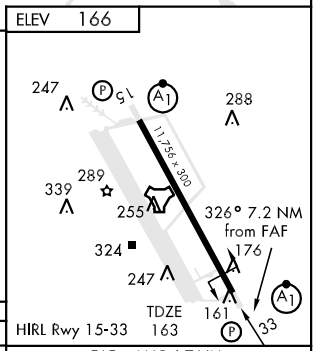
*** Circling not authorized W of Rwy.
Circling not authorized over munitions storage area E of arpt.



DME REQUIRED

EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 33 *	363/24 200 (200-½)		
S-LOC 33 **	620/40 457 (500-¾)	620/50 457 (500-1)	
CIRCLING ***	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)

FAF to MAP 6.7 NM

Knots	120	140	160	180	200
Min:Sec	3:21	2:52	2:31	2:14	2:01

SC-4, 21 OCT 2010 to 18 NOV 2010

BOSSIER CITY, LOUISIANA

HI-ILS Z RWY 33

LOC I-BAD	APCH CRS	Rwy ldg 11,756 / TDZE 163 / Arpt Elev 166
109.9	326°	

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

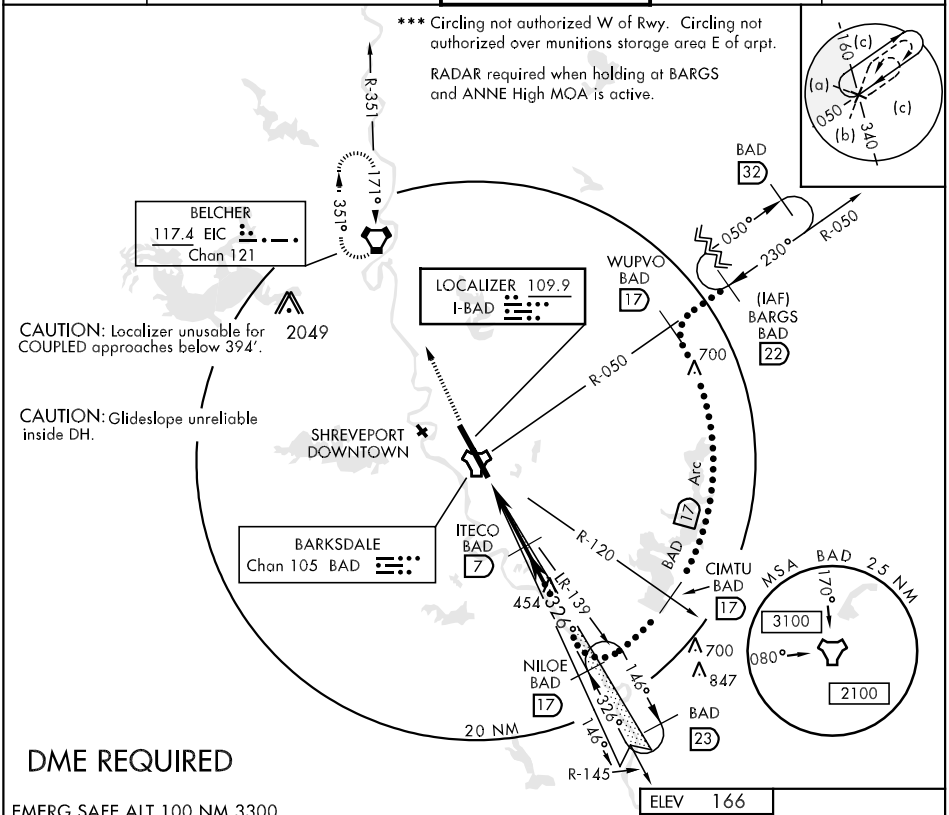
ALSF-1

MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

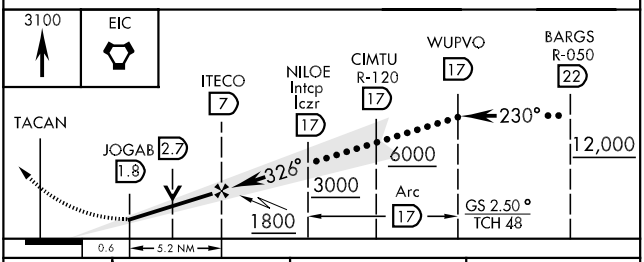
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

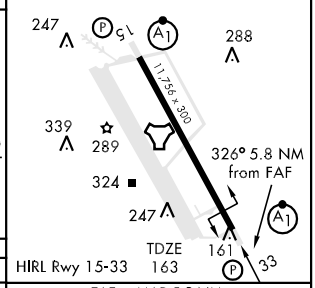
RADAR required when holding at BARGS and ANNE High MOA is active.



EMERG SAFE ALT 100 NM 3300



ELEV 166



CATEGORY	C	D	E
S-ILS 33 *	363/24 200 (200-½)		
S-LOC 33**	620/40 457 (500-¾)	620/50 457 (500-1)	
CIRCLING ***	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

BOSSIER CITY, LOUISIANA 32°30'N-93°40'W BARKSDALE AFB (KBAD)

Amdt 1 10042

HI-ILS Z RWY 33

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
BAD Chan **105**	**155°**	**11,756**	**166**	**166**

JAL-391 [USAF]

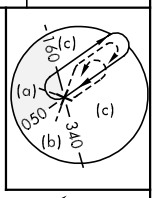
* When ALS inop, increase vis CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ mile, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

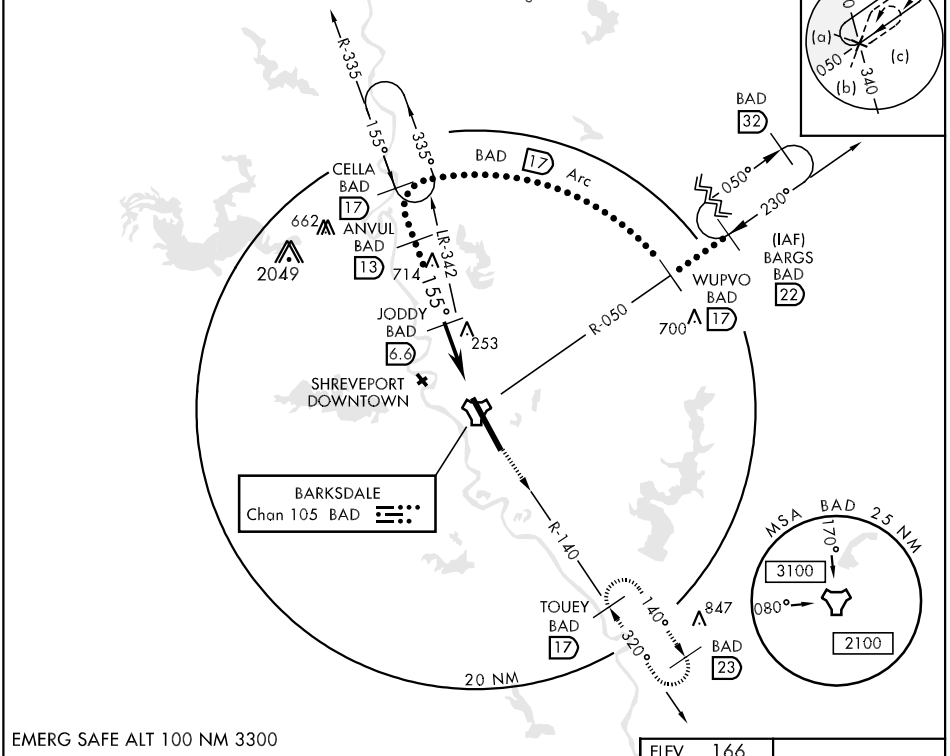
ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

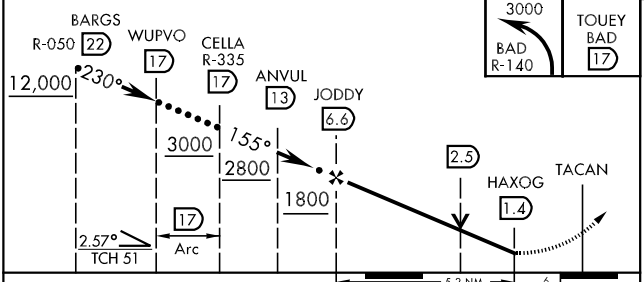
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° **123.75 360.725** 153°-319° **119.9 335.55**	**128.25 278.3**	**121.8 275.8**	

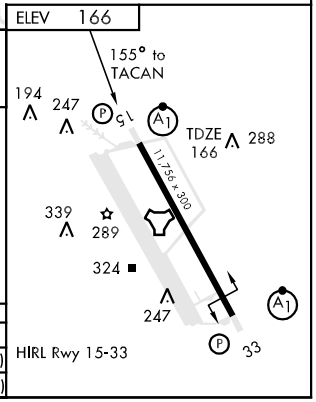
RADAR required when holding at BARGS and ANNE High MOA is active.





EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-15 *	800/60 634 (700-1¼)	800-1½ 634 (700-1½)	800-1¾ 634 (700-1¾)
CIRCLING**	NOT AUTHORIZED	800-2 634 (700-2)	800-2¼ 634 (700-2¼)

HI-TACAN RWY 33

TACAN	APCH CRS	Rwy ldg	11,756
BAD		TDZE	163
Chan 105	320°	Arpt Elev	166

JAL-391 [USAF]

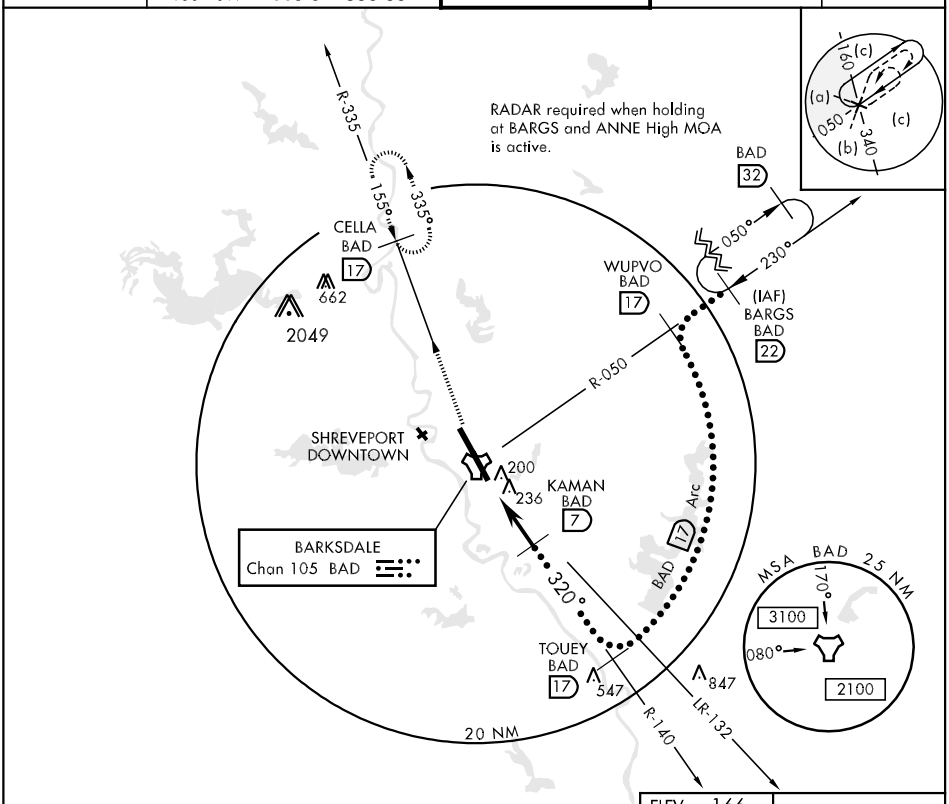
BARKSDALE AFB (KBAD)

* When ALS inop, increase vis all CAT ½ mile.
** Circling not authorized W of Rwy.
Circling not authorized over munitions storage area E of arpt.

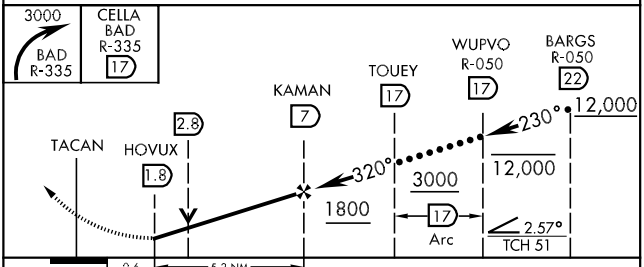
ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-335 direct CELLA and hold.

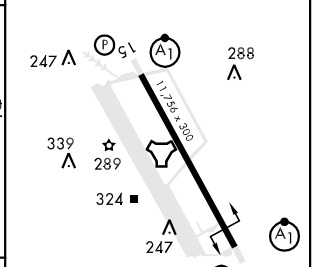
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.8 278.3	121.8 275.8	



EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-33 *	640/40 477 (500-¾)	640/50 477 (500-1)	640/60 477 (500-1¼)
CIRCLING **	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

BOSSIER CITY, LOUISIANA

HI-VOR/DME RWY 33

VORTAC EMG	APCH CRS	Rwy ldg 11,756
111.2	323°	TDZE 163
Chan 49		Arpt Elev 166

JAL-391 [USAF]

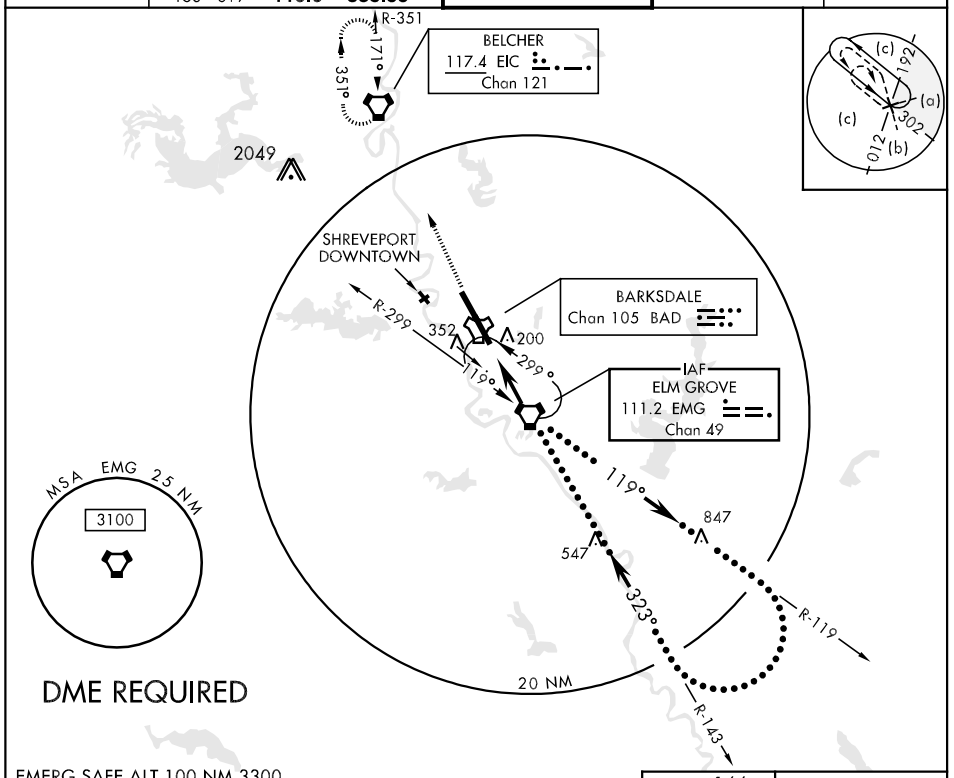
BARKSDALE AFB (KBAD)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

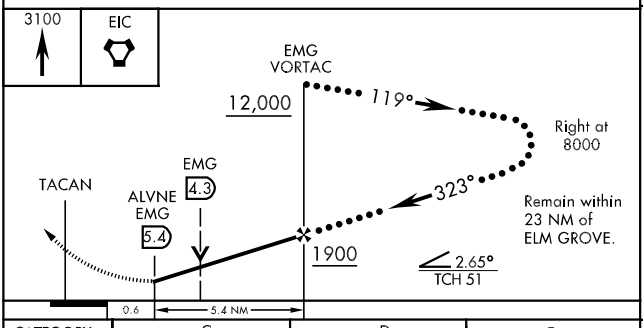
ALSF-1

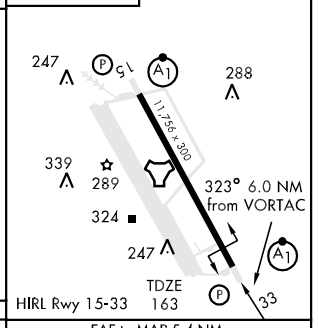
MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	



EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-33 *	660/40 497 (500-¾)	660/50 497 (500-1)	660/60 497 (500-1¼)
CIRCLING **	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)

FAF to MAP 5.4 NM

Knots	120	140	160	180	200
Min:Sec	2:42	2:19	2:01	1:48	1:37

BOSSIER CITY, LOUISIANA 32°30'N-93°40'W BARKSDALE AFB (KBAD)

Amdt 1 10042

HI-VOR/DME RWY 33

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-BAD	APCH CRS	Rwy ldg 11,756 / TDZE 163 / Arpt Elev 166
109.9	326°	

AL-391 [USAF]

BARKSDALE AFB (KBAD)

* When ALS inop, increase RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of airport.

BELCHER 117.4 EIC Chan 121

LOCALIZER 109.9 I-BAD

DME REQUIRED

BARKSDALE Chan 105 BAD

CAUTION: Localizer unusable for COUPLED approaches below 394'.

CAUTION: Glideslope unreliable inside DH.

ENROUTE FACILITIES

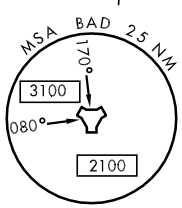
ITECO BAD 7

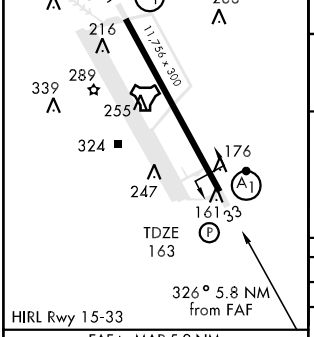
(IAF) NILOE BAD 17

BAD 23

10 NM

MSA BAD 25 NM

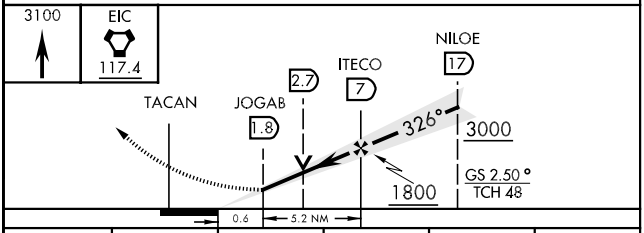




FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-ILS 33 *	363/24		200	(200-½)	
S-LOC 33**	620/24 457 (500-½)		620/40 457 (500-¾)	620/50 457 (500-1)	
CIRCLING***	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614(700-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010

ILS Y RWY 15

LOC I-JKC	APCH CRS	Rwy ldg 11,756 TDZE 166 Arpt Elev 166
108.9	146°	

AL-391 [USAF]

BARKSDALE AFB (KBAD)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 2000, then climbing left turn to join EIC VORTAC R-143 outbound direct TEVLE (EIC 34 DME) and hold, maintain 3000.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.7	

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

DME REQUIRED

IAF
BELCHER
117.4 EIC
Chan 121

634

171°
351°
326°
158°
146°
R-158
R-143

LONEC
EIC
5

SUDEE
BAD 6.6
EIC 11

820

SHREVEPORT DOWNTOWN

BARKSDALE
Chan 105 BAD

LOCALIZER 108.9
I-JKC

TEVLE
EIC
34

323°
143°

EIC
40

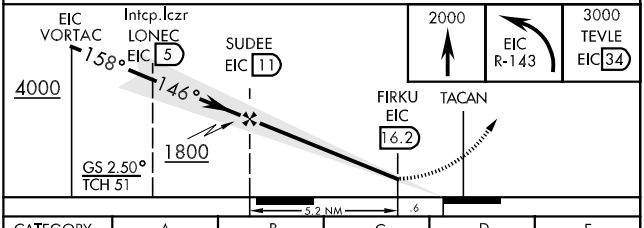
MSA BAD 25 NM
170°
3100
080°
2100

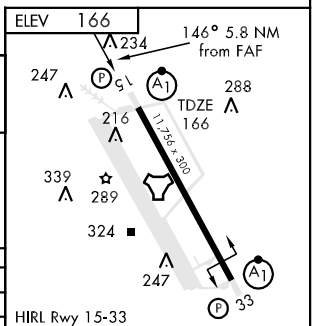
ENROUTE FACILITIES

DME from EIC VORTAC unusable below 400' MSL

10 NM

EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-ILS 15*	366/24		200	(200-½)	
S-LOC 15**	640/24 474 (500-½)		640/40 474 (500-¾)	640/50 474 (500-1)	640/60 474 (500-1¼)
CIRCLING***	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614 (700-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 21 OCT 2010 to 18 NOV 2010

BOSSIER CITY, LOUISIANA

ILS Z RWY 15

LOC I-JKC	APCH CRS	Rwy ldg 11,756 TDZE 166 Arpt Elev 166
108.9	146°	

AL-391 [USAF]

BARKSDALE AFB (KBAD)

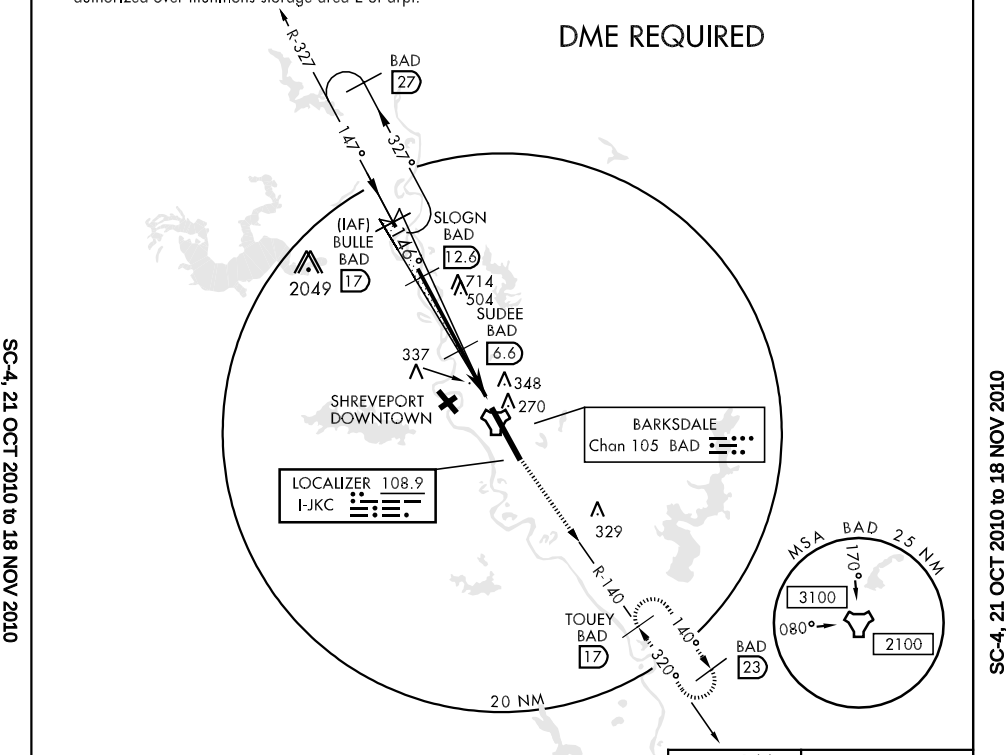
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

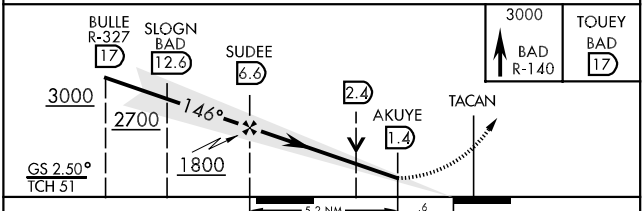
MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

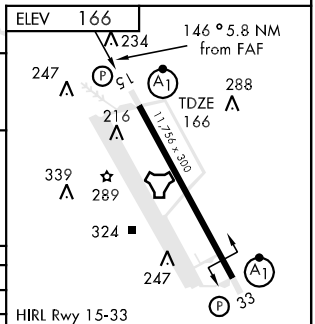
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-ILS 15 *	366/24		200	(200-½)	
S-LOC 15 **	640/24 474 (500-½)		640/40 474 (500-¾)	640/50 474 (500-1)	640/60 474 (500-1¼)
CIRCLING***	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614(700-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

BOSSIER CITY, LOUISIANA — 32°30'N-93°40'W — BARKSDALE AFB (KBAD)

Amdt 1 10042

ILS Z RWY 15

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 15

TACAN BAD Chan 105	APCH CRS 155°	Rwy ldg 11,756 TDZE 166 Arpt Elev 166

AL-391 [USAF]

BARKSDALE AFB (KBAD)

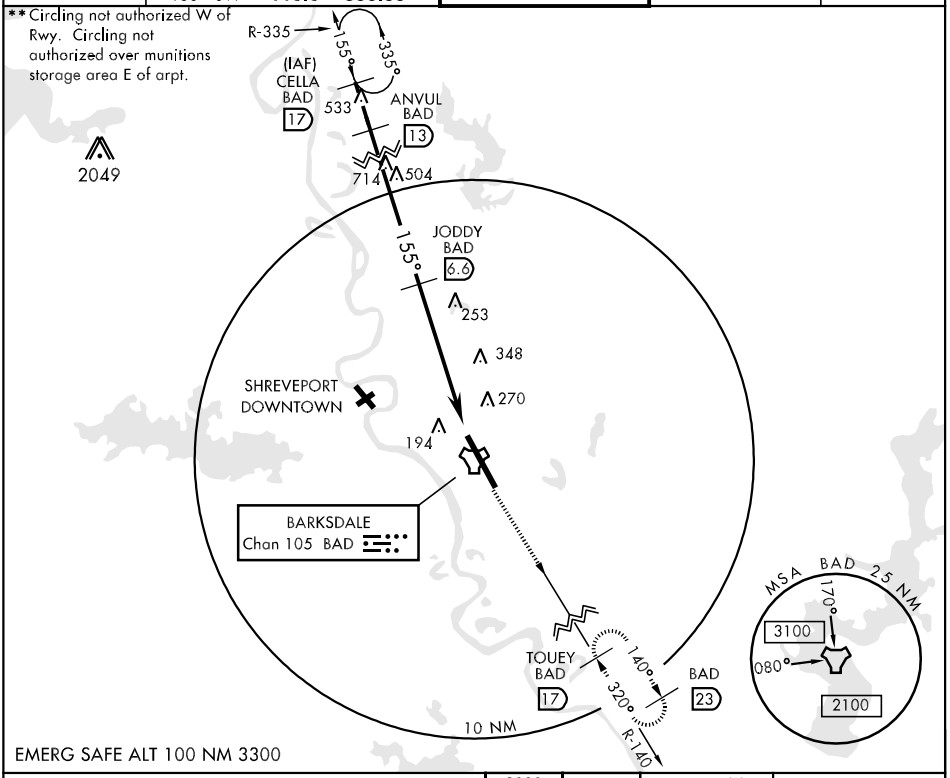
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

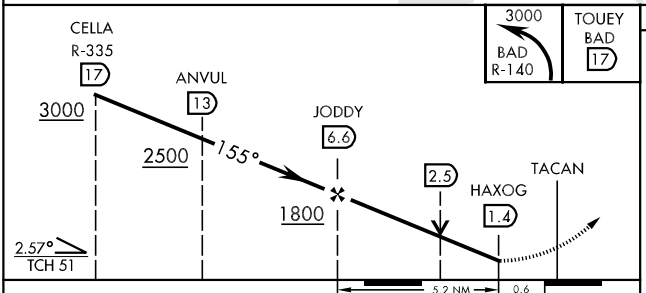
ALSF-1

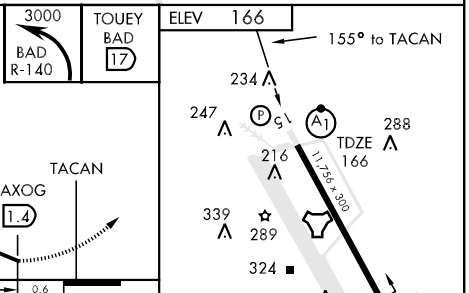
MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.







CATEGORY	A	B	C	D	E
S-15 *	800/24 634 (700-½)		800/60 634 (700-1¼)	800-1½ 634 (700-1½)	800-1¾ 634 (700-1¾)
CIRCLING **	NOT AUTHORIZED			800-2 634 (700-2)	800-2¼ 634 (700-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 33

TACAN BAD Chan 105	APCH CRS 320°	Rwy ldg 11,756 TDZE 163 Arpt Elev 166

AL-391 [USAF]

BARKSDALE AFB (KBAD)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

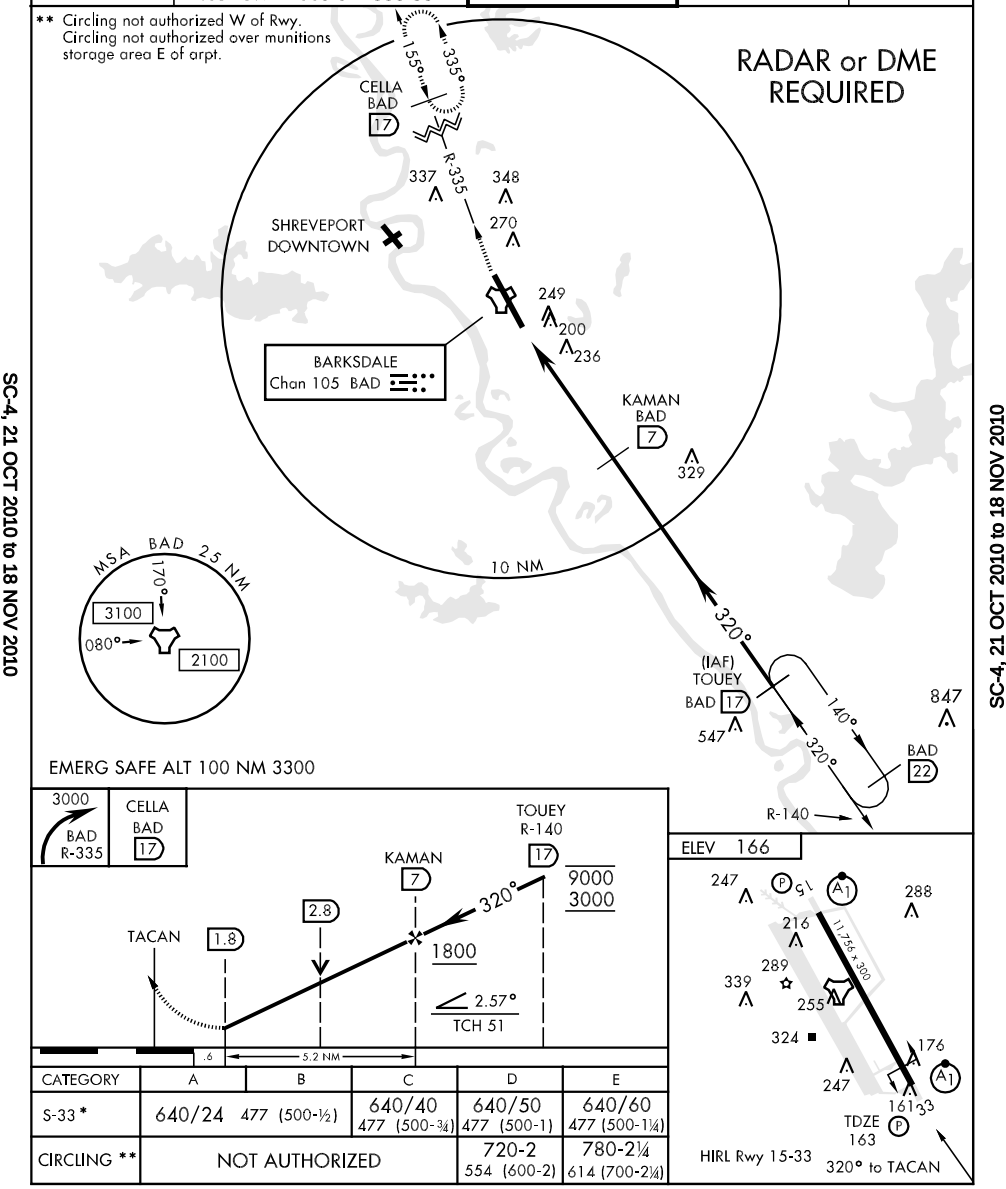
ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-335 direct CELLA and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

** Circling not authorized W of Rwy.
Circling not authorized over munitions storage area E of arpt.

RADAR or DME REQUIRED



CATEGORY	A	B	C	D	E
S-33 *	640/24	477 (500-½)	640/40 477 (500-¾)	640/50 477 (500-1)	640/60 477 (500-1¼)
CIRCLING **	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614 (700-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 33

VORTAC EMG	APCH CRS	Rwy ldg 11,756
111.2	323°	TDZE 163
Chan 49		Arpt Elev 166

AL-391 [USAF]

BARKSDALE AFB (KBAD)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ¼ miles, CAT D vis to 1 ½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy.

ALSF-1

MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

** Circling not authorized over munitions storage area E of arpt.

R-351 171° 351°

BELCHER
117.4 EIC
Chan 121

820

200

BARKSDALE
Chan 105 BAD

561

352

IAF
ELM GROVE
111.2 EMG
Chan 49

143°

Max holding
230 KIAS

10 NM

ENROUTE FACILITIES

MSA BAD 25 NM
170°
3100
080°
2100

323°

R-143 098° 278°

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3300

ELEV 166
234
247
288
216
339
289
255
324
176
247
161
33
TDZE
163
11,756 x 300

323° 6 NM from VORTAC

HIRL Rwy 15-33

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

3100 EIC

EMG VORTAC

3000

143°

Remain within 15 NM

323°

ALVNE
EMG
5.4

2000

2.80°
TCH 51

0.6 5.4 NM

CATEGORY	A	B	C	D	E
S-VOR 33 *	660/24 497 (500-½)		660/40 497(500-¾)	660/50 497 (500-1)	660/60 497(500-1¼)
CIRCLING **	NOT AUTHORIZED			720-2 554(600-2)	780-2¼ 614(700-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

BWK NDB	APP CRS	Rwy Idg	3005
397	357°	TDZE	60
		Apt Elev	62

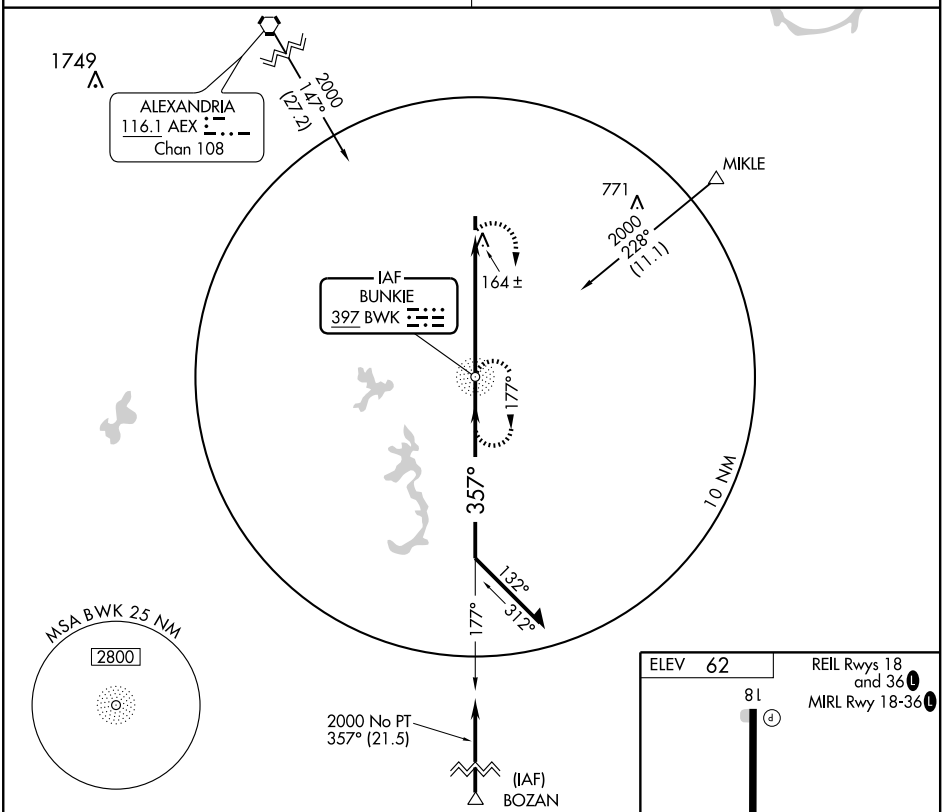
NDB RWY 36
BUNKIE MUNI (2R6)

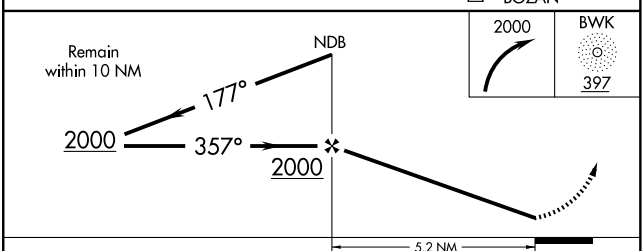
NA

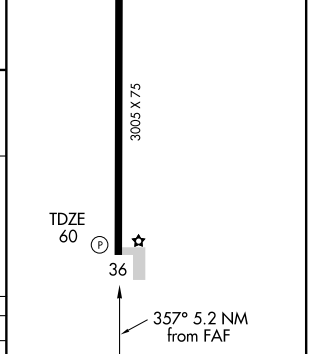
Use Alexandria Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct BWK NDB and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 L







CATEGORY	A	B	C	D
S-36	540-1 480 (500-1)		NA	
CIRCLING	540-1 478 (500-1)		NA	

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3005
179°	TDZE	60
	Apt Elev	62

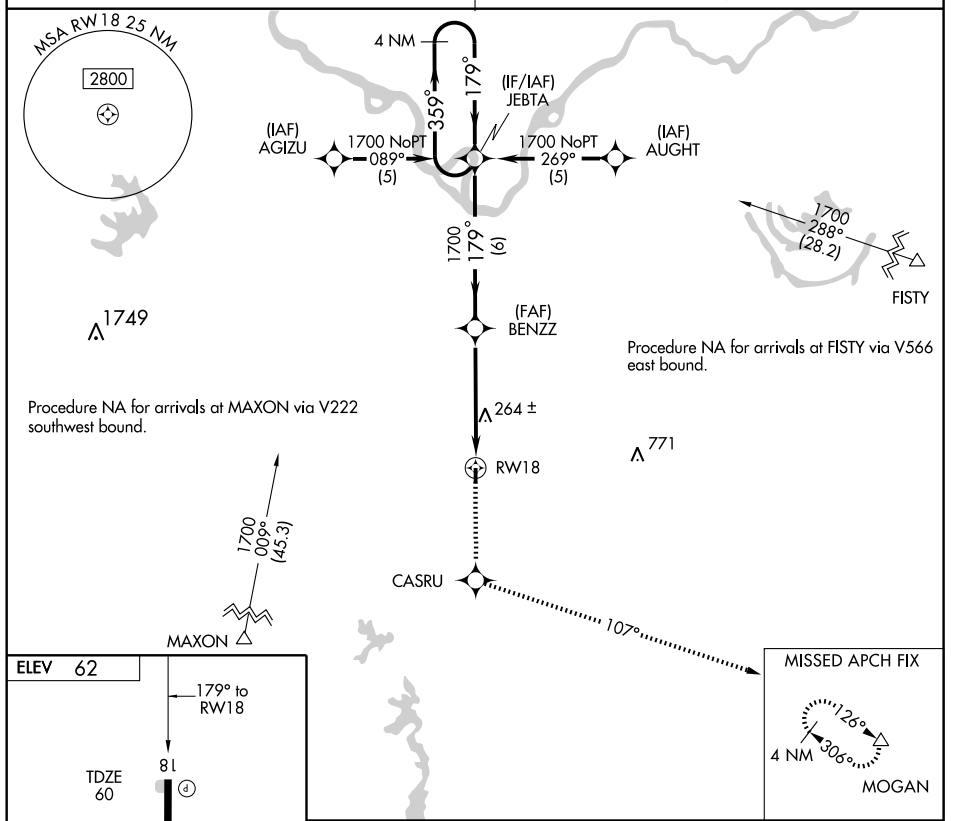
RNAV (GPS) RWY 18

BUNKIE MUNI (2R6)

DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl atimeter setting.

MISSED APPROACH: Climb to 2000 direct CASRU and via 107° track to MOGAN and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	600-1 540 (600-1)		NA	
CIRCLING	600-1 538 (600-1)		NA	

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

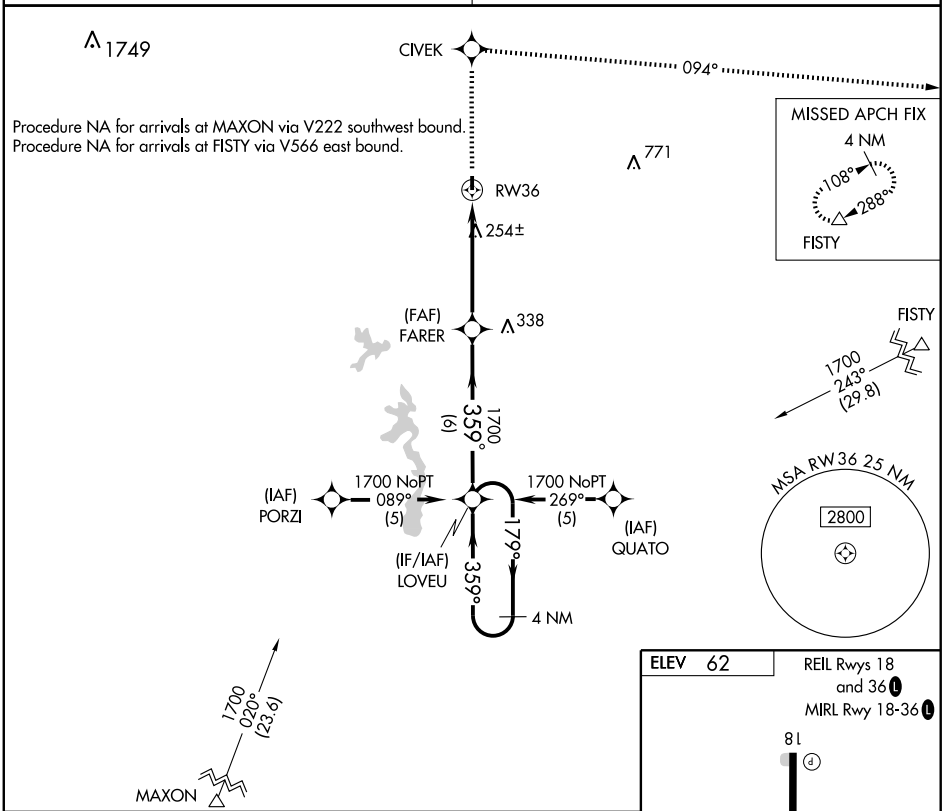
BUNKIE MUNI (2R6)

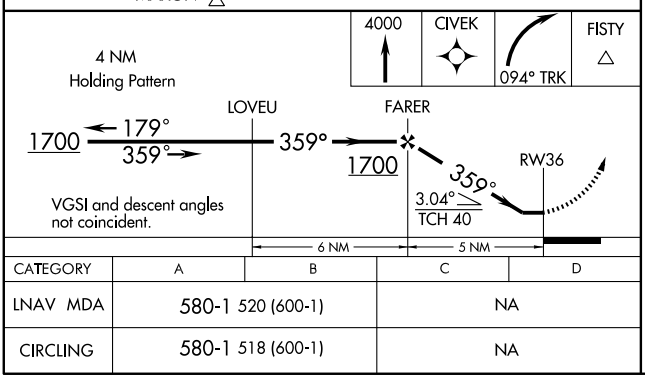
APP CRS	Rwy Idg	3005
359°	TDZE	60
	Apt Elev	62

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

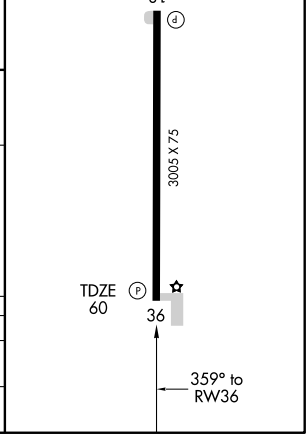
MISSED APPROACH: Climb to 4000 direct CIVEK and right turn via 094° track to FISTY and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	580-1 520 (600-1)		NA	
CIRCLING	580-1 518 (600-1)		NA	



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC AEX 116.1 Chan 108	APP CRS 140°	Rwy Idg N/A TDZE N/A Apt Elev 62

VOR/DME-A

BUNKIE MUNI (2R6)

Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

NA

MISSED APPROACH: Climb to 3000 via AEX R-140 and AEX 27.7 DME Arc to MIKLE Int/AEX 27.7 DME and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 L

Procedure NA for arrival at AEX VORTAC on airway radials 085 clockwise 123.

IAF ALEXANDRIA 116.1 AEX Chan 108

1700 140° (8.8)

JELBI AEX 8.8

1600 140° (9)

1749

COCDO AEX 17.8

MAFDY

MIKLE AEX 27.7

771

123°

303°

AEX 27.7 Arc

R-352

R-140

109.8 LFT Chan 35

10 NM

R-123

MSA AEX 25 NM 2800

ELEV 62

140° 4.6 NM from FAF

18

3005 X 75

36

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L

VORTAC

2000

140°

1700

1600

JELBI AEX 8.8

COCDO AEX 17.8

MAFDY AEX 22.4

Procedure Turn NA

3000 AEX R-140

AEX 27.7 Arc

MIKLE AEX 27.7

8.8 NM 9 NM 4.6 NM

CATEGORY	A	B	C	D
CIRCLING	880-1 818 (900-1)	880-1¼ 818 (900-1¼)	NA	

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

NDB DQU 410	APP CRS 140°	Rwy Idg 5000 TDZE 81 Apt Elev 81

NDB RWY 15

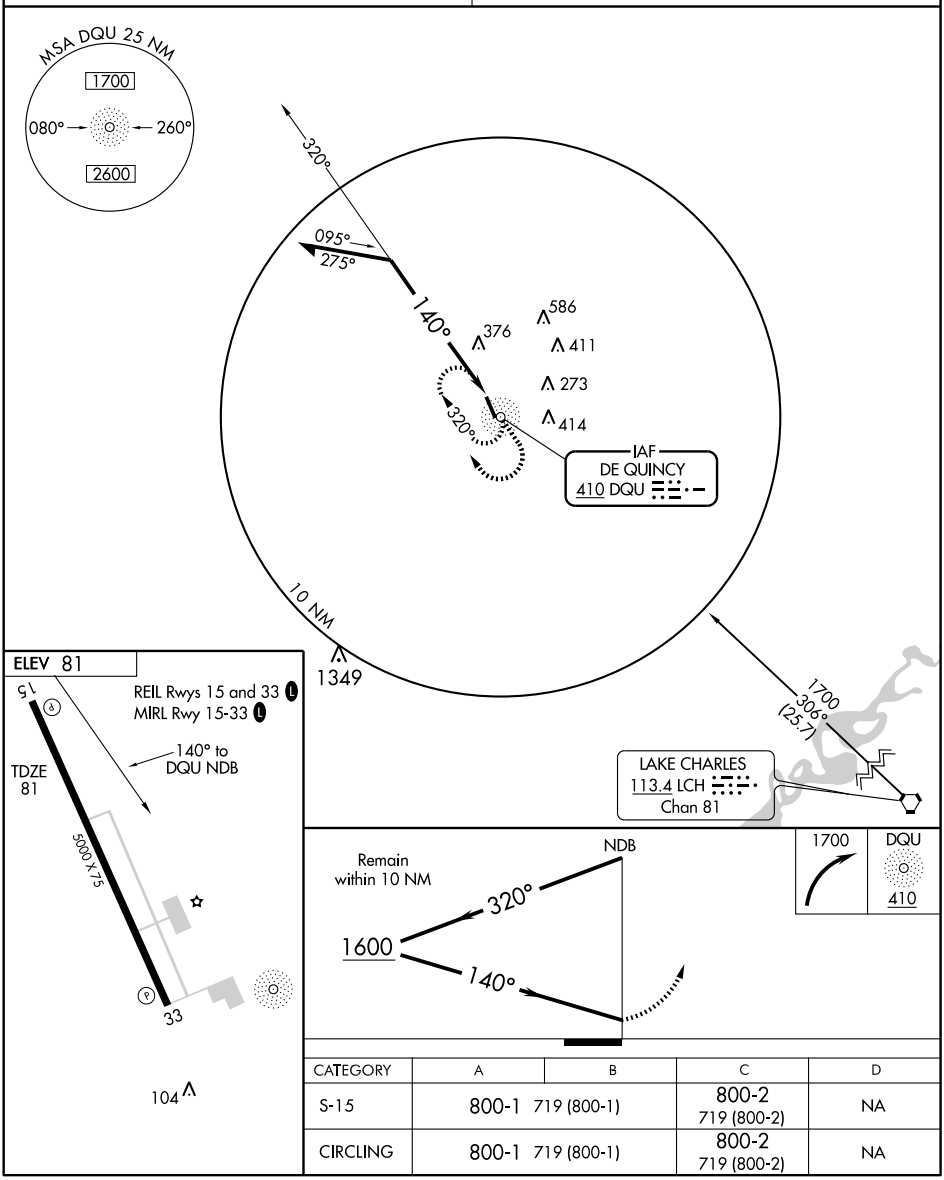
DE QUINCY INDUSTRIAL AIRPARK (5R8)

NA If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 1700 in DQU NDB holding pattern.

LAKE CHARLES APP CON ★ 119.35 282.3

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	800-1	719 (800-1)	800-2 719 (800-2)	NA
CIRCLING	800-1	719 (800-1)	800-2 719 (800-2)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010

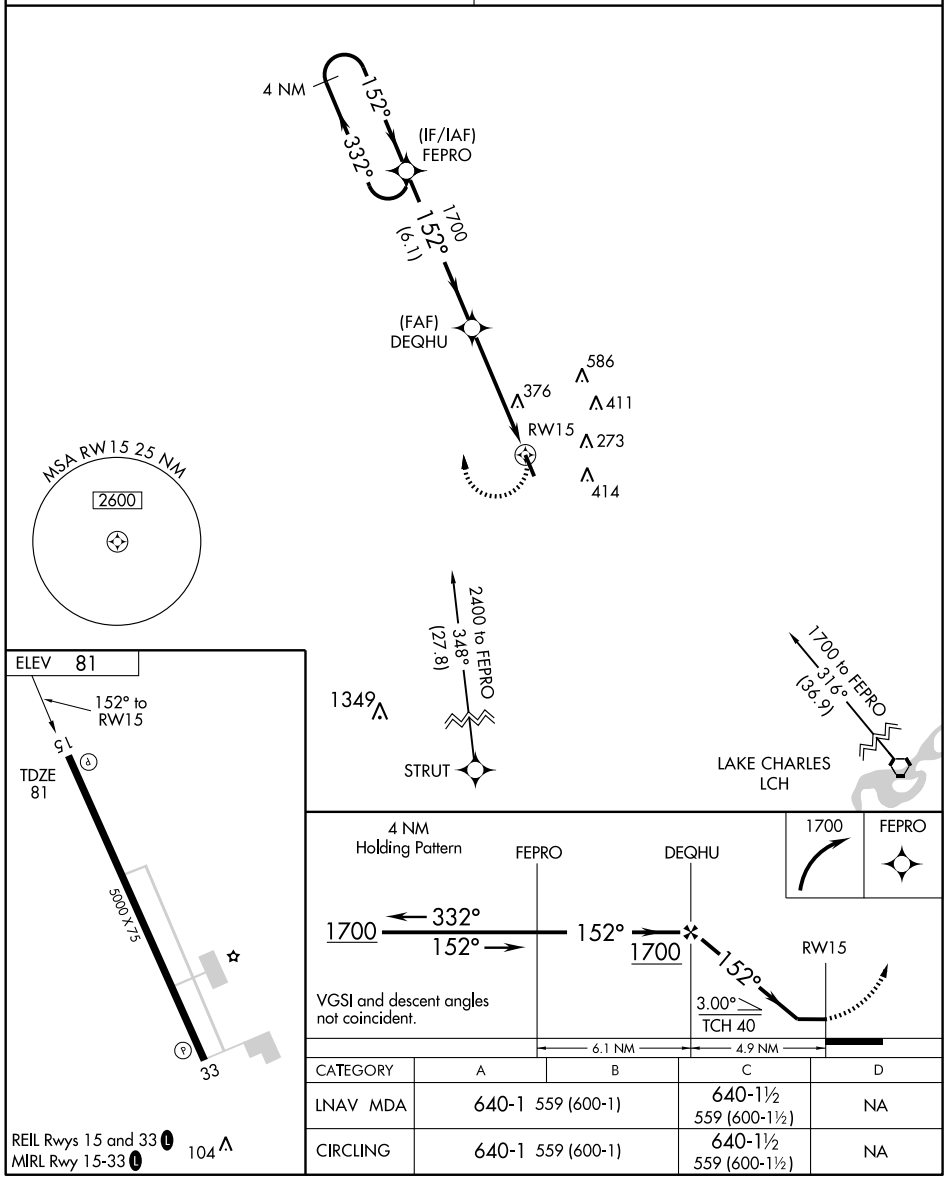
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
152°	TDZE	81
	Apt Elev	81

RNAV (GPS) RWY 15

DE QUINCY INDUSTRIAL AIRPARK (5R8)

⚠ NA — DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climbing right turn to 1700 direct FEPRO WP and hold.
LAKE CHARLES APP CON ★ 119.35 282.3	UNICOM 122.8 (CTAF) C



CATEGORY	A	B	C	D
LNAV MDA	640-1 559 (600-1)		640-1½ 559 (600-1½)	NA
CIRCLING	640-1 559 (600-1)		640-1½ 559 (600-1½)	NA

REIL Rwys 15 and 33 C
MIRL Rwy 15-33 C
104

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
332°	TDZE	81
	Apt Elev	81

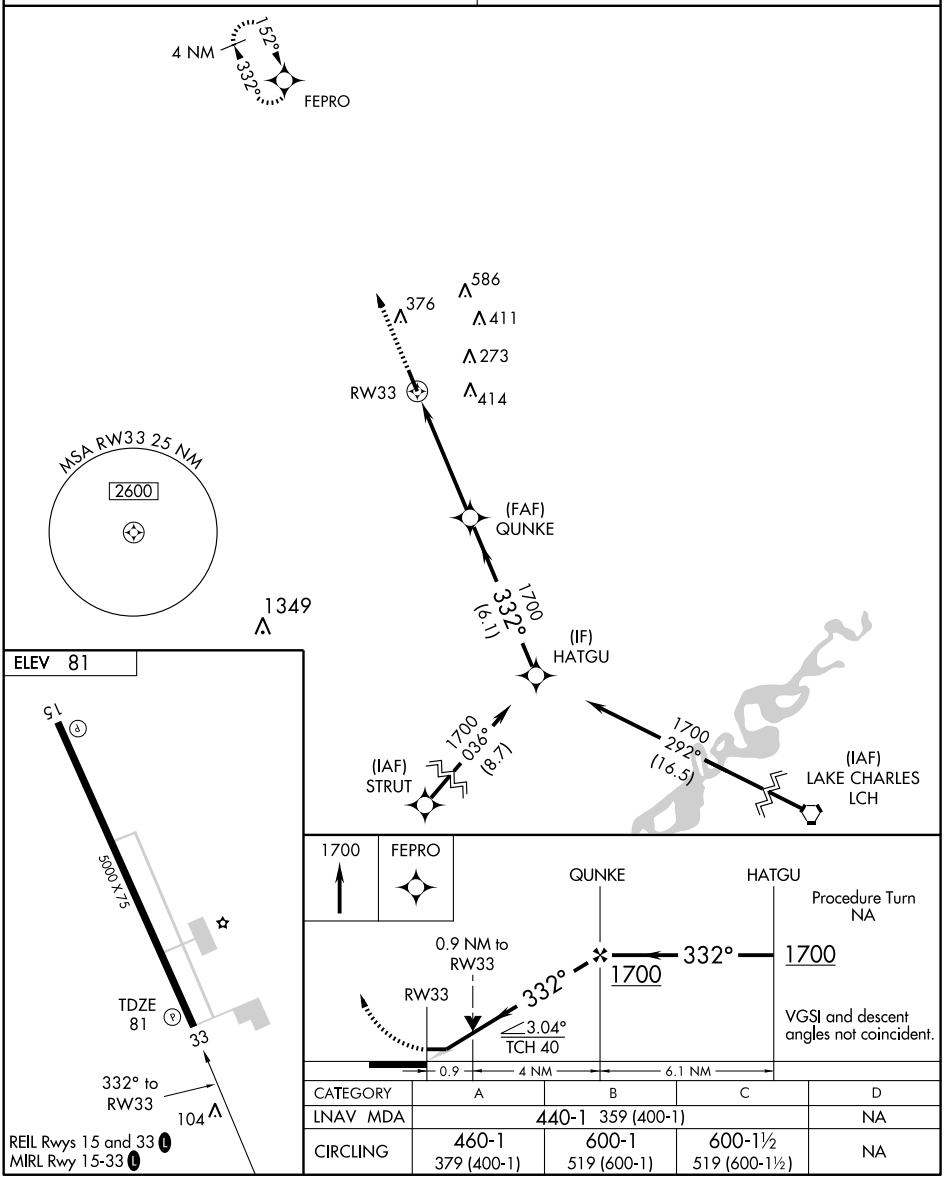
RNAV (GPS) RWY 33

DE QUINCY INDUSTRIAL AIRPARK (5R8)

⚠ NA — DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet. VDP NA with Lake Charles Regional altimeter setting.

MISSED APPROACH: Climb to 1700 direct FEPRO WP and hold.

LAKE CHARLES APP CON ★	UNICOM
119.35 282.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	440-1 359 (400-1)			NA
CIRCLING	460-1 379 (400-1)	600-1 519 (600-1)	600-1½ 519 (600-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LCH	APP CRS	Rwy Idg	5000
113.4	305°	TDZE	81
Chan 81		Apt Elev	81

VOR/DME RWY 33

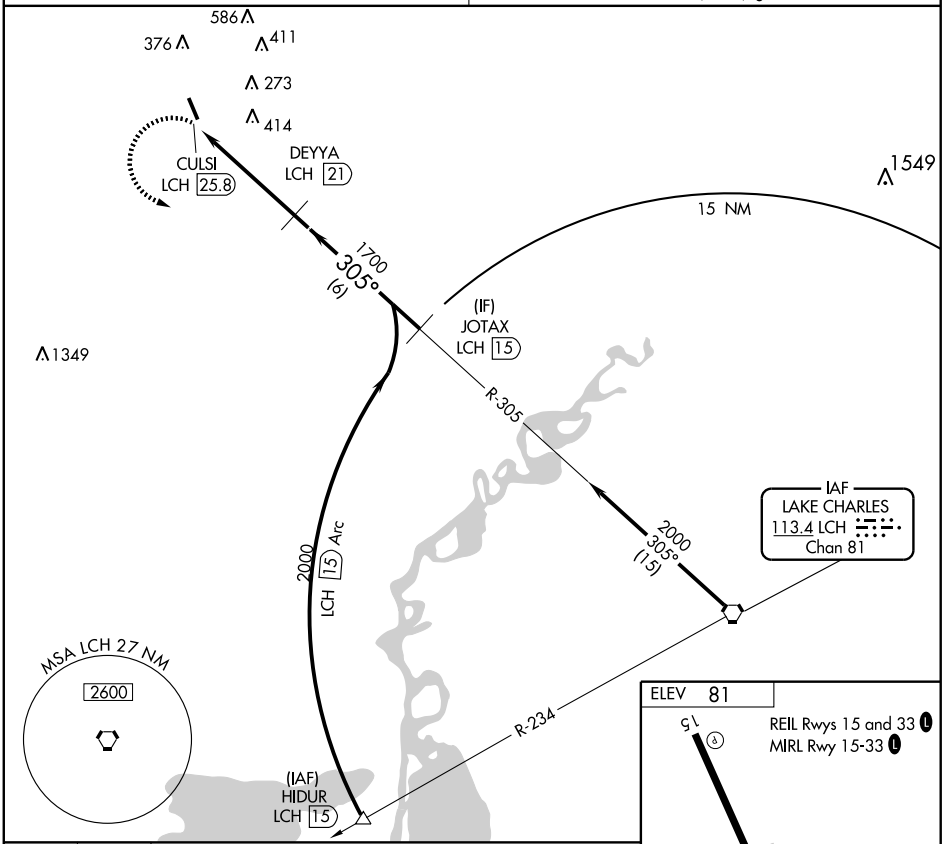
DE QUINCY INDUSTRIAL AIRPARK (5R8)

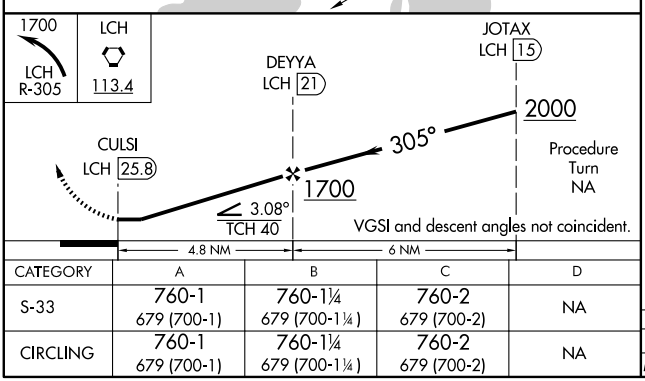
NA If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

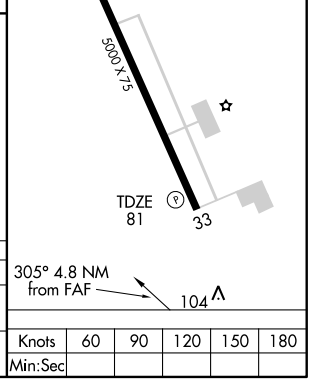
MISSED APPROACH: Climbing left turn to 1700 via LCH R-305 to LCH VORTAC.

LAKE CHARLES APP CON ★ 119.35 282.3

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	760-1 679 (700-1)	760-1¼ 679 (700-1¼)	760-2 679 (700-2)	NA
CIRCLING	760-1 679 (700-1)	760-1¼ 679 (700-1¼)	760-2 679 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-DRI	APP CRS	Rwy Idg	5495
111.1	355°	TDZE	197
		Apt Elev	202

LOC RWY 36

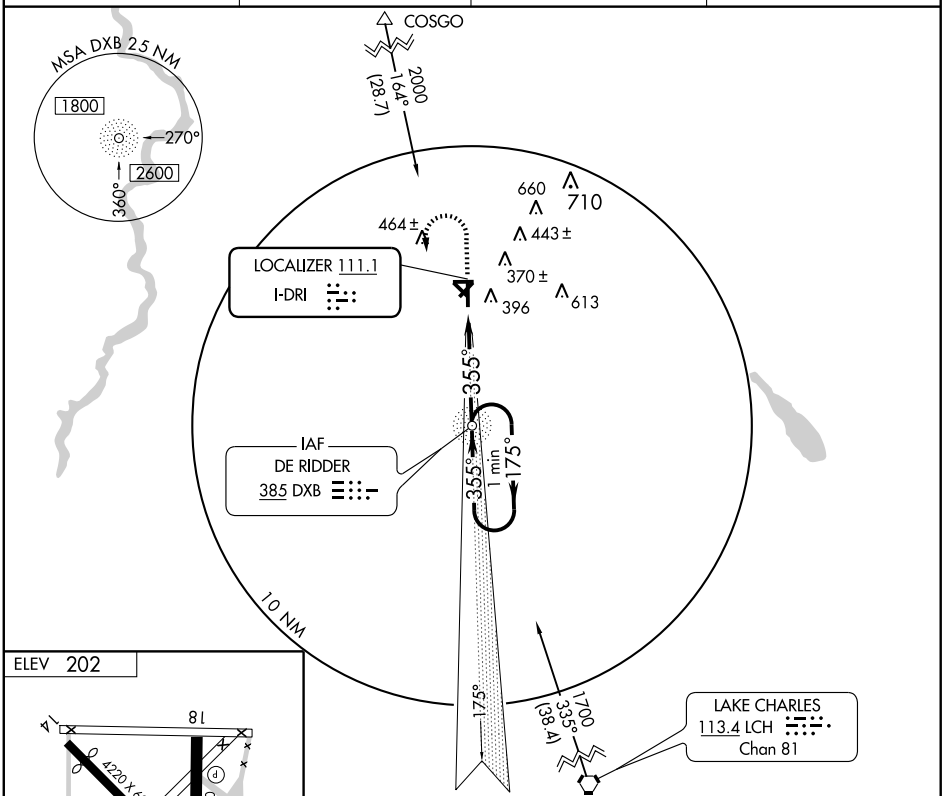
DE RIDDER/ BEAUREGARD RGNL (DRI)

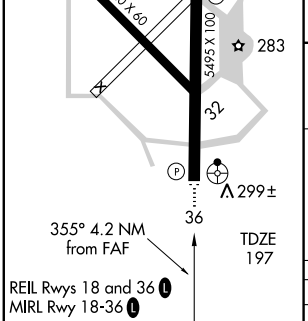
V ANA ASR — Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat C ¼ mile.

ODALS

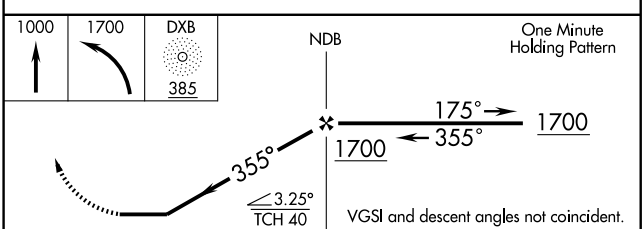
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-36	560-1 363 (400-1)			560-1¼ 363 (400-1¼)
CIRCLING	720-1 518 (600-1)		720-1½ 518 (600-1½)	780-2 578 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

NDB DXB	APP CRS	Rwy Idg	5495
385	354°	TDZE	197
		Apt Elev	202

NDB RWY 36

DE RIDDER/BEAUREGARD RGNL (DRI)

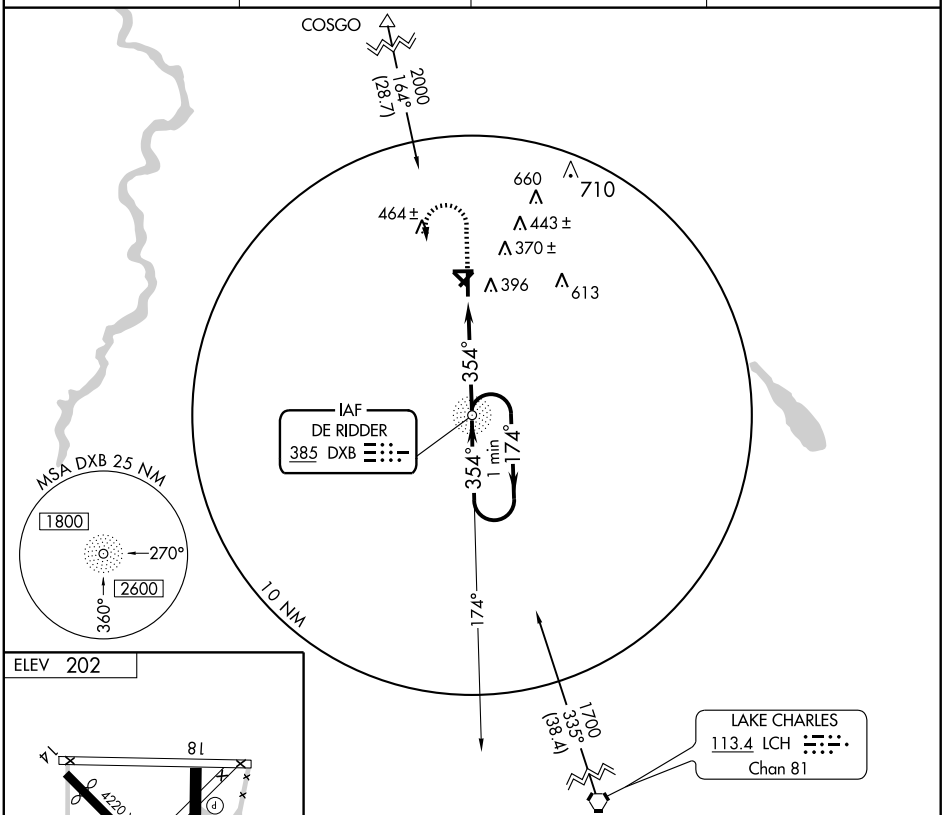
NA ASR

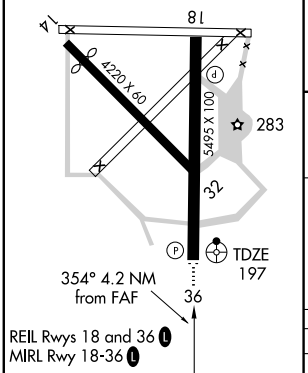
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat D ¼ mile.

ODALS

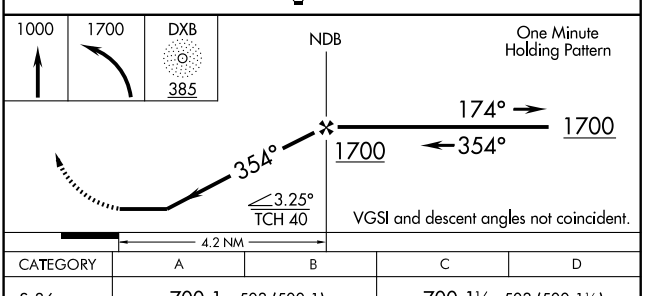
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-36	700-1 503 (500-1)		700-1½ 503 (500-1½)	
CIRCLING	720-1 518 (600-1)		720-1½ 518 (600-1½)	780-2 578 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

DE RIDDER/BEAUREGARD RGNL (DRI)

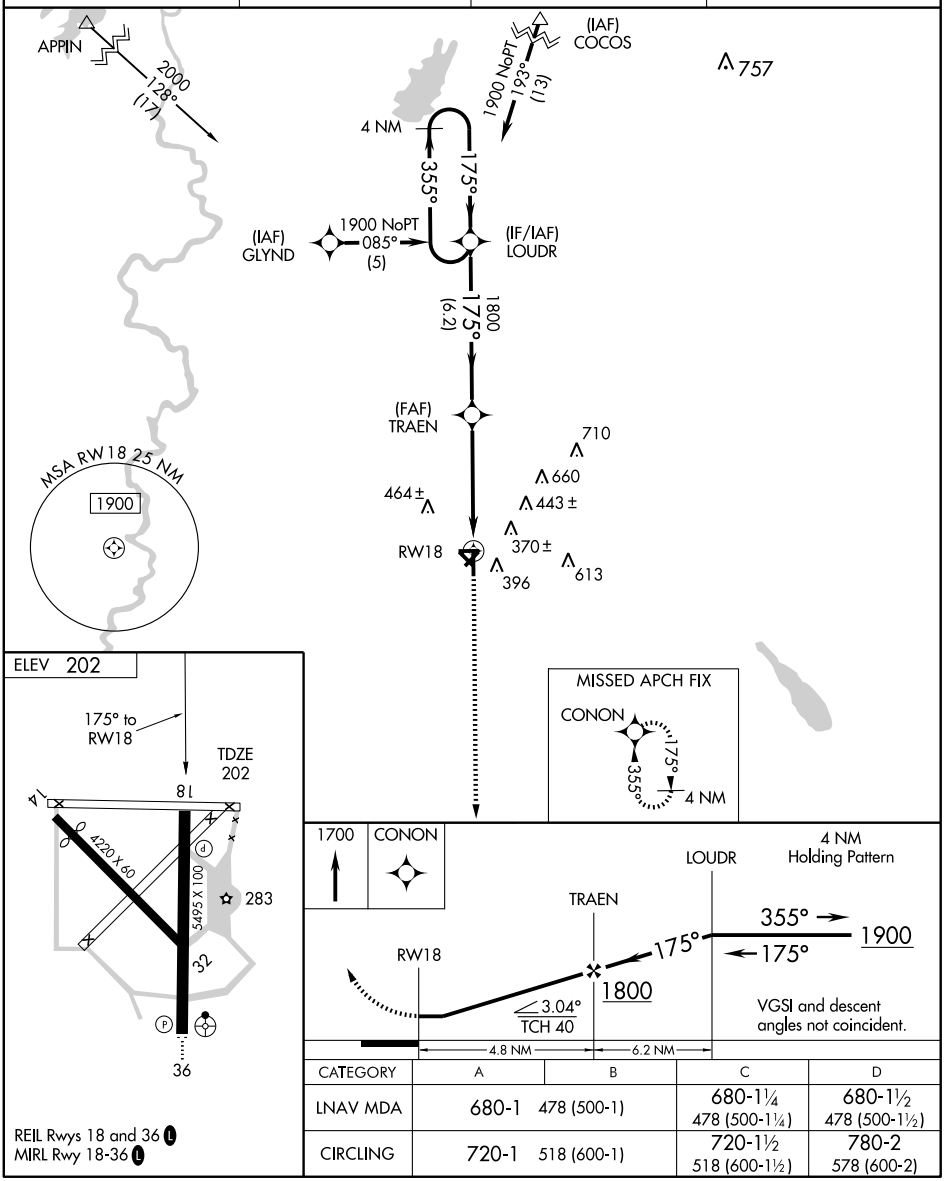
APP CRS	Rwy Idg	5495
175°	TDZE	202
	Apt Elev	202

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and LNAV visibility Cat C and D ¼ mile.

ASR

MISSED APPROACH: Climb to 1700 direct CONON and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	680-1 478 (500-1)		680-1¼ 478 (500-1¼)	680-1½ 478 (500-1½)
CIRCLING	720-1 518 (600-1)		720-1½ 518 (600-1½)	780-2 578 (600-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5495
355°	TDZE	197
	Apt Elev	202

RNAV (GPS) RWY 36

DE RIDDER/ BEAUREGARD RGNL (DRI)

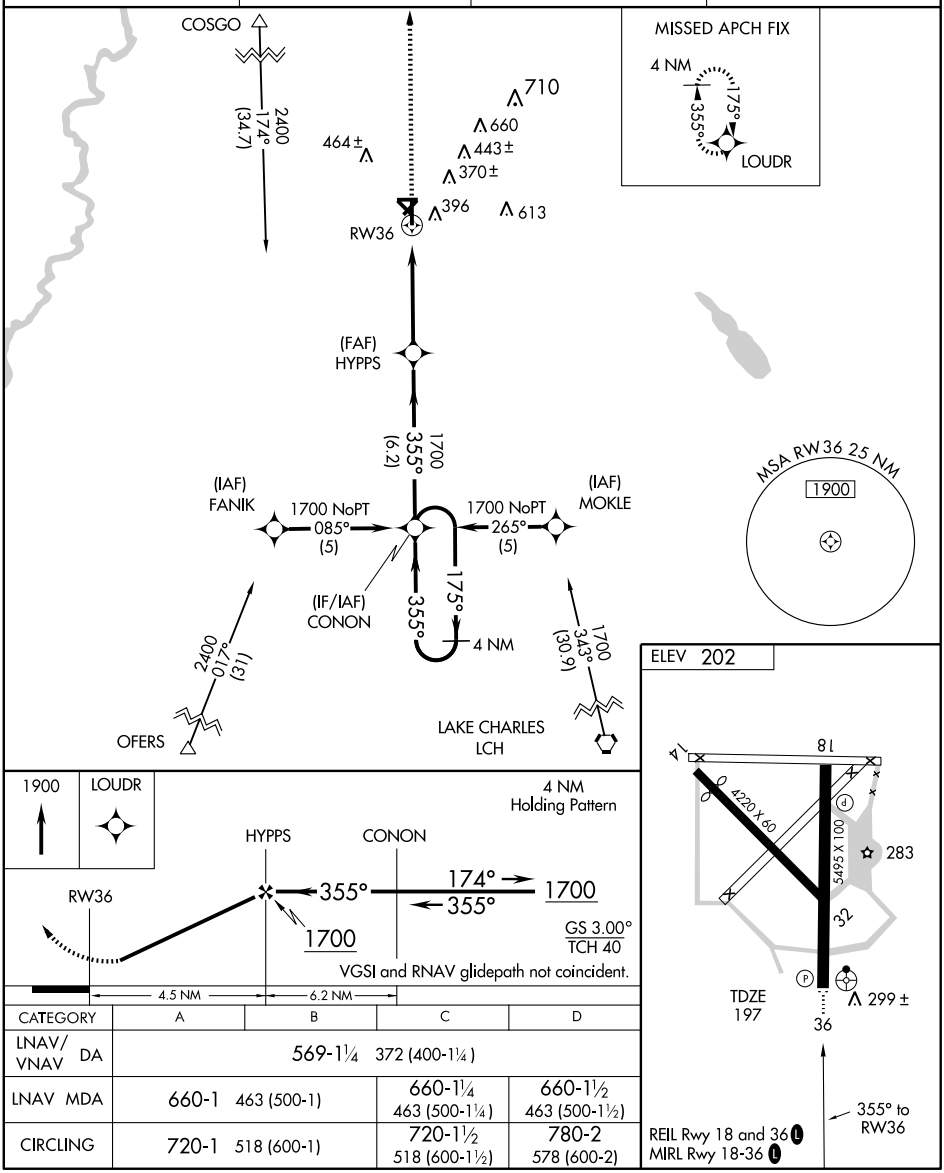
ASR

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all DA 53 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 1900 direct LOUDR and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV/VNAV DA	569-1¼ 372 (400-1¼)			
LNAV MDA	660-1 463 (500-1)		660-1¼ 463 (500-1¼)	660-1½ 463 (500-1½)
CIRCLING	720-1 518 (600-1)		720-1½ 518 (600-1½)	780-2 578 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB ECY	APP CRS	Rwy Idg	5001
263	165°	TDZE	40
		Apt Elev	42

NDB RWY 16
EUNICE (4R7)

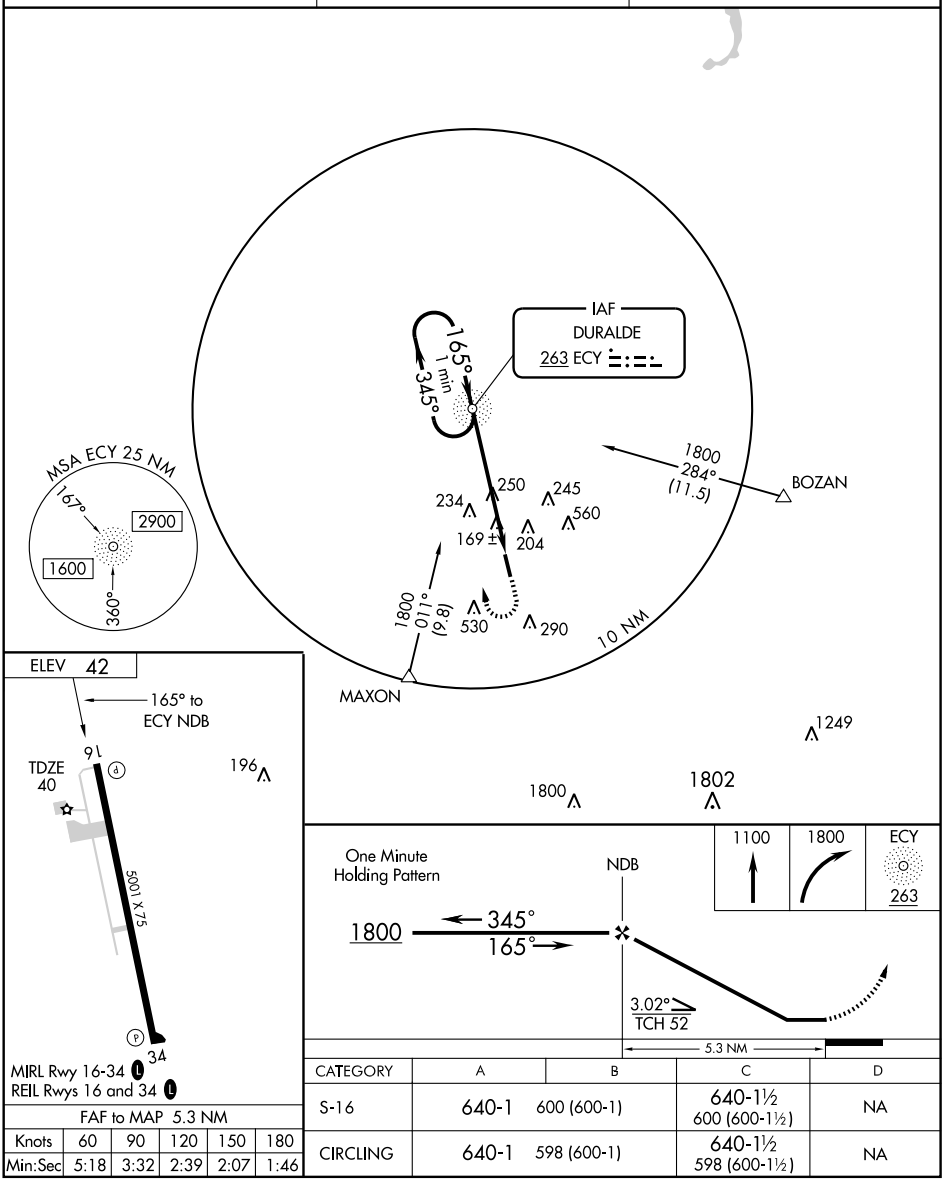
NA

Use Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct ECY NDB and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L

SC-4, 21 OCT 2010 to 18 NOV 2010



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-16	640-1	600 (600-1)	640-1½ 600 (600-1½)	NA
CIRCLING	640-1	598 (600-1)	640-1½ 598 (600-1½)	NA

APP CRS	Rwy Idg	5001
164°	TDZE	40
	Apt Elev	42

RNAV (GPS) RWY 16

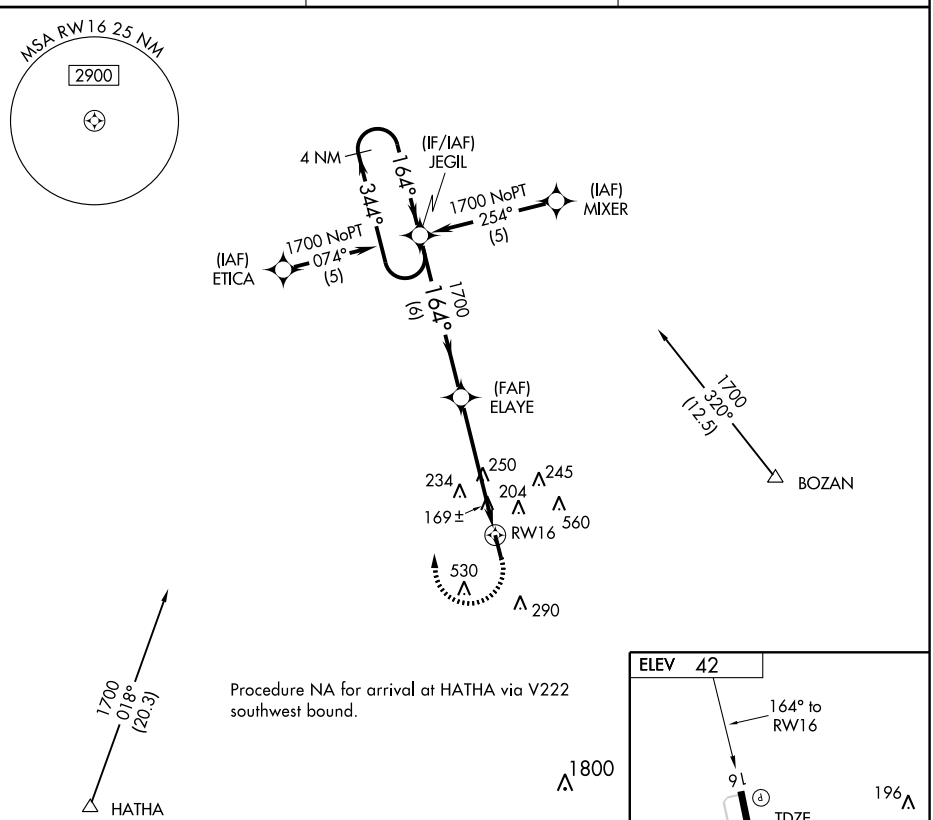
EUNICE (4R7)

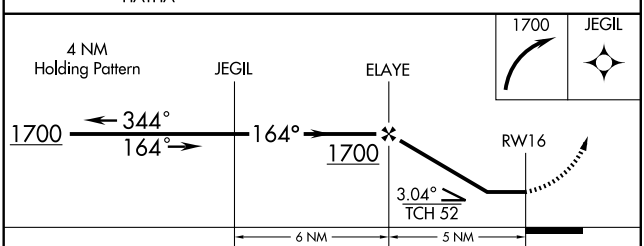
Use Lafayette Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climbing right turn to 1700 direct JEGIL WP and hold.

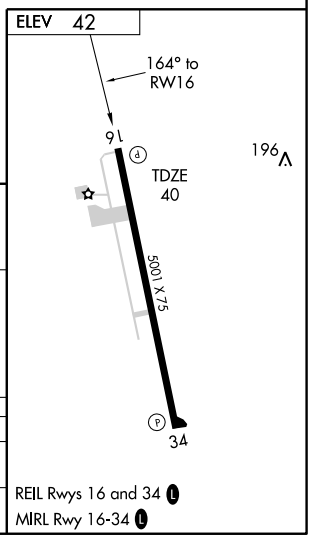
LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L

SC-4, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	580-1	540 (600-1)	580-1½ 540 (600-1½)	NA
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	NA



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

RNAV (GPS) RWY 34

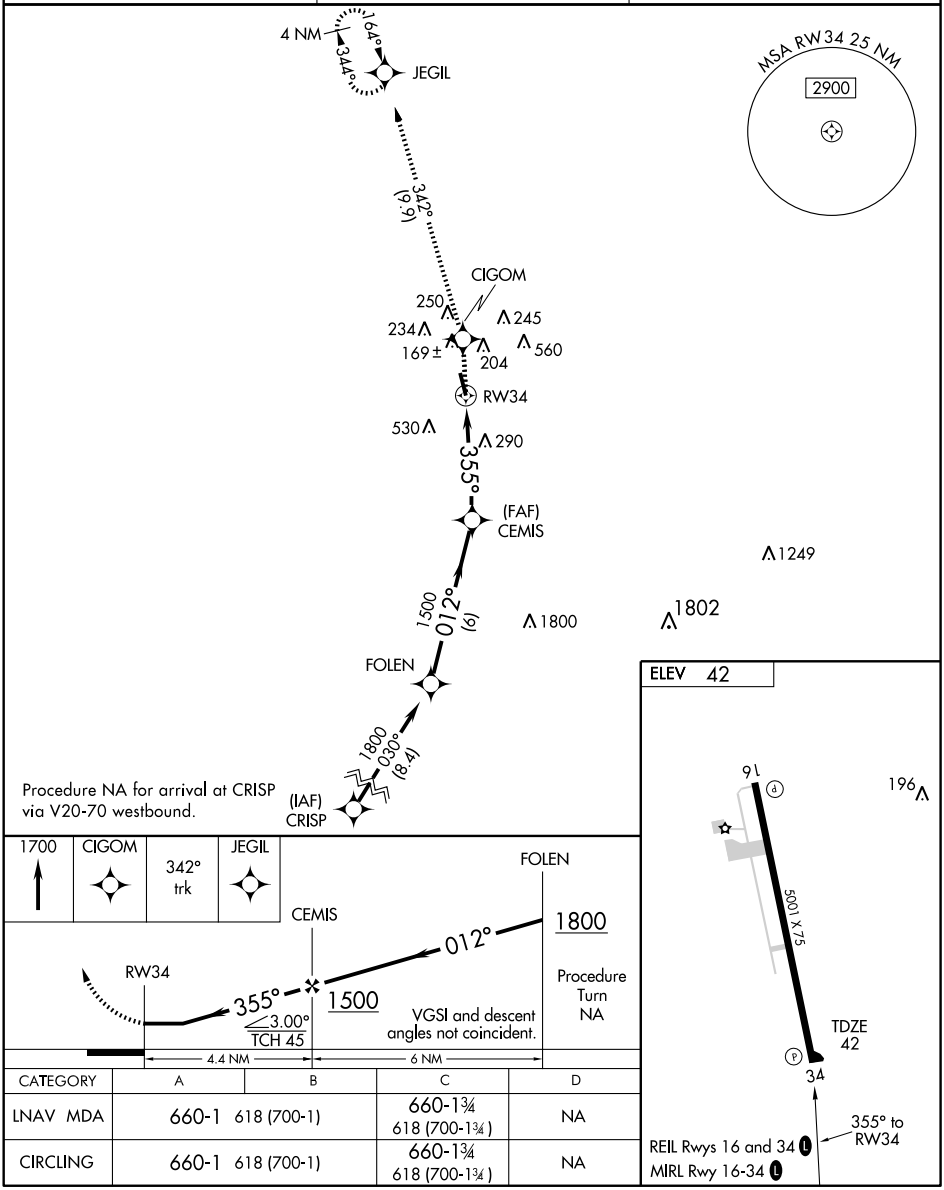
EUNICE (4R7)

APP CRS	Rwy Idg	5001
355°	TDZE	42
	Apt Elev	42

Use Lafayette Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 16 NA at night.

MISSED APPROACH: Climb to 1700 direct CIGOM WP and via 342° track to JEGIL WP and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	660-1 618 (700-1)		660-1¾ 618 (700-1¾)	NA
CIRCLING	660-1 618 (700-1)		660-1¾ 618 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LFT	APP CRS	Rwy Idg	N/A
109.8	303°	TDZE	N/A
Chan 35		Apt Elev	42

VOR/DME-A

EUNICE (4R7)

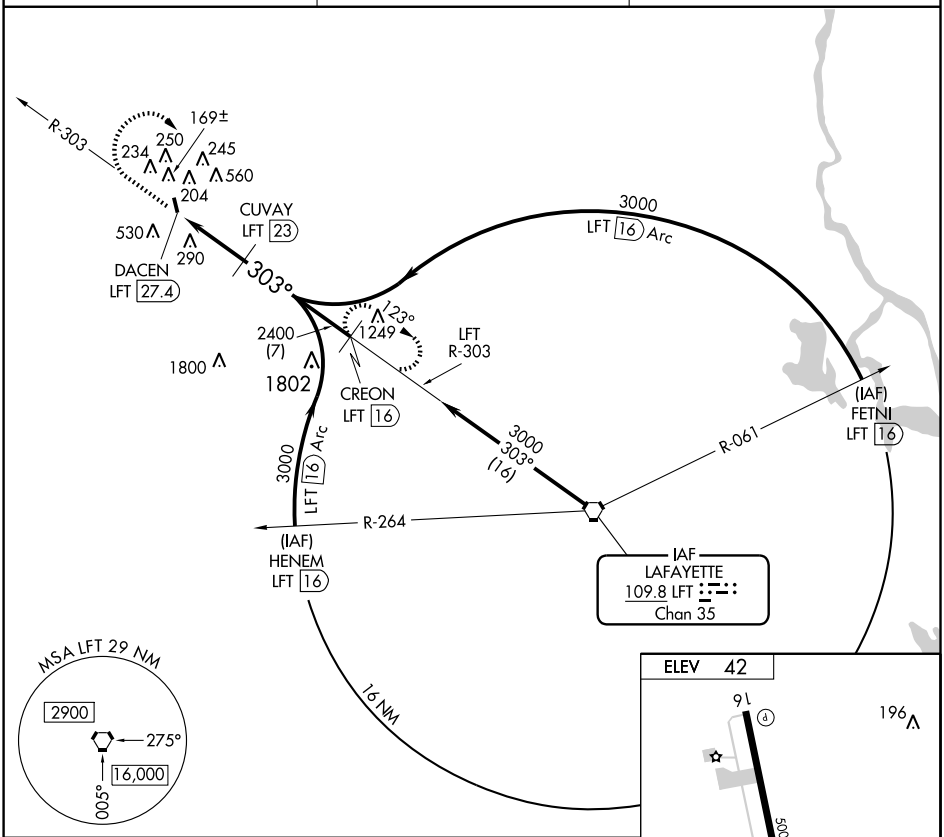
Use Lafayette Rgnl altimeter setting.

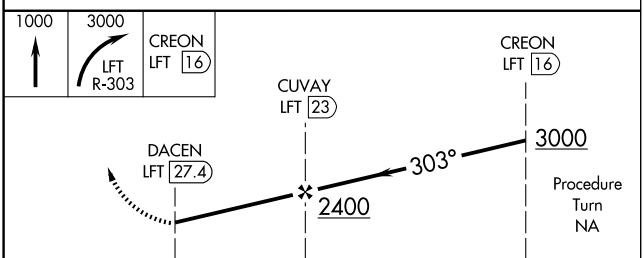
NA

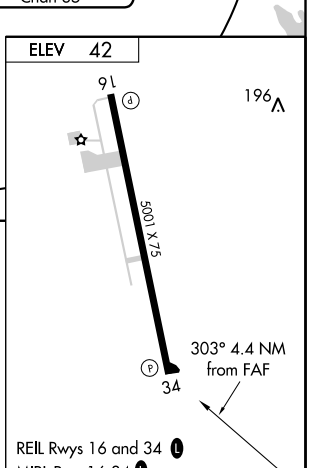
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via LFT R-303 to CREON/LFT 16 DME and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L

SC-4, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
CIRCLING	800-1 758 (800-1)	800-1¼ 758 (800-1¼)	800-2¼ 758 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

NDB RWY 15

POLK AAF (KPOE)

NDB GUV 359	APCH CRS 156°	Rwy Idg 3912 TDZE 329 Arpt Elev 330

AL-5096 [USA]

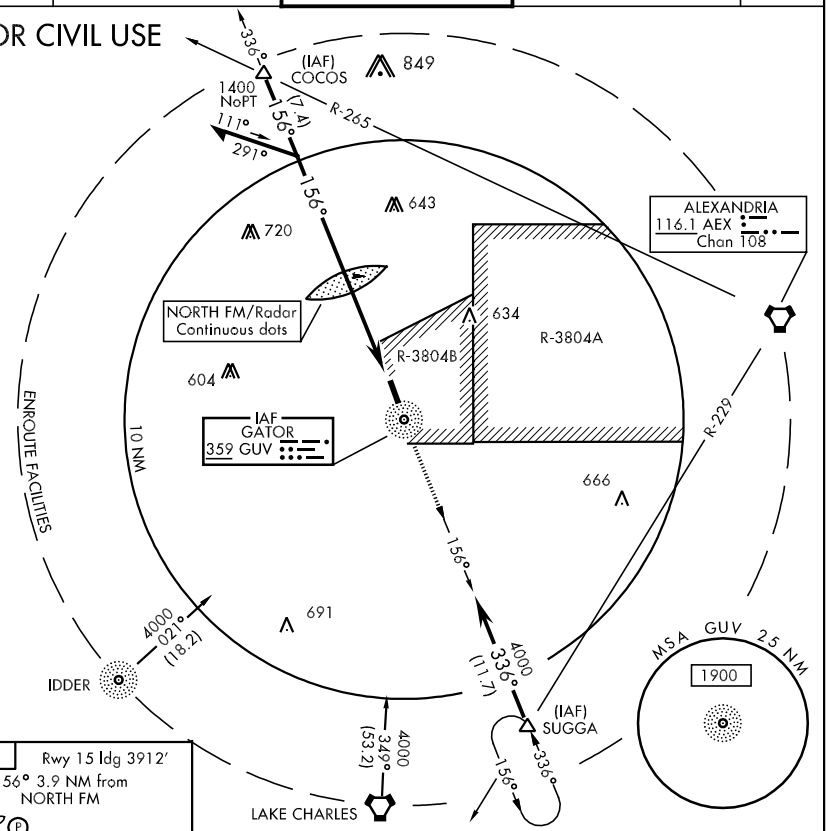
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS intersection. Procedure turn Fix to FAF exceeds 4 NM.

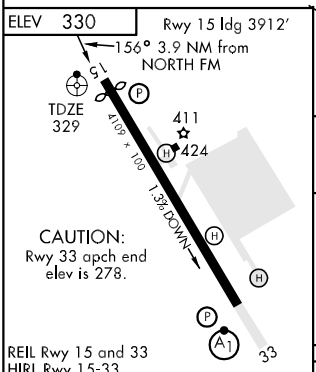
ODALS

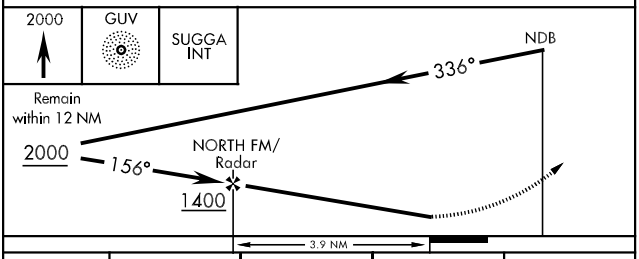
MISSED APPROACH: Climb to 2000 direct GUV NDB then via brg 156° to SUGGA INT and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	

NOT FOR CIVIL USE







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-15	820-¾ 491 (500-¾)		820-1 491(500-1)	820-1¼ 491(500-1¼)
CIRCLING	820-1 490 (500-1)		820-1½ 490(500-1½)	880-2 550(600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB GUV	APCH CRS	Rwy ldg / TDZE / Arpt Elev
359	336°	4109 / 316 / 330

AL-5096 [USA]

NDB RWY 33

POLK AAF (KPOE)

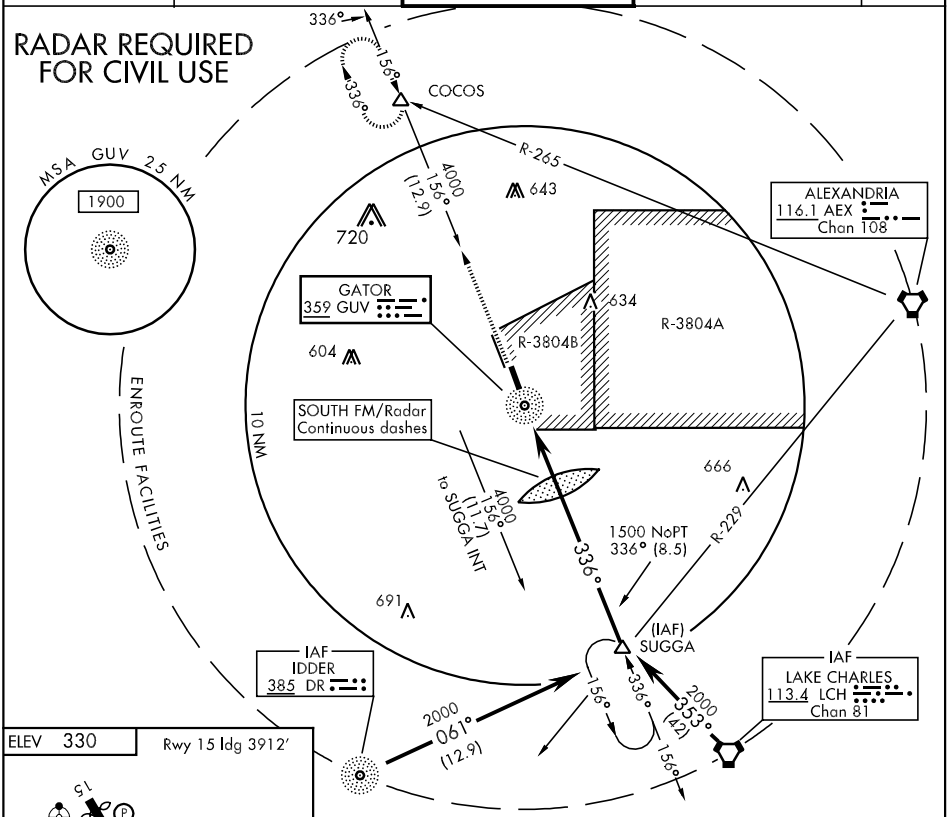
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.

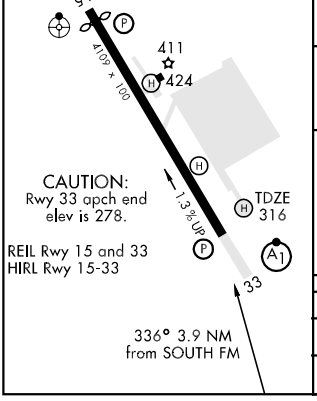
ALSF-1

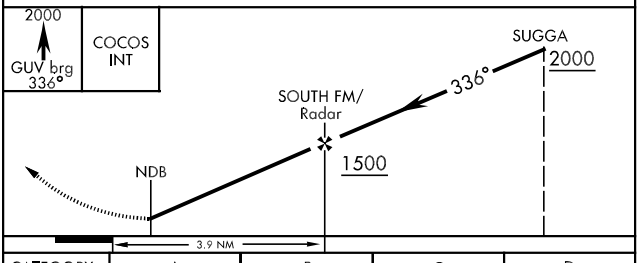
MISSED APPROACH: Climb to 2000 via GUV NDB brg 336° to COCOS INT and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	

RADAR REQUIRED FOR CIVIL USE







CATEGORY	A	B	C	D
S-33	700-1 384 (400-1)			700-1¼ 384(400-1¼)
CIRCLING	820-1 490 (500-1)		820-1½ 490(500-1½)	880-2 550(600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR or TACAN or GPS RWY 15

AL-5096 [USA]

POLK AAF (KPOE)

VORTAC FXU	APCH CRS	Rwy Idg	3912
108.4	156°	TDZE	329
Chan 21		Arpt Elev	330

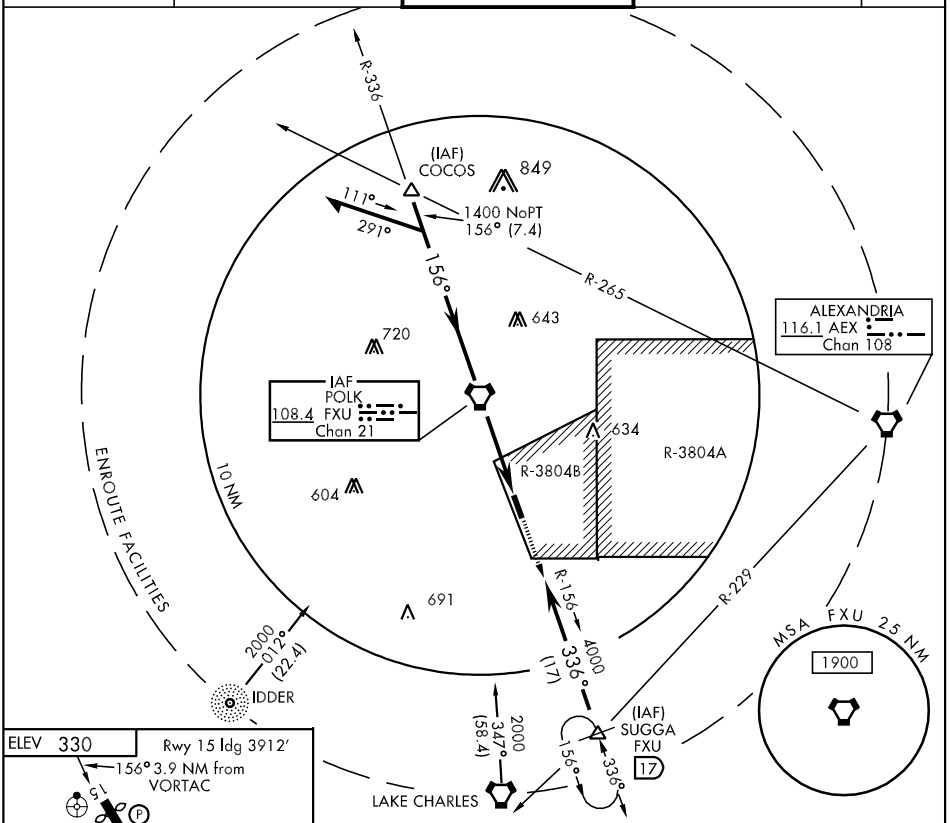
GPS NA

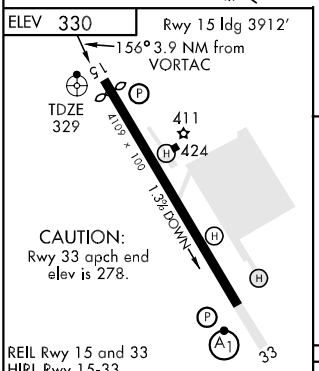
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS intersection.

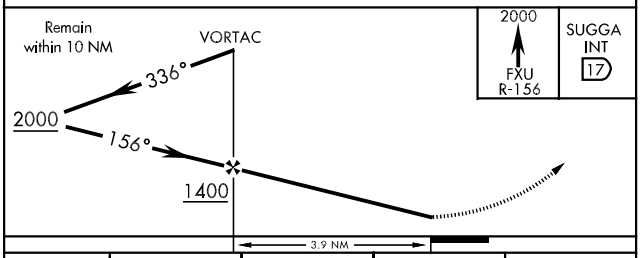
ODALS

MISSED APPROACH: Climb to 2000 via R-156 to SUGGA INT FXU 17 DME and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-15	780-¾ 451 (500-¾)		780-1 451(500-1)	780-1¼ 451(500-1¼)
CIRCLING	820-1 490 (500-1)		820-1½ 490(500-1½)	880-2 550(600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR or TACAN or GPS RWY 33

AL-5096 [USA] — POLK AAF (KPOE)

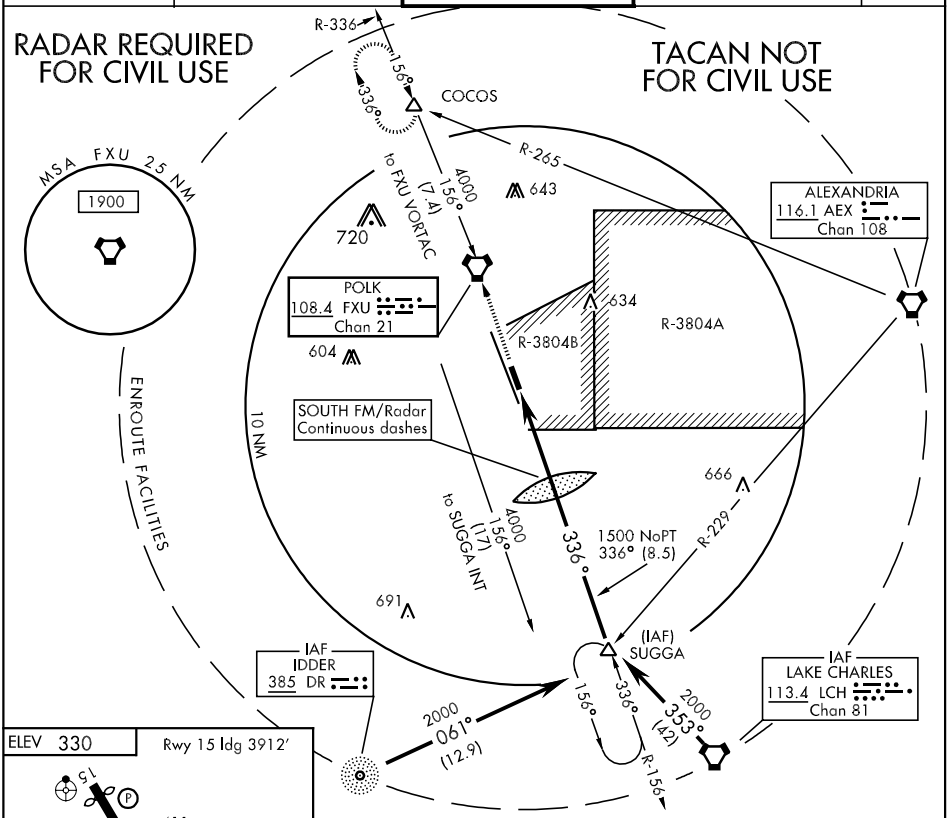
VORTAC FXU 108.4 Chan 21	APCH CRS 336°	Rwy Idg 4109 TDZE 316 Arpt Elev 330

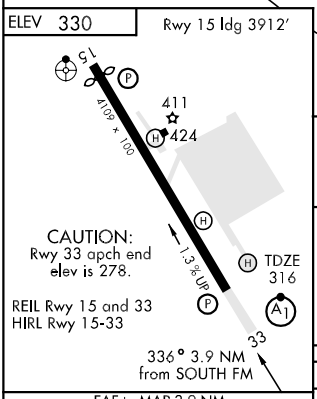
GPS NA
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.

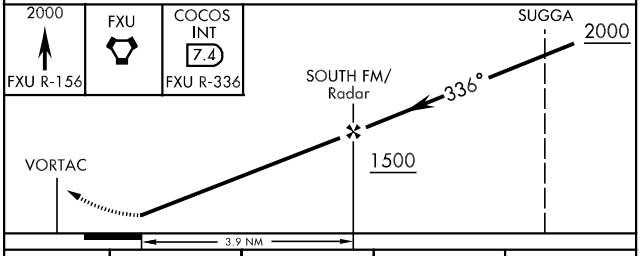
ALSF-1

MISSED APPROACH: Climb to 2000 via R-156 to FXU VORTAC, then via R-336 to COCOS INT FXU 7.4 DME and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-33	700-1 384 (400-1)			700-1¼ 384(400-1¼)
CIRCLING	820-1 490 (500-1)		820-1½ 490(500-1½)	880-2 550(600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GAO 109.1 Chan 28	APP CRS 359°	Rwy Idg 6502 TDZE -1 Apt Elev 1

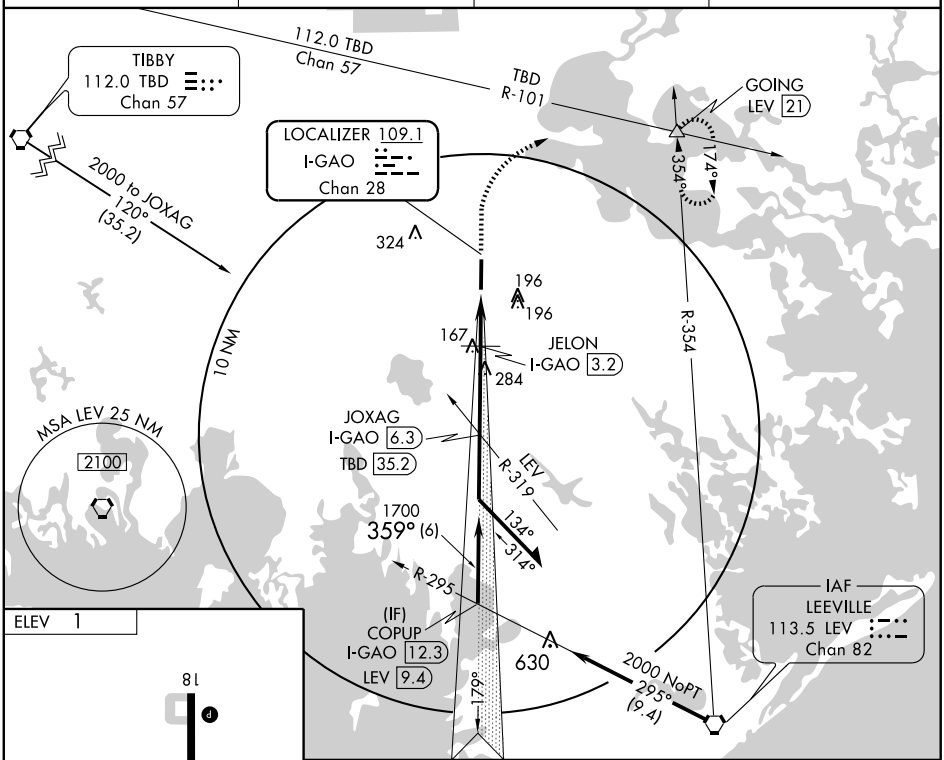
LOC/DME RWY 36

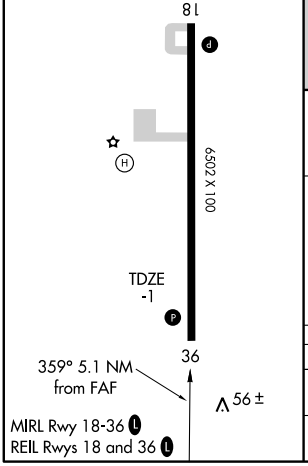
GALLIANO/ SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

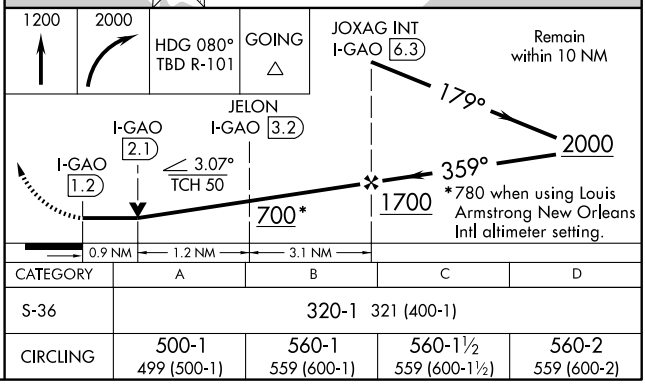
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, and increase S-36 Cat C, D and Circling Cat C visibility ¼ mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 heading 080° and TBD VORTAC R-101 to GOING INT/LEV 21 DME and hold.

AWOS-3	NEW ORLEANS APP CON	GCO	UNICOM
118.175	123.85 256.9	135.075	123.0 (CTAF)







CATEGORY	A	B	C	D
S-36	320-1 321 (400-1)			
CIRCLING	500-1 499 (500-1)	560-1 559 (600-1)	560-1½ 559 (600-1½)	560-2 559 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6502
CH 61308	179°	TDZE 1
W18A		Apt Elev 1

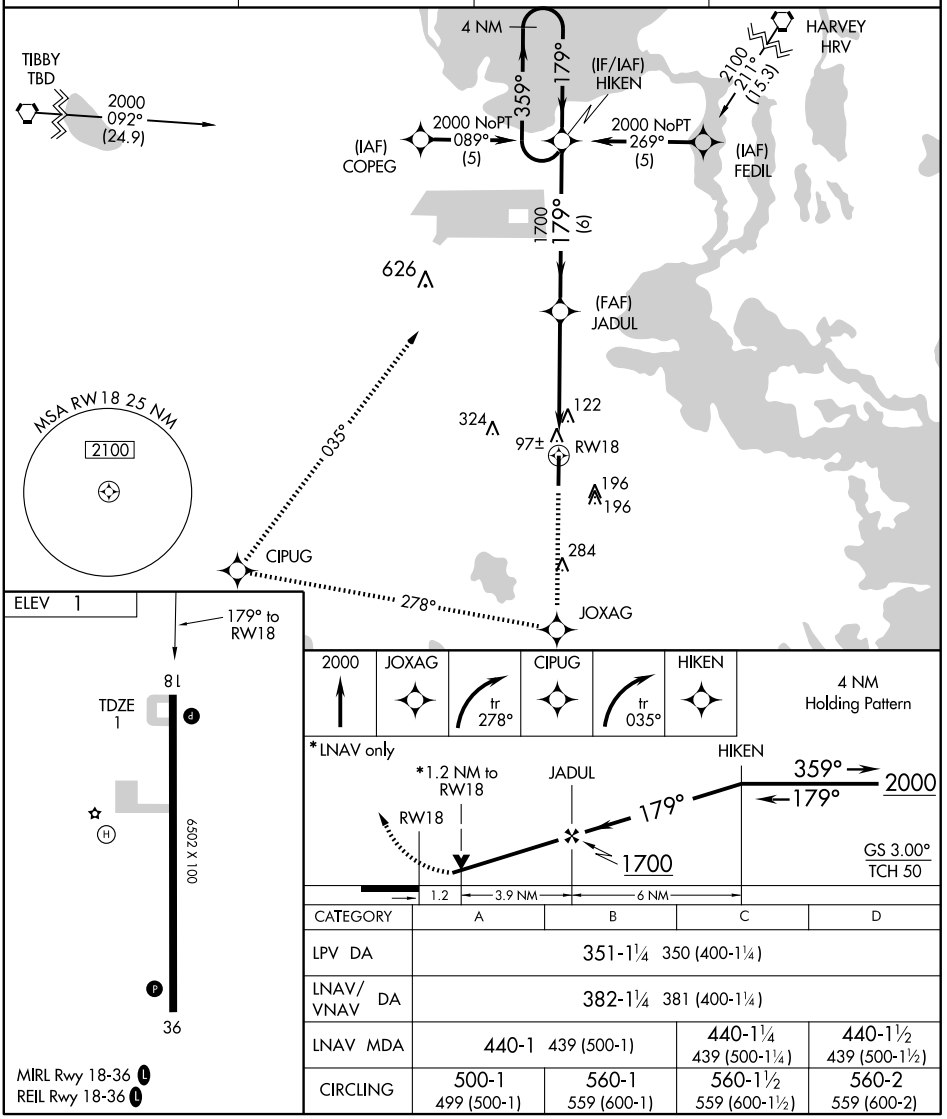
RNAV (GPS) RWY 18

GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JOXAG and right turn via 278° track to CIPUG and right turn via 035° track to HIKEN and hold.

AWOS-3	NEW ORLEANS APP CON	GCO	UNICOM
118.175	123.85 256.9	135.075	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	351-1¼ 350 (400-1¼)			
LNAV/VNAV DA	382-1¼ 381 (400-1¼)			
LNAV MDA	440-1 439 (500-1)		440-1¼ 439 (500-1¼)	440-1½ 439 (500-1½)
CIRCLING	500-1 499 (500-1)	560-1 559 (600-1)	560-1½ 559 (600-1½)	560-2 559 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6502
CH 69608	359°	TDZE -1
W36A		Apt Elev 1

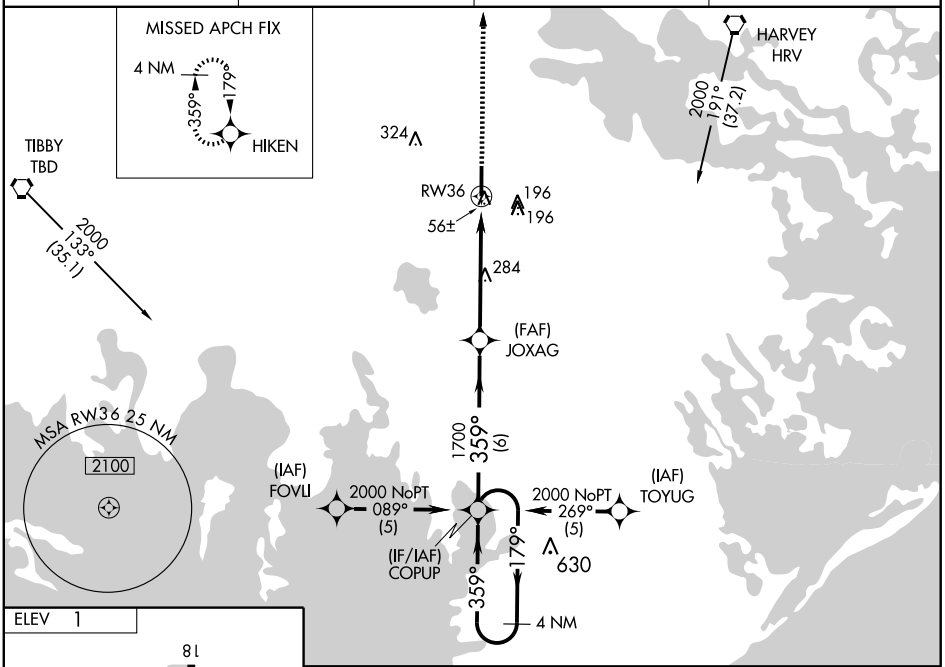
RNAV (GPS) RWY 36

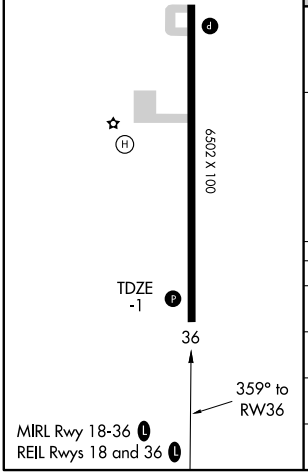
GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

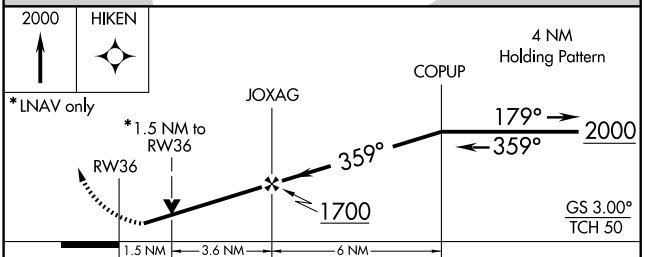
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HIKEN and hold.

AWOS-3	NEW ORLEANS APP CON	GCO	UNICOM
118.175	123.85 256.9	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	289-1 290 (300-1)			
LNAV/VNAV DA	497-1¾ 498 (500-1¾)			
LNAV MDA	540-1 541 (600-1)		540-1½ 541 (600-1½)	540-1¾ 541 (600-1¾)
CIRCLING	540-1 539 (600-1)	560-1 559 (600-1)	560-1½ 559 (600-1½)	560-2 559 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3998
169°	TDZE	14
	Apt Elev	15

RNAV (GPS) RWY 17

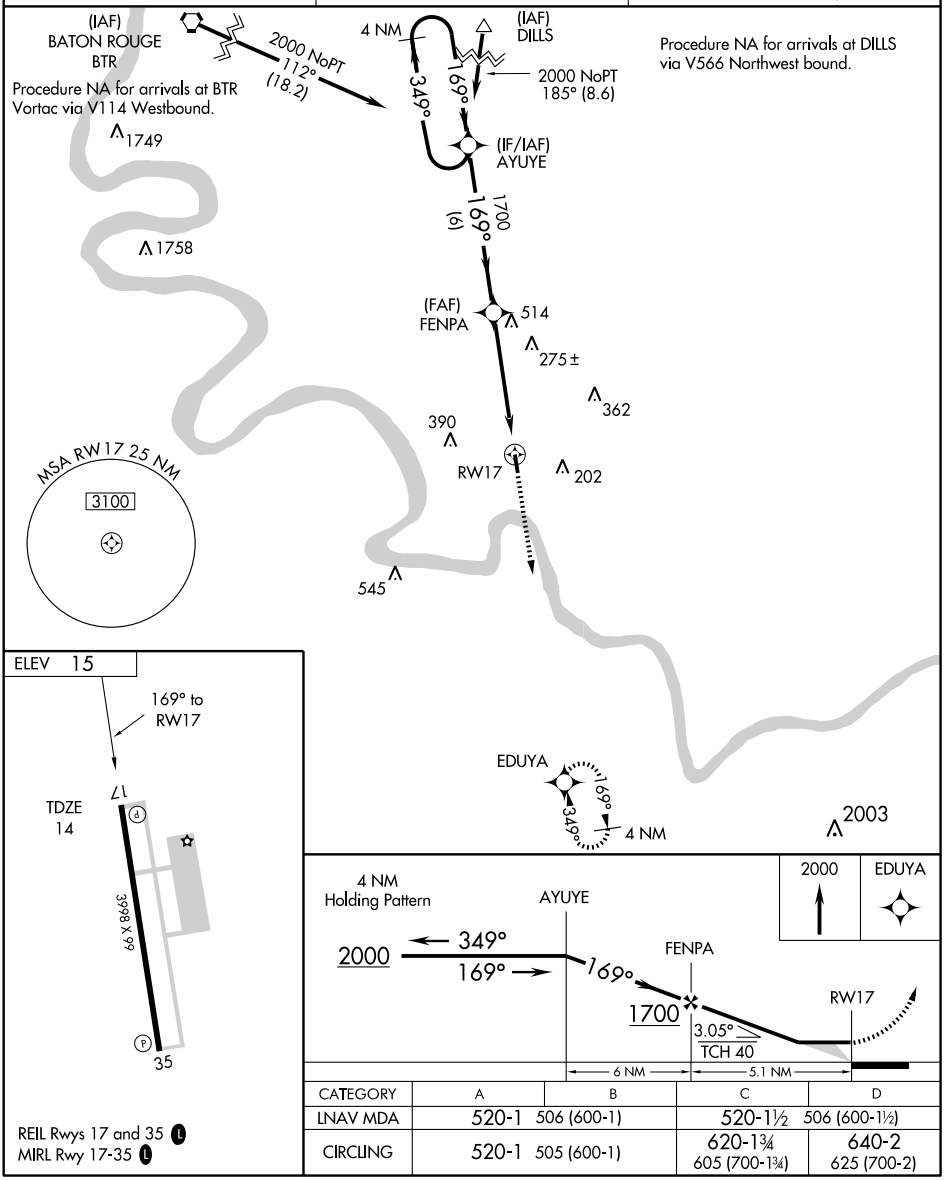
GONZALES/LOUISIANA RGNL (L38)

DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2000 direct EDUYA and hold.

BATON ROUGE APP CON ★	GCO	UNICOM
126.5 278.3	135.075	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	520-1	506 (600-1)	520-1½	506 (600-1½)
CIRCLING	520-1	505 (600-1)	620-1¾ 605 (700-1¾)	640-2 625 (700-2)

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3998
349°	TDZE	14
	Apt Elev	15

RNAV (GPS) RWY 35

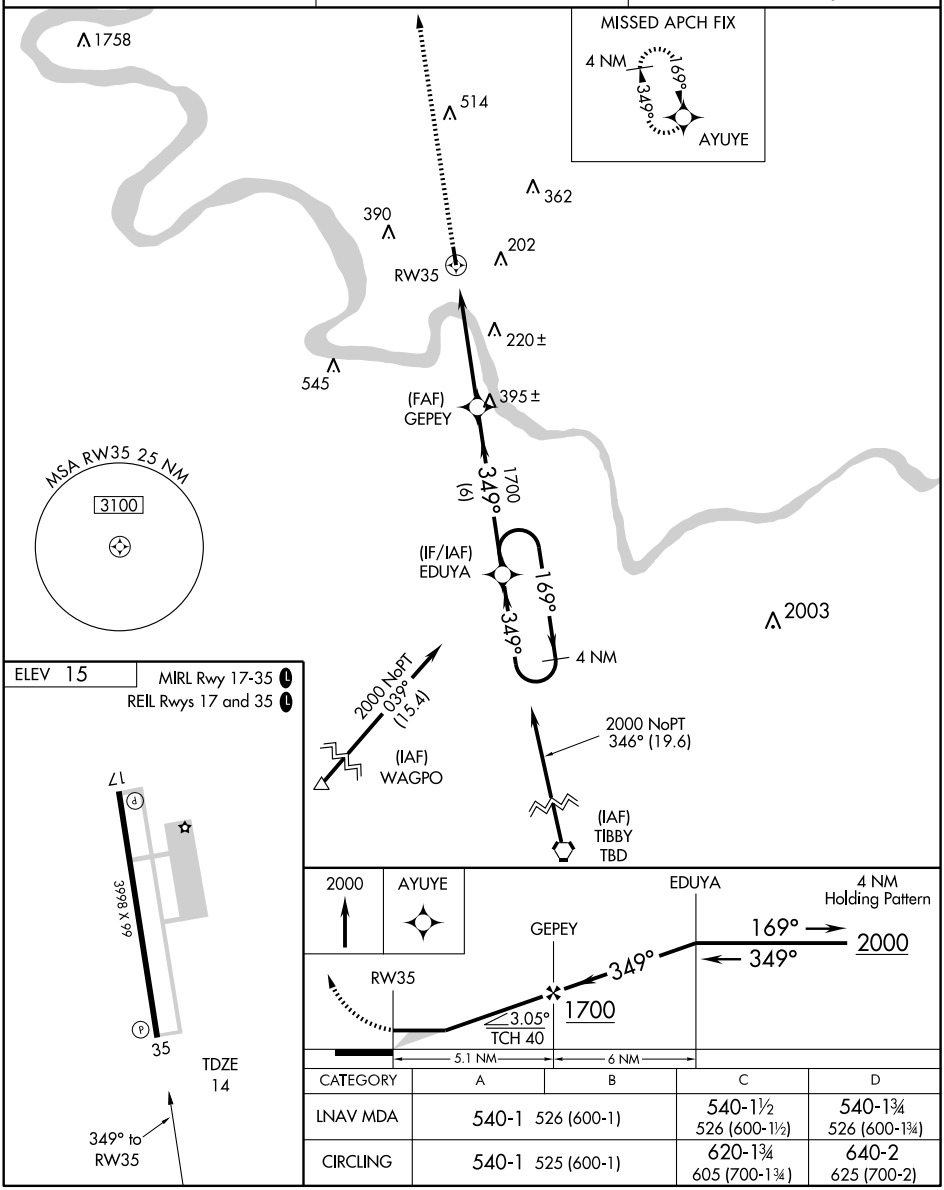
GONZALES/ LOUISIANA RGNL (L38)

DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2000 direct AYUYE and hold.

BATON ROUGE APP CON ★	GCO	UNICOM
126.5 278.3	135.075	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	540-1 526 (600-1)		540-1½ 526 (600-1½)	540-1¾ 526 (600-1¾)
CIRCLING	540-1 525 (600-1)		620-1¾ 605 (700-1¾)	640-2 625 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BTR 116.5 Chan 112	APP CRS 129°	Rwy Idg N/A TDZE N/A Apt Elev 15

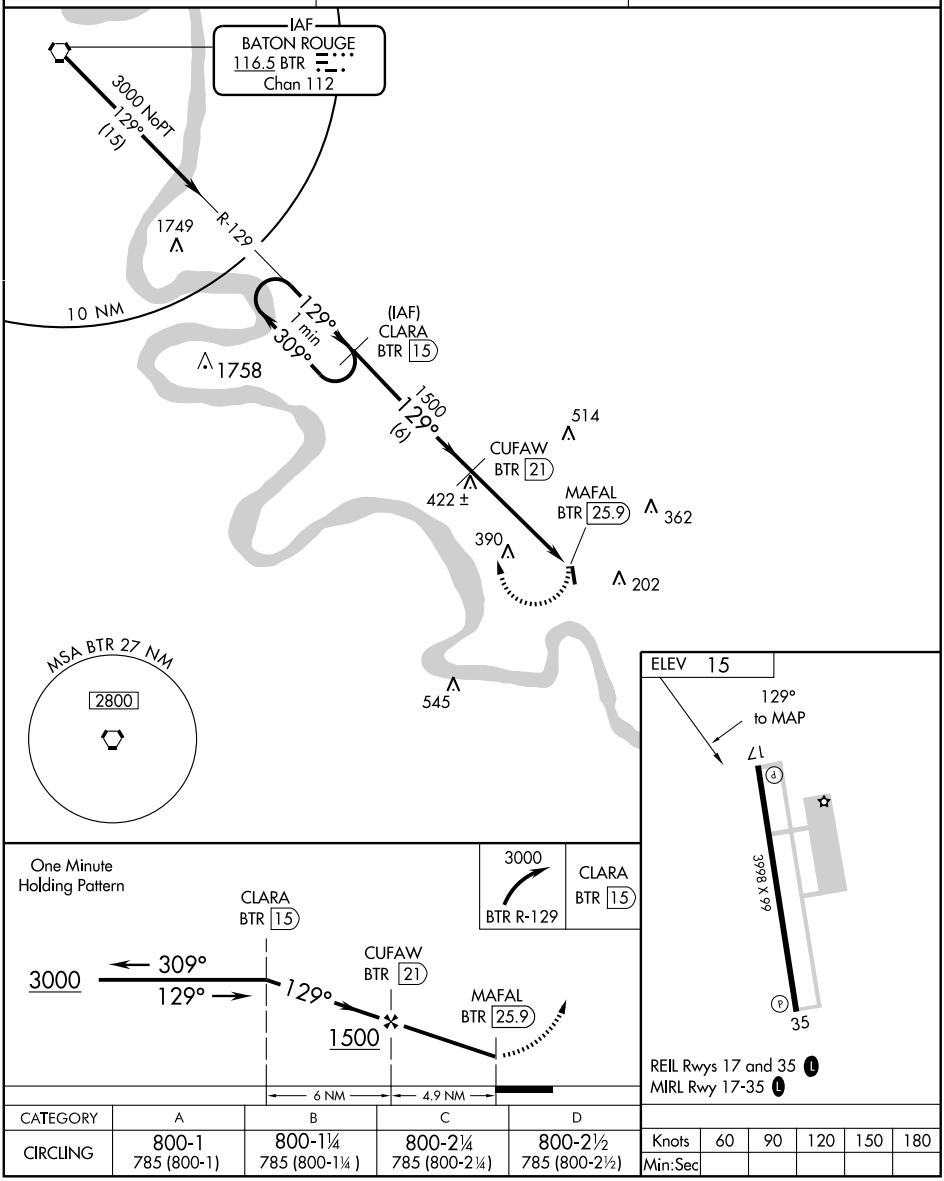
VOR/DME-A

GONZALES/ LOUISIANA RGNL (L38)

NA — Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 3000 via BTR R-129 to CLARA/15 DME and hold.

BATON ROUGE APP CON ★	GCO	UNICOM
126.5 278.3	135.075	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	800-1 785 (800-1)	800-1¼ 785 (800-1¼)	800-2¼ 785 (800-2¼)	800-2½ 785 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-HPF	APP CRS	Rwy Idg	5001
111.5	180°	TDZE	44
		Apt Elev	47

ILS or LOC RWY 18

HAMMOND NORTHSHORE RGNL (HDC)

ADF Required. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet, and all MDA 100 feet, increase S-LOC 18 Cat C/D visibility ¼ mile and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1800 then left turn via 345° bearing to ANGER LOM and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L

735 A

IAF
MC COMB
116.7 MCB
Chan 114

2000 NoPT
192° (32.9)

MSA HP 25 NM
2100
040°
300°
1700

360°

R-192

(IF)
BARUN
INT

Procedure NA for arrivals at MCB VORTAC via airway radials 145 CW 242.

135°
315°

1800
180° (10)

10 NM

180°

R-285

112.2 PCU
Chan 59

LOM/IAF
ANGER
212 HP

360°

ALTERNATIVE MISSED APCH FIX
R-355
175°
355°
HAMMOND
HMU
109.6

HAMMOND
109.6 HMU

612 A

363 A
307 A
534 A

197

196±

LOCALIZER 111.5
I-HPF

1800
289°
(12)

RYTHM

RESERVE
110.8 RQR
Chan 45

1800 to ANGER
014° (32.3)

ELEV 47

TDZE
44

180° 4.7 NM
from FAF

81

13

141

6502 X 100

5001 X 150

96

36

31

REIL Rwys 13, 18, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

Remain within 10 NM

LOM

360°

1598

1800

180°

1800

GS 3.00°
TCH 52

4.7 NM

1800

345°

ANGER

CATEGORY	A	B	C	D
S-ILS 18	244-½ 200 (200-½)			
S-LOC 18	440-½ 396 (400-½)			440-¾ 396 (400-¾)
CIRCLING	500-1 453 (500-1)		500-1½ 453 (500-1½)	620-2 573 (600-2)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 45818	180°	TDZE	44
W18A		Apt Elev	47

RNAV (GPS) RWY 18

HAMMOND NORTHSHORE RGNL (HDC)

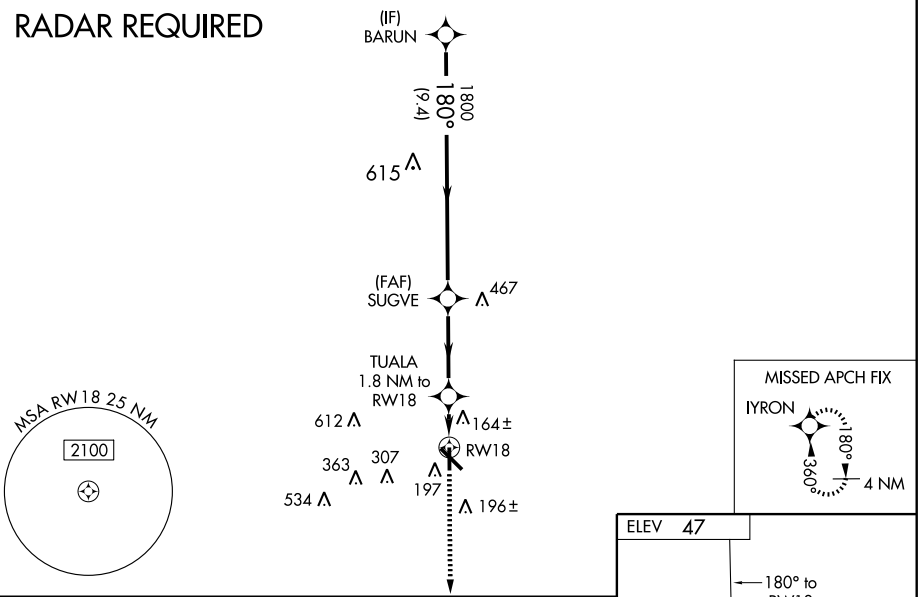
Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile.
For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

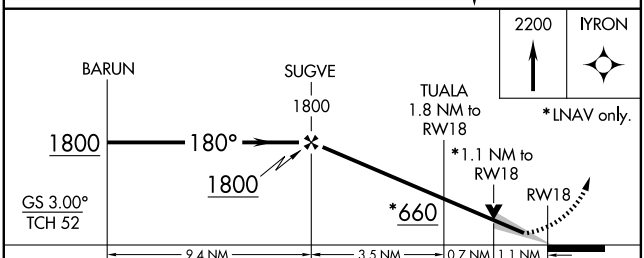
MALSR

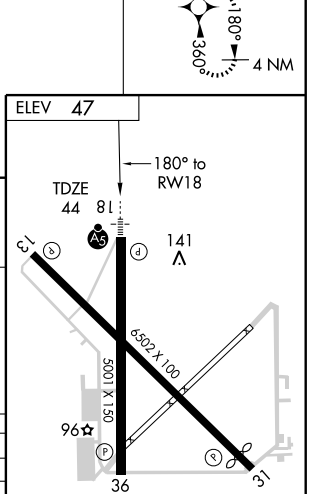
MISSED APPROACH: Climb to 2200 direct IYRON and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA		244-½ 200 (200-½)		
LNAV/VNAV DA		466-1 422 (500-1)		
LNAV MDA	460-½ 416 (500-½)		460-¾ 416 (500-¾)	460-1 416 (500-1)
CIRCLING	500-1 453 (500-1)		500-1½ 453 (500-1½)	620-2 573 (600-2)

REIL Rwys 13, 18, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

HAMMOND NORTHSHORE RGNL (HDC)

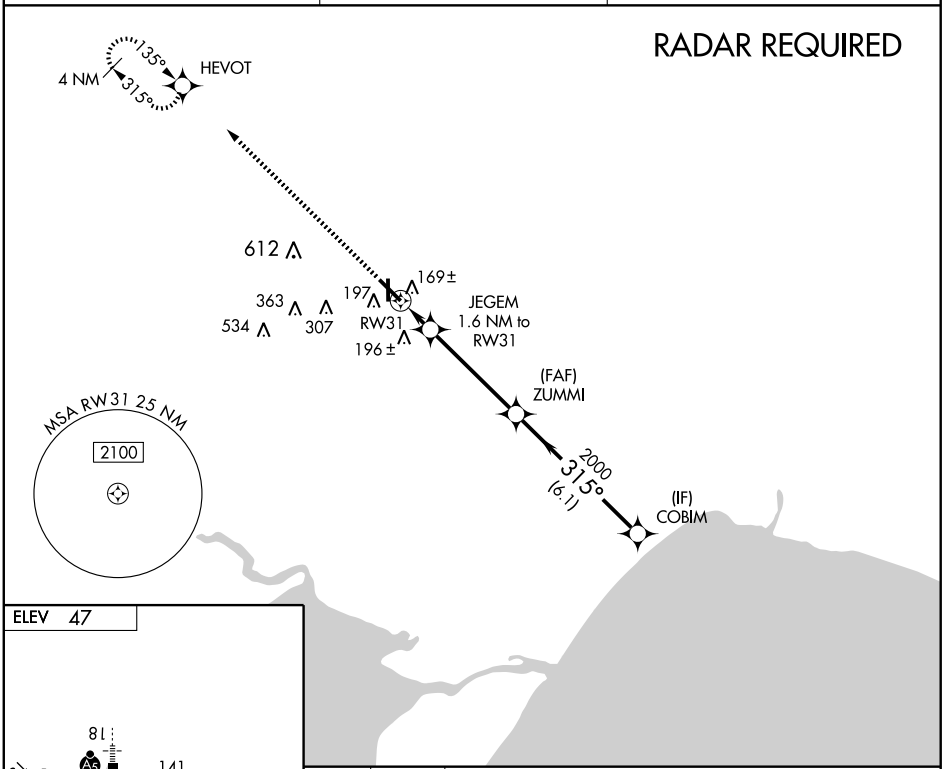
APP CRS	Rwy ldg	5812
315°	TDZE	43
	Apt Elev	47

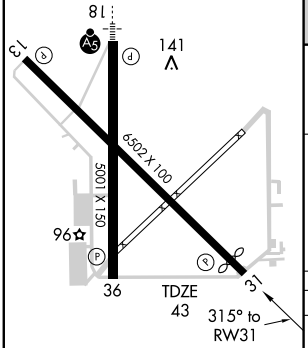
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 100 feet, and increase LNAV Cat C and Circling Cat D visibility ¼ mile and LNAV Cat D visibility ½ mile.
VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HEVOT and hold.

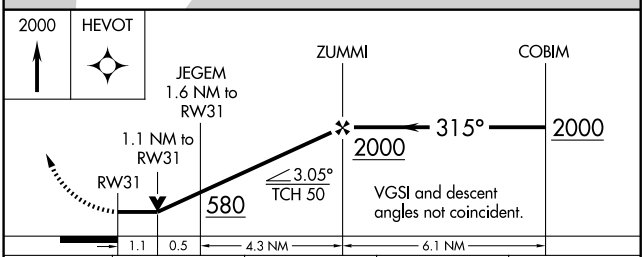
AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L

RADAR REQUIRED





REIL Rwys 13, 18, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	460-1 417 (500-1)		460-1¼ 417 (500-1¼)	
CIRCLING	500-1 453 (500-1)		500-1½ 453 (500-1½)	620-2 573 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 42718	360°	TDZE	43
W36A		Apt Elev	47

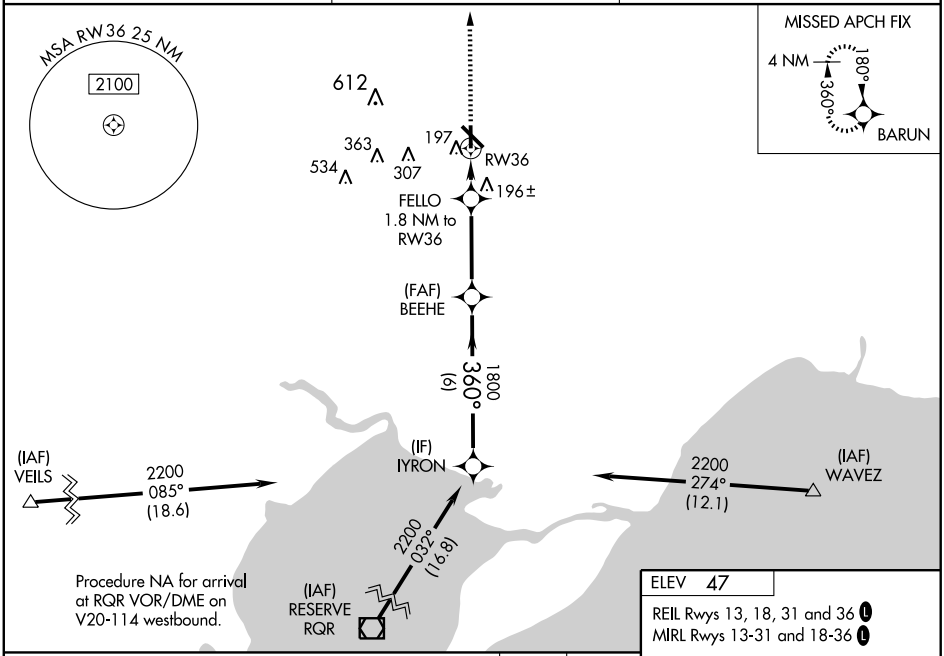
RNAV (GPS) RWY 36

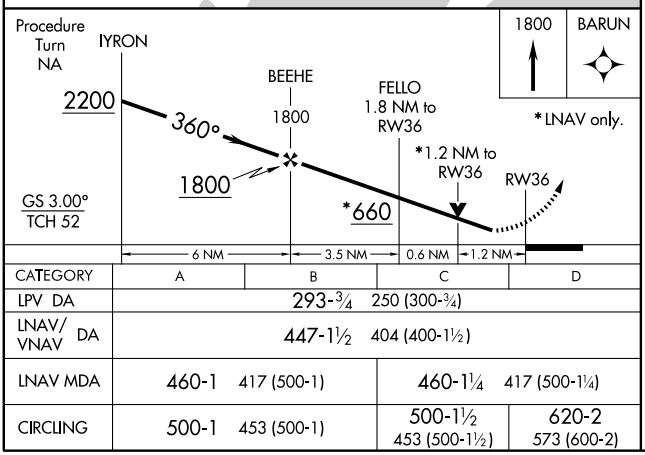
HAMMOND NORTHSHORE RGNL (HDC)

Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C and Circling Cat D ¼ mile, and LNAV Cat D ½ mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

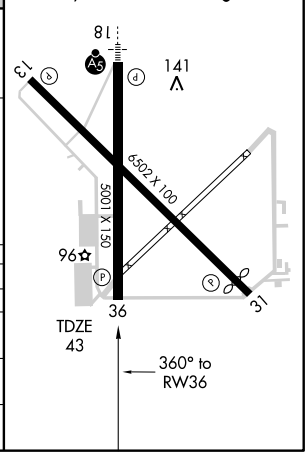
MISSED APPROACH: Climb to 1800 direct BARUN and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	293-¾ 250 (300-¾)			
LNAV/VNAV DA	447-1½ 404 (400-1½)			
LNAV MDA	460-1 417 (500-1)		460-1¼ 417 (500-1¼)	
CIRCLING	500-1 453 (500-1)		500-1½ 453 (500-1½)	620-2 573 (600-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR HMU	APP CRS	Rwy Idg	5001
109.6	175°	TDZE	44
		Apt Elev	47

VOR RWY 18

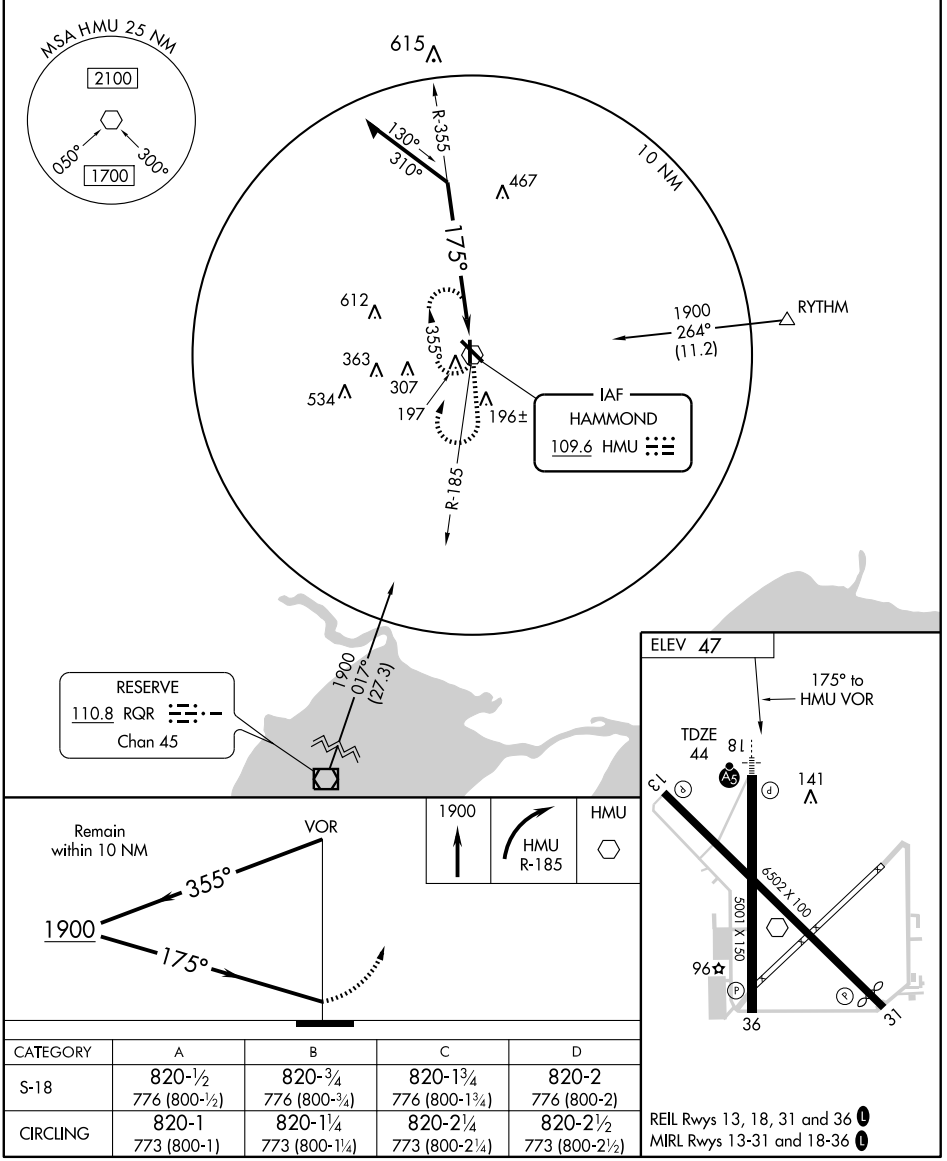
HAMMOND NORTHSHORE RGNL (HDC)

T NA — When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 100 feet, increase S-18 Cat A/C/D and Circling Cat C/D visibilities ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase Cat A visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1900 then right turn via HMU VOR R-185 to HMU VOR and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-18	820-½ 776 (800-½)	820-¾ 776 (800-¾)	820-1¾ 776 (800-1¾)	820-2 776 (800-2)
CIRCLING	820-1 773 (800-1)	820-1¼ 773 (800-1¼)	820-2¼ 773 (800-2¼)	820-2½ 773 (800-2½)

REIL Rwys 13, 18, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR HMU	APP CRS	Rwy Idg	5812
109.6	308°	TDZE	43
		Apt Elev	47

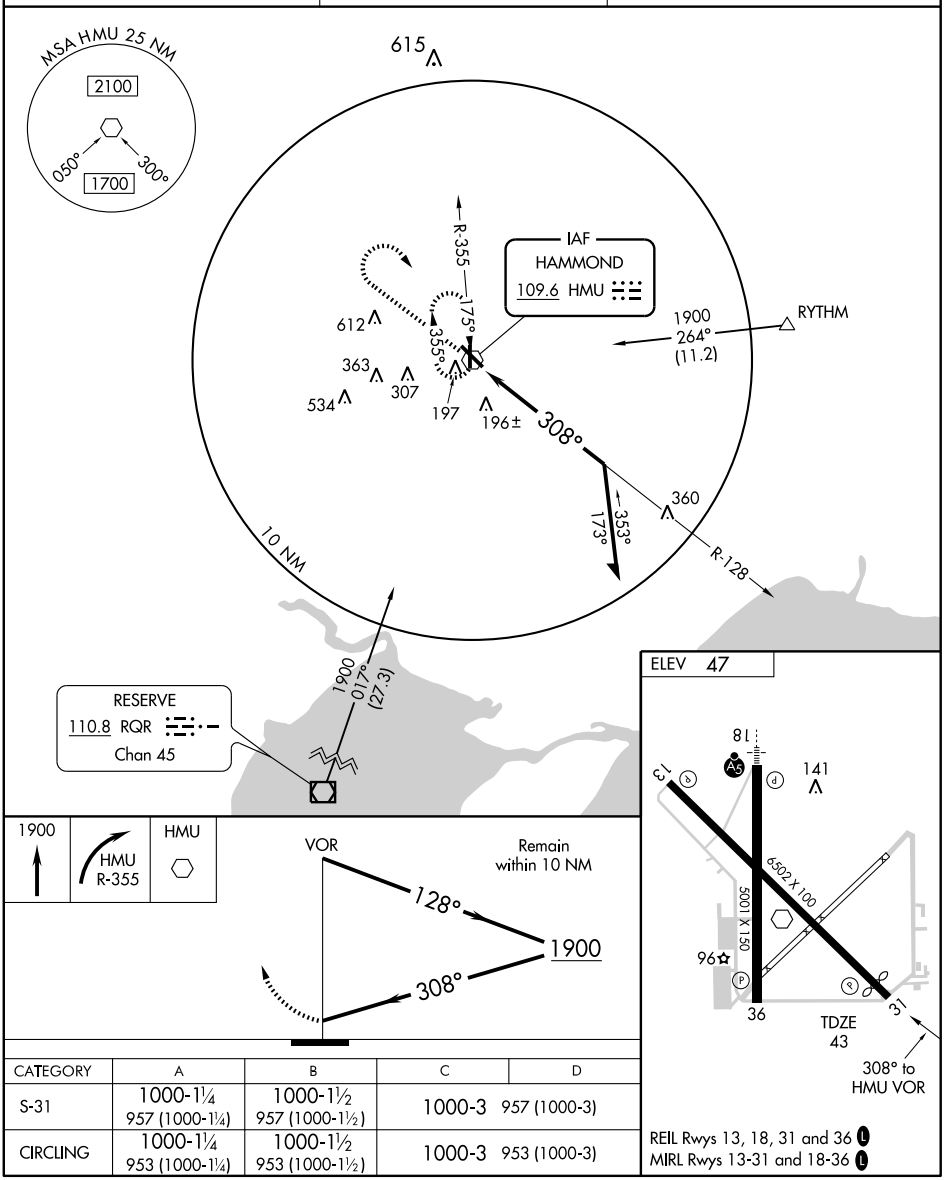
VOR RWY 31

HAMMOND NORTHSHORE RGNL (HDC)

T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1900 then right turn via HMU VOR R-355 to HMU VOR and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-31	1000-1¼ 957 (1000-1¼)	1000-1½ 957 (1000-1½)	1000-3 957 (1000-3)	
CIRCLING	1000-1¼ 953 (1000-1¼)	1000-1½ 953 (1000-1½)	1000-3 953 (1000-3)	

REIL Rwys 13, 18, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

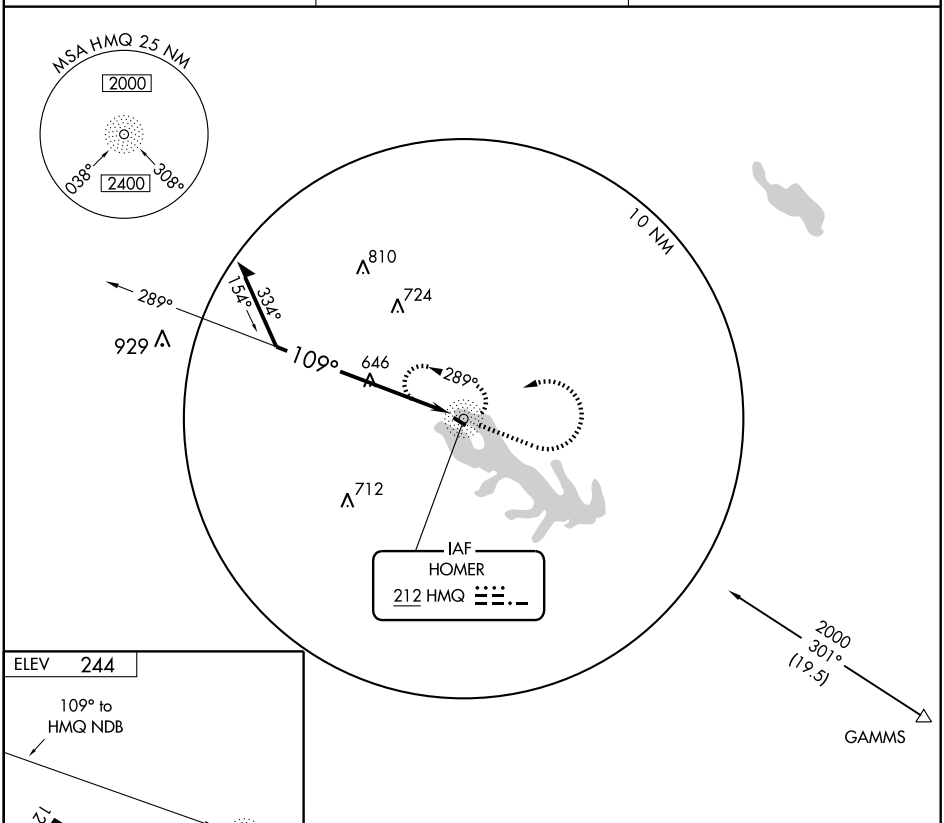
NDB HMQ 212	APP CRS 109°	Rwy Idg 3199 TDZE 244 Apt Elev 244

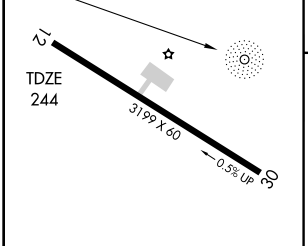
NDB RWY 12
HOMER MUNI (5F4)

Use Barksdale AFB altimeter setting.
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct HMQ NDB and hold.

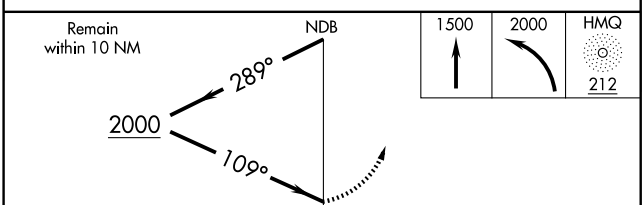
SHREVEPORT APP CON	CTAF	122.8 L
118.6 350.2	122.9	





MIRL Rwy 12-30 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-12	1160-1¼ 916 (1000-1¼)		1160-2¾ 916 (1000-2¾)	NA
CIRCLING	1160-1¼ 916 (1000-1¼)		1160-2¾ 916 (1000-2¾)	NA

APP CRS	Rwy Idg	3199
120°	TDZE	244
	Apt Elev	244

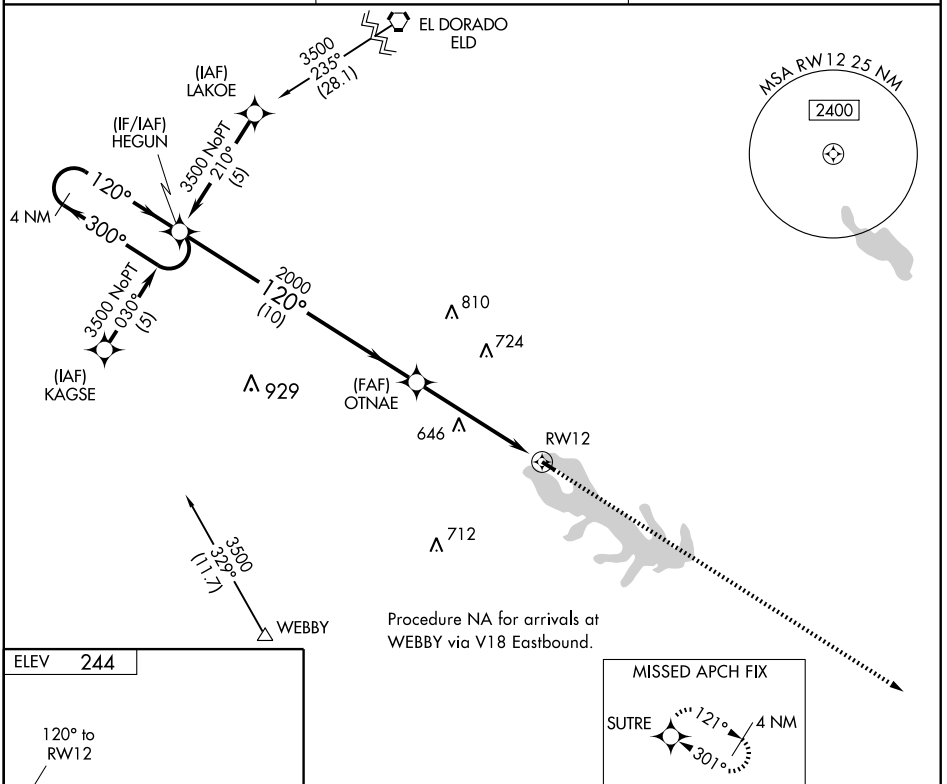
RNAV (GPS) RWY 12

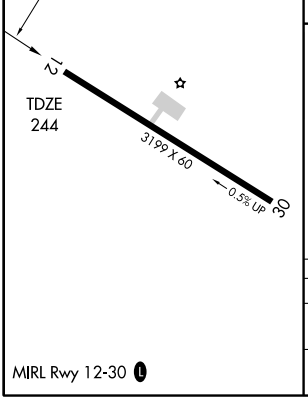
HOMER MUNI (5F4)

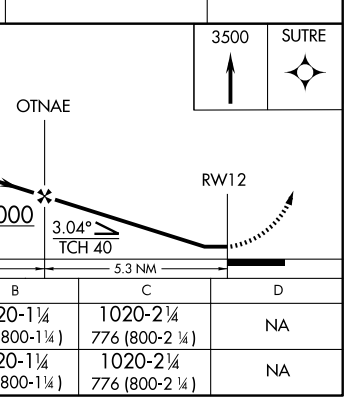
Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting. Procedure NA at night.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct SUTRE and hold.

SHREVEPORT APP CON	CTAF	122.8 L
118.6 350.2	122.9	







CATEGORY	A	B	C	D
LNAV MDA	1020-1 776 (800-1)	1020-1¼ 776 (800-1¼)	1020-2¼ 776 (800-2 ¼)	NA
CIRCLING	1020-1 776 (800-1)	1020-1¼ 776 (800-1¼)	1020-2¼ 776 (800-2 ¼)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

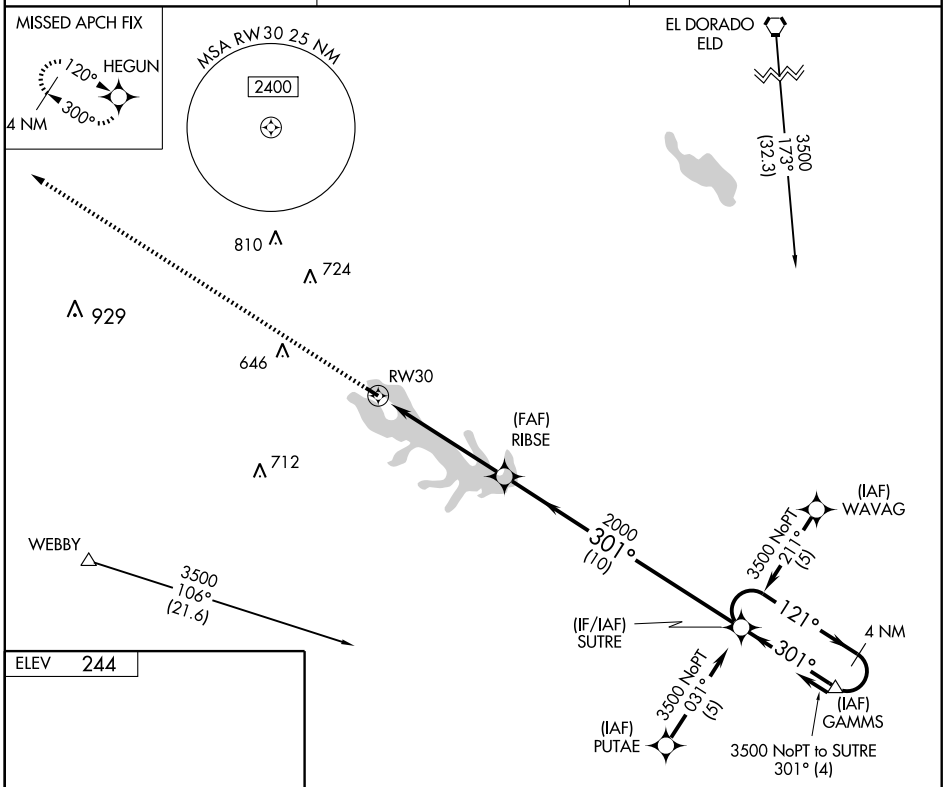
HOMER MUNI (5F4)

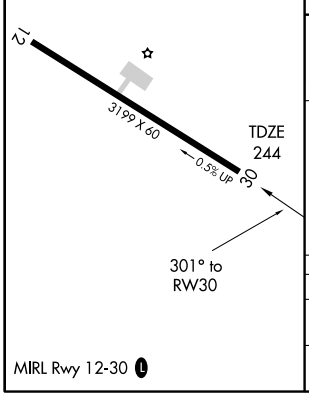
APP CRS	Rwy Idg	3199
301°	TDZE	244
	Apt Elev	244

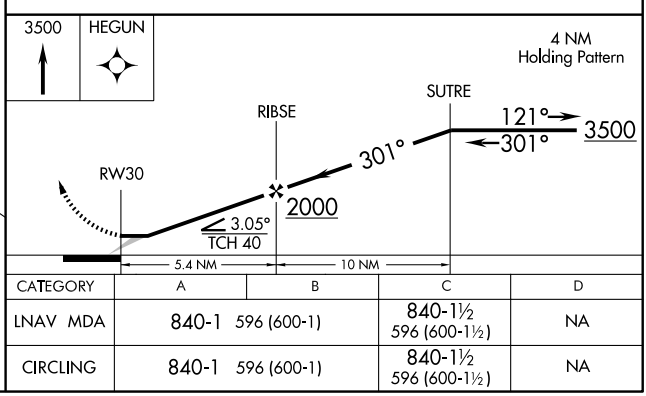
Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct HEGUN and hold.

SHREVEPORT APP CON	CTAF	122.8 L
118.6 350.2	122.9	







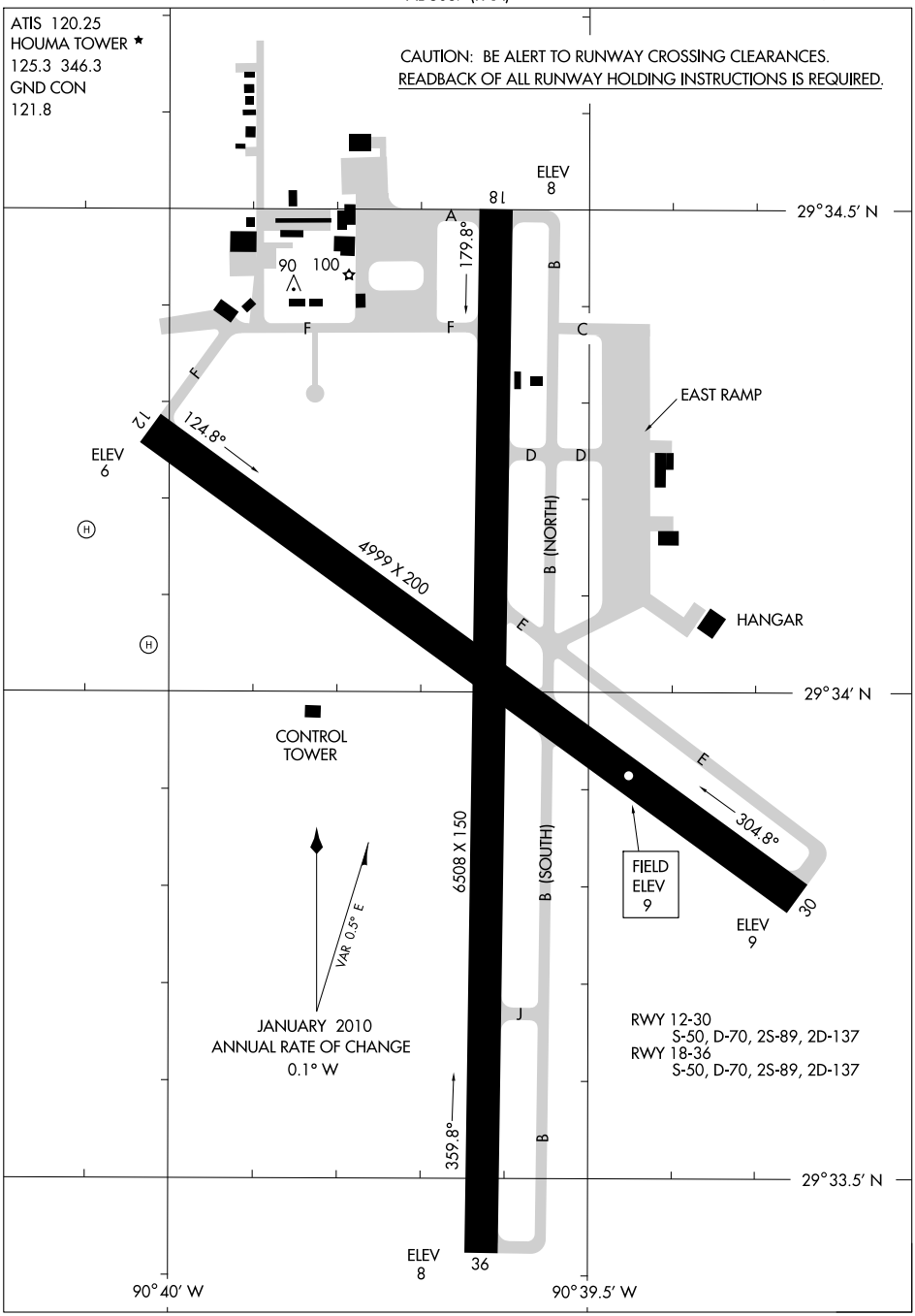
CATEGORY	A	B	C	D
LNAV MDA	840-1	596 (600-1)	840-1½ 596 (600-1½)	NA
CIRCLING	840-1	596 (600-1)	840-1½ 596 (600-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5037 (FAA)

HOUMA-TERREBONNE (HUM)
HOUMA, LOUISIANA



AIRPORT DIAGRAM

HOUMA, LOUISIANA
HOUMA-TERREBONNE (HUM)

10210

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TBD 112.0 Chan 57	APP CRS 121°	Rwy Idg 4999 TDZE 9 Apt Elev 10

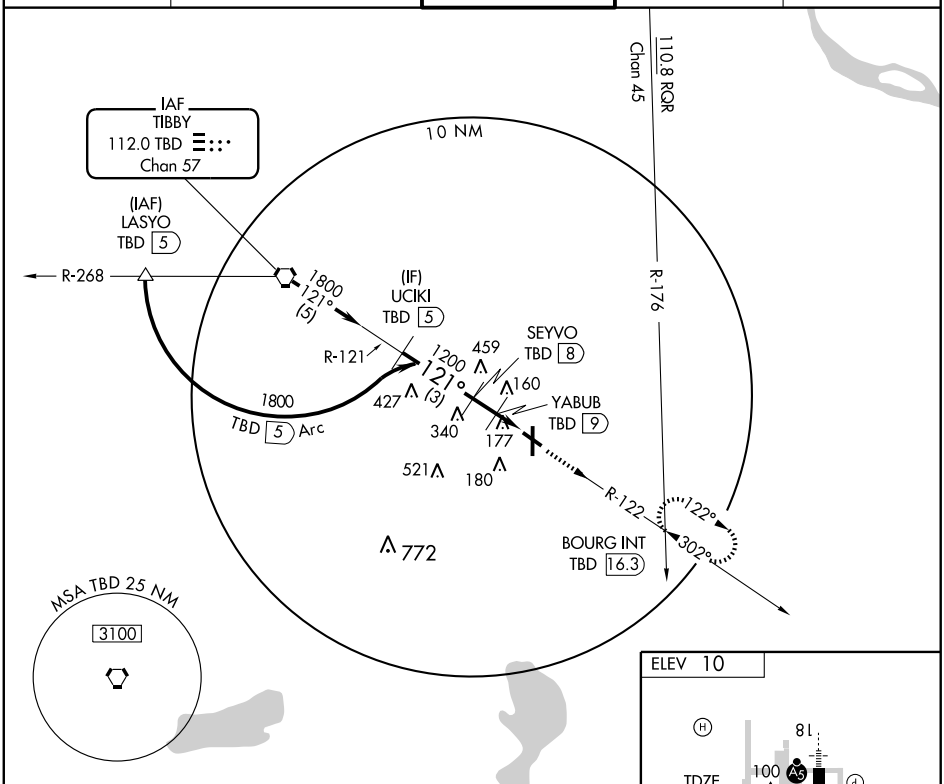
COPTER VOR/DME RWY 12

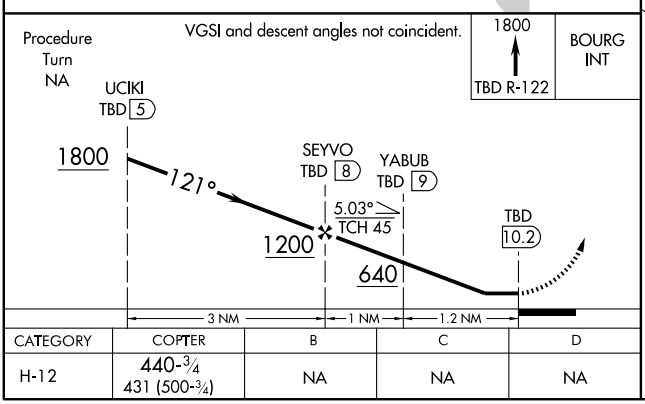
HOUMA-TERREBONNE (HUM)

When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.

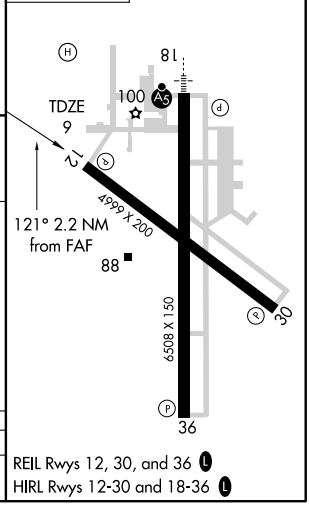
MISSED APPROACH: Climb to 1800 via TBD VORTAC R-122 to BOURG INT/16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95





CATEGORY	COPTER	B	C	D
H-12	440-¾ 431 (500-¾)	NA	NA	NA



REIL Rwys 12, 30, and 36 L

HIRL Rwys 12-30 and 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-HUM	APP CRS	Rwy Idg	6508
108.5	179°	TDZE	9
		Apt Elev	10

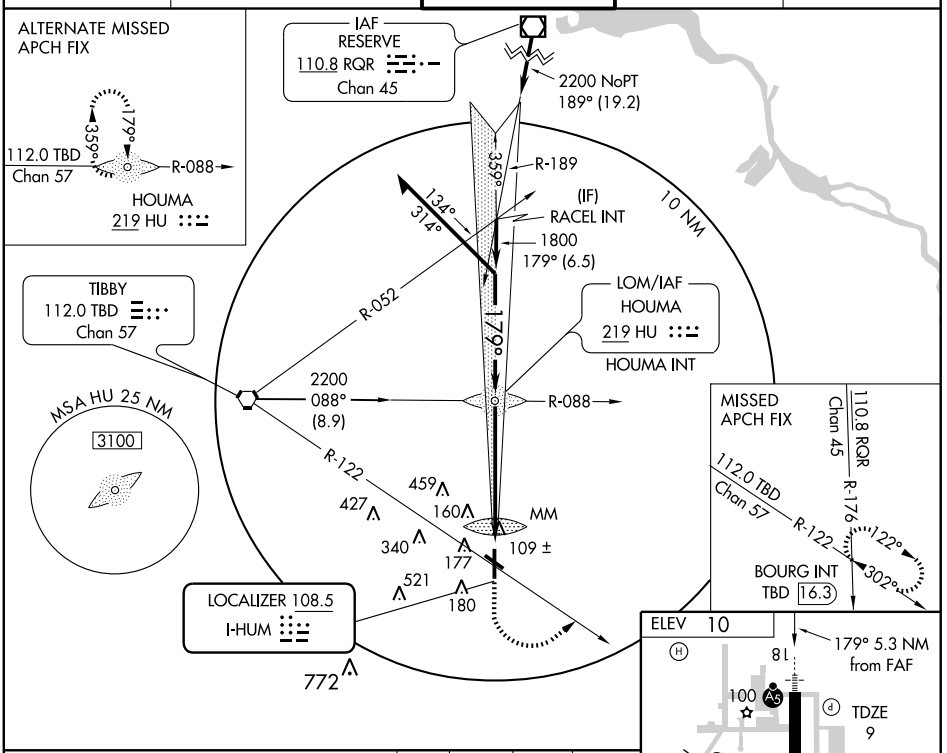
ILS or LOC RWY 18
HOUMA-TERREBONNE (HUM)

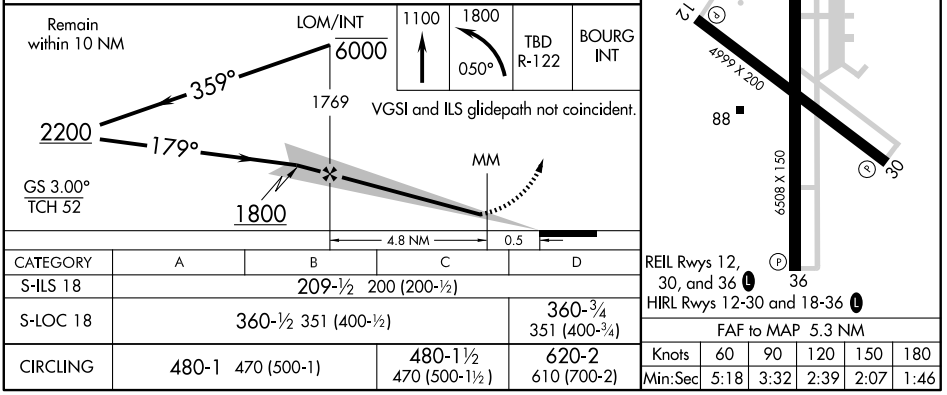
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase S-LOC 18 Cats C and D visibility ¼ mile and Circling Cat D ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 via heading 050° and TBD R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95





CATEGORY	A	B	C	D
S-ILS 18	209-½ 200 (200-½)			
S-LOC 18	360-½ 351 (400-½)			360-¾ 351 (400-¾)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

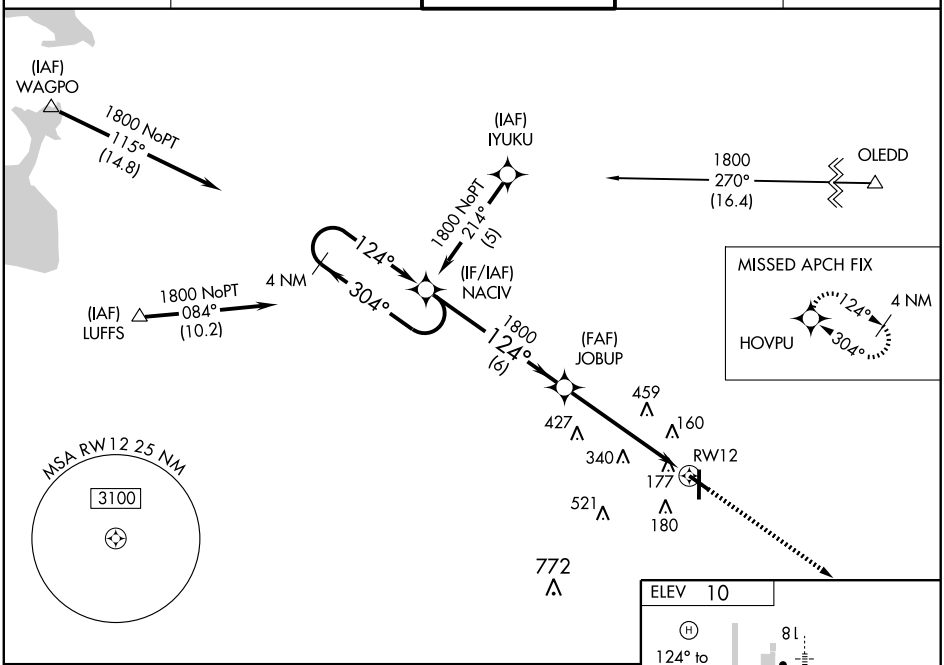
WAAS	APP CRS	Rwy Idg	4999
CH 56313	124°	TDZE	9
W12A		Apt Elev	10

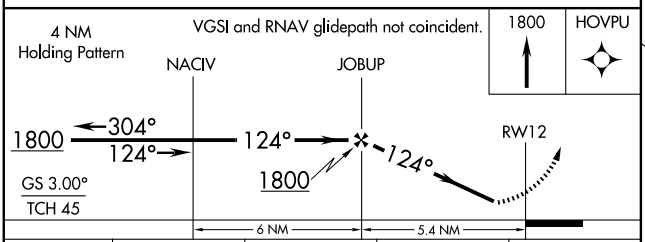
RNAV (GPS) RWY 12
HOUMA-TERREBONNE (HUM)

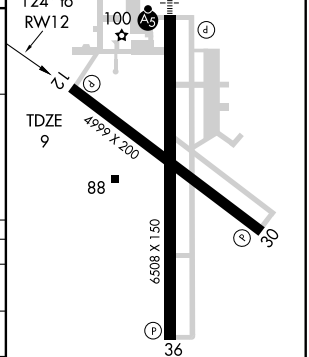
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cat B/C/D visibility ¼ mile.
Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct HOVPU and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	294-1 285 (300-1)			
LNAV/VNAV DA	491-1¾ 482 (500-1¾)			
LNAV MDA	680-1 671 (700-1)		680-2 671 (700-2)	680-2¼ 671 (700-2¼)
CIRCLING	680-1 670 (700-1)		680-2 670 (700-2)	680-2¼ 670 (700-2¼)

REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6508
CH 99413	179°	TDZE	9
W18A		Apt Elev	10

RNAV (GPS) RWY 18

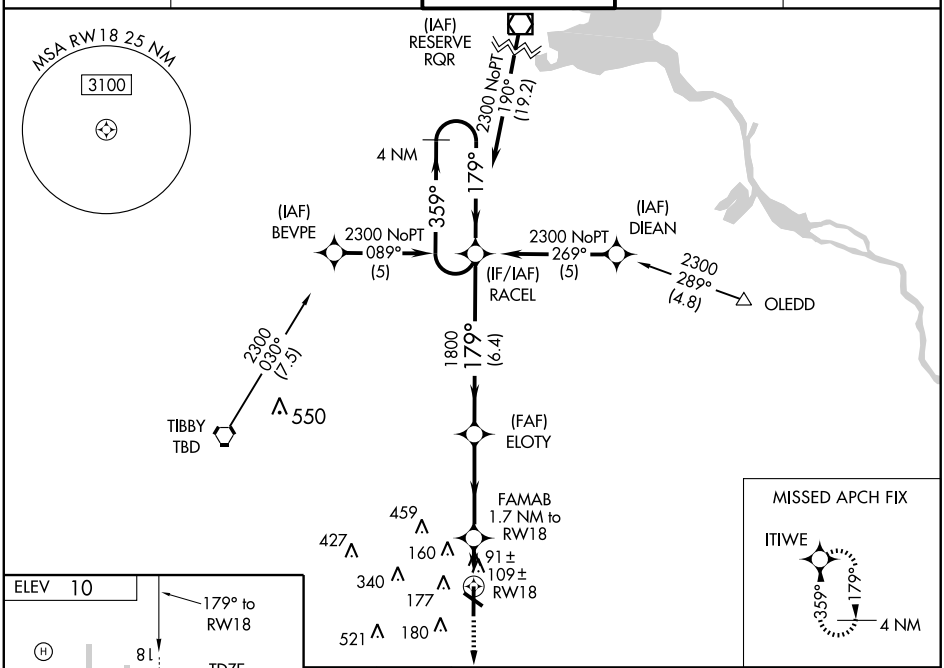
HOUMA-TERREBONNE (HUM)

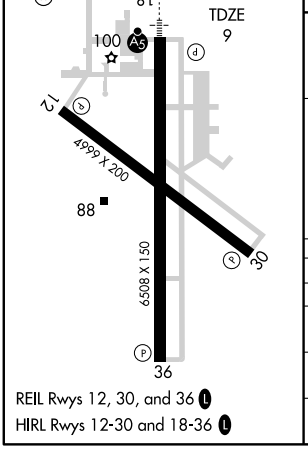
Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cat C visibility ¼ mile and Circling Cat D visibility ¼ mile.
For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile.

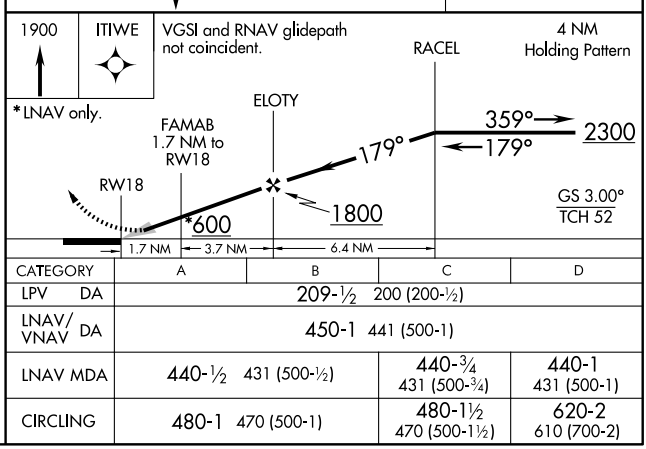
MALSR

MISSED APPROACH: Climb to 1900 direct ITIWE and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	209-½ 200 (200-½)			
LNAV/VNAV DA	450-1 441 (500-1)			
LNAV MDA	440-½ 431 (500-½)		440-¾ 431 (500-¾)	440-1 431 (500-1)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

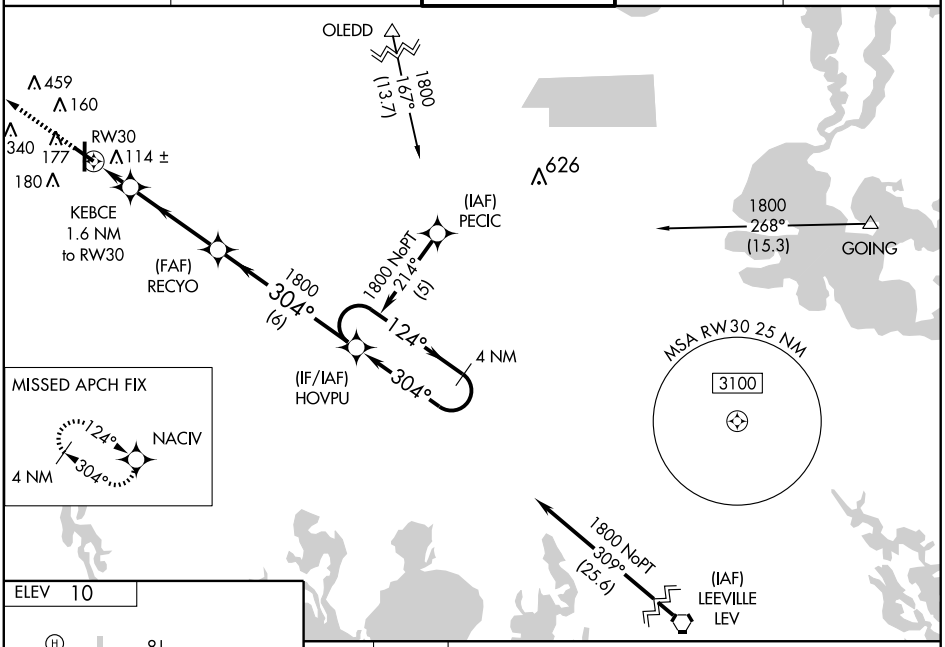
WAAS	APP CRS	Rwy Idg	4999
CH 61013	304°	TDZE	10
W30A		Apt Elev	10

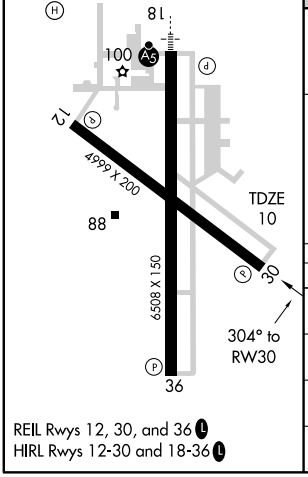
RNAV (GPS) RWY 30
HOUMA-TERREBONNE (HUM)

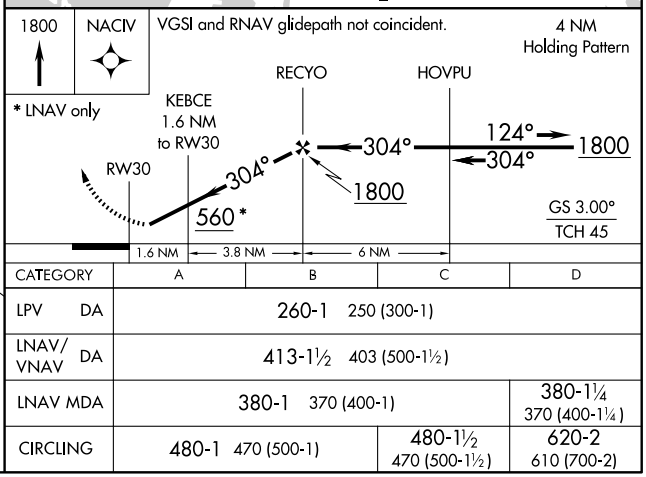
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat D visibility ¼ mile.
Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct NACIV and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	260-1 250 (300-1)			
LNAV/VNAV DA	413-1½ 403 (500-1½)			
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56413 W36A	APP CRS 359°	Rwy Idg 6508 TDZE 9 Apt Elev 10

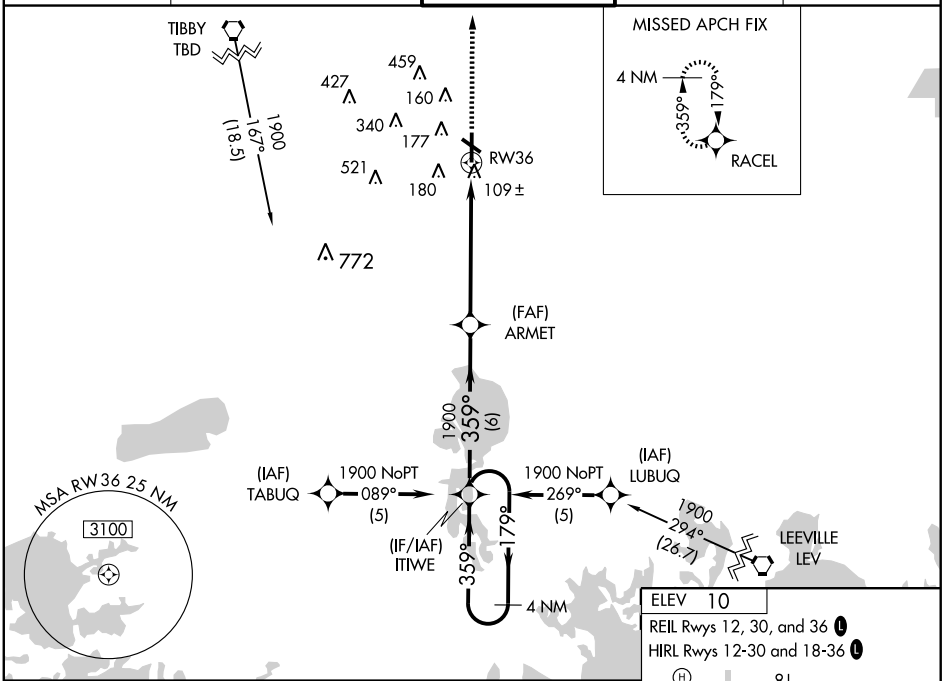
RNAV (GPS) RWY 36

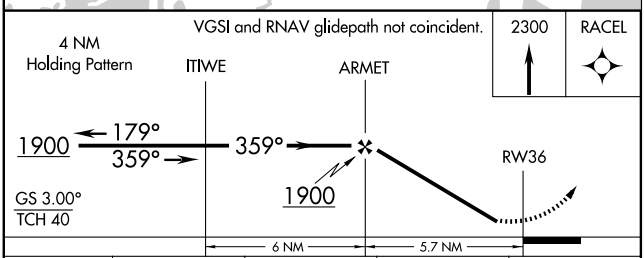
HOUMA-TERREBONNE (HUM)

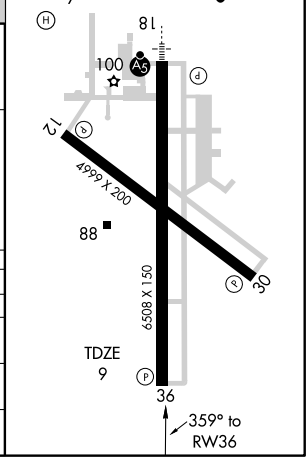
Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct RACEL and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	332-1¼ 323 (400-1¼)			
LNAV/VNAV DA	442-1½ 433 (500-1½)			
LNAV MDA	460-1 451 (500-1)		460-1¼ 451 (500-1¼)	460-1½ 451 (500-1½)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TBD	APP CRS	Rwy Idg	4999
112.0	302°	TDZE	10
Chan 57		Apt Elev	10

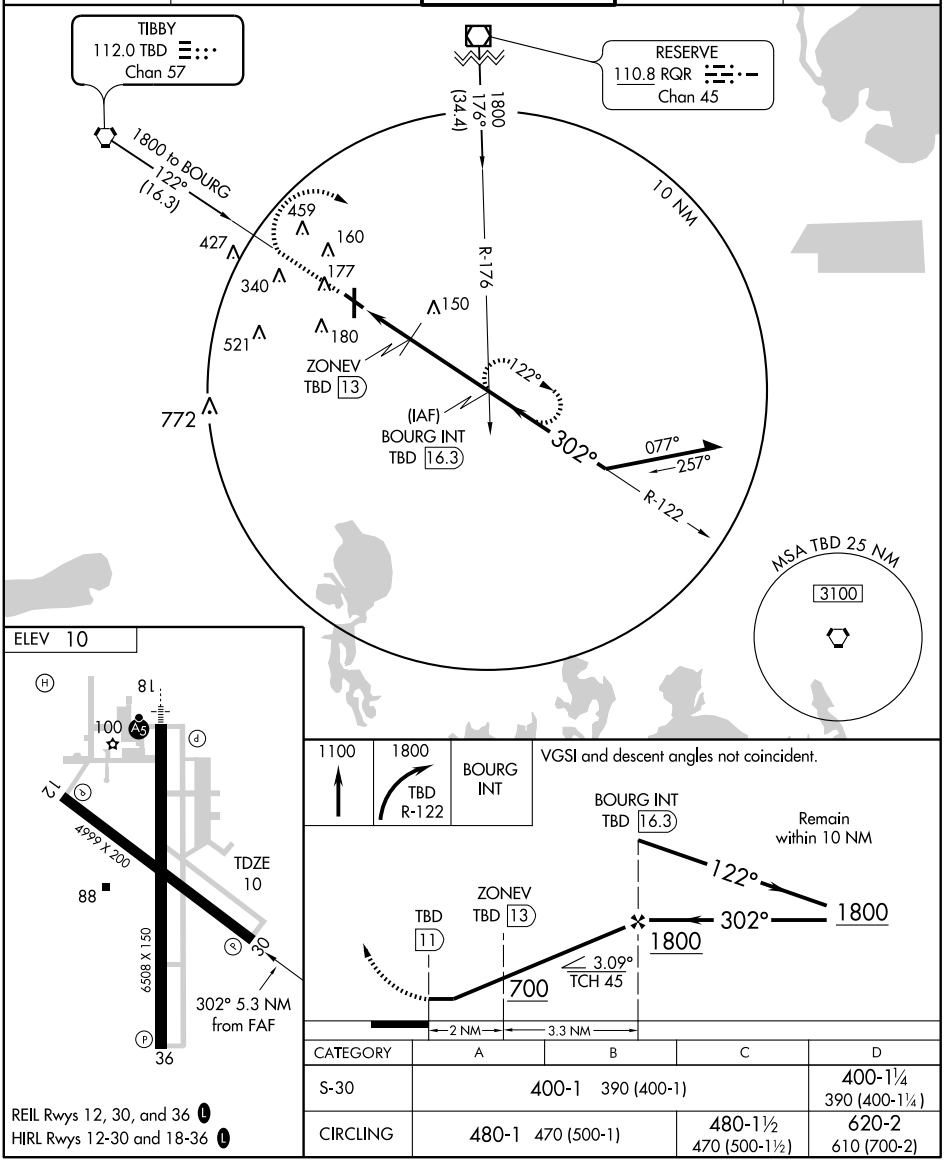
VOR/DME RWY 30

HOUMA-TERREBONNE (HUM)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-30 Cat C/D and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 via TBD VORTAC R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95



CATEGORY	A	B	C	D
S-30	400-1 390 (400-1)			400-1¼ 390 (400-1¼)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TBD 112.0 Chan 57	APP CRS 121°	Rwy Idg 4999 TDZE 9 Apt Elev 10

VOR RWY 12

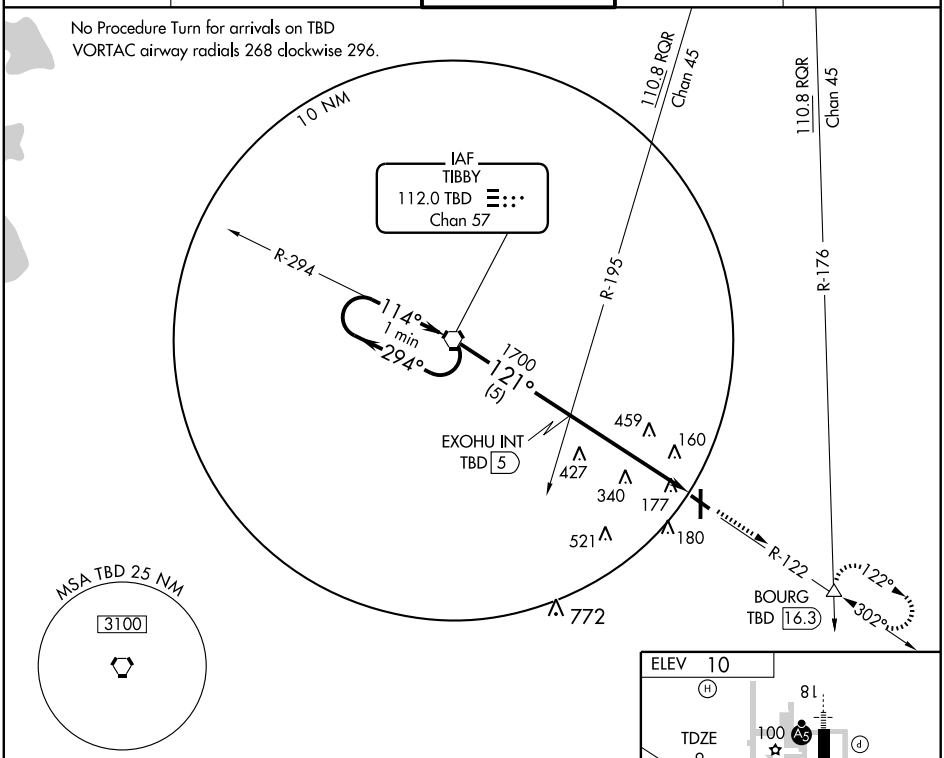
HOUMA-TERREBONNE (HUM)

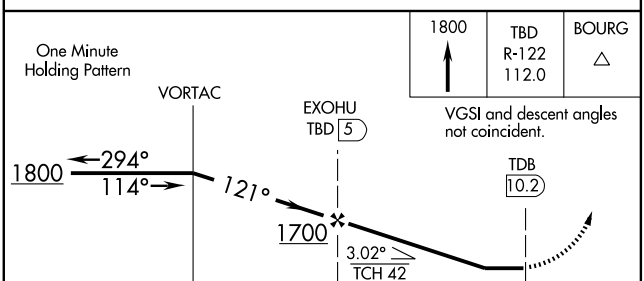
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-12 Cat B/C/D and Circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1800 via TBD R-122 to BOURG Int/TBD 16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95

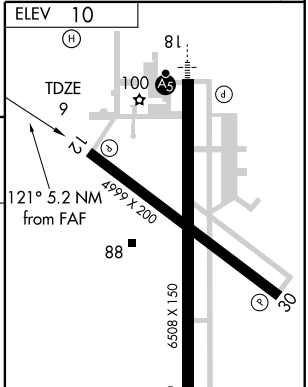
No Procedure Turn for arrivals on TBD
VORTAC airway radials 268 clockwise 296.





1800	TBD R-122 112.0	BOURG

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-12	720-1	711 (800-1)	720-2 711 (800-2)	720-2 ¼ 711 (800-2 ¼)
CIRCLING	720-1	710 (800-1)	720-2 710 (800-2)	720-2 ¼ 710 (800-2 ¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5002
077°	TDZE	17
	Apt Elev	23

RNAV (GPS) RWY 8

JENNINGS (3R7)

Use Lake Charles Rgnl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 1700 direct CETEX WP and hold.

LAKE CHARLES APP CON ★
119.8 282.3

UNICOM
122.8 (CTAF) L

Procedure NA for arrival at MAXON on V222-557 northeast bound.

1549 ∧

MAXON
1700
251°
(21.9)

(IAF)
FASUG

1700 NoPT
167°
(5)

(IF/IAF)
CETEX

1700
077°
(5)

(FAF)
HALRU

348
∧ 216
∧ 274
∧ 315
∧ 525

RW08

WEBAK
2.1 NM
to RW08

077°
257°
4 NM

1700 NoPT
347°
(5)

(IAF)
COBUM

Procedure NA for arrival on LCH VORTAC airway radials 008° CW 129°.

1700 NoPT
069°
(12.6)

(IAF)
LAKE CHARLES
LCH

MSA RW08 25 NM
2900

1700
013°
(9.8)

GUSTI

Procedure NA for arrival at GUSTI on V194 southwest bound.

ELEV 23

TDZE
17

5002 X 75
3601 X 75
1977 X 150

077° to
RW08

REIL Rwys 8,26,13, and 31 L
MIRL Rwys 8-26 and 13-31 L

4 NM
Holding Pattern

CETEX

HALRU

1700
257°
077°

077°

1700

077°

WEBAK
2.1 NM
to RW08

RW08

3.00°
TCH 45

720

VGSI and descent
angles not coincident.

5 NM 3.1 NM 2.1

1700 CETEX

CATEGORY	A	B	C	D
LNAV MDA	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	NA
CIRCLING	640-1 617 (700-1)		660-1¾ 637 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LCH	APP CRS	Rwy Idg	5002
113.4	067°	TDZE	17
Chan 81		Apt Elev	23

VOR/DME RWY 8

JENNINGS (3R7)

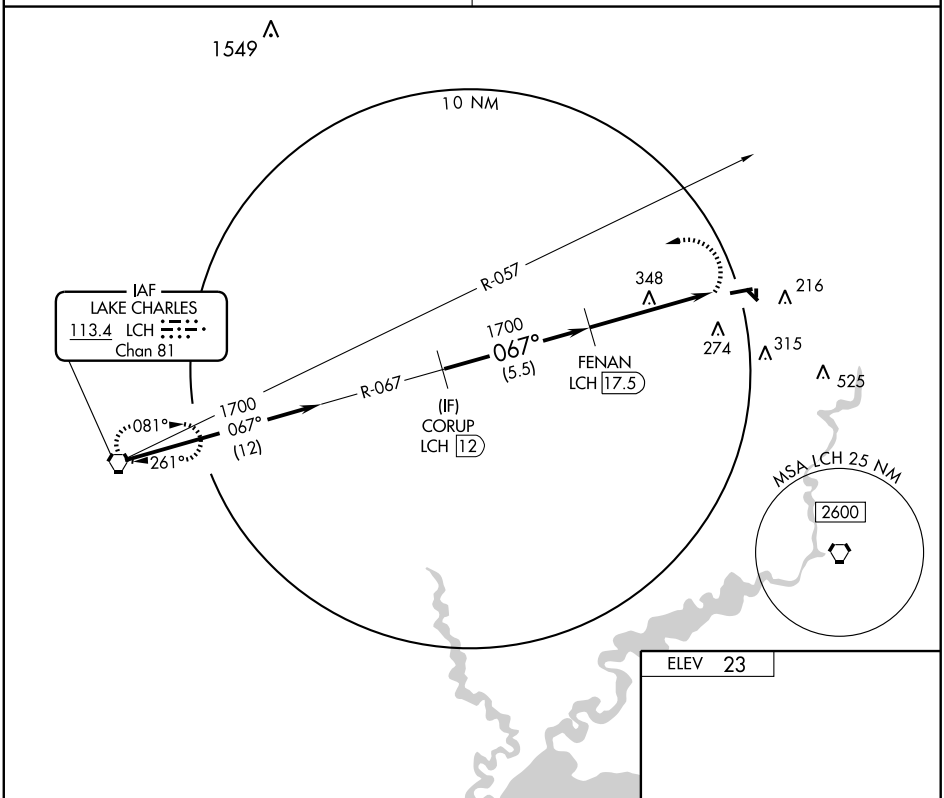
Use Lake Charles Rgnl altimeter setting.

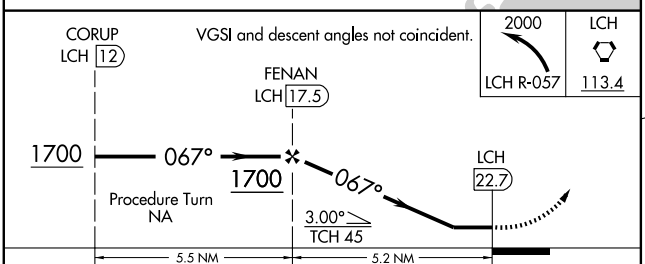
NA

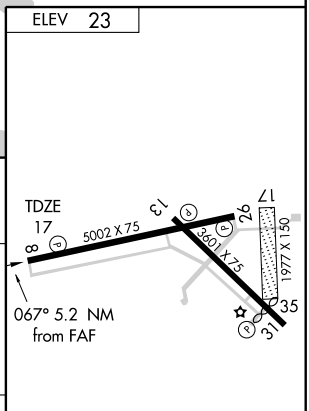
MISSED APPROACH: Climbing left turn to 2000 via LCH R-057 to LCH VORTAC and hold.

LAKE CHARLES APP CON ★ 119.8 282.3

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	720-1 703 (700-1)	720-1¼ 703 (700-1¼)	720-2 703 (700-2)	NA
CIRCLING	720-1 697 (700-1)	720-1¼ 697 (700-1¼)	720-2 697 (700-2)	NA

REIL Rwys 8,26,13 and 31 L

MIRL Rwys 8-26 and 13-31 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
017°	Rwy Idg	3203
	TDZE	256
	Apt Elev	256

NDB or GPS RWY 35

JONESBORO (F88)

NA

Use Monroe altimeter setting.

MISSED APPROACH: Climb to 2000 then right turn direct JBL NDB and hold.

MONROE APP CON * 126.9 307.9

(CTAF) 122.9 L

1378

MONROE
117.2 MLU
Chan 119

ELM GROVE
111.2 EMG
Chan 49

IAF
HODGE
256 JBL

2000
098°
(45.8)

2000
239°
(39.8)

573

468

400±

415

197°

(COJGU)

017°

10 NM

152°

332°

197°

MSA JBL 25 NM

230°

2400

3100

320°

ELEV 256

17

3203 X 75

TDZE 256

35

017° to JBL NDB

Remain within 10 NM

NDB

197°

2000

(COJGU)

017°

4 NM

2000

JBL

256

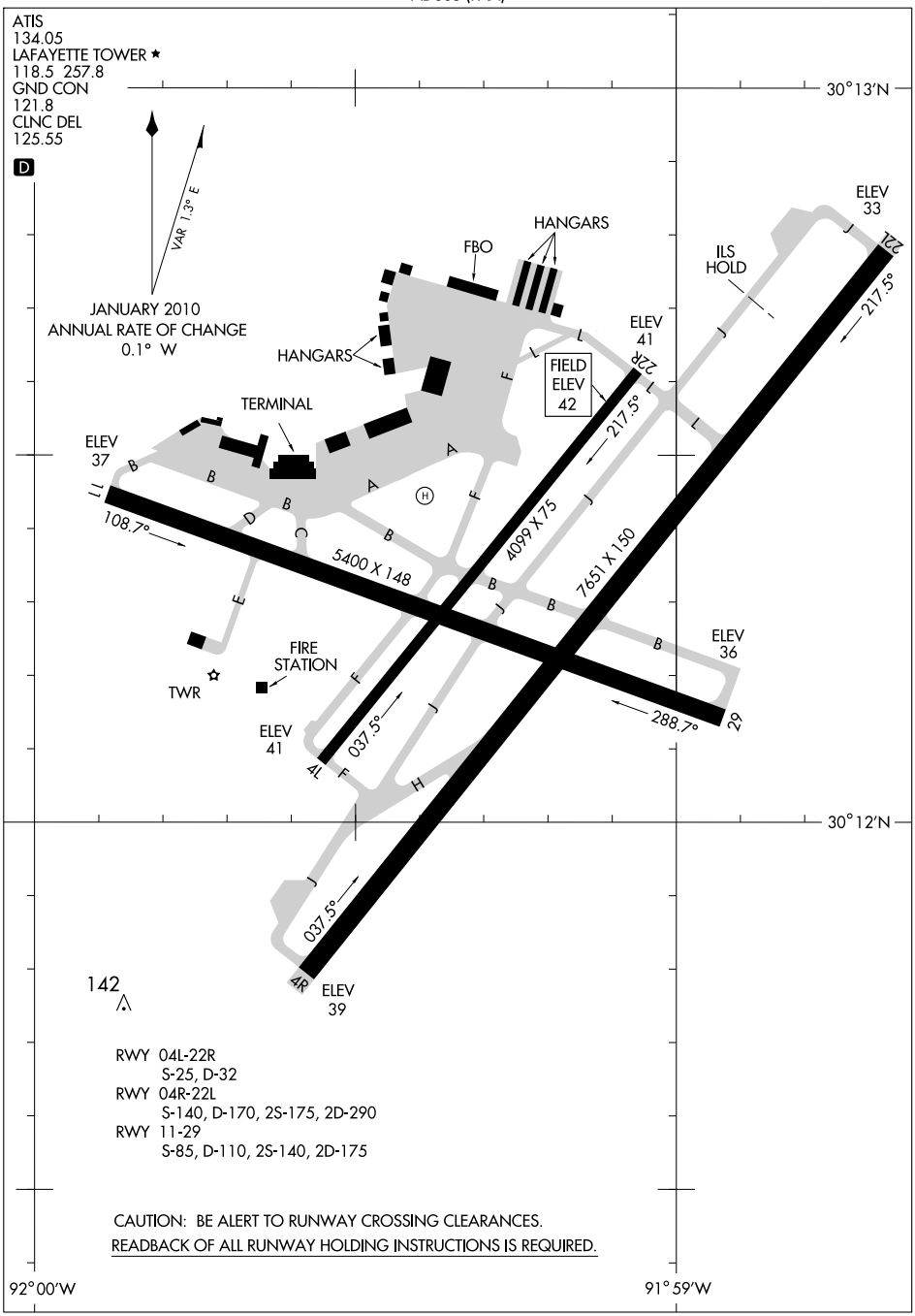
CATEGORY	A	B	C	D
S-35	940-1	684 (700-1)	940-2 684 (700-2)	NA
CIRCLING	960-1	704 (800-1)	960-2 704 (800-2)	NA

REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010



SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TYN	APP CRS	Rwy Idg	7651
110.9	036°	TDZE	40
Chan 46		Apt Elev	43

ILS or LOC/DME RWY 4R

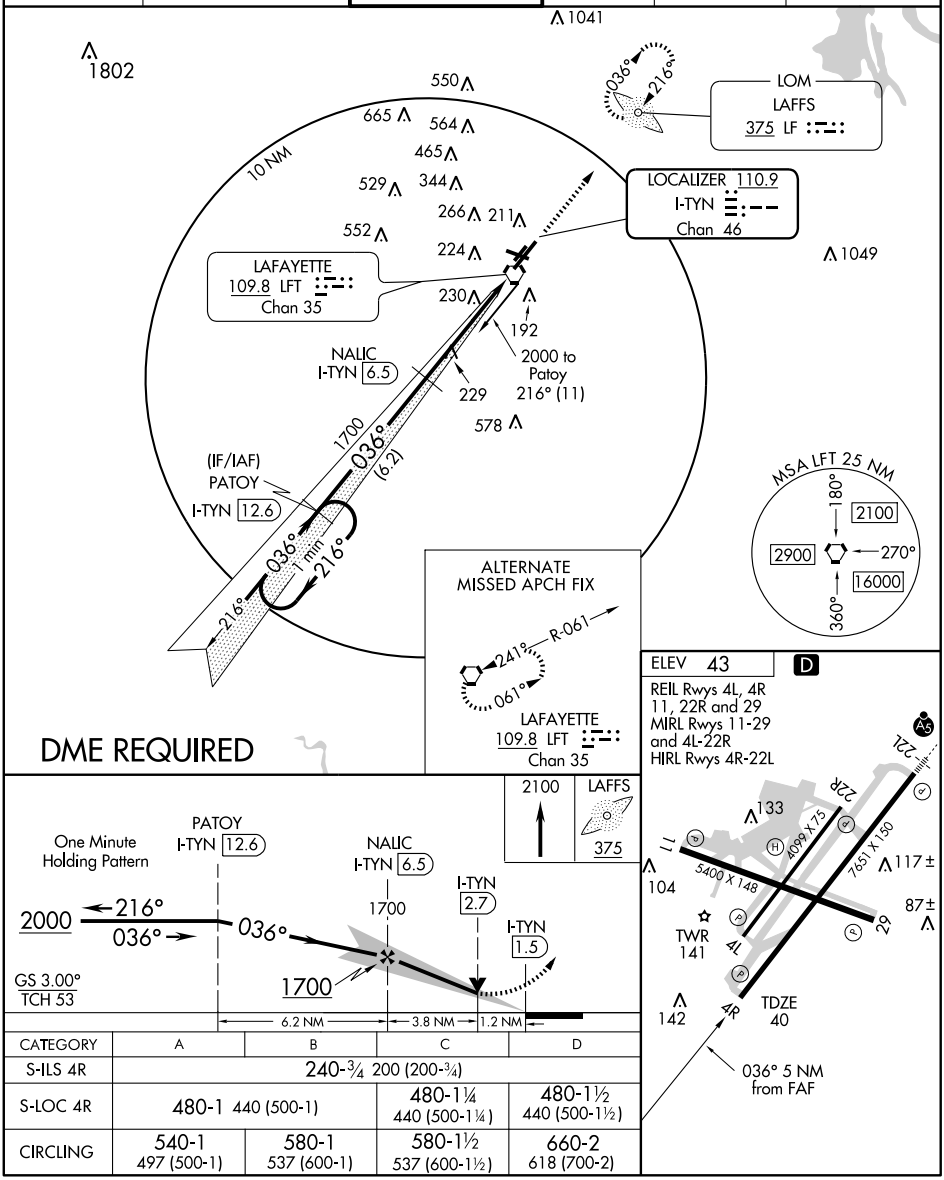
LAFAYETTE RGNL (LFT)

ADF required. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP NA when using Acadiana Rgnl altimeter setting. Visibility reduction by helicopters NA.

ASR

MISSED APPROACH: Climb to 2100 direct LAFFS LOM and hold.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95



CATEGORY	A	B	C	D
S-ILS 4R	240-¾ 200 (200-¾)			
S-LOC 4R	480-1 440 (500-1)		480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 618 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-LFT 109.5 Chan 32	APP CRS 216°	Rwy Idg 7651 TDZE 38 Apt Elev 42

ILS or LOC RWY 22L
LAFAYETTE RGNL (LFT)

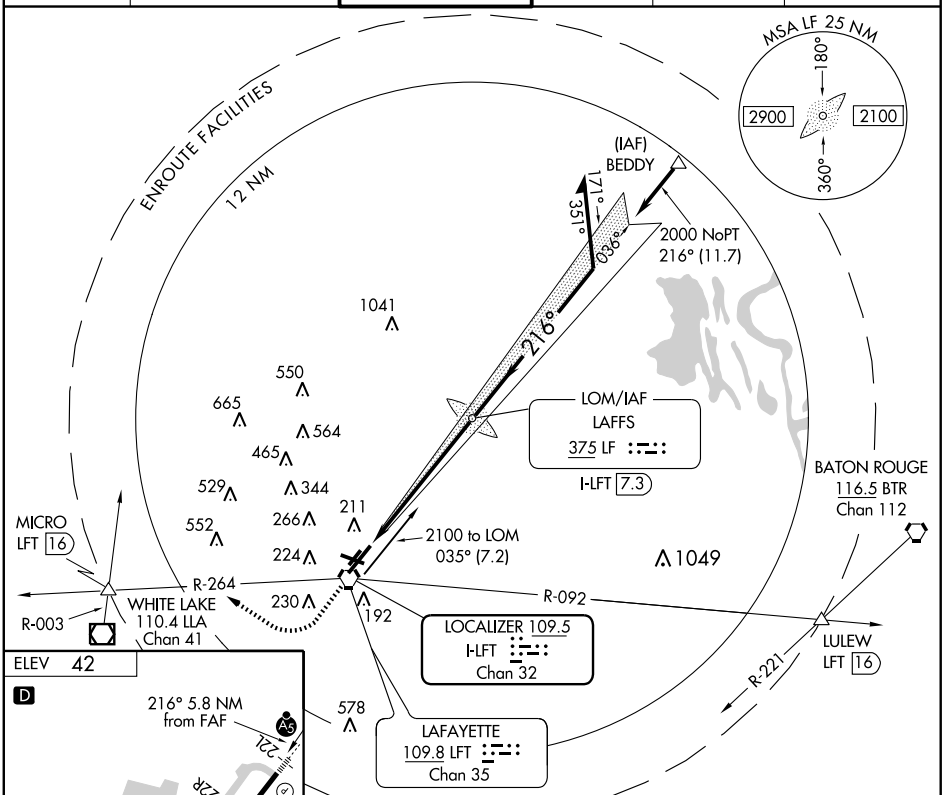
T A ASR

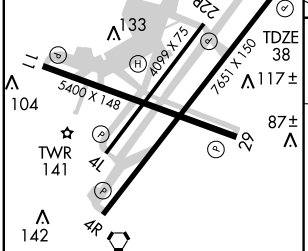
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 via LFT R-264 to MICRO Int.

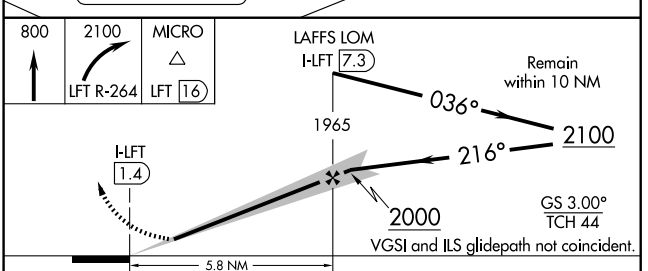
ATIS	LAFAYETTE APP CON *	LAFAYETTE TOWER *	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 257.8	121.8	125.55	122.95





REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 22L		* 238/24	200 (200-½)	
S-LOC 22L	460/24	422 (500-½)	460/40	422 (500-¾)
CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	580-1½ 538 (600-1½)	660-2 618 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7651
CH 45903	036°	TDZE	40
W04A		Apt Elev	43

RNAV (GPS) RWY 4R

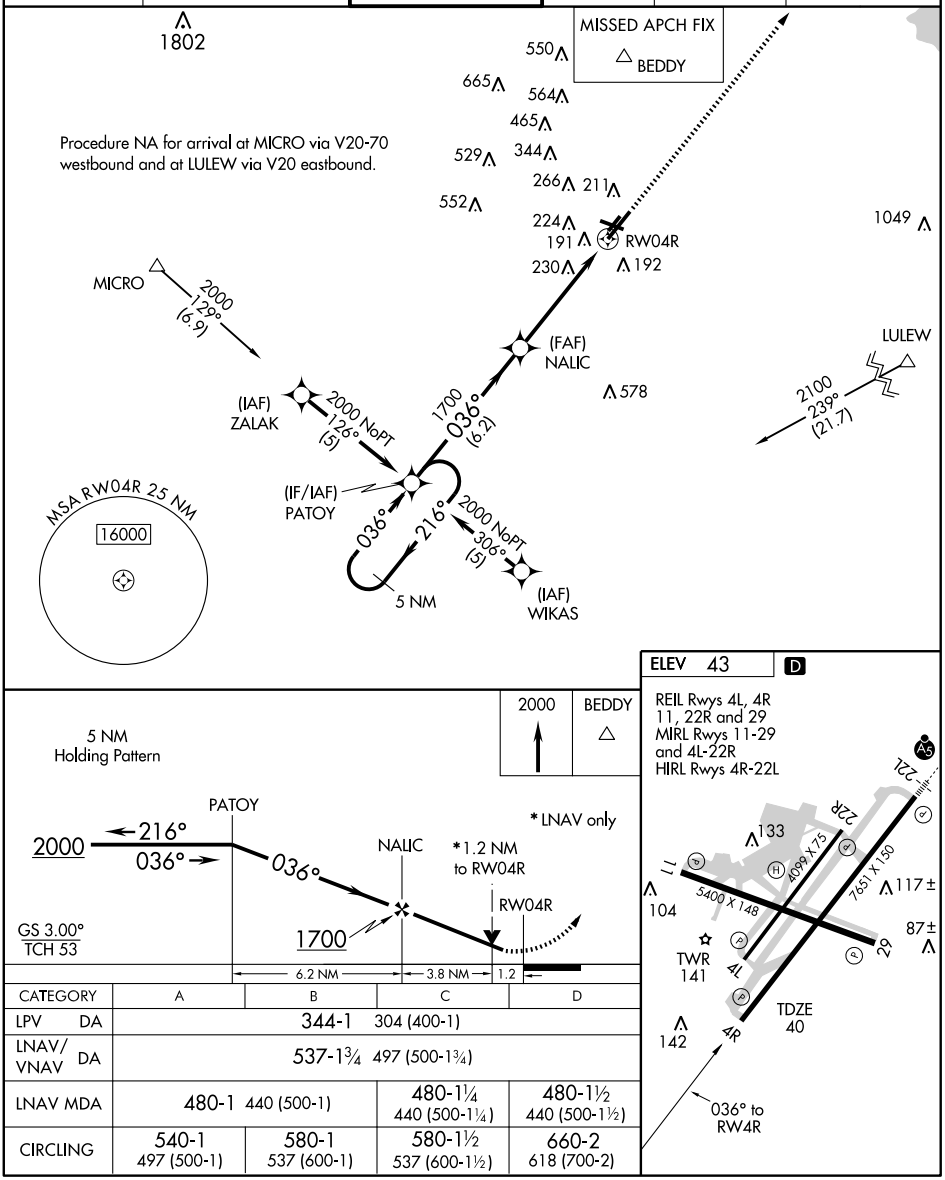
LAFAYETTE RGNL (LFT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and BARO-VNAV NA when using Acadiana Rgnl altimeter setting. Visibility reduction by helicopters NA.

ASR

MISSED APPROACH: Climb to 2000 direct BEDDY.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95



CATEGORY	A	B	C	D
LPV DA	344-1 304 (400-1)			
LNAV/VNAV DA	537-1¾ 497 (500-1¾)			
LNAV MDA	480-1 440 (500-1)		480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 618 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7651
CH 50503	216°	TDZE	38
W22A		Apt Elev	43

RNAV (GPS) RWY 22L

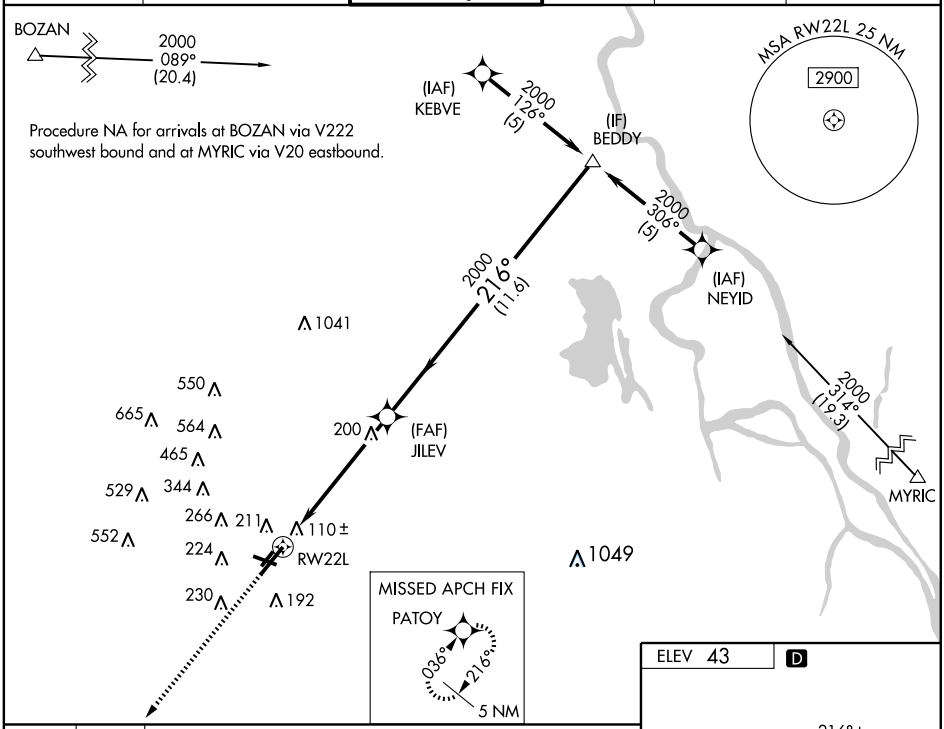
LAFAYETTE RGNL (LFT)

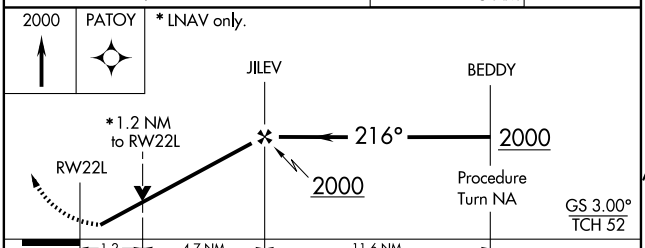
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 49°C (120°F). If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

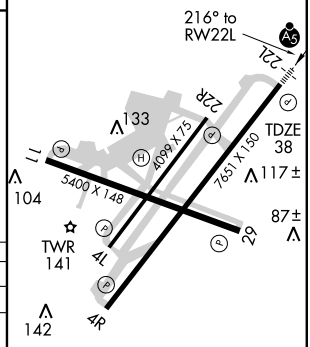
MALSR

MISSED APPROACH: Climb to 2000 direct PATOY and hold.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95







CATEGORY	A	B	C	D
LPV DA	313/40	275 (300-¾)		
LNAV/VNAV DA	511/60	473 (500-1¼)		
LNAV MDA	480/40	442 (500-¾)		480/50 442 (500-1)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 618 (700-2)

REIL Rwys 4L, 4R,11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5400
CH 45703	287°	TDZE	42
W29A		Apt Elev	43

RNAV (GPS) RWY 29

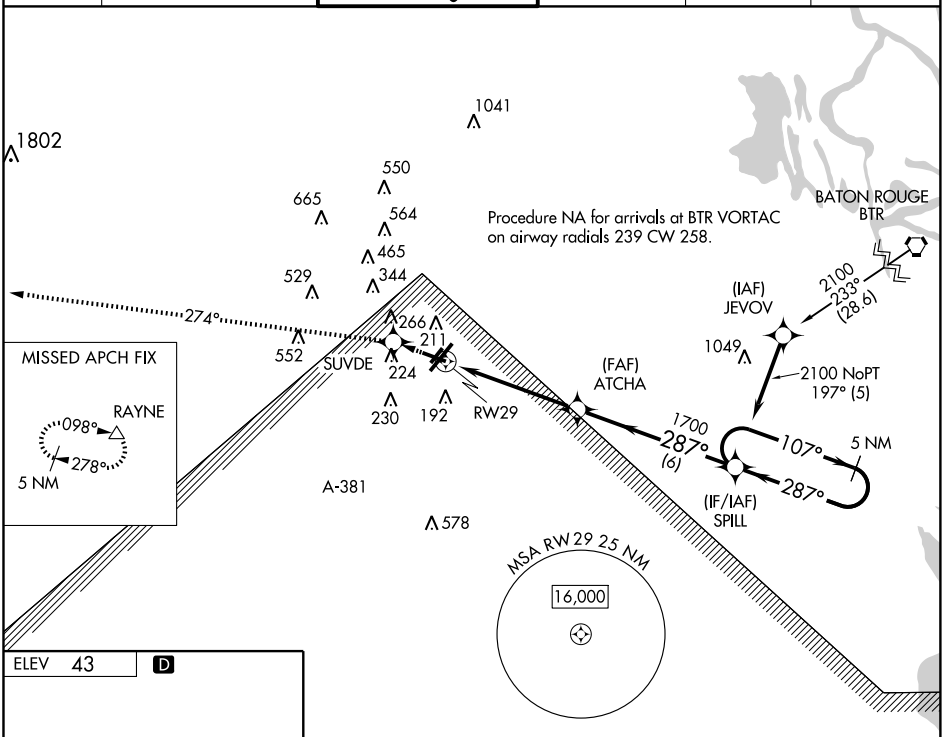
LAFAYETTE RGNL (LFT)

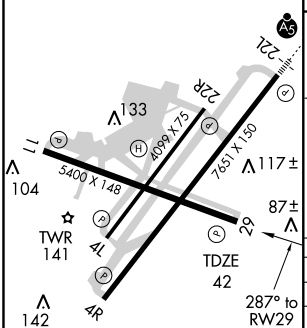
Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet/MDAs 40 feet.

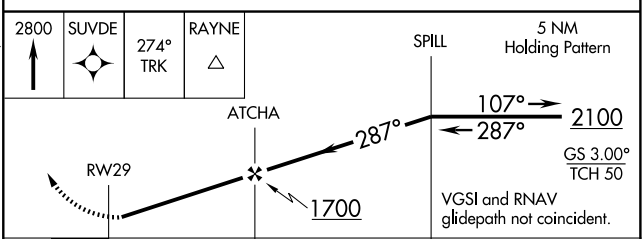
ASR

MISSED APPROACH: Climb to 2800 direct SUVDE and via 274° track to RAYNE and hold.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 257.8	121.8	125.55	122.95







CATEGORY	A	B	C	D
LPV DA	294-1 252 (300-1)			
LNAV/VNAV DA	462-1½ 420 (500-1½)			
LNAV MDA	400-1 358 (400-1)			400-1¼ 358 (400-1¼)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 617 (700-2)

REIL Rwys 4L, 4R,11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LFT	APP CRS	Rwy Idg	5400
109.8	137°	TDZE	41
Chan 35		Apt Elev	42

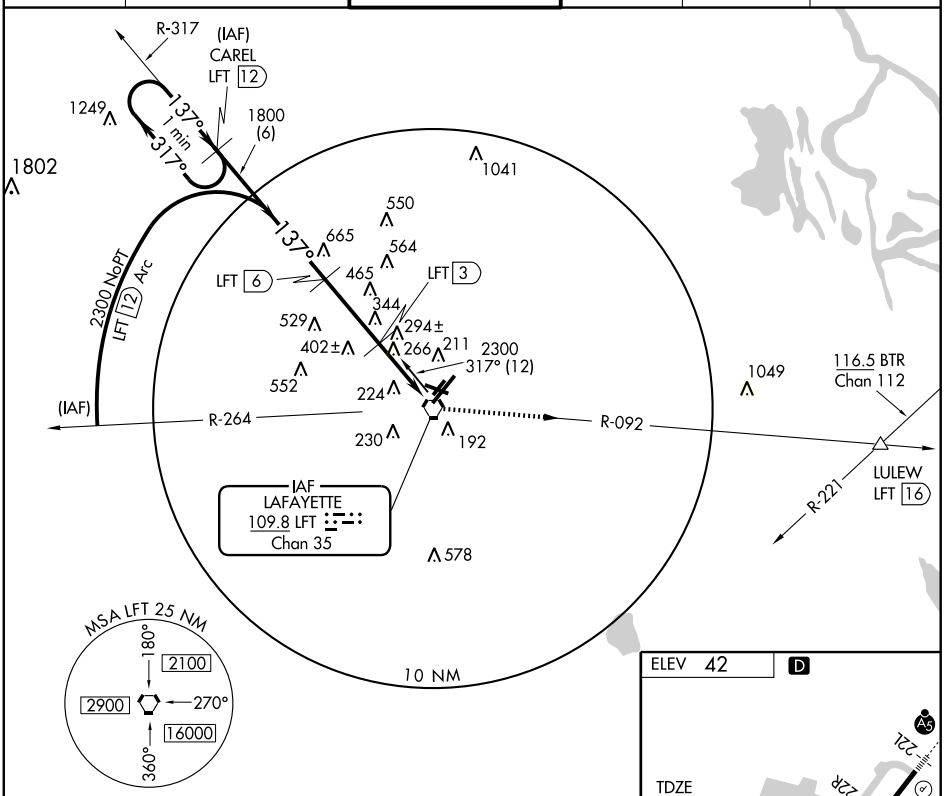
VOR/DME RWY 11

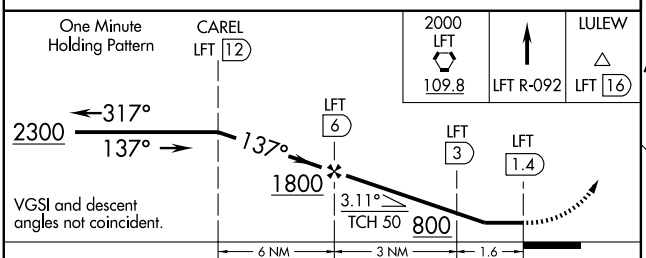
LAFAYETTE RGNL (LFT)

ASR

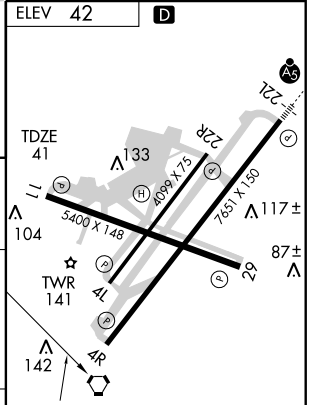
MISSED APPROACH: Climb to 2000 via LFT VORTAC and LFT R-092 to LULEW Int/LFT 16 DME.

ATIS	LAFAYETTE APP CON*	LAFAYETTE TOWER*	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 257.8	121.8	125.55	122.95





CATEGORY	A	B	C	D
S-11	660-1	619 (700-1)	660-1¾ 619 (700-1¾)	660-2 619 (700-2)
CIRCLING	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	660-2 618 (700-2)



REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29, and 4L-22R
HIRL Rwys 4R-22L

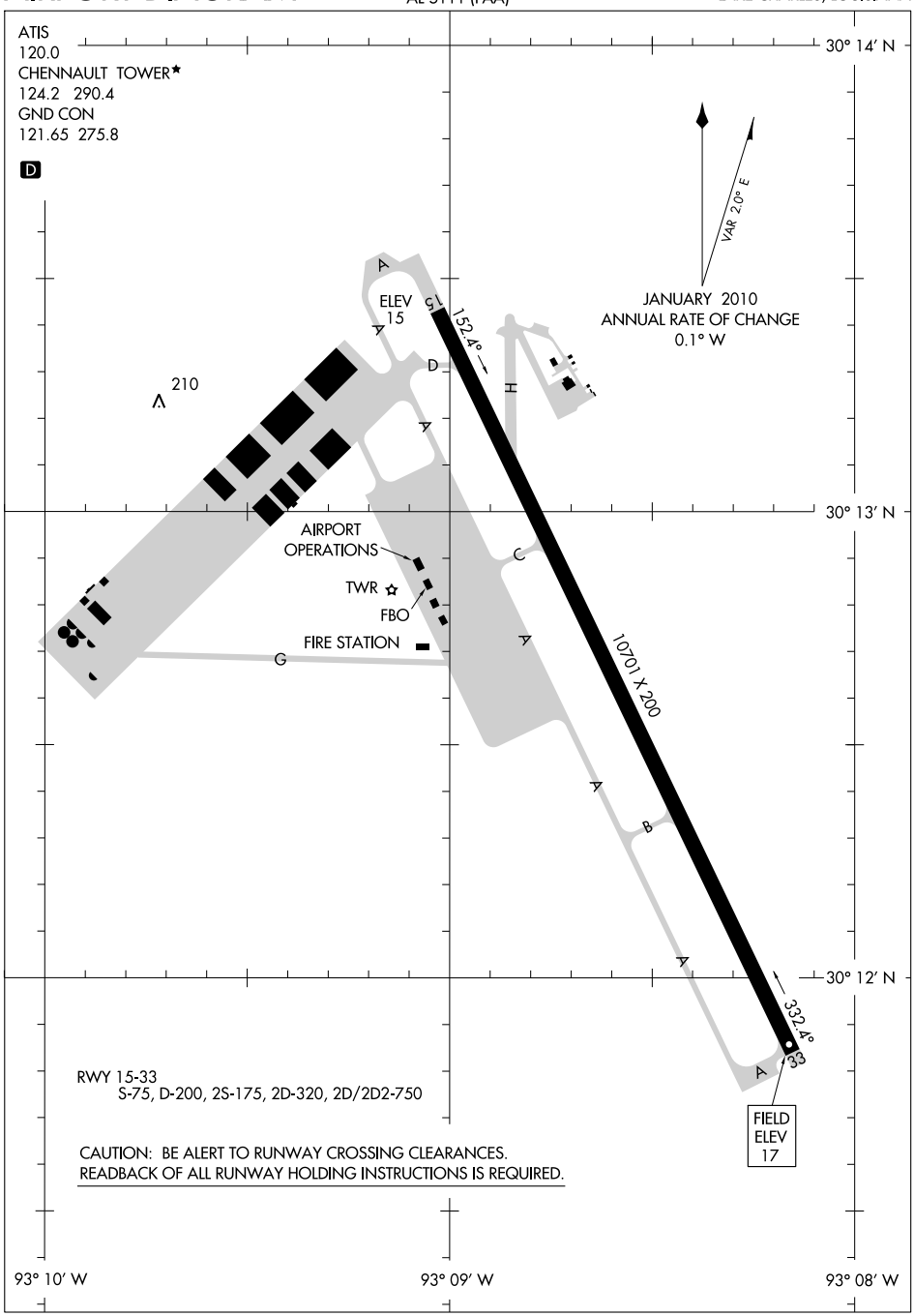
SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5111 (FAA)

LAKE CHARLES/ CHENNAULT INTL (CWF)
LAKE CHARLES, LOUISIANA



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
10210
LAKE CHARLES, LOUISIANA
LAKE CHARLES/ CHENNAULT INTL (CWF)

LOC I-CWF	APP CRS	Rwy Idg	10701
110.7	150°	TDZE	16
		Apt Elev	17

ILS or LOC RWY 15

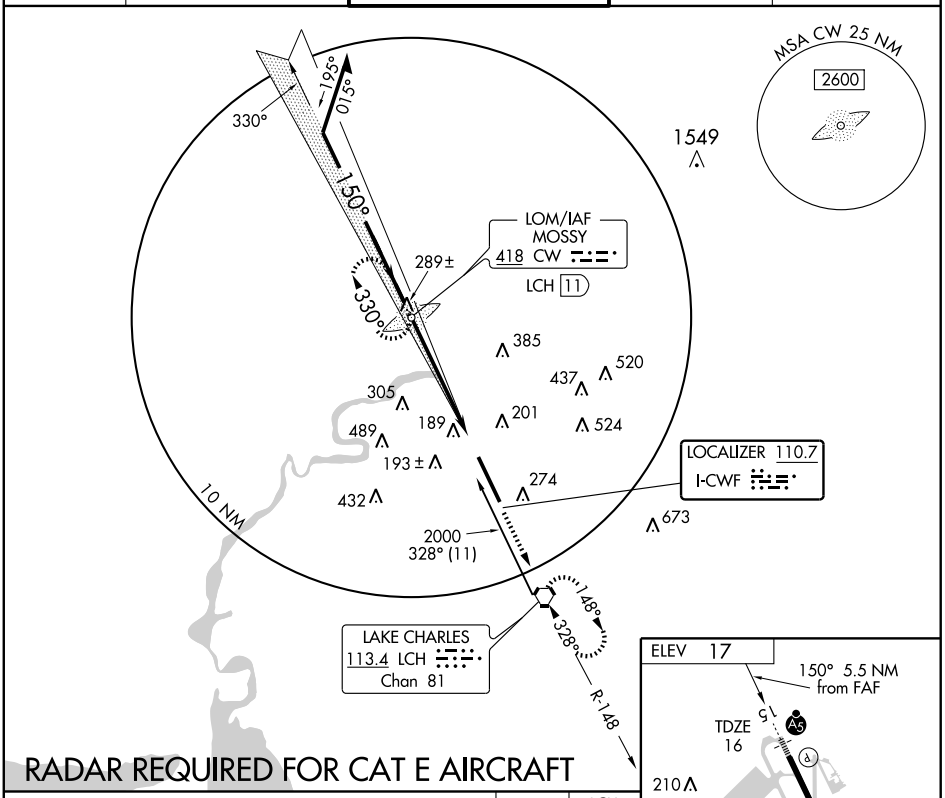
LAKE CHARLES/CHENNAULT INTL (CWF)

ASR — For inoperative MALSR, increase S-ILS 15 Cat E visibility to ¾ and S-LOC 15 Cat E visibility to 1¼. If local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase DA to 232 feet; increase all MDAs 20 feet and visibility Cats C and E ¼ mile.

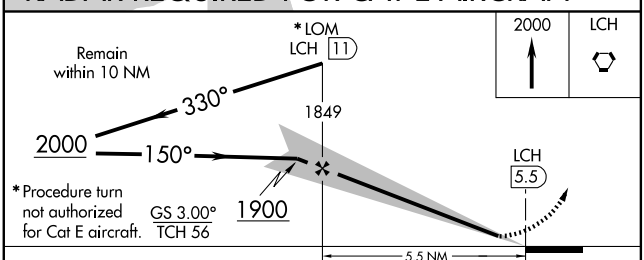
MALSR

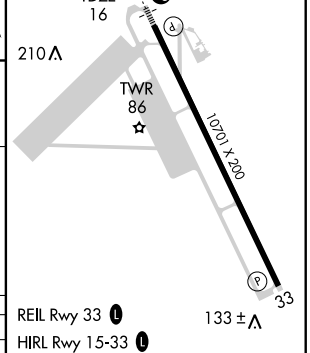
MISSED APPROACH: Climb to 2000 direct LCH VORTAC and hold.

ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95



RADAR REQUIRED FOR CAT E AIRCRAFT





CATEGORY	A	B	C	D	E
S-ILS 15	216-½ 200 (200-½)				
S-LOC 15	400-½ 384 (400-½)			400-¾ 384 (400-¾)	
CIRCLING	580-1 563 (600-1)		580-1½ 563 (600-1½)	580-2 563 (600-2)	880-3 863 (900-3)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

LAKE CHARLES/CHENNAULT INTL (CWF)

WAAS	APP CRS	Rwy Idg	10701
CH 45502	150°	TDZE	16
W15A		Apt Elev	17

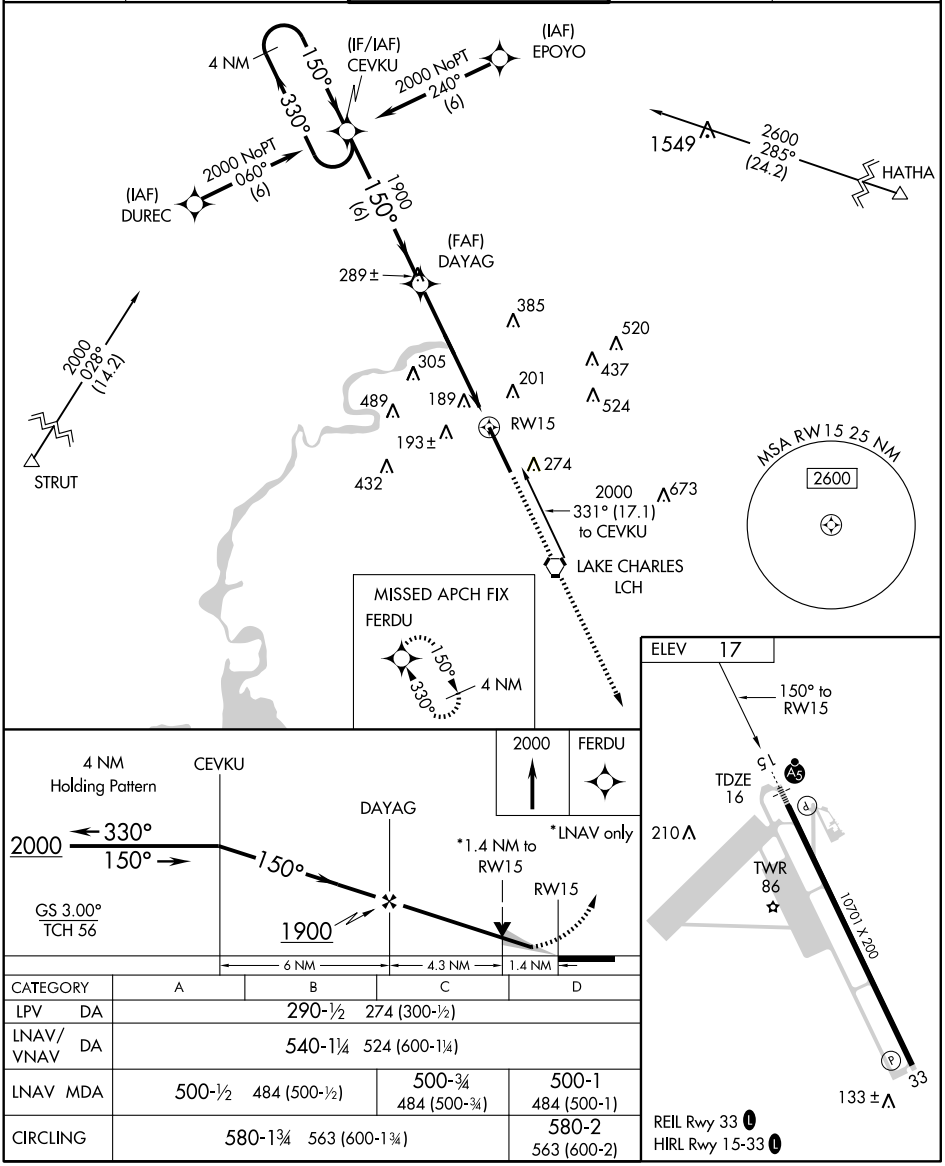
ASR

BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting. If local altimeter not received, use Lake Charles Rgnl altimeter setting and increase all DA/MDAs 20 feet.

MALSR

MISSED APPROACH: Climb to 2000 direct FERDU and hold.

ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95



CATEGORY	A	B	C	D
LPV DA	290-½ 274 (300-½)			
LNAV/VNAV DA	540-1¼ 524 (600-1¼)			
LNAV MDA	500-½ 484 (500-½)		500-¾ 484 (500-¾)	500-1 484 (500-1)
CIRCLING	580-1¾ 563 (600-1¾)			580-2 563 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10701
CH 65817	330°	TDZE	17
W33A		Apt Elev	17

RNAV (GPS) RWY 33

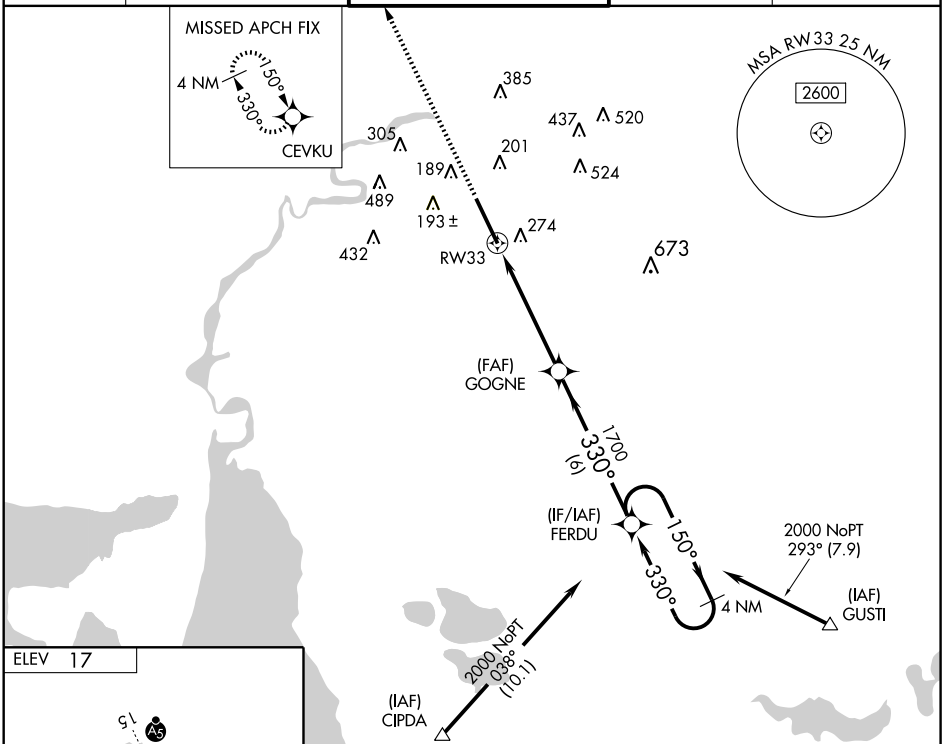
LAKE CHARLES/CHENNAULT INTL (CWF)

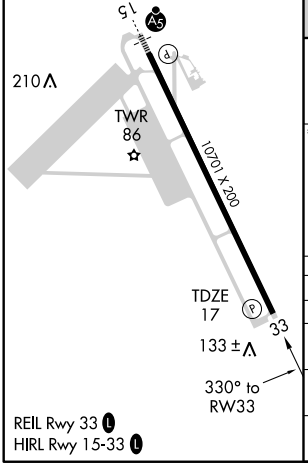
Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA with Lake Charles Rgnl altimeter setting. When local altimeter not received, use Lake Charles Rgnl altimeter setting and increase all DA 16 feet and all MDA 20 feet.

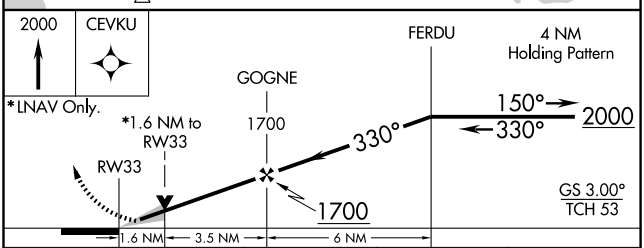
ASR

MISSED APPROACH: Climb to 2000 direct CEVKU and hold.

ATIS	LAKE CHARLES APP CON ★	CHENNAULT TOWER ★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	217-¾ 200 (200-¾)			
LNAV/VNAV DA	494-1¾ 477 (500-1¾)			
LNAV MDA	580-1 563 (600-1)		580-1½ 563 (600-1½)	580-1¾ 563 (600-1¾)
CIRCLING	640-1 623 (700-1)		640-1¾ 623 (700-1¾)	640-2 623 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LCH	APP CRS	Rwy Idg 10701
113.4	328°	TDZE 17
Chan 81		Apt Elev 17

VOR RWY 33

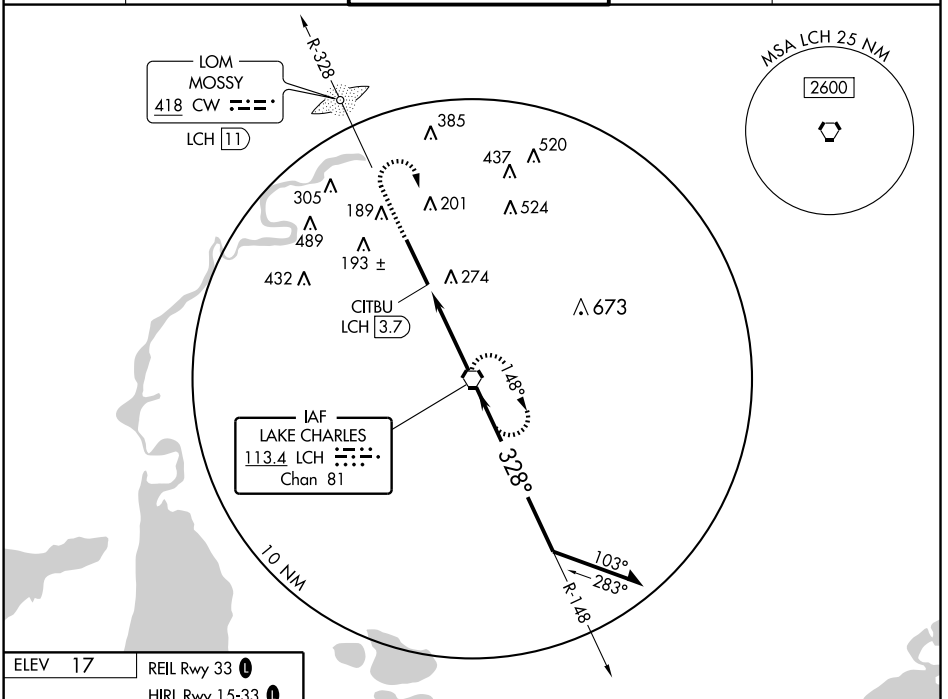
LAKE CHARLES/CHENNAULT INTL (CWF)

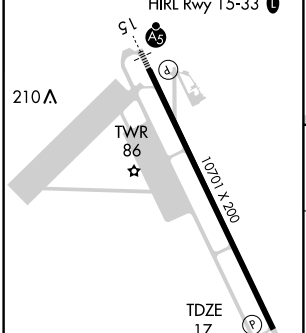
ASR

VDP NA when using Lake Charles altimeter setting.
If local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDAs 20 feet.

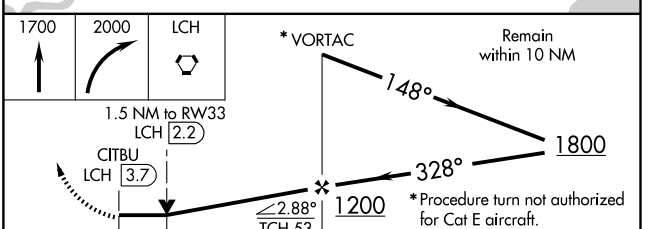
MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct LCH VORTAC and hold.

ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95





RADAR REQUIRED
FOR CAT E AIRCRAFT



FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

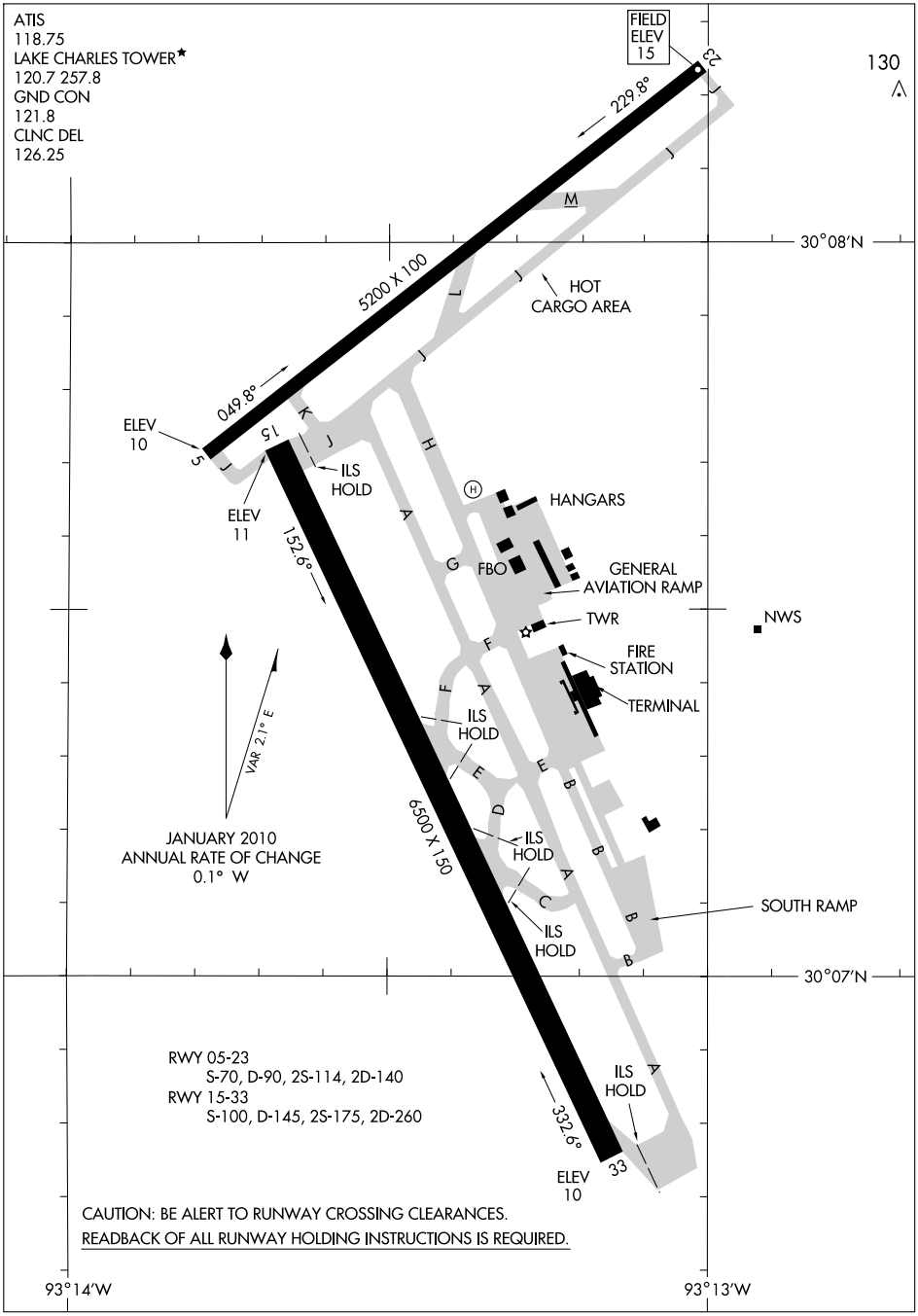
CATEGORY	A	B	C	D	E
S-33	540-1	523 (600-1)	540-1½ 523 (600-1½)	540-1¾	523 (600-1¾)
CIRCLING	580-1	563 (600-1)	580-1½ 563 (600-1½)	580-2 563 (600-2)	880-3 863 (700-3)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5083 (FAA)

LAKE CHARLES RGNL (LCH)
LAKE CHARLES, LOUISIANA



AIRPORT DIAGRAM

LAKE CHARLES, LOUISIANA
LAKE CHARLES RGNL (LCH)

10266

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LCH	APP CRS	Rwy Idg	6500
109.1	152°	TDZE	12
Chan 28		Apt Elev	15

ILS or LOC RWY 15
LAKE CHARLES RGNL (LCH)

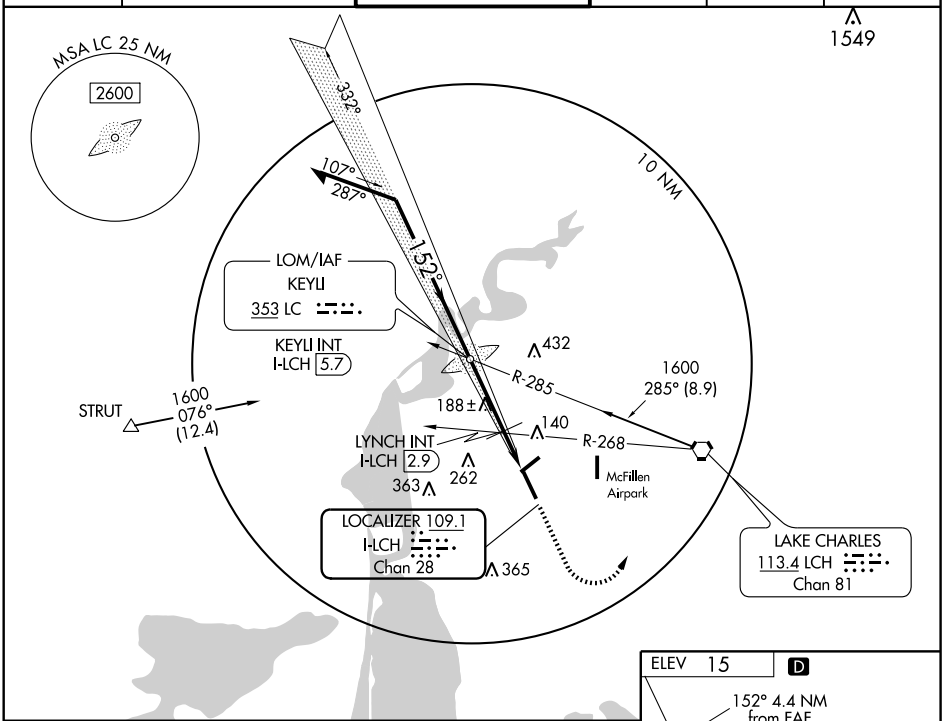
ASR

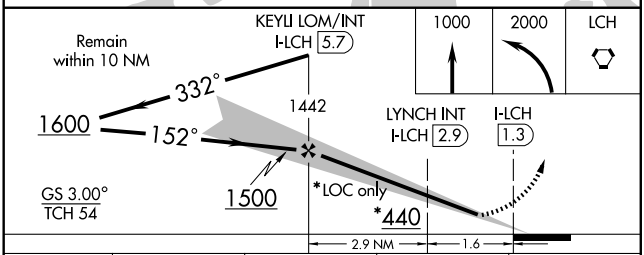
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

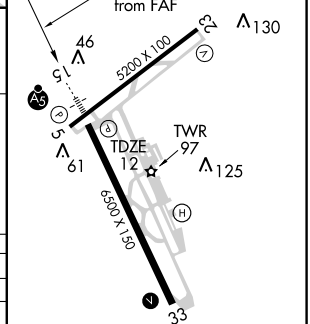
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95





CATEGORY	A	B	C	D
S-ILS 15	**212/24 200 (200-½)			
S-LOC 15	440/24 428 (500-½)		440/40 428 (500-¾)	440/50 428 (500-1)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)
LYNCH FIX MINIMUMS				
S-LOC 15	380/24 368 (400-½)			380/40 368 (400-¾)



REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-LCH	APP CRS	Rwy Idg	6500
109.1	332°	TDZE	12
Chan 28		Apt Elev	15

LOC BC RWY 33

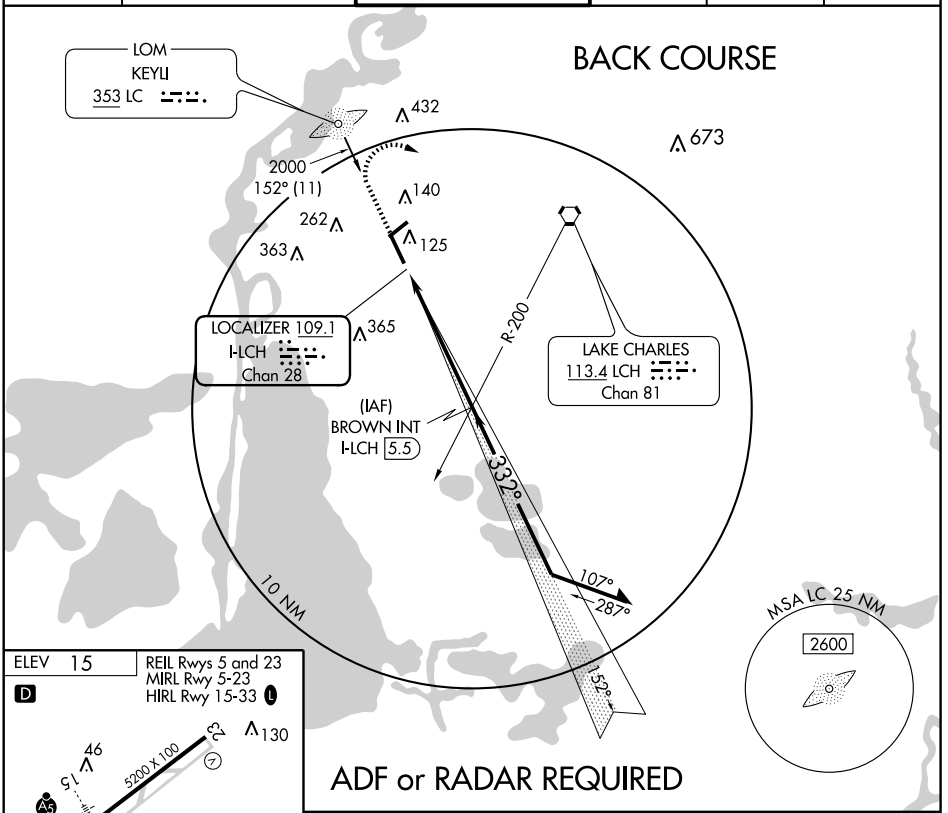
LAKE CHARLES RGNL (LCH)

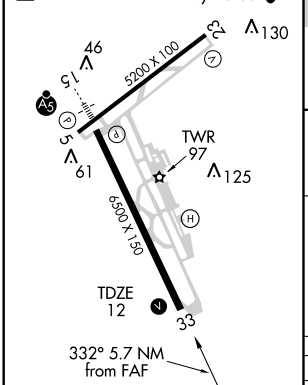
ASR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct LCH VORTAC.

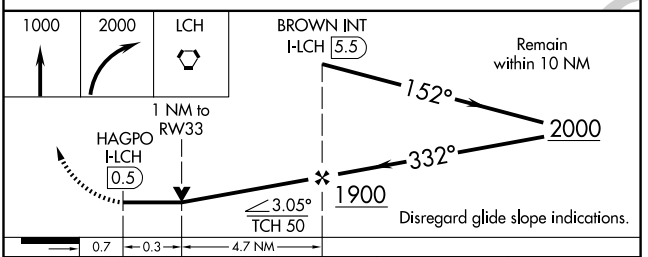
ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95

SC-4, 21 OCT 2010 to 18 NOV 2010





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-33	380-1 368 (400-1)			380-1¼ 368 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

RNAV (GPS) RWY 5

LAKE CHARLES RGNL (LCH)

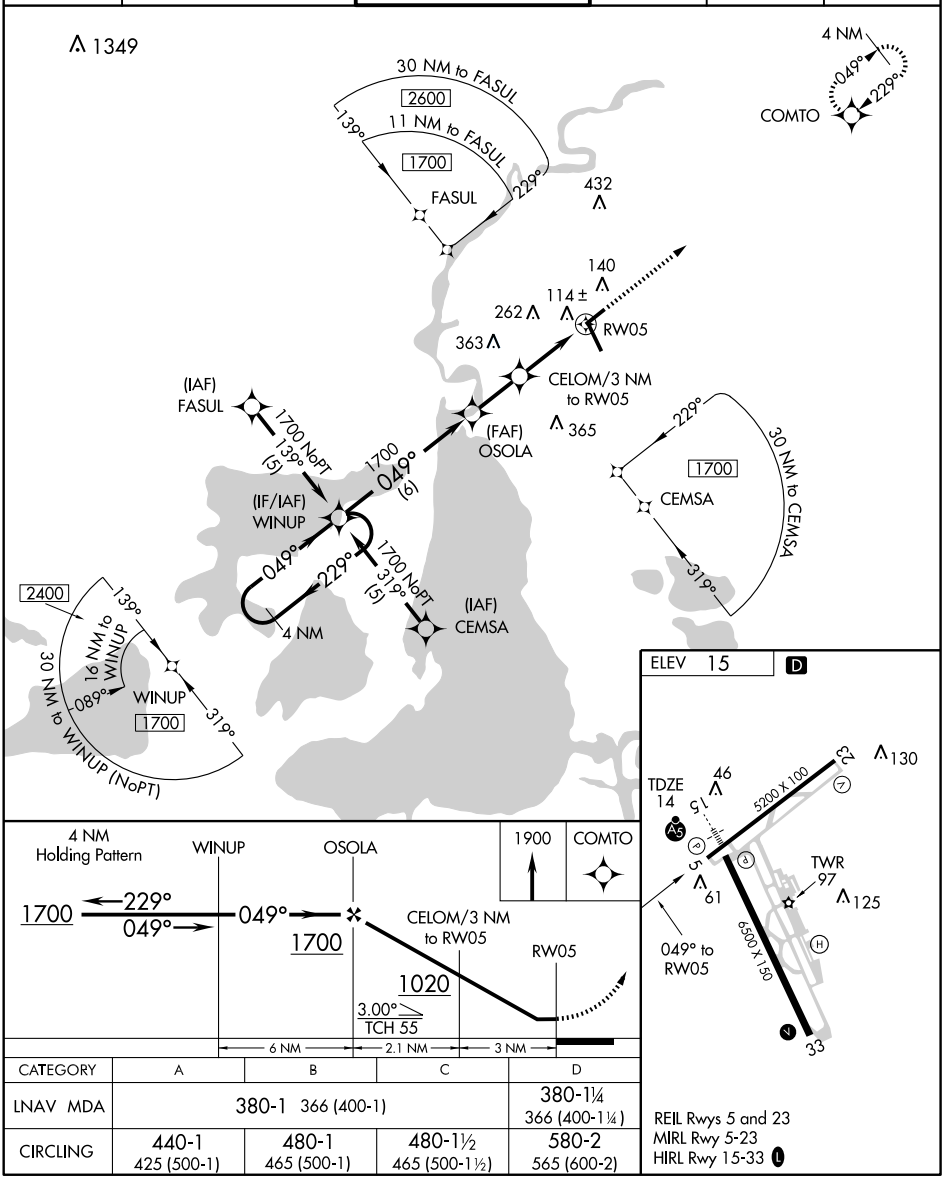
APP CRS	Rwy Idg	5200
049°	TDZE	14
	Apt Elev	15

NA
ASR

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 1900 direct COMTO WP and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95



CATEGORY	A	B	C	D
LNAV MDA	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

LAKE CHARLES RGNL (LCH)

APP CRS	Rwy Idg	6500
152°	TDZE	12
	Apt Elev	15

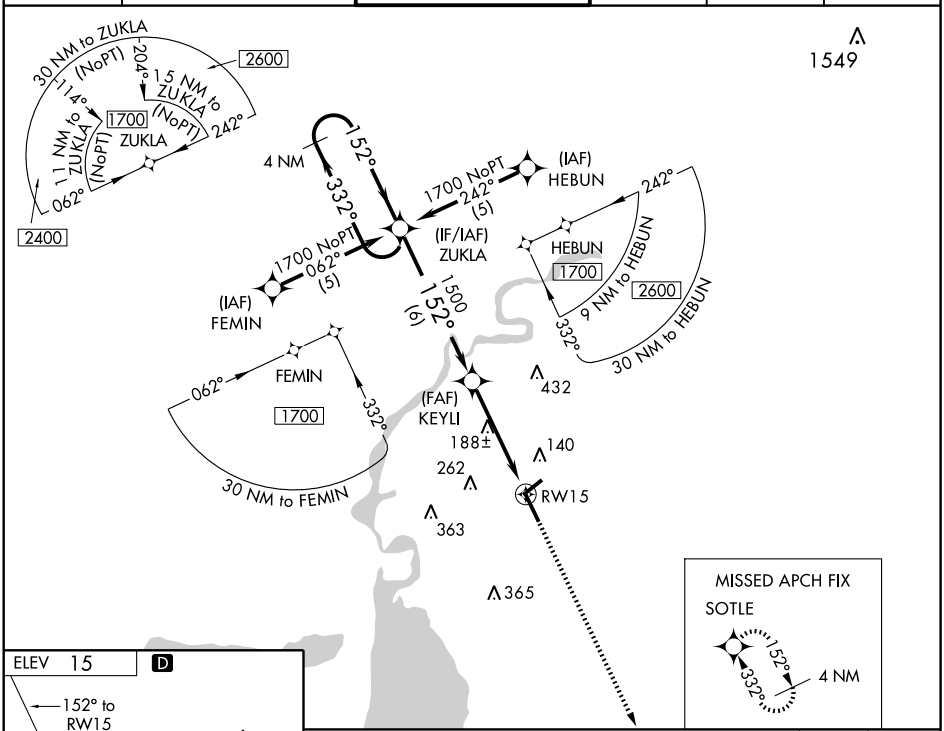
NA
ASR

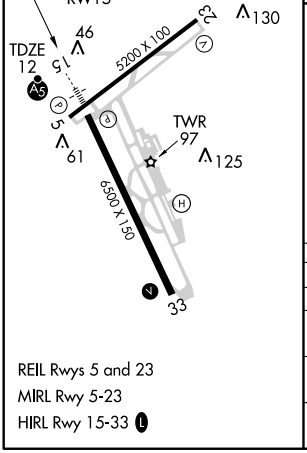
BARO VNAV NA below -15°C (5°F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

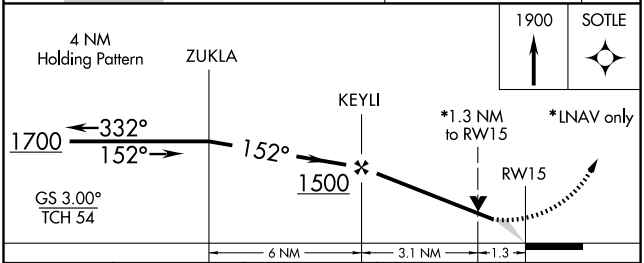
MALSR

MISSED APPROACH: Climb to 1900 direct SOTLE WP and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	340/24 328 (400-½)			340/40 328 (400-¾)
LNAV	440/24 428 (500-½)		440/40 428 (500-¾)	440/50 428 (500-1)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

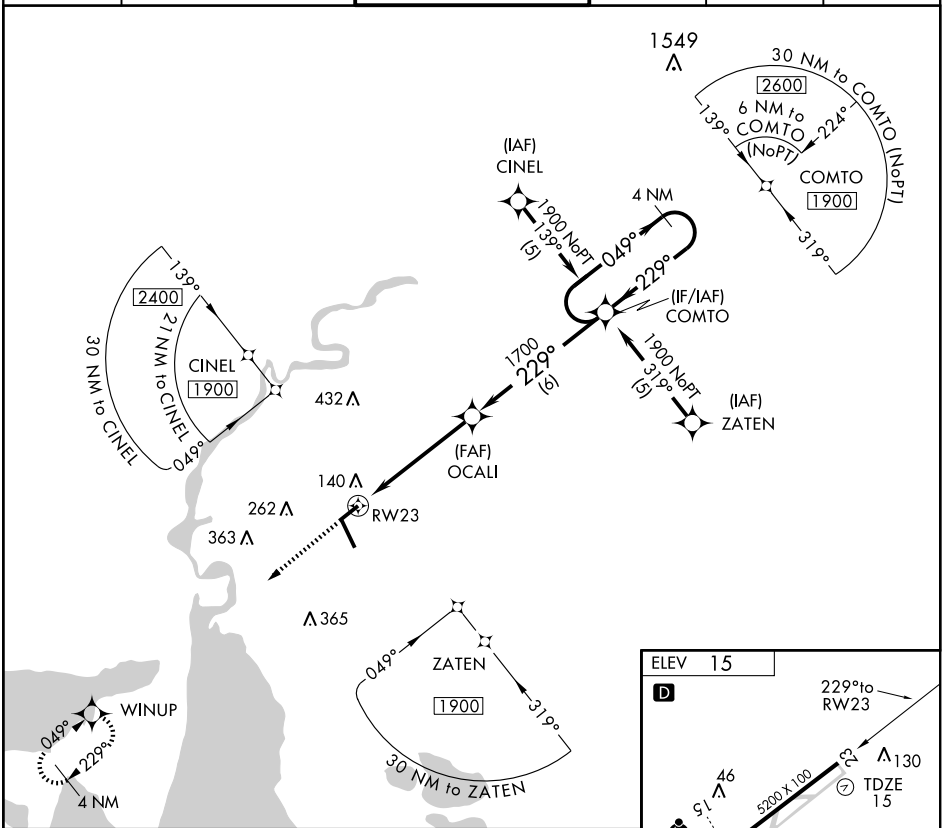
LAKE CHARLES RGNL (LCH)

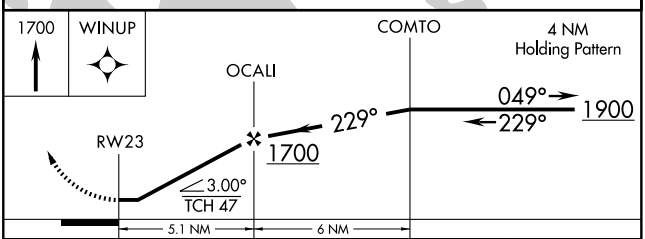
APP CRS	Rwy Idg	5200
229°	TDZE	15
	Apt Elev	15

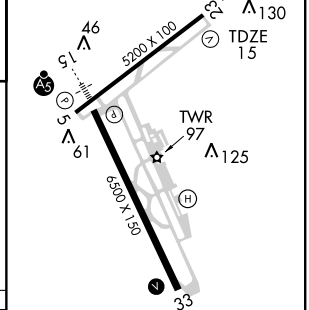
ASR DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 direct WINUP WP and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) Ⓛ 257.8	121.8	126.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	400-1 385 (400-1)			400-1¼ 385 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 Ⓛ

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

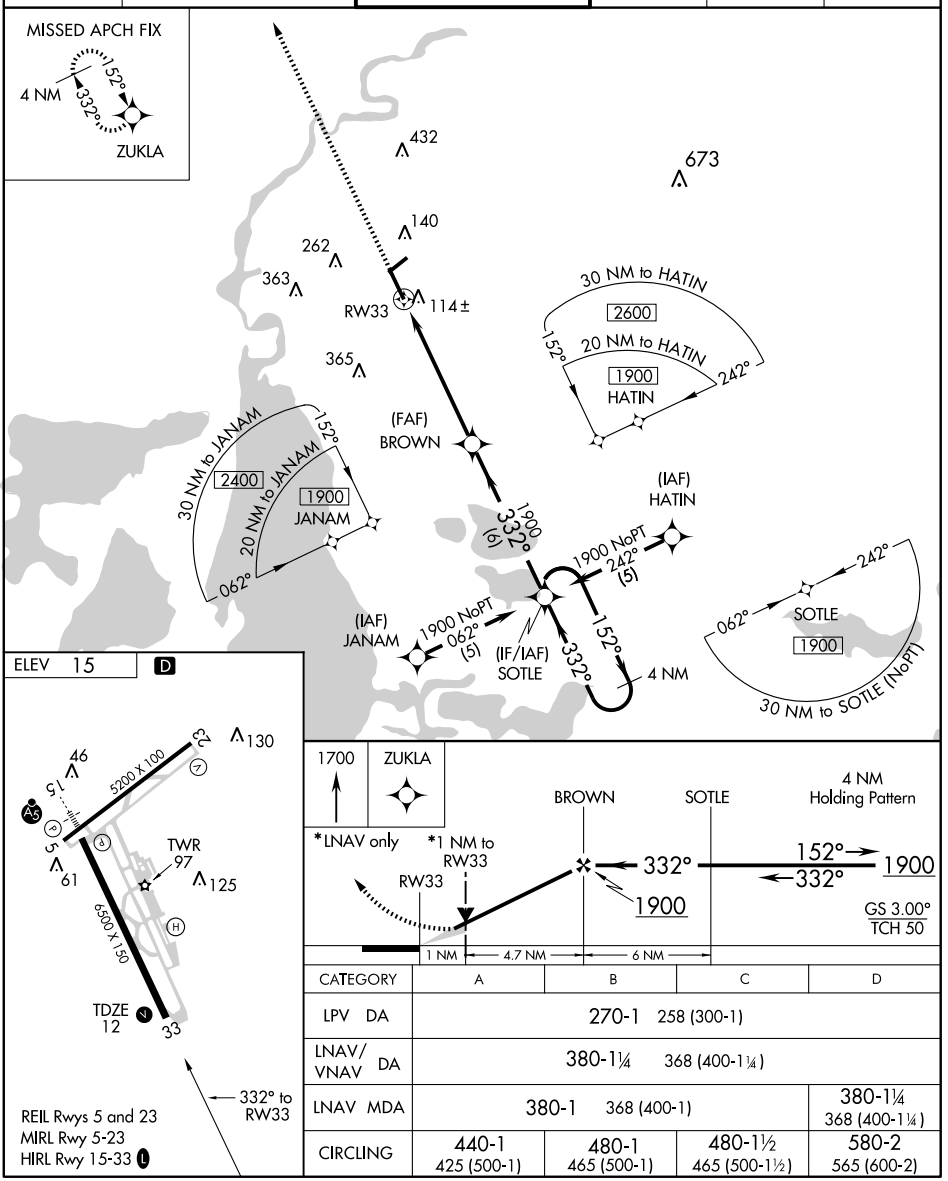
LAKE CHARLES RGNL (LCH)

WAAS	APP CRS	Rwy Idg	6500
CH 56215	332°	TDZE	12
W33A		Apt Elev	15

ASR Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV and LNAV.

MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95



CATEGORY	A	B	C	D
LPV DA	270-1 258 (300-1)			
LNAV/VNAV DA	380-1¼ 368 (400-1¼)			
LNAV MDA	380-1 368 (400-1)			380-1¼ 368 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC	APP CRS	Rwy Idg	N/A
113.4	249°	TDZE	N/A
Chan 81		Apt Elev	15

VOR-A

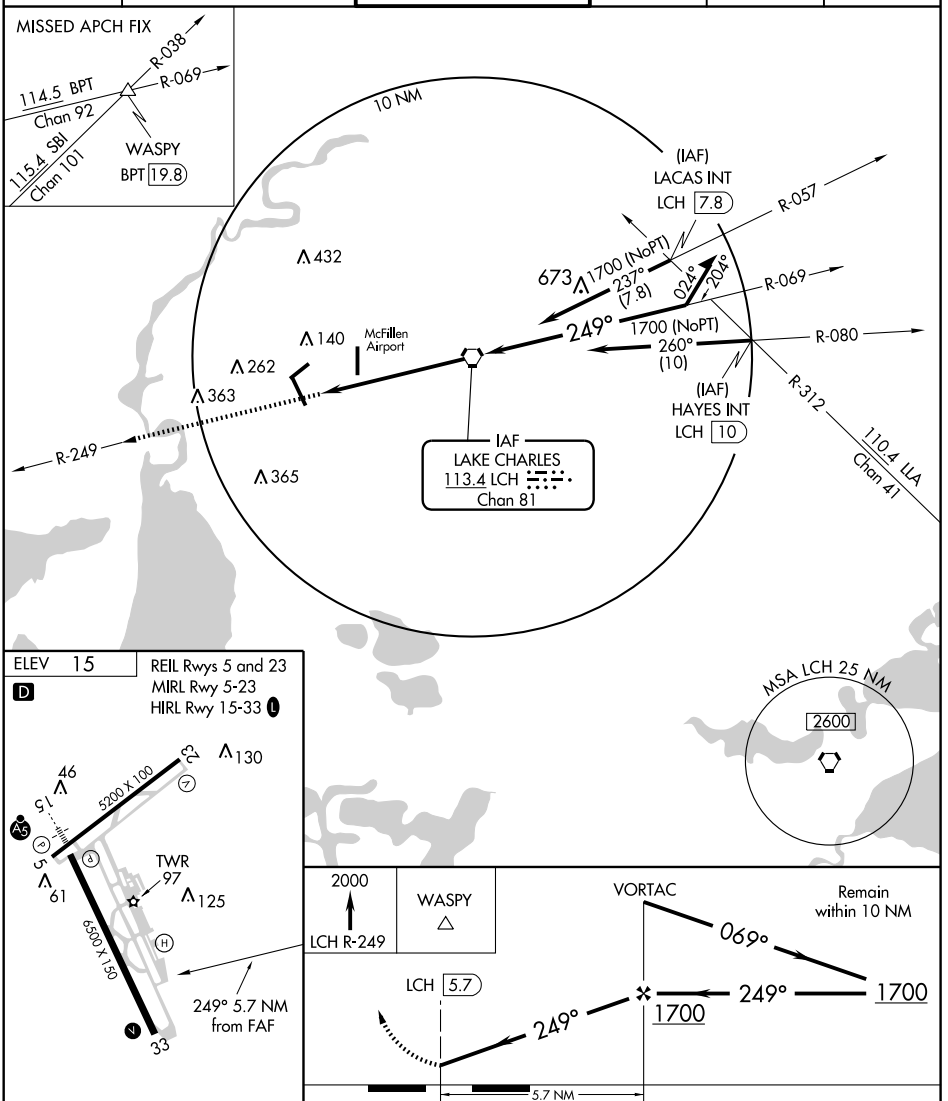
LAKE CHARLES RGNL (LCH)

NA
ASR

MISSED APPROACH: Climb to 2000 via LCH R-249 to WASPY INT.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) Ⓛ 257.8	121.8	126.25	122.95

SC-4, 21 OCT 2010 to 18 NOV 2010



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

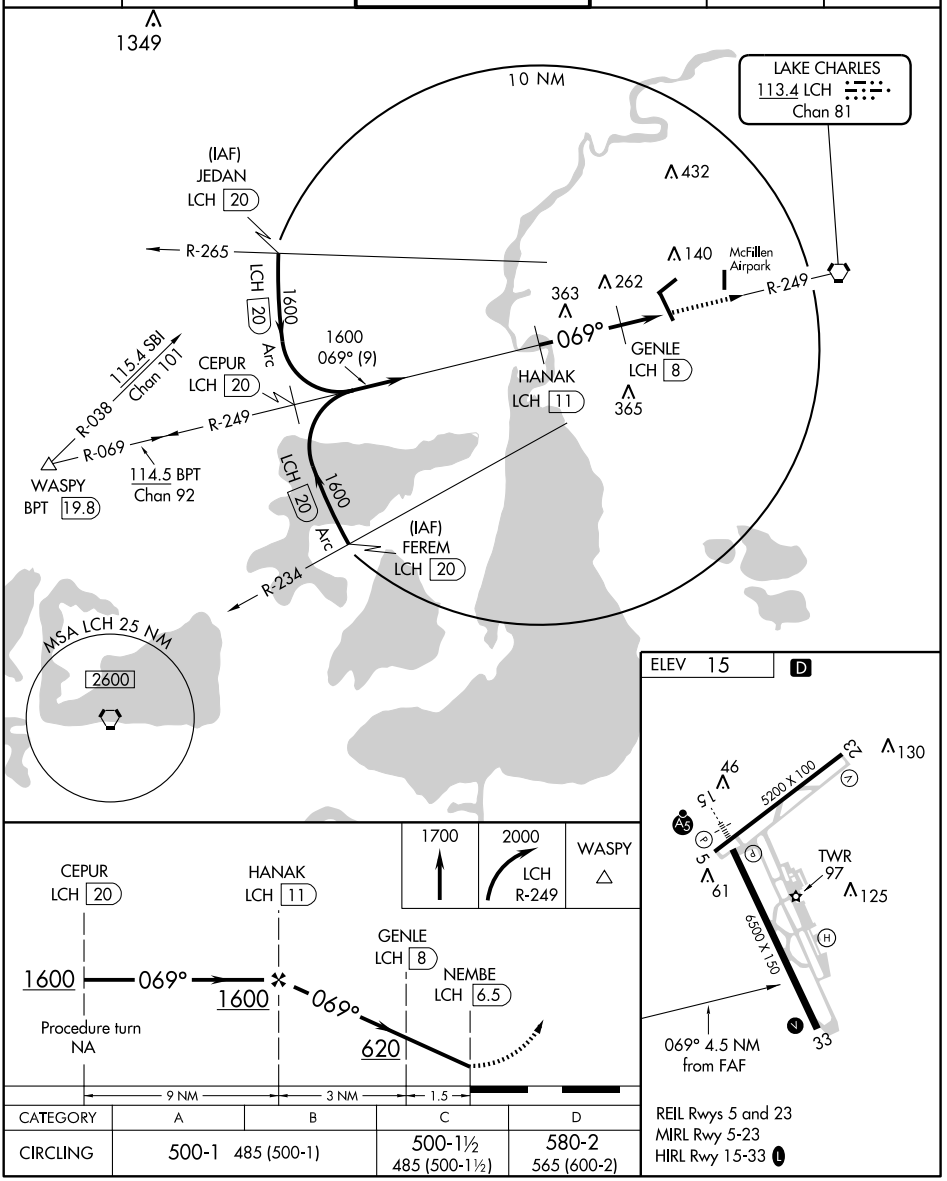
VORTAC LCH	APP CRS	Rwy Idg	N/A
113.4	069°	TDZE	N/A
Chan 81		Apt Elev	15

VOR/DME-B
LAKE CHARLES RGNL (LCH)

NA
ASR

MISSED APPROACH: Climb to 1700, then climbing right turn to 2000 via LCH R-249 to WASPY Int.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95



CATEGORY	A	B	C	D
CIRCLING	500-1 485 (500-1)		500-1½ 485 (500-1½)	580-2 565 (600-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3021
172°	TDZE	106
	Apt Elev	106

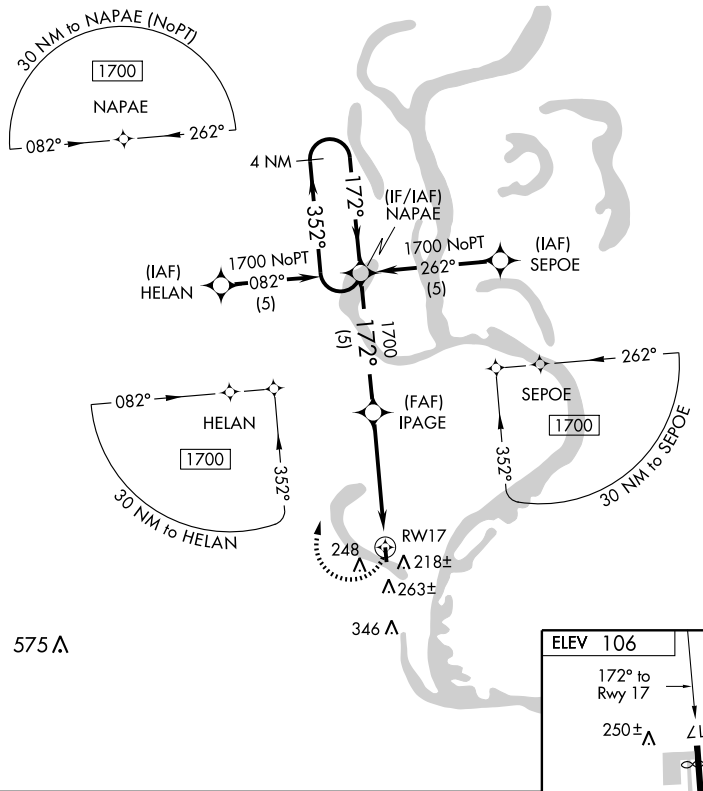
RNAV (GPS) RWY 17

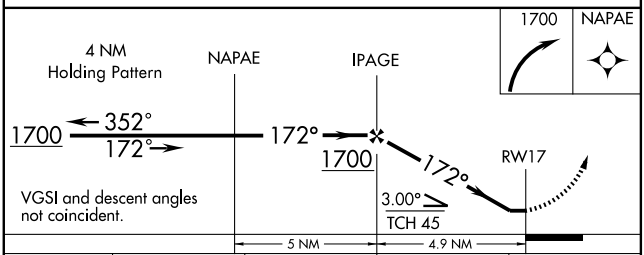
LAKE PROVIDENCE/BYERLEY (0M8)

Use Vicksburg Tallulah Regional altimeter setting.
NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

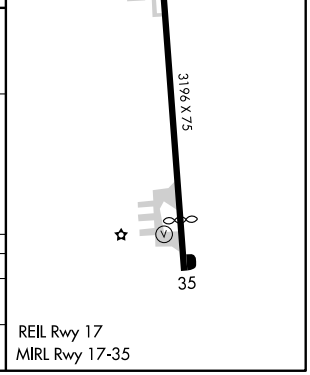
MISSED APPROACH: Climbing right turn to 1700 direct NAPAE WP and hold.

MEMPHIS CENTER	CTAF
132.5 259.1	122.9





CATEGORY	A	B	C	D
LNAV MDA	540-1 434 (500-1)		540-1¼ 434 (500-1¼)	NA
CIRCLING	700-1 594 (600-1)		700-1½ 594 (600-1½)	NA



REIL Rwy 17
MIRL Rwy 17-35

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

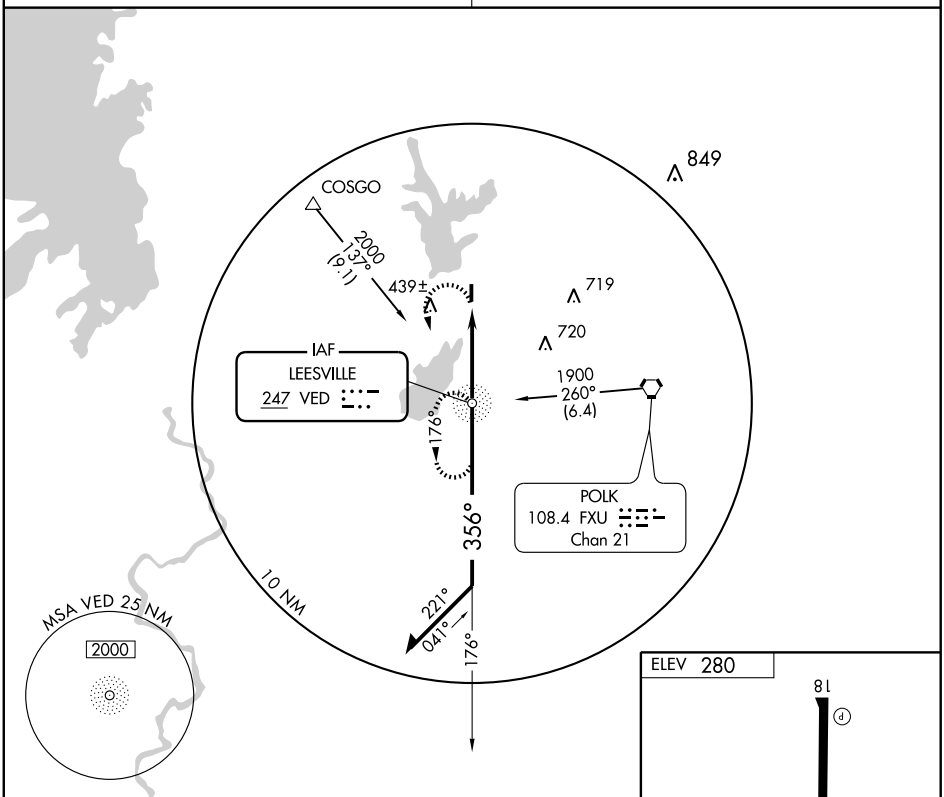
NDB VED 247	APP CRS 356°	Rwy Idg 3807 TDZE 280 Apt Elev 280

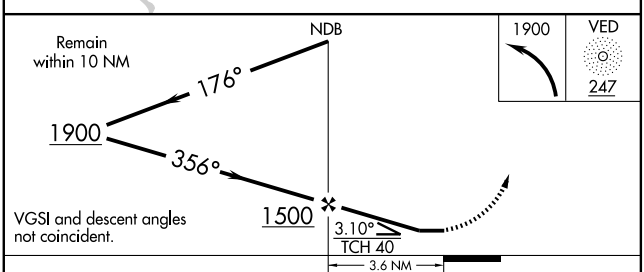
NDB RWY 36
LEESVILLE (L39)

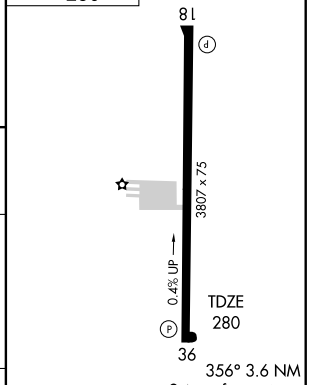
⚠ NA Use Polk AAF altimeter setting.

MISSED APPROACH: Climbing left turn to 1900 direct VED NDB and hold.

POLK APP CON	UNICOM
123.7 254.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	780-1	500 (500-1)	780-1¼ 500 (500-1¼)	NA
CIRCLING	780-1	500 (500-1)	780-1½ 500 (500-1½)	NA

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3807
356°	TDZE	280
	Apt Elev	280

RNAV (GPS) RWY 36

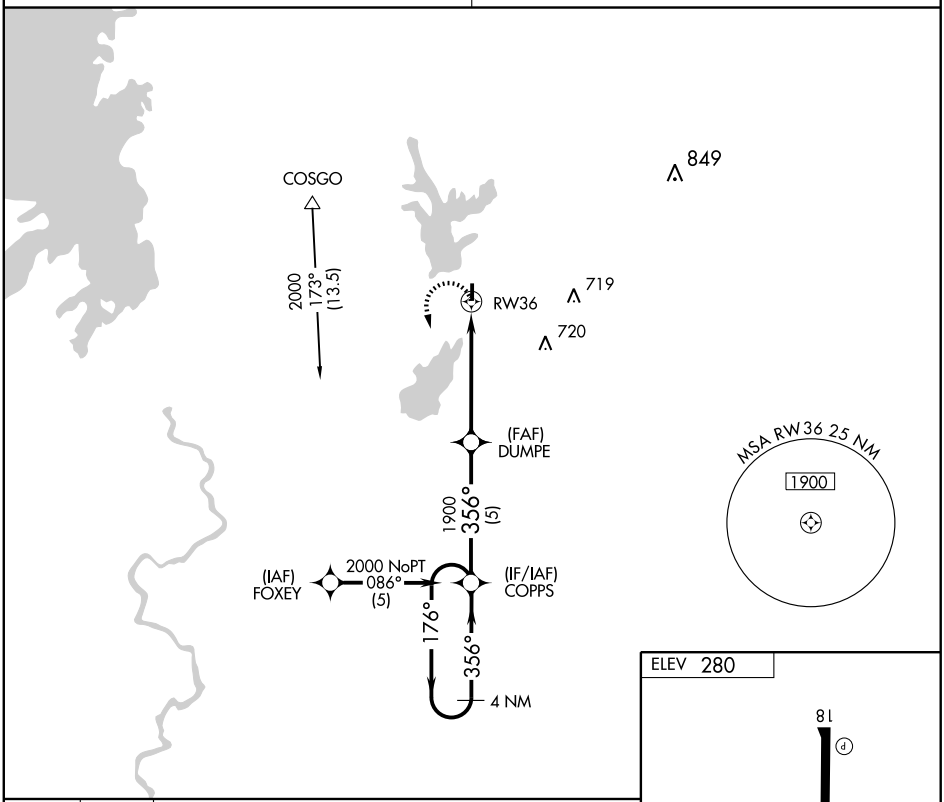
LEESVILLE (L39)

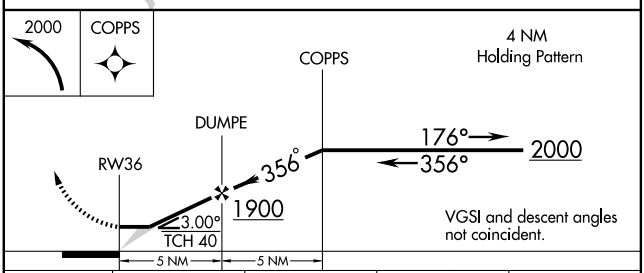
NA Use Polk AAF altimeter setting.
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

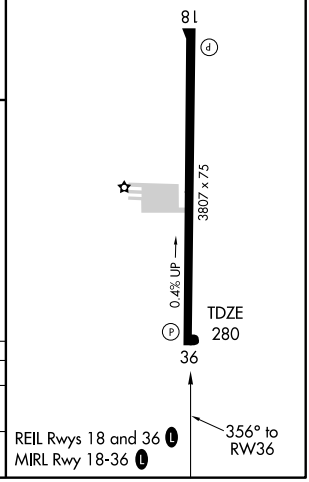
MISSED APPROACH: Climbing left turn to 2000 direct COPPS and hold.

POLK APP CON
123.7 254.8

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	720-1 440 (500-1)		720-1¼ 440 (500-1¼)	NA
CIRCLING	760-1 480 (500-1)	780-1 500 (500-1)	780-1½ 500 (500-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB MSD	APP CRS	Rwy Idg	4500
414	175°	TDZE	320
		Apt Elev	324

NDB RWY 18

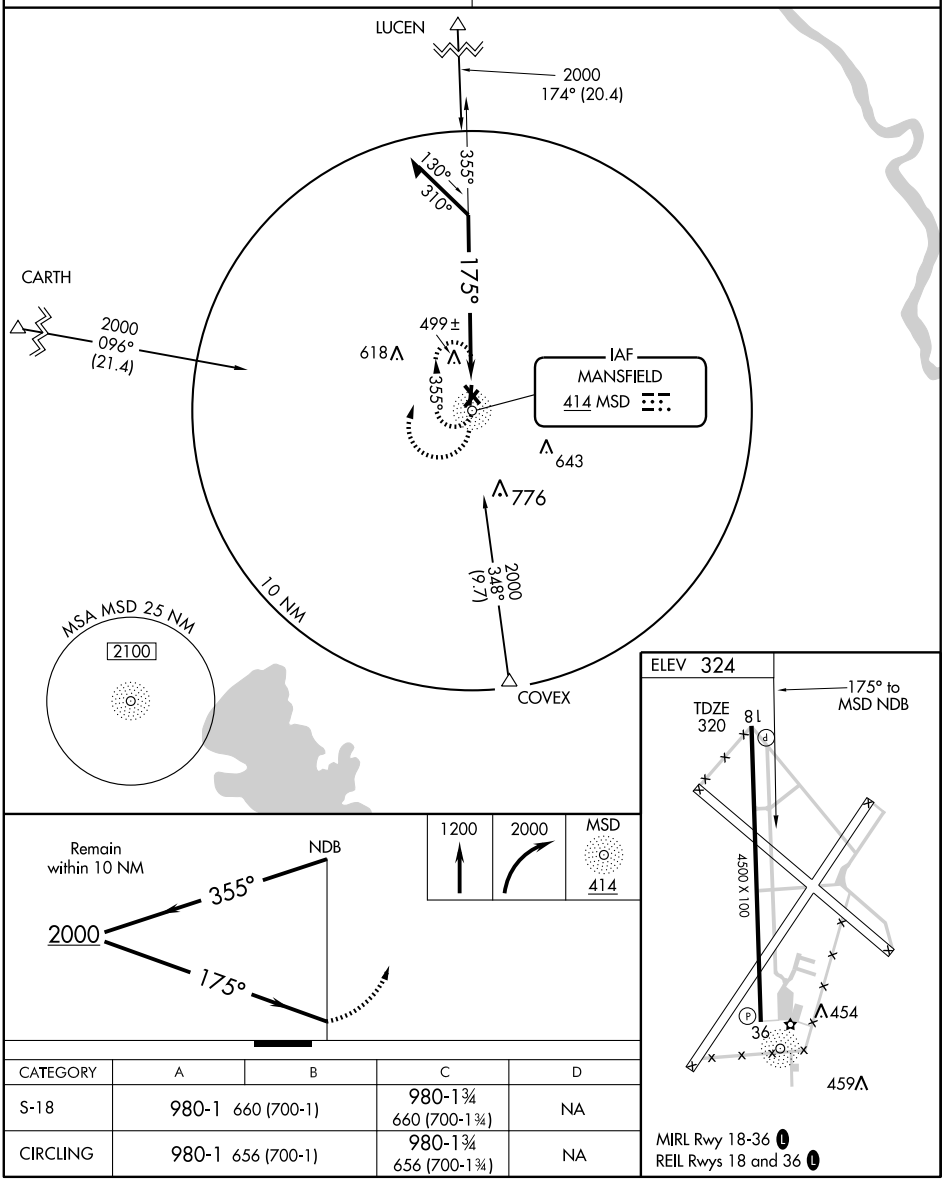
MANSFIELD/C E 'RUSTY' WILLIAMS (3F3)

NA Use Shreveport Regional altimeter setting.

MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct MSD NDB and hold.

SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	980-1 660 (700-1)		980-1¾ 660 (700-1¾)	NA
CIRCLING	980-1 656 (700-1)		980-1¾ 656 (700-1¾)	NA

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

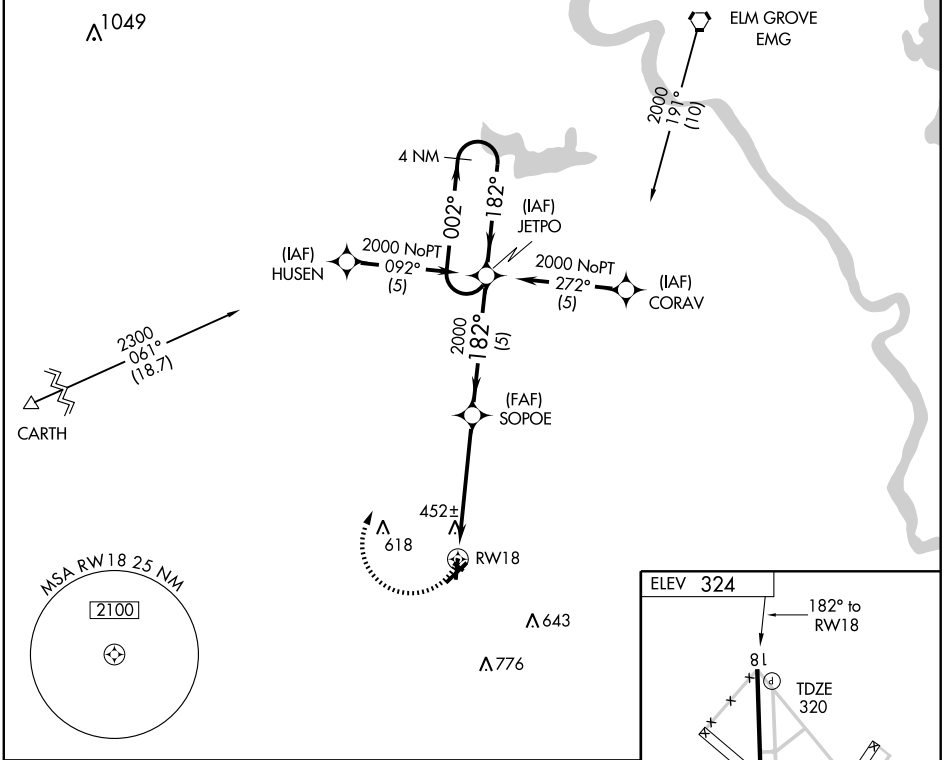
APP CRS	Rwy Idg	4500
182°	TDZE	320
	Apt Elev	324

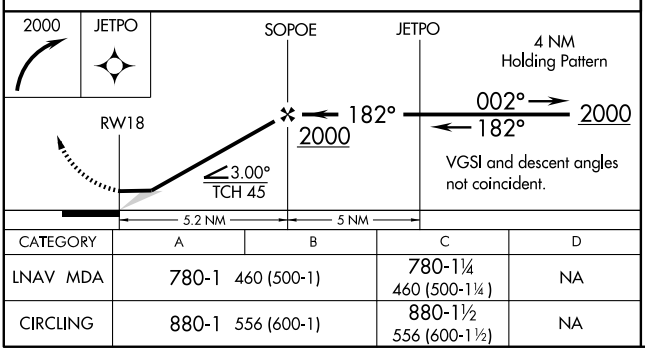
RNAV (GPS) RWY 18

MANSFIELD/ C E 'RUSTY' WILLIAMS (3F3)

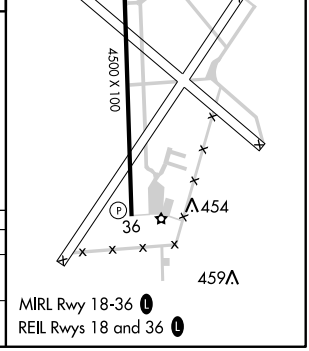
⚠ NA Use Shreveport Regional altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 2000 direct JETPO WP and hold.
SHREVEPORT APP CON ★ 119.9 335.55	UNICOM 122.8 (CTAF) L

Procedure NA for arrival at CARTH on V13 southwest bound, V114 northwest bound.
Procedure NA for arrival on EMG VORTAC airway radials 131 CW 251.





CATEGORY	A	B	C	D
LNAV MDA	780-1 460 (500-1)		780-1¼ 460 (500-1¼)	NA
CIRCLING	880-1 556 (600-1)		880-1½ 556 (600-1½)	NA



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4402
CH 78015	117°	TDZE 319
W12A		Apt Elev 319

AL-6220 (FAA)

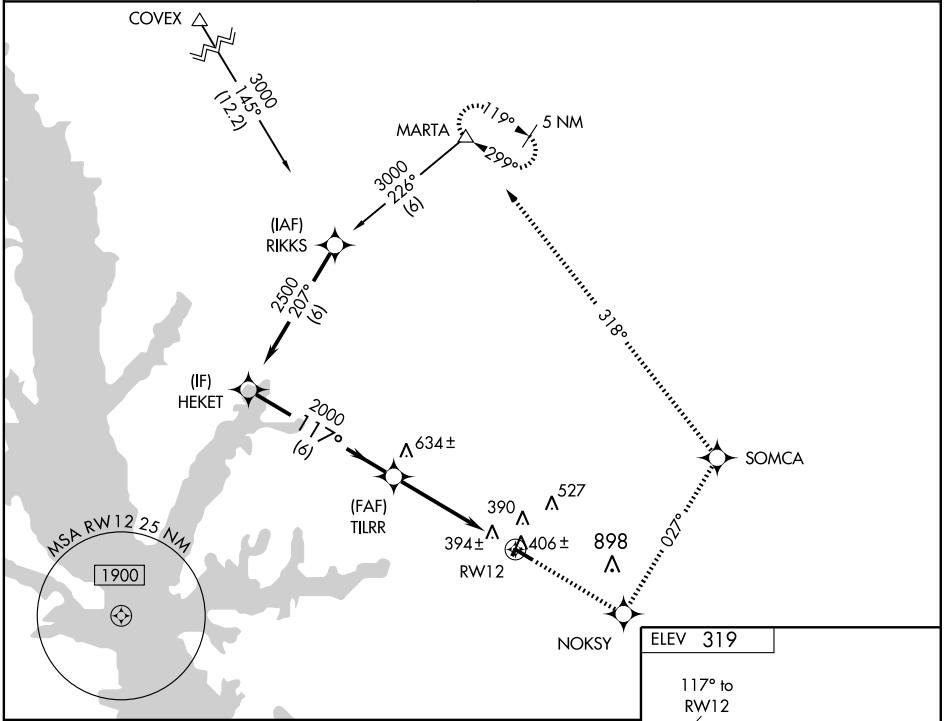
RNAV (GPS) RWY 12

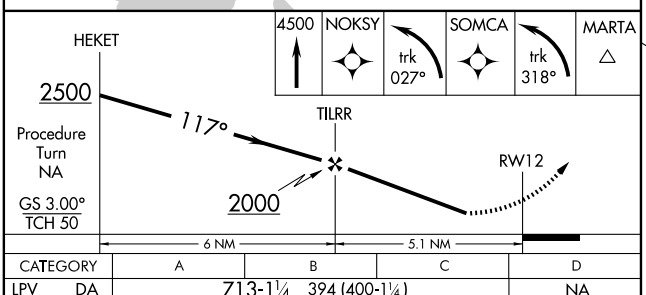
MANY/ HART (3R4)

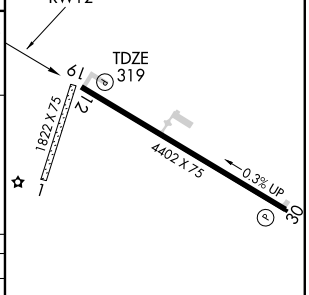
Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all DA 2 feet and all MDA 20 feet, increase LPV visibility all Cats ¼ mile, and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct NOKSY and left turn via track 027° to SOMCA and left turn via track 318° to MARTA and hold.

POLK APP CON	UNICOM
123.7 254.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	713-1¼ 394 (400-1¼)			NA
LNAV/VNAV DA	765-1½ 446 (500-1½)			NA
LNAV MDA	820-1 501 (600-1)		820-1½ 501 (600-1½)	NA
CIRCLING	900-1 581 (600-1)		900-1½ 581 (600-1½)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4402
282°	TDZE	311
	Apt Elev	319

AL-6220 (FAA)

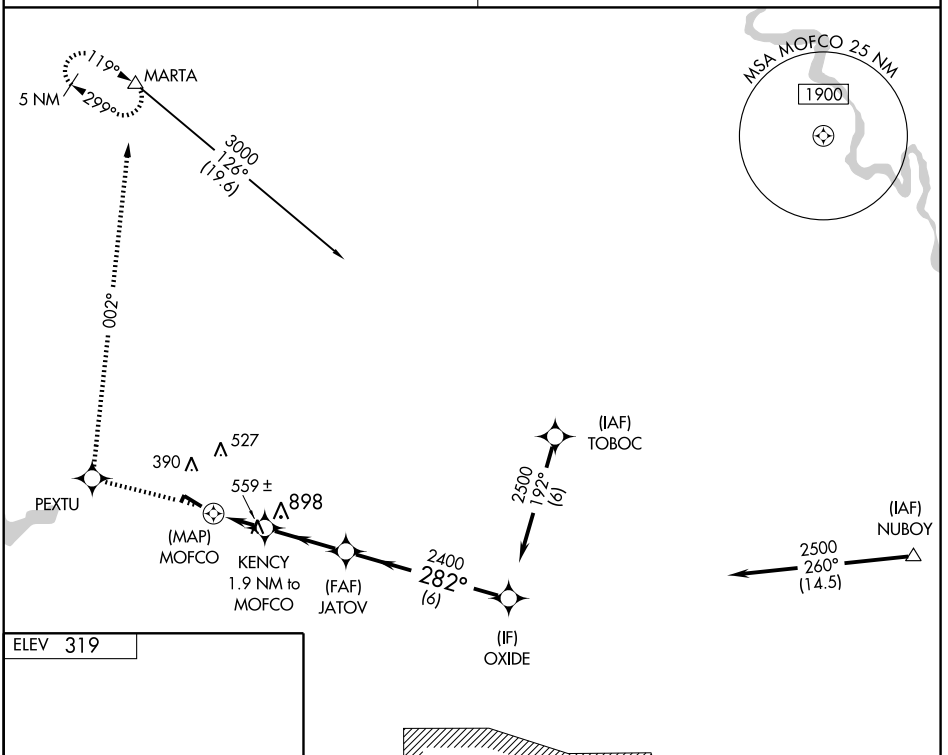
RNAV (GPS) RWY 30

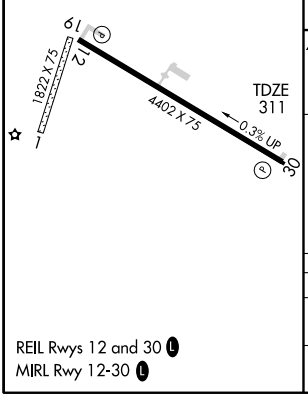
MANY/ HART (3R4)

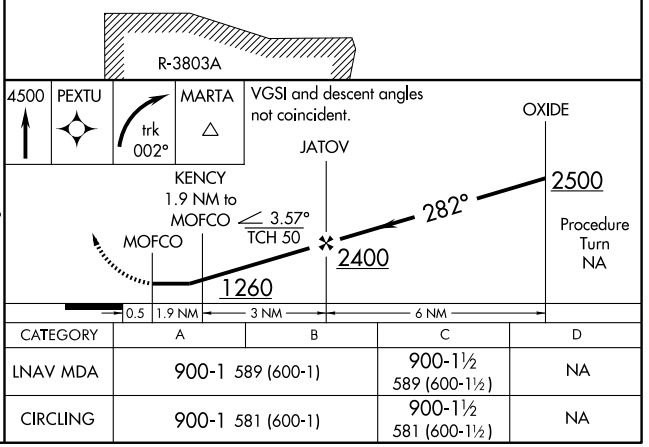
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet and increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500.

POLK APP CON	UNICOM
123.7 254.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900-1 589 (600-1)		900-1½ 589 (600-1½)	NA
CIRCLING	900-1 581 (600-1)		900-1½ 581 (600-1½)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB MKV	APP CRS	Rwy Idg	3799
347	040°	TDZE	77
		Apt Elev	79

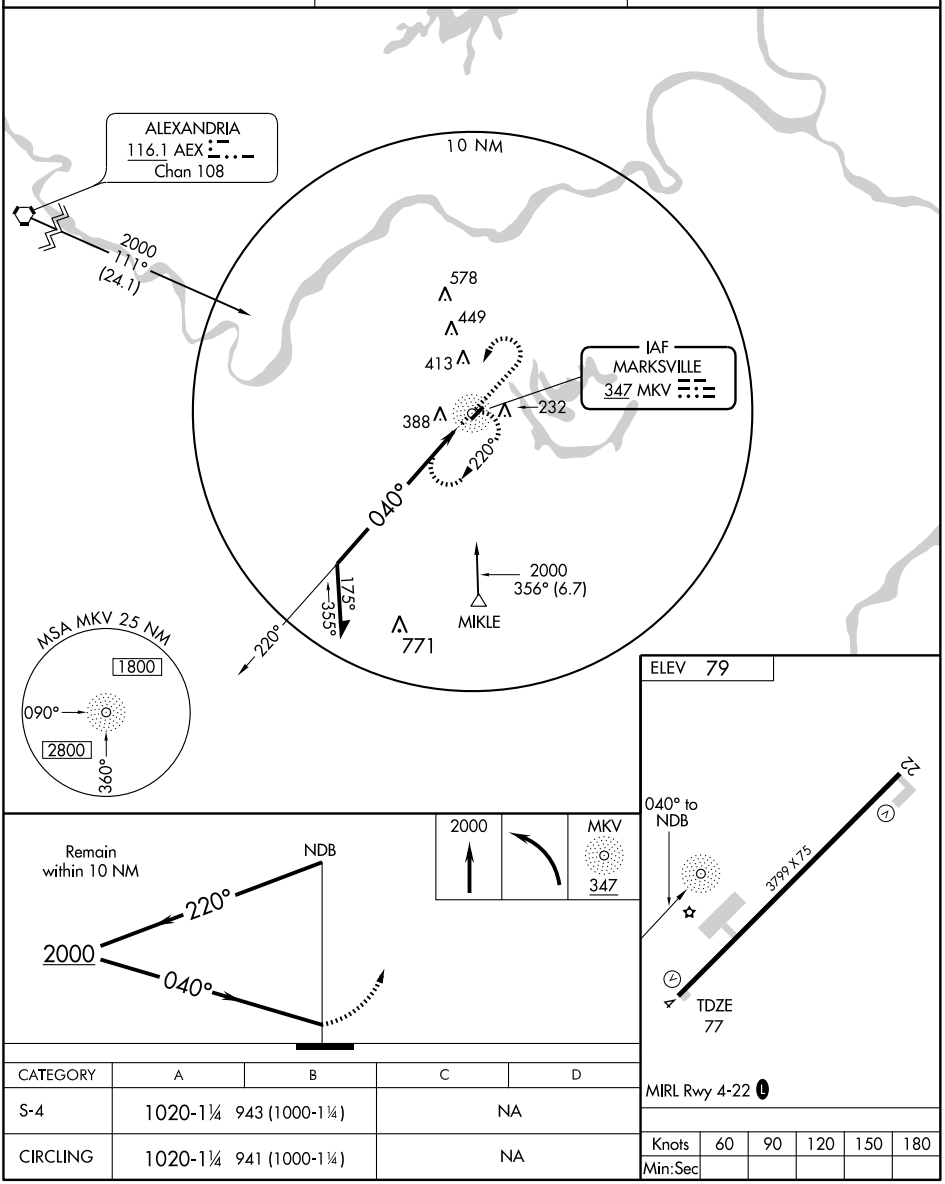
NDB RWY 4

MARKSVILLE MUNI (MKV)

⚠ NA — Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climb to 2000 then left turn direct MKV NDB and hold.

POLK APP CON	CTAF	
125.4 302.2	122.9	122.8 L



CATEGORY	A	B	C	D
S-4	1020-1¼	943 (1000-1¼)	NA	
CIRCLING	1020-1¼	941 (1000-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

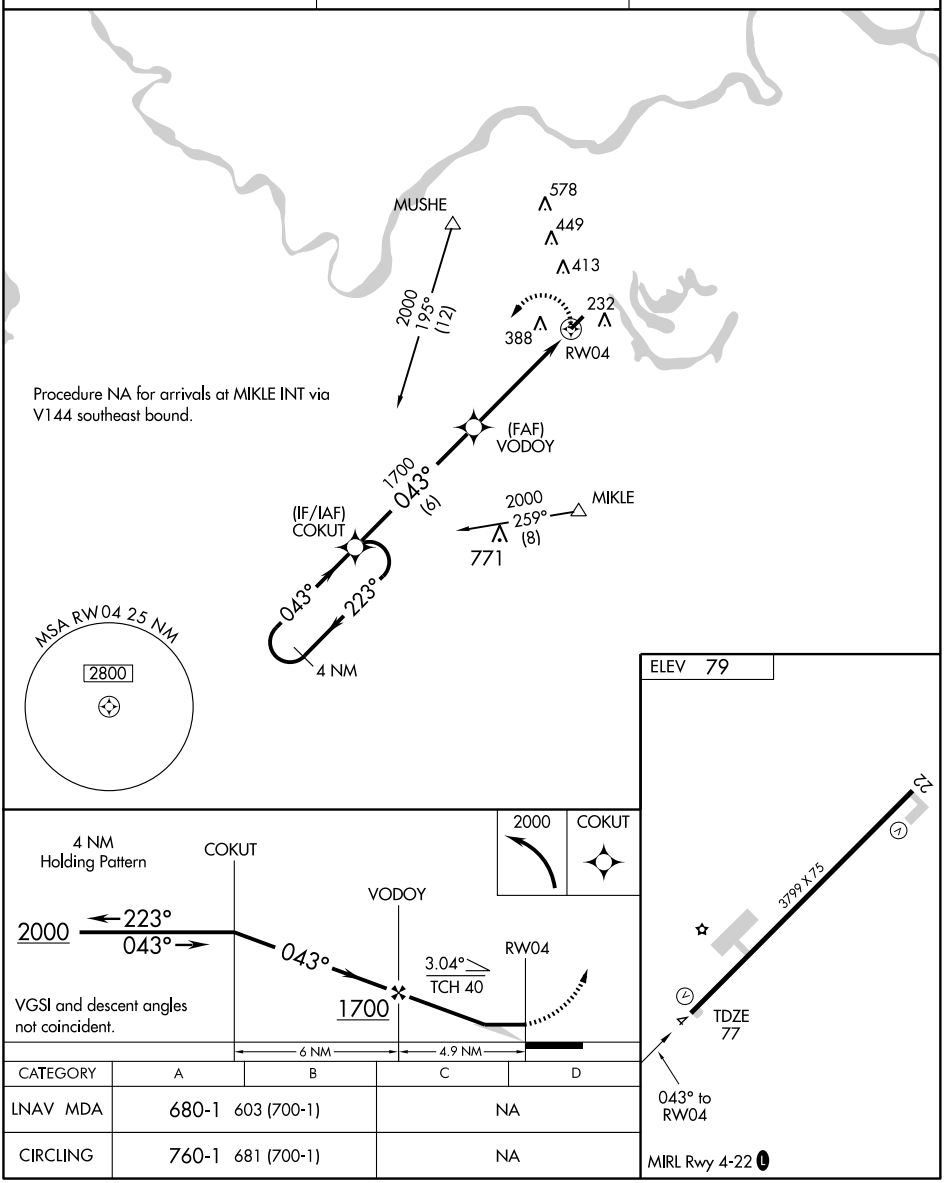
MARKSVILLE MUNI (MKV)

APP CRS	Rwy Idg	3799
043°	TDZE	77
	Apt Elev	79

NA DME/DME RNP-0.3 NA. Use Esler Rgnl altimeter setting. If not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 2000 direct COKUT and hold.

POLK APP CON	CTAF	
125.4 302.2	122.9	122.8 L



CATEGORY	A	B	C	D
LNAV MDA	680-1 603 (700-1)		NA	
CIRCLING	760-1 681 (700-1)		NA	

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC	APP CRS	Rwy Idg	N/A
116.1	110°	TDZE	N/A
Chan 108		Apt Elev	79

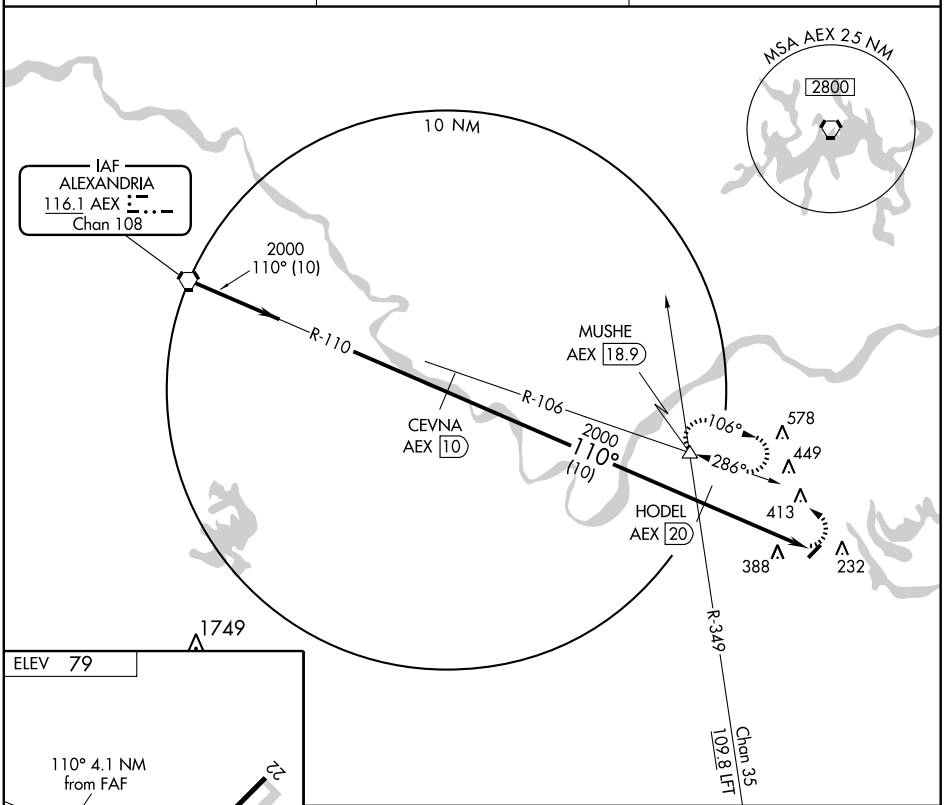
VOR/DME-A

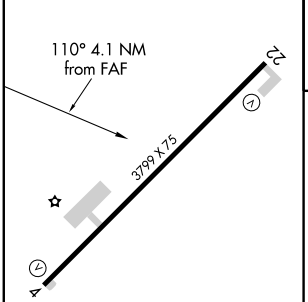
MARKSVILLE MUNI (MKV)

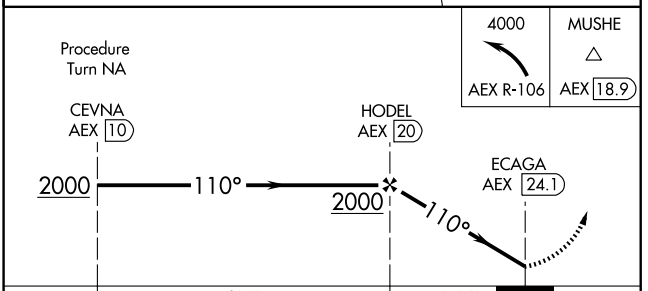
NA Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 via AEX R-106 to MUSHE Int/AEX 18.9 DME and hold.

POLK APP CON	CTAF	
125.4 302.2	122.9	122.8 L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	760-1 681 (700-1)	760-1¼ 681 (700-1¼)	NA	

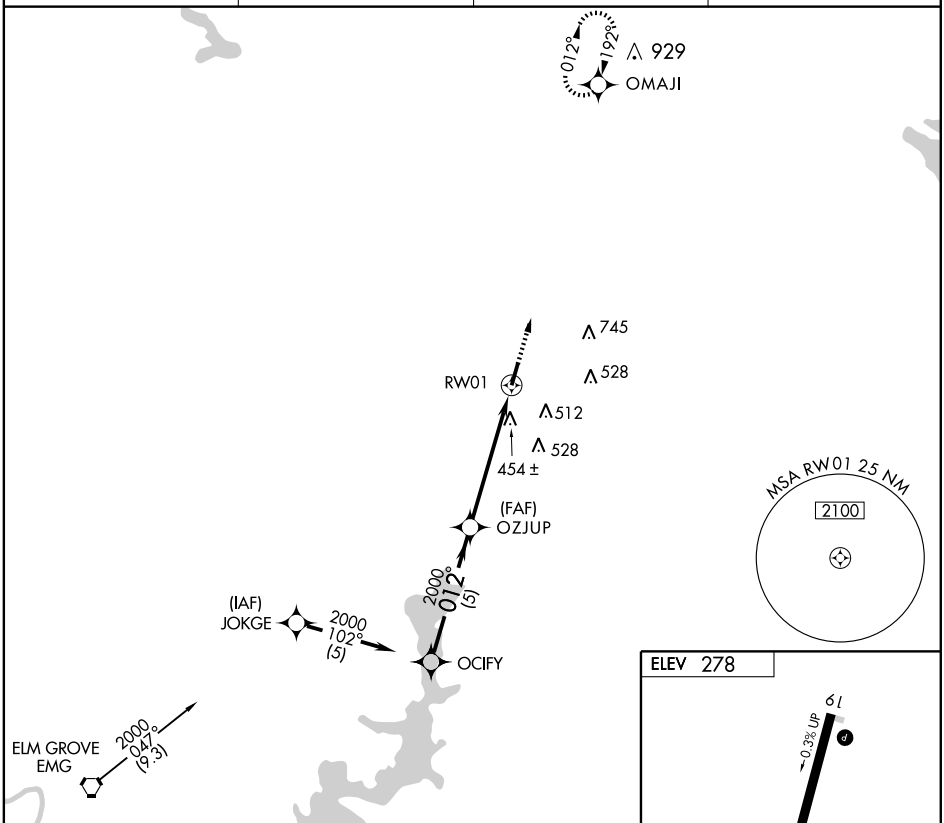
SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

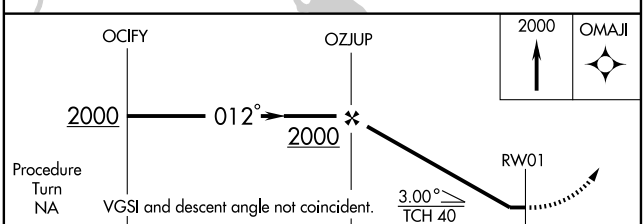
APP CRS	Rwy Idg	5004
012°	TDZE	278
	Apt Elev	278

GPS RWY 1
MINDEN-WEBSTER (F24)

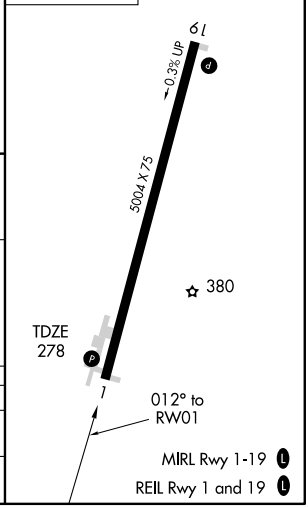
⚠ NA Use Barksdale AFB altimeter setting.	MISSED APPROACH: Climb to 2000 direct OMAJI WP and hold.

AWOS-3	SHREVEPORT APP CON	GCO	UNICOM
119.325	118.6 350.2	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-1	800-1 522 (600-1)		800-1½ 522 (600-1½)	800-1¾ 522 (600-1¾)
CIRCLING	800-1 522 (600-1)	880-1 602 (700-1)	880-1¾ 602 (700-1¾)	880-2 602 (700-2)



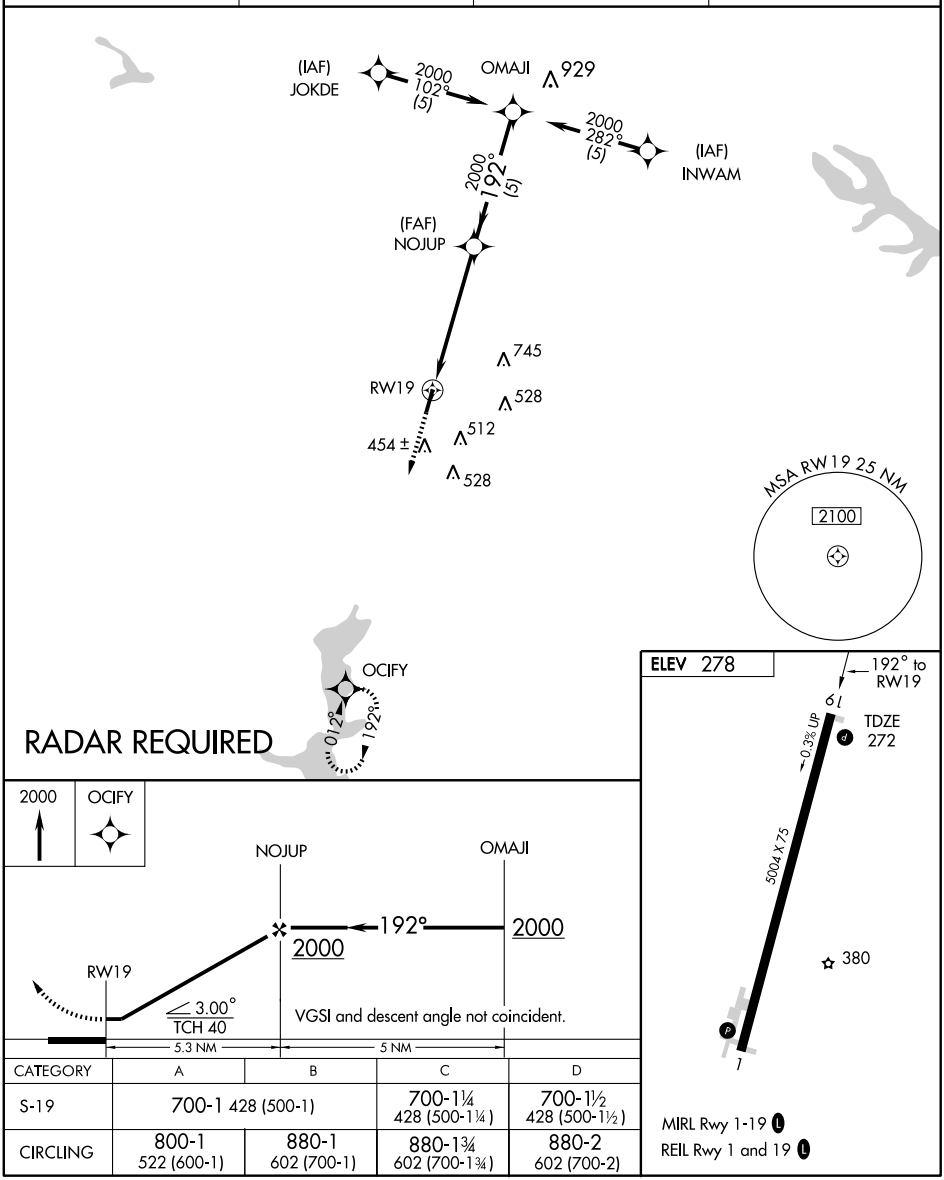
SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5004
192°	TDZE	272
	Apt Elev	278

GPS RWY 19
MINDEN-WEBSTER (F24)

⚠ NA Use Barksdale AFB altimeter setting.	MISSED APPROACH: Climb to 2000 direct OCIFY WP and hold.

AWOS-3	SHREVEPORT APP CON	GCO	UNICOM
119.325	118.6 350.2	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-19	700-1 428 (500-1)		700-1¼ 428 (500-1¼)	700-1½ 428 (500-1½)
CIRCLING	800-1 522 (600-1)	880-1 602 (700-1)	880-1¾ 602 (700-1¾)	880-2 602 (700-2)

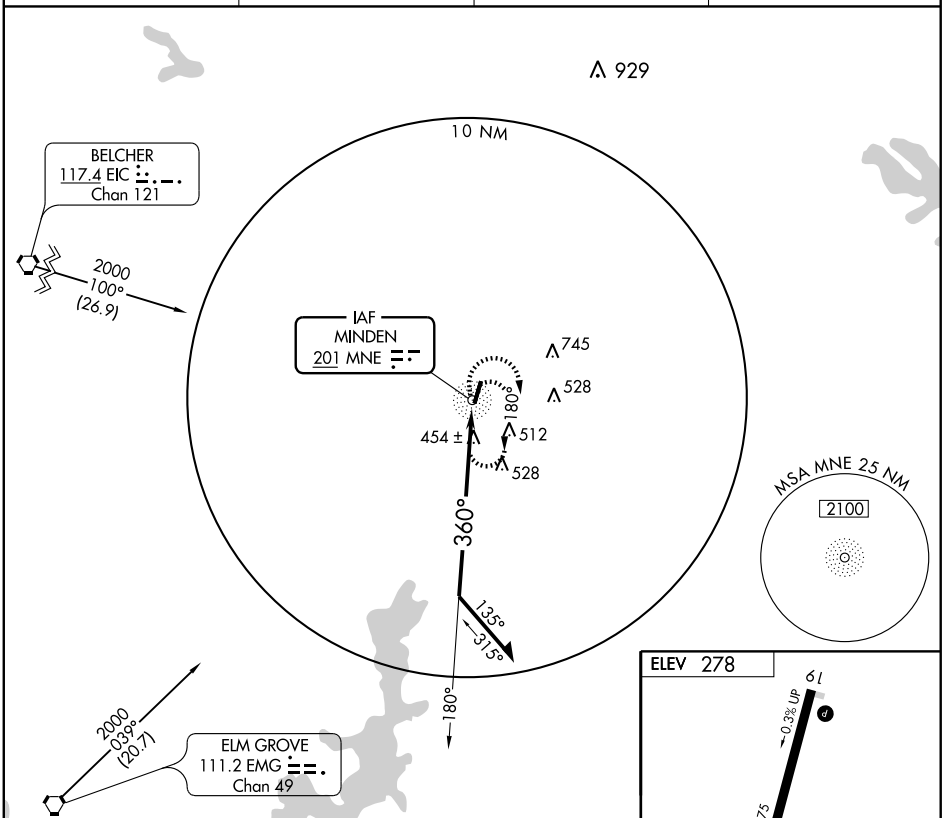
MIRL Rwy 1-19 L
REIL Rwy 1 and 19 L

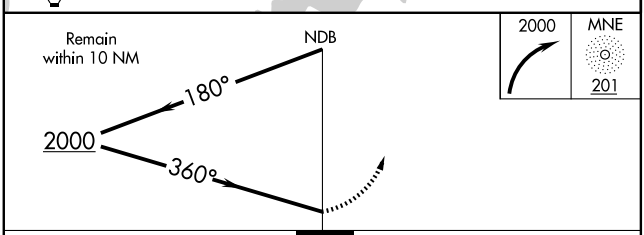
SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

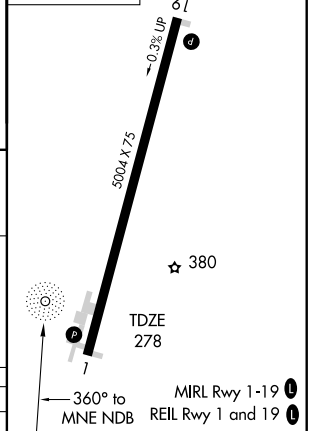
NDB MNE 201	APP CRS 360°	Rwy Idg 5004 TDZE 278 Apt Elev 278

NDB RWY 1
MINDEN-WEBSTER (F24)

⚠ NA Use Barksdale AFB altimeter setting.		MISSED APPROACH: Climbing right turn to 2000 in MNE NDB holding pattern.	
AWOS-3 119.325	SHREVEPORT APP CON 118.6 350.2	GCO 135.075	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	960-1	682 (700-1)	960-2 682 (700-2)	960-2¼ 682 (700-2¼)
CIRCLING	960-1	682 (700-1)	960-2 682 (700-2)	960-2¼ 682 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

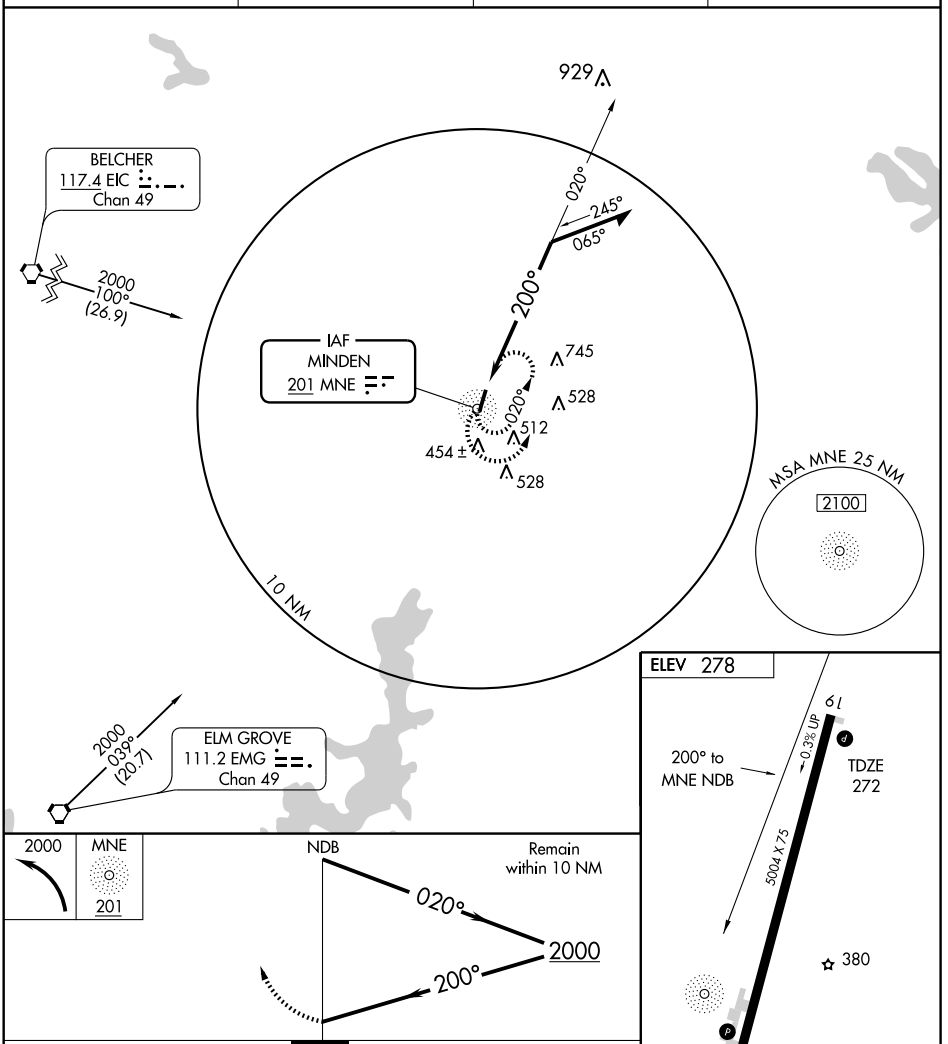
SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB MNE 201	APP CRS 200°	Rwy Idg 5004 TDZE 272 Apt Elev 278

NDB RWY 19
MINDEN-WEBSTER (F24)

⚠ NA Use Barksdale AFB altimeter setting.	MISSED APPROACH: Climbing left turn to 2000 in MNE NDB holding pattern.

AWOS-3	SHREVEPORT APP CON	GCO	UNICOM
119.325	118.6 350.2	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-19	1000-1	728 (800-1)	1000-2 728 (800-2)	1000-2¼ 728 (800-2¼)
CIRCLING	1000-1	722 (800-1)	1000-2 722 (800-2)	1000-2¼ 728 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

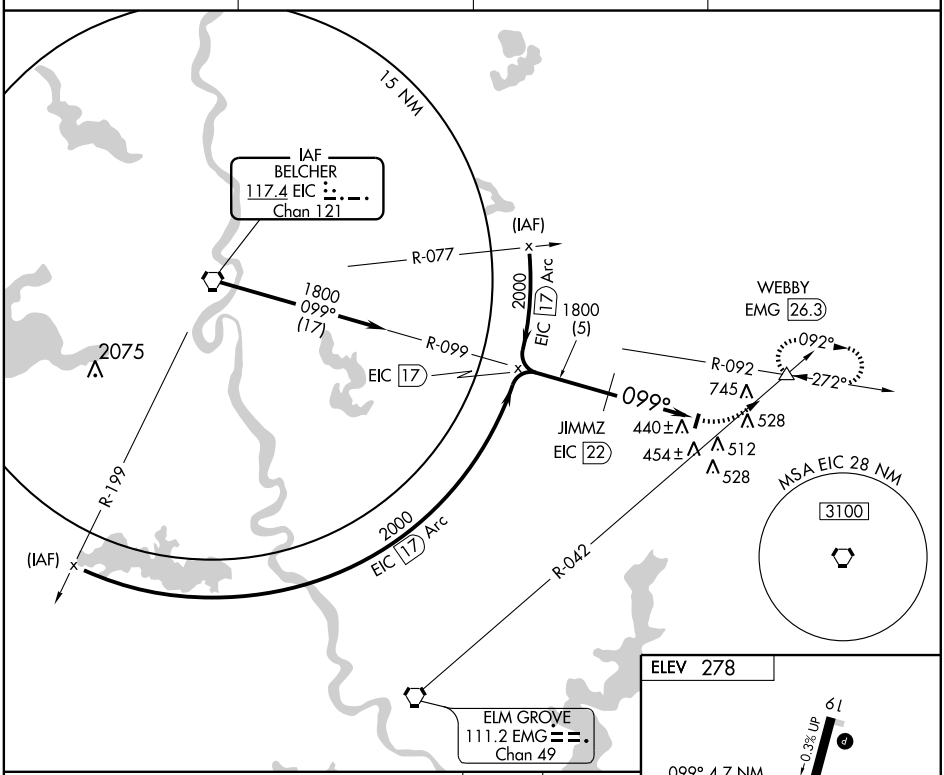
VORTAC EIC	APP CRS	Rwy Idg	N/A
117.4	099°	TDZE	N/A
Chan 121		Apt Elev	278

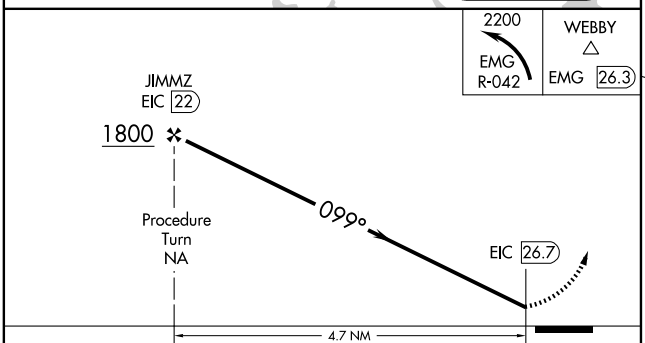
VOR/DME-A
MINDEN-WEBSTER (F24)

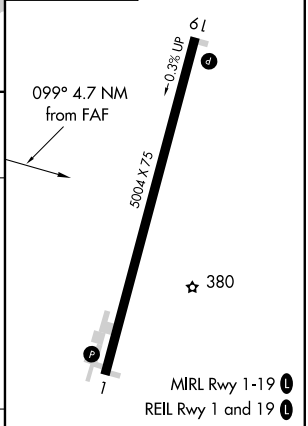
NA — Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 via EMG VOR/DME R-042 to WEBBY Int and hold.

AWOS-3	SHREVEPORT APP CON	GCO	UNICOM
119.325	118.6 350.2	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 1262 (1300-1¼)	1540-1½ 1262 (1300-1½)	1540-3 1262 (1300-3)	

Knots	60	90	120	150	180
Min:Sec					

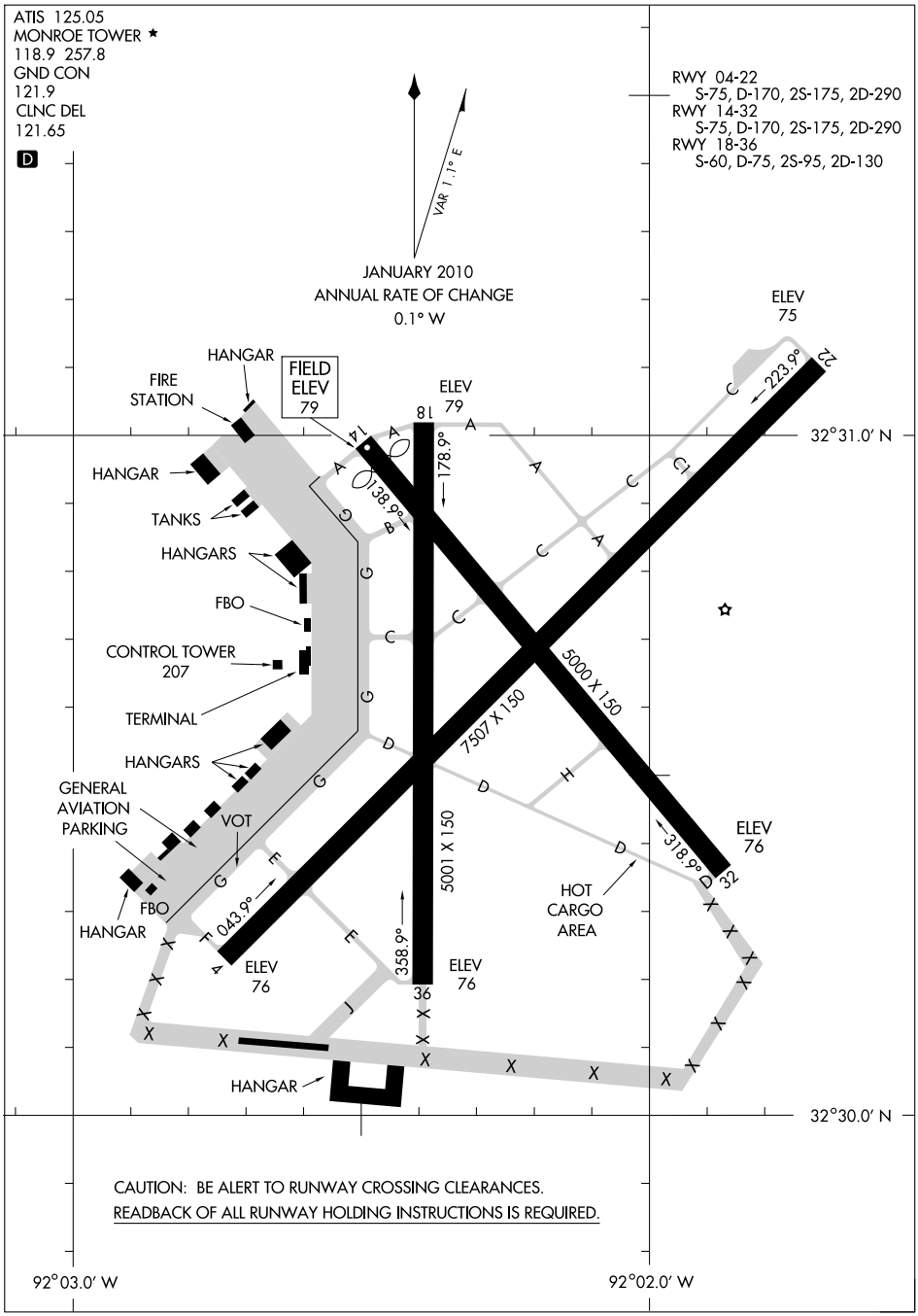
SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-270 (FAA)

MONROE RGNL (MLU)
MONROE, LOUISIANA

SC-4, 21 OCT 2010 to 18 NOV 2010



LOC I-MLU	APP CRS	Rwy Idg	7507
109.5	042°	TDZE	78
		Apt Elev	79

ILS or LOC RWY 4

MONROE RGNL (MLU)

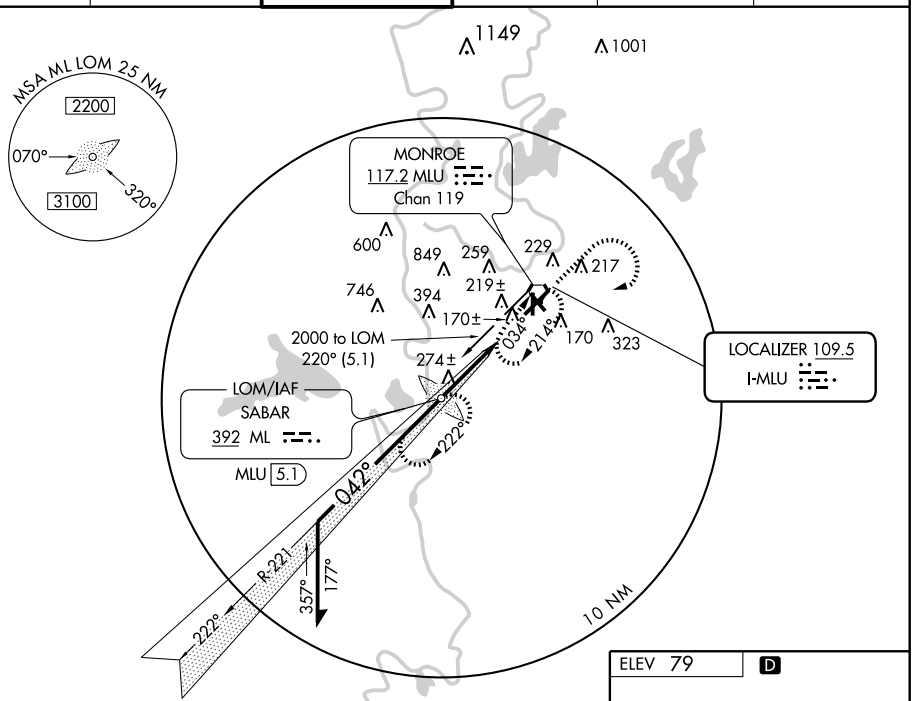
ASR

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

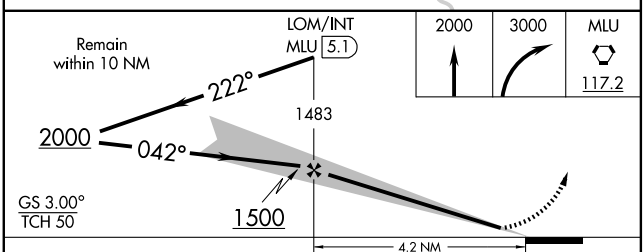
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MLU VORTAC and hold.

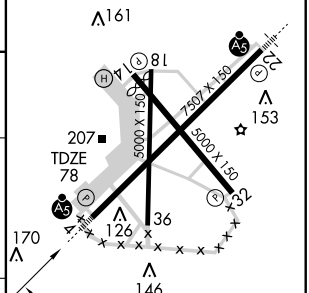
ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95



ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 4		*278/24 200 (200-½)		
S-LOC 4	480/24 402 (500-½)		480/40 402 (500-¾)	
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)



FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 22

MONROE RGNL (MLU)

LOC I-MZR	APP CRS	Rwy Idg	7507
109.5	222°	TDZE	78
		Apt Elev	79

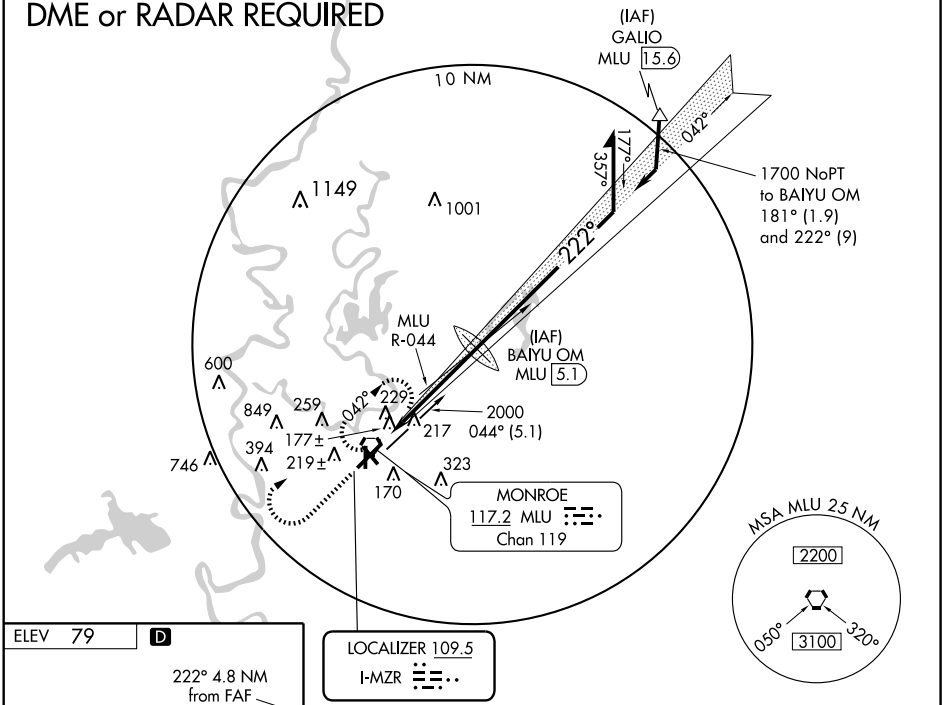
ASR

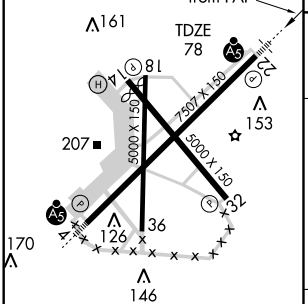
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct MLU VORTAC and hold.

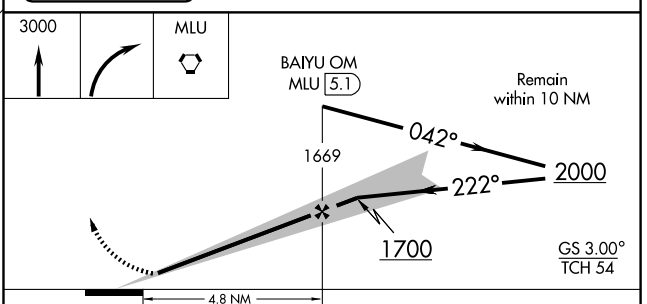
ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95

DME or RADAR REQUIRED





LOCALIZER 109.5
I-MZR



REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 22	278-½ 200 (200-½)			
S-LOC 22	420-½ 342 (400-½)			420-¾ 342 (400-¾)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

MONROE RGNL (MLU)

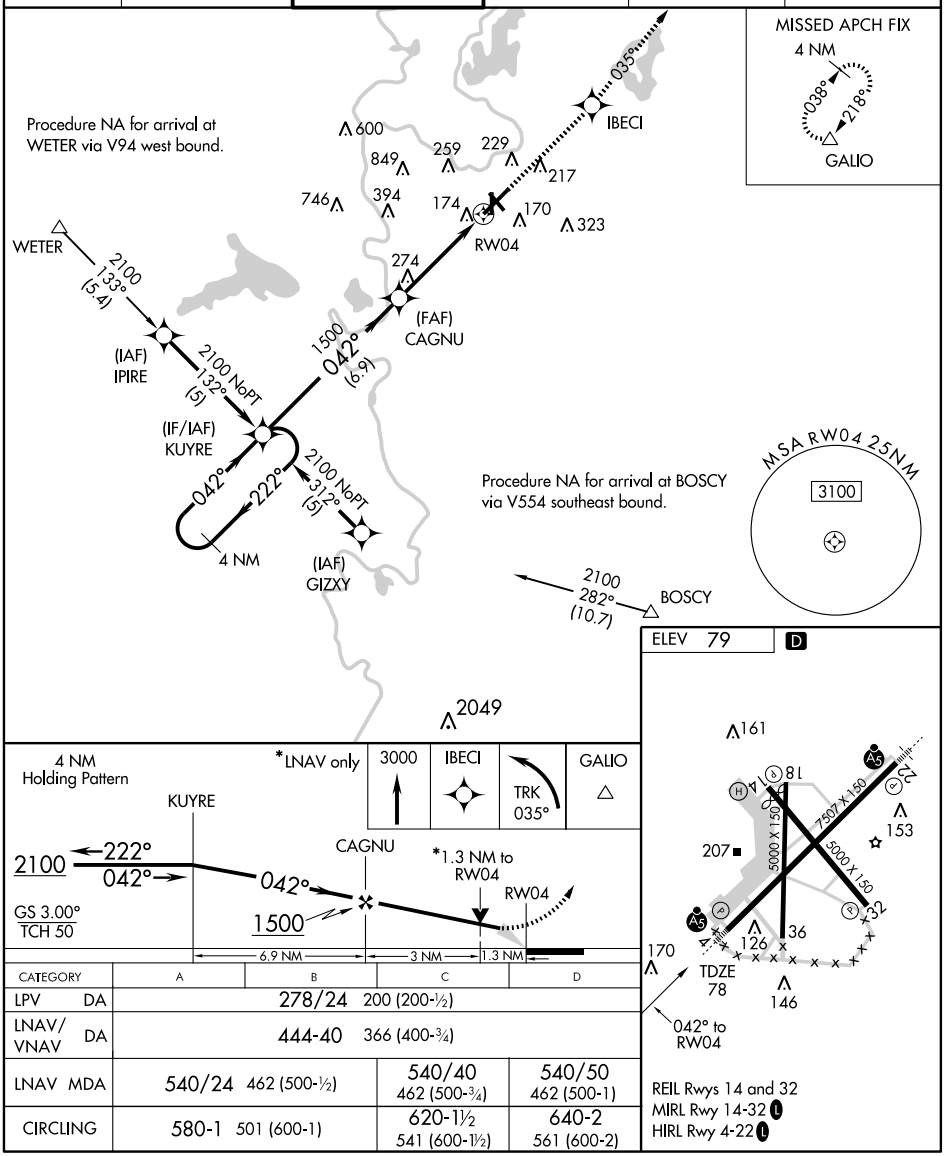
WAAS	APP CRS	Rwy Idg	7507
CH 56410	042°	TDZE	78
W04A		Apt Elev	79

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct IBECI and left turn via 035° track to GALIO and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95



CATEGORY	A	B	C	D
LPV DA	278/24 200 (200-½)			
LNAV/VNAV DA	444-40 366 (400-¾)			
LNAV MDA	540/24 462 (500-½)		540/40 462 (500-¾)	540/50 462 (500-1)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

MONROE RGNL (MLU)

WAAS	APP CRS	Rwy Idg	7507
CH 70510	222°	TDZE	78
W22A		Apt Elev	79

ASR

For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2100 direct KUYRE and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95

Procedure NA for arrival at FLESH via V71 Northwest bound.

Procedure NA for arrival at GALIO via V94 Northeast bound.

MSA RW 22 25 NM 3100

FLESH 2200 088° (15.5)

(IAF) OGOBE 2200 NoPT 132° (5)

(IAF) GALIO 4 NM 2200 NoPT 199° (3.3)

042° 222°

(IF/IAF) LURBY

2200 NoPT 312° (5)

(IAF) JATUV

1500 222° (8)

2200 307° (8.1) RINKY

(FAF) IBECI

RW22

1149 1001 600 849 259 229 217 287 746 394 170 323

Procedure NA for arrival at RINKY via V18 East bound.

MISSED APCH FIX KUYRE 042° 222° 4 NM

4NM Holding Pattern

LURBY 042° 222° 2200

IBECI 222° 1500

*1.5 NM to RW22 *LNAV only

RW22

2100 KUYRE

GS 3.00° TCH 54

8 NM 2.8 NM 1.5 NM

ELEV 79 D

222° to RW22

TDZE 78

161 153 207 170 146 126 36

5000 X 150 7507 X 150 5000 X 150

REIL Rwys 14 and 32

MIRL Rwy 14-32 L

HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
LPV DA	372-½ 294 (300-½)			
LNAV/VNAV DA	541-1 463 (500-1)			
LNAV MDA	600-½ 522 (600-½)		600-1 522 (600-1)	600-1¼ 522 (600-1¼)
CIRCLING	600-1 521 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 4

MONROE RGNL (MLU)

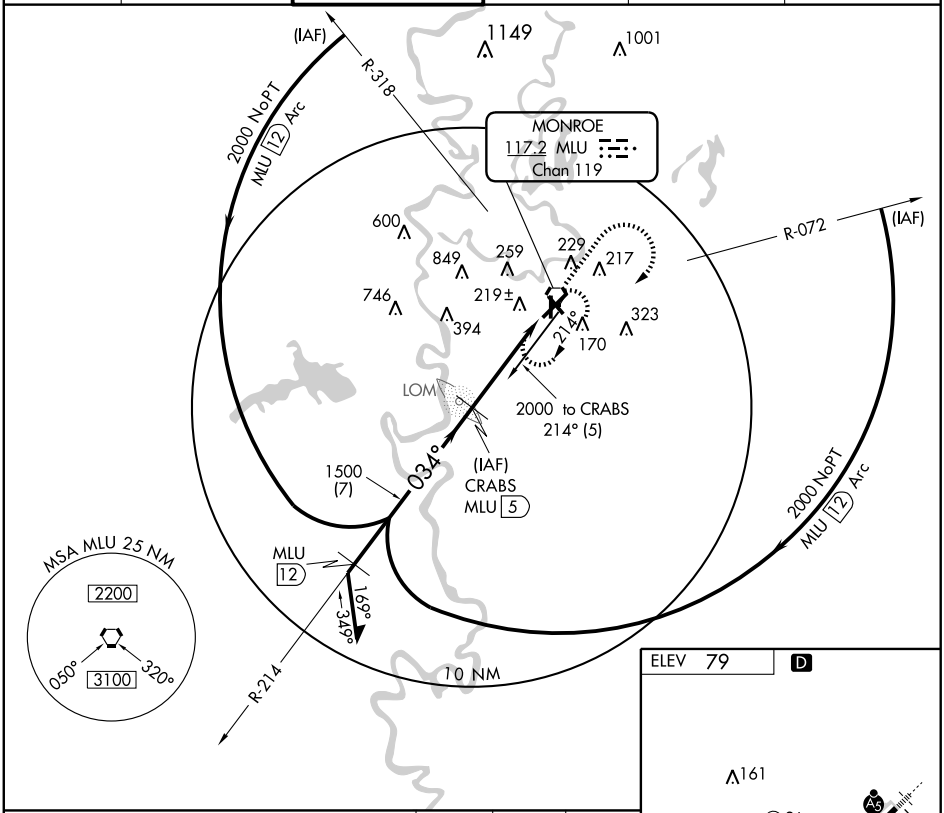
VORTAC MLU	APP CRS	Rwy Idg	7507
117.2	034°	TDZE	78
Chan 119		Apt Elev	79

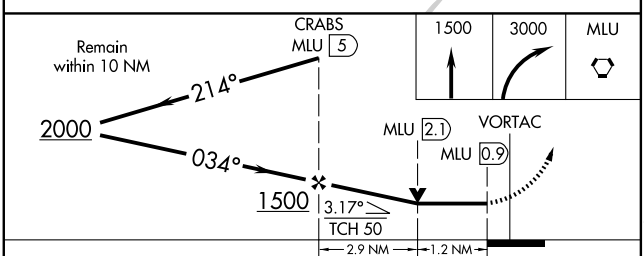
ASR

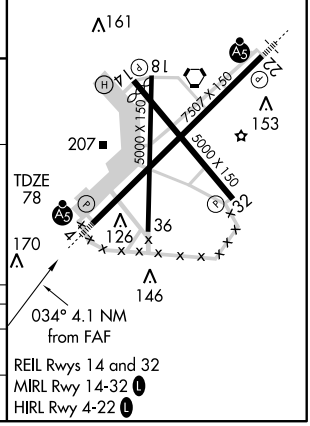
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







CATEGORY	A	B	C	D
S-4	520/24 442 (500-½)		520/40 442 (500-¾)	520/50 442 (500-1)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 22

MONROE RGNL (MLU)

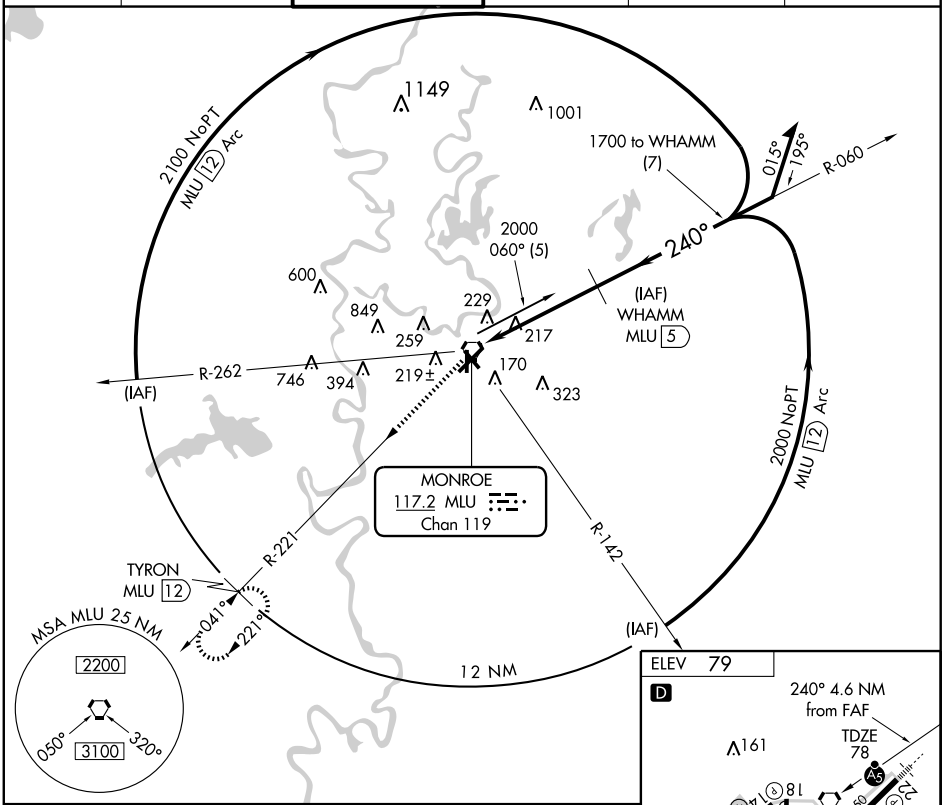
VORTAC MLU 117.2 Chan 119	APP CRS 240°	Rwy Idg 7507 TDZE 78 Apt Elev 79

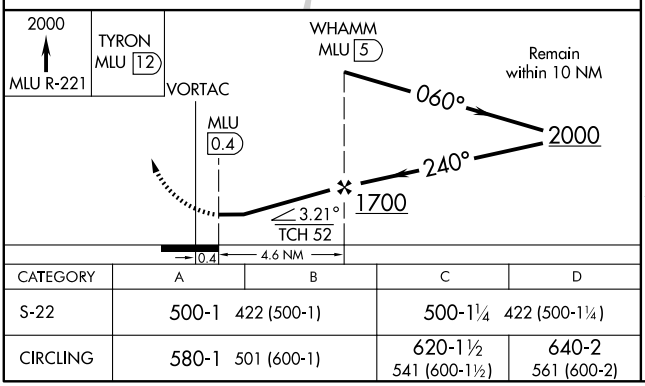
ASR — Inoperative table does not apply. Visibility reduction by helicopters NA.

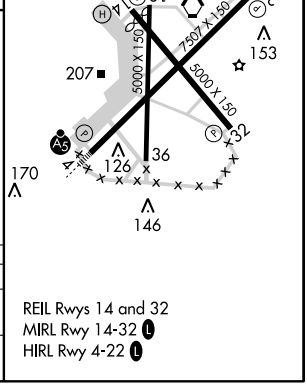
MALSR

MISSED APPROACH: Climb to 2000 via MLU R-221 to TYRON Int/12 DME and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







CATEGORY	A	B	C	D
S-22	500-1 422 (500-1)		500-1¼ 422 (500-1¼)	
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MLU 117.2 Chan 119	APP CRS 328°	Rwy Idg 5000 TDZE 78 Apt Elev 79

VOR/DME RWY 32

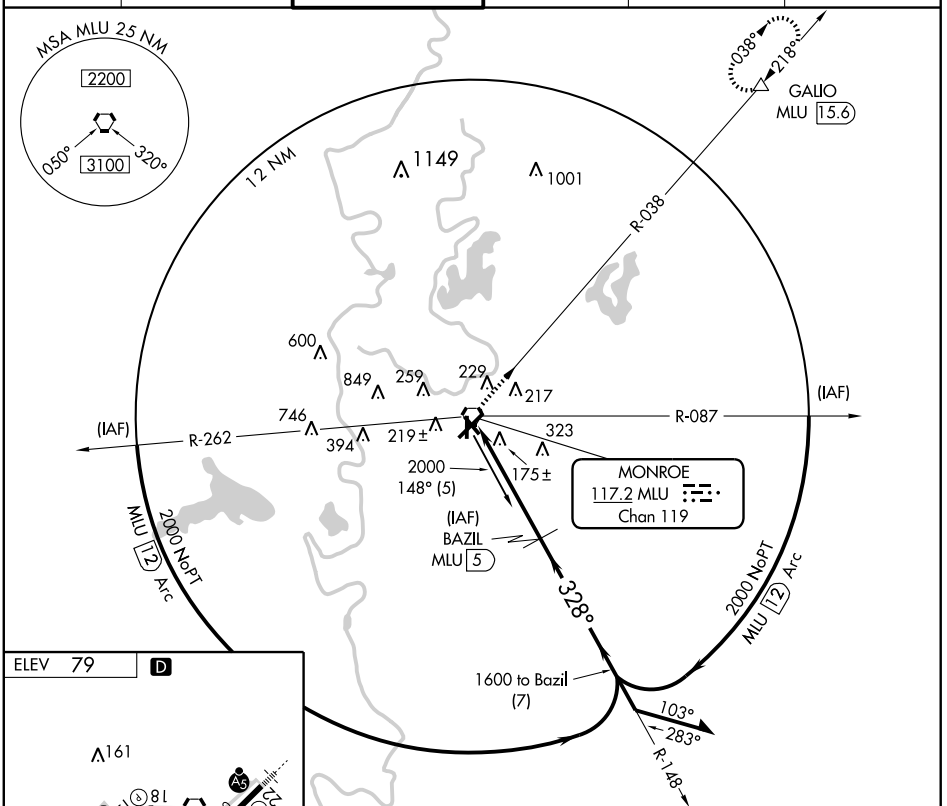
MONROE RGNL (MLU)

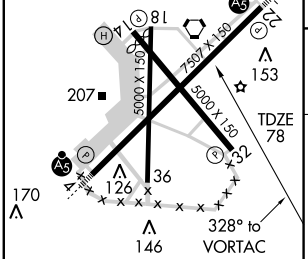
ASR

MISSED APPROACH: Climb to 3000 via MLU R-038 to GALIO Int/15.6 DME and hold.

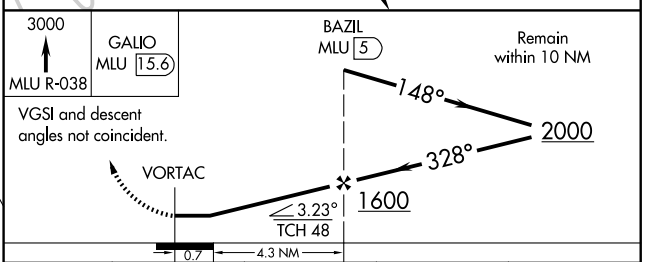
ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95

SC-4, 21 OCT 2010 to 18 NOV 2010





REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L



CATEGORY	A	B	C	D
S-32	460-1 382 (400-1)			460-1¼ 382 (400-1¼)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

VORTAC MLU 117.2 Chan 119	APP CRS 034°	Rwy Idg 7507 TDZE 78 Apt Elev 79

VOR RWY 4

MONROE RGNL (MLU)

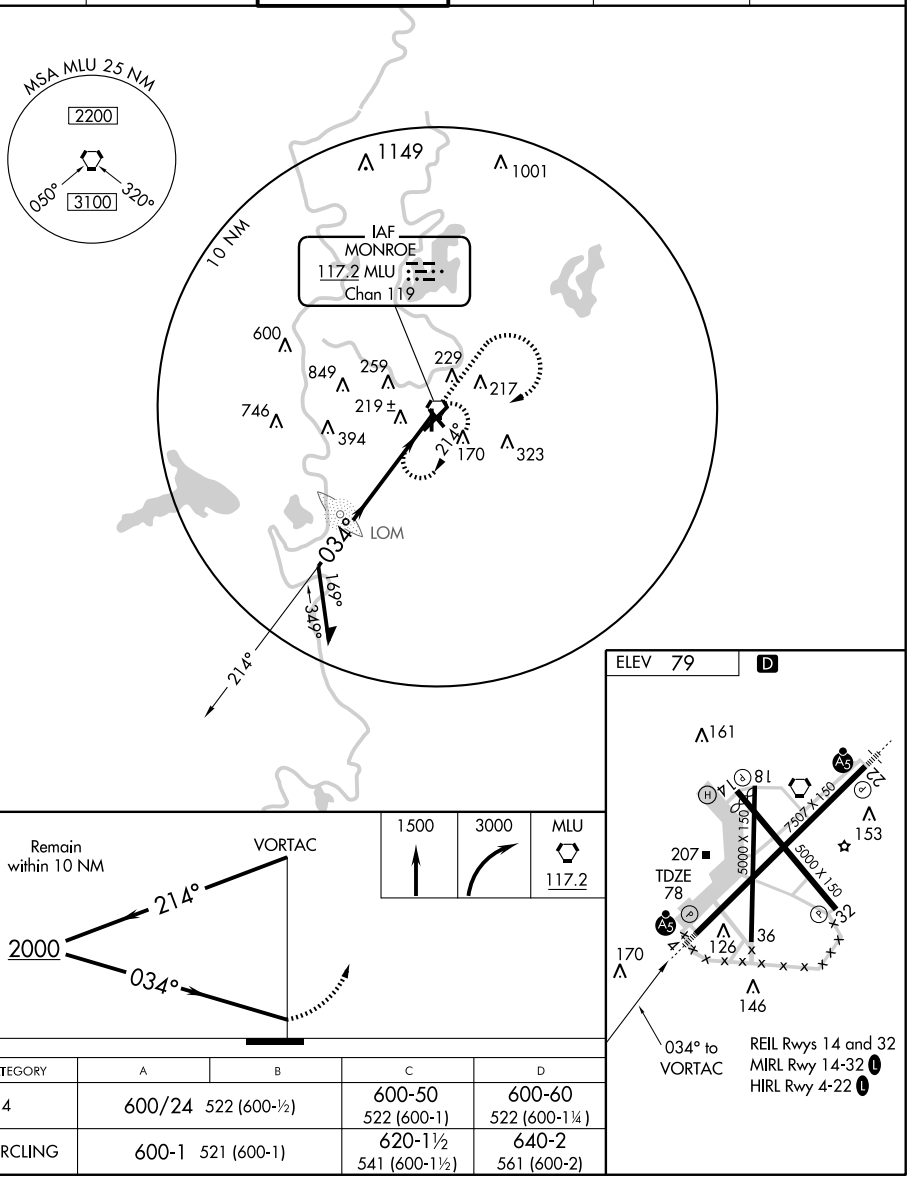
ASR

MALSR

MISSED APPROACH: Climb to 1500 then right climbing turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95

SC-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-4	600/24 522 (600-½)		600-50 522 (600-1)	600-60 522 (600-1¼)
CIRCLING	600-1 521 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

VOR RWY 22

MONROE RGNL (MLU)

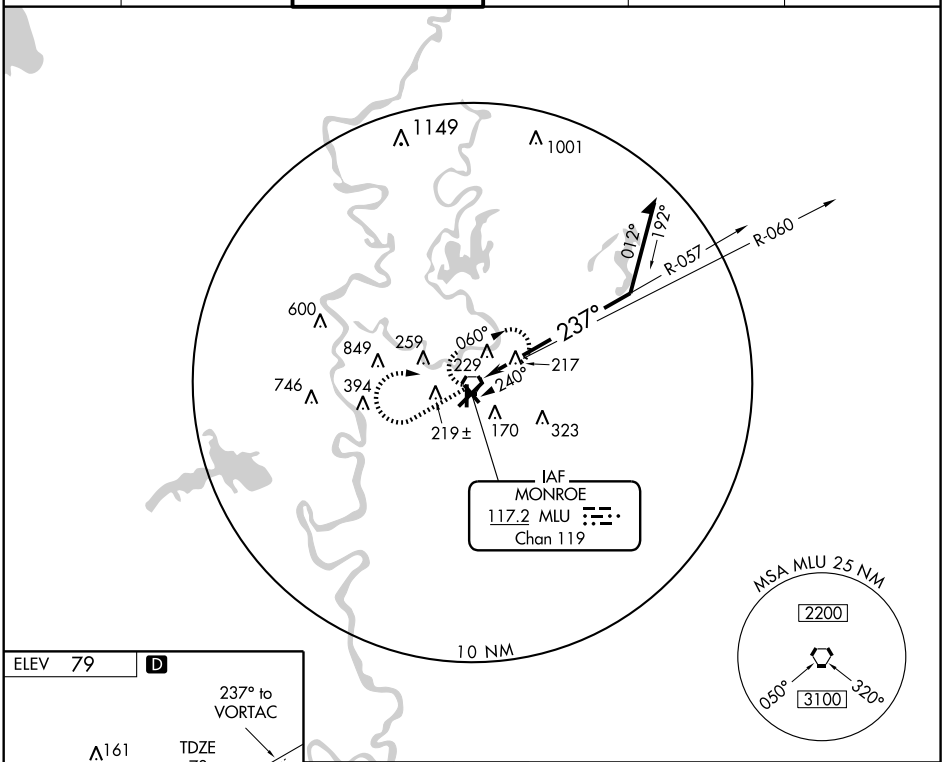
VORTAC MLU	APP CRS	Rwy Idg	7507
117.2	237°	TDZE	78
Chan 119		Apt Elev	79

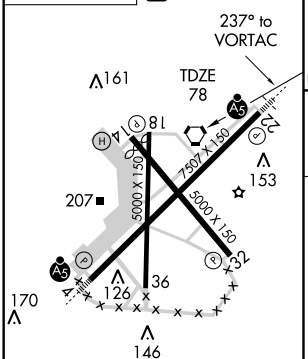
ASR For inoperative MALSR increase S-22 Cat A and B visibility to 1 mile. Visibility reduction by helicopters NA.

MALSR

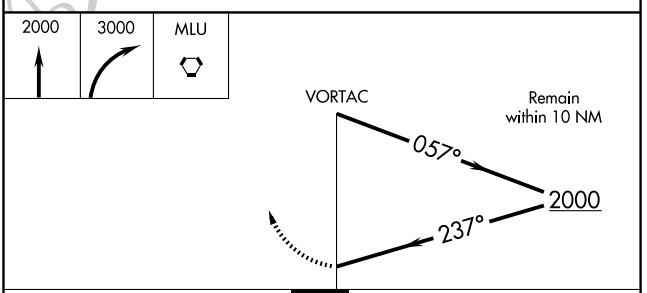
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95





REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L



CATEGORY	A	B	C	D
S-22	640-¾ 562 (600-¾)		640-1 562 (600-1)	640-1¾ 562 (600-1¾)
CIRCLING	640-1 561 (600-1)		640-1½ 561 (600-1½)	640-2 561 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-IER	APP CRS	Rwy Idg	5003
110.5	342°	TDZE	121
		Apt Elev	121

LOC RWY 35

NATCHITOCHES RGNL (IER)

NA

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L

ADF REQUIRED

LOCALIZER 110.5
I-IER

MSA OOC 25 NM
2600

MARTA
2000
105°
(24.3)

712± 659 636± 498 510 335 454 415 385 298 514 459 286± 316± 818 475

10 NM

IAF
NATCHITOCHES
407 OOC

162°
1 min
342°

162° 1700
342° (7.1)

SATCH
INT

R-299

162°

IAF
ALEXANDRIA
116.1 AEX
Chan 108

3000 NoPT
299°
(32.7)

R-3801A

844

ELEV 121
MIRL Rwys 7-25 and 17-35 L
REIL Rwy 17 L

4000 X 100
17
25
7
5003 X 150
TDZE
121
35
342° 4.2 NM
from FAF

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

1000 2000 OOC

NDB

One Minute
Holding Pattern

162°
342°
2000

1700

342°
3.42°
TCH 45

VGSI and descent angles not coincident.

4.2 NM

CATEGORY	A	B	C	D
S-35	500-¾ 379 (400-¾)			NA
CIRCLING	740-1 619 (700-1)		740-1¾ 619 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB OOC	APP CRS	Rwy Idg	5003
407	343°	TDZE	121
		Apt Elev	121

NDB RWY 35

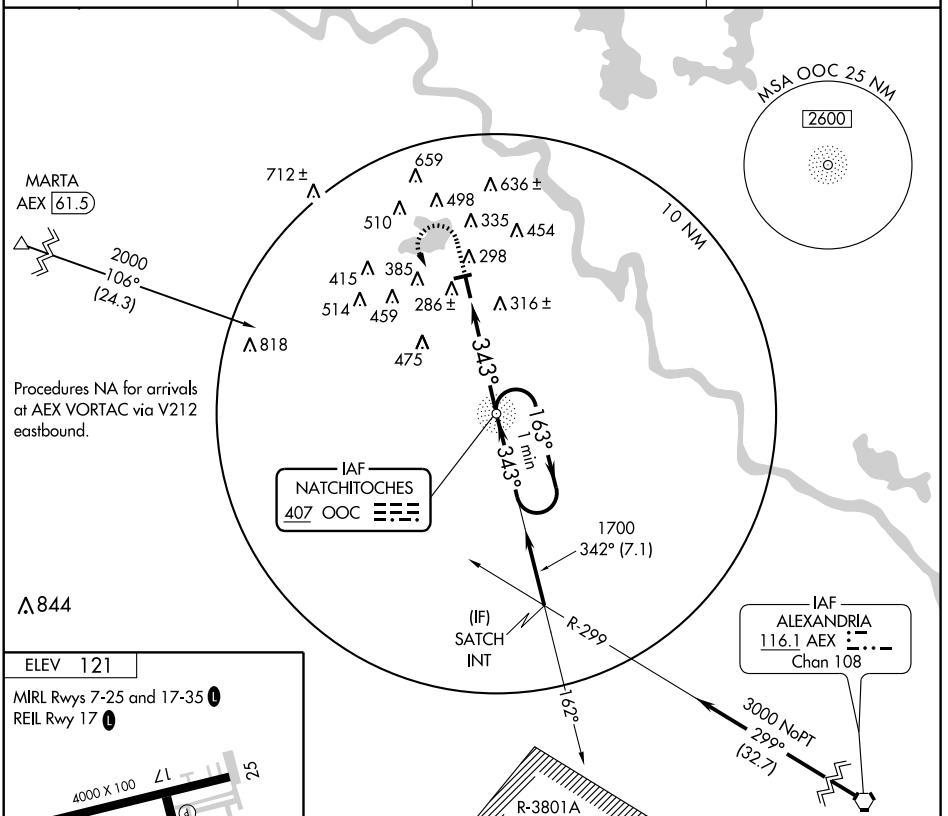
NATCHITOCHES RGNL (IER)

Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 100 feet and S-35/Circling Cat C visibility to 2 miles.

ODALS

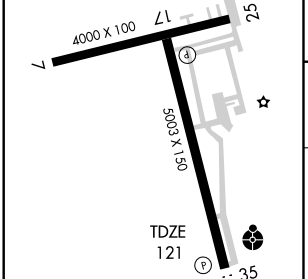
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L

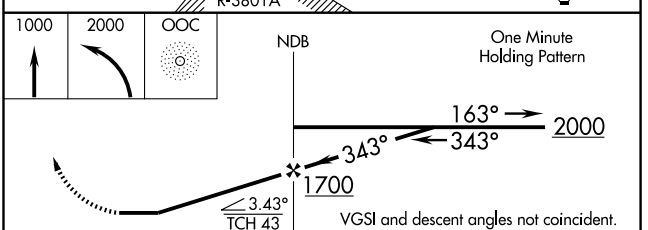


SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-35	720-1	599 (600-1)	720-1½ 599 (600-1½)	NA
CIRCLING	740-1	619 (700-1)	740-1¾ 619 (700-1¾)	NA

WAAS	APP CRS	Rwy Idg	5003
CH 77810	162°	TDZE	117
W17A		Apt Elev	121

RNAV (GPS) RWY 17

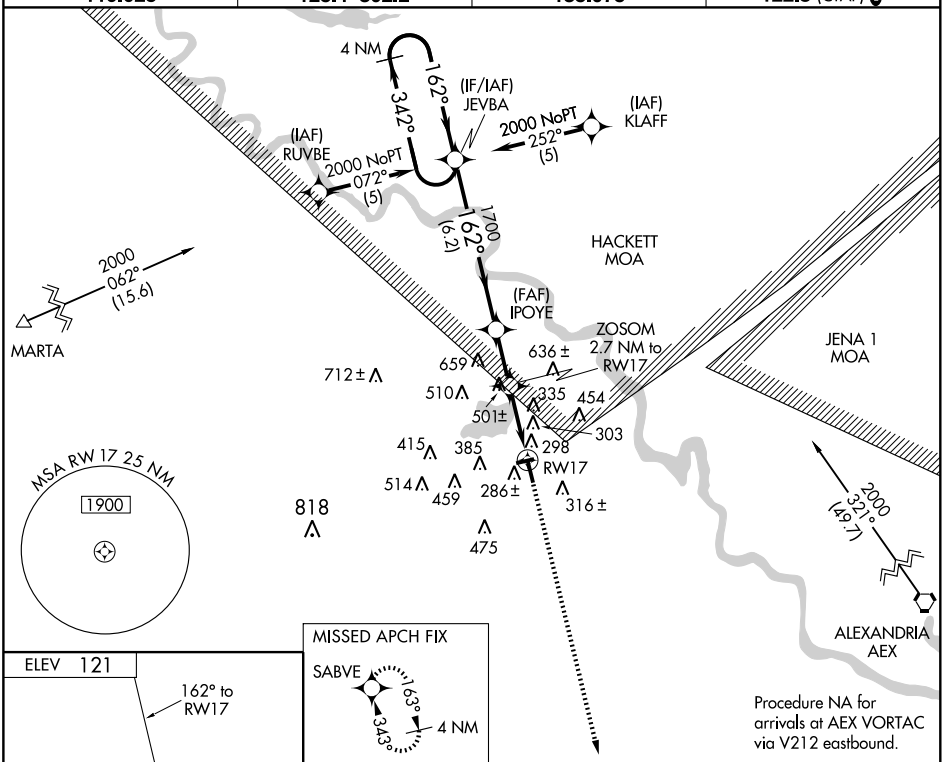
NATCHITOCHES RGNL (IER)

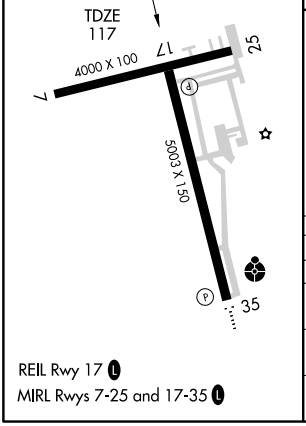
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA/MDA 100 feet and all visibilities ½ mile.

NA

MISSED APPROACH: Climb to 2000 direct SABVE and hold.

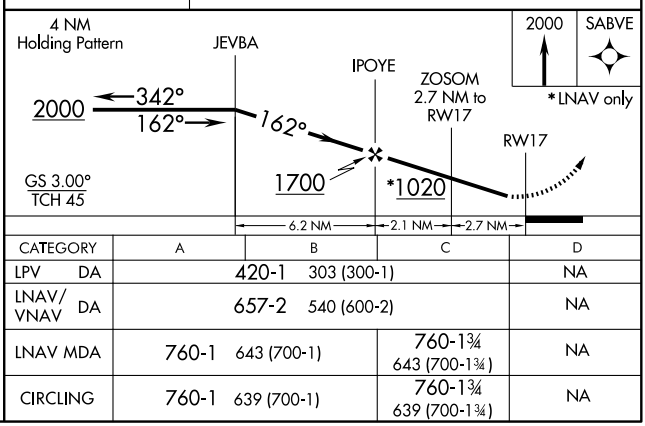
AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L





REIL Rwy 17 L

MIRL Rwys 7-25 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	420-1	303 (300-1)		NA
LNAV/VNAV DA	657-2	540 (600-2)		NA
LNAV MDA	760-1	643 (700-1)	760-1¾ 643 (700-1¾)	NA
CIRCLING	760-1	639 (700-1)	760-1¾ 639 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	5003
CH 86510	342°	TDZE	121
W35A		Apt Elev	121

RNAV (GPS) RWY 35

NATCHITOCHES RGNL (IER)

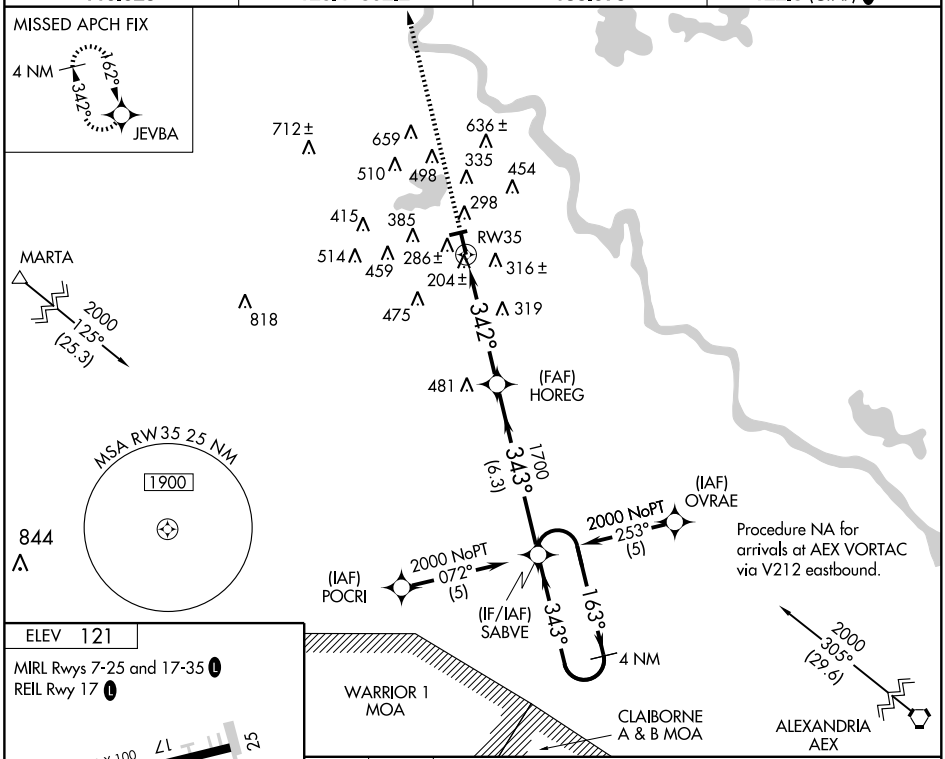
Inoperative table does not apply. Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

NA

ODALS

MISSED APPROACH: Climb to 2000 direct JEVBA and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L



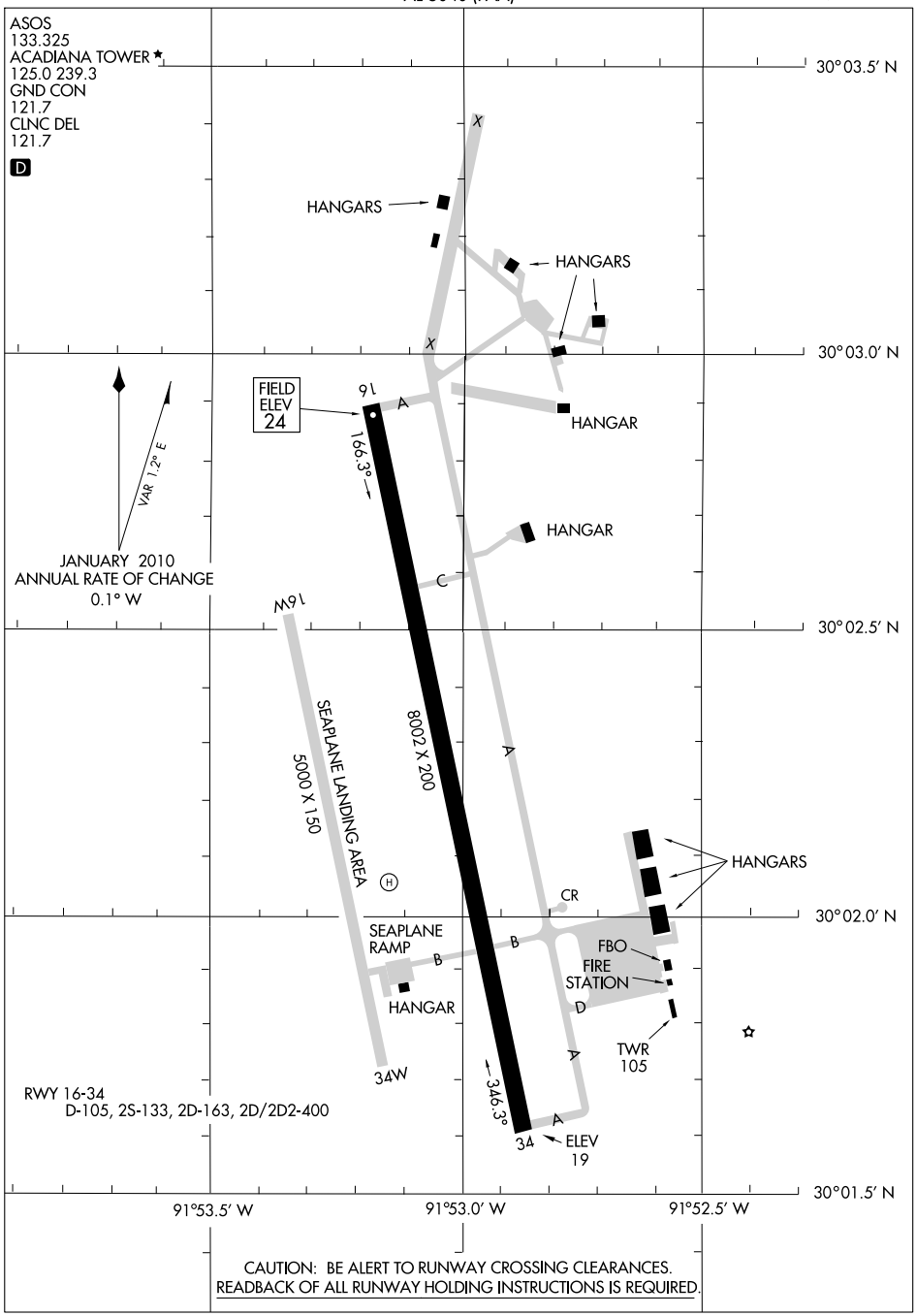
CATEGORY	A	B	C	D
LPV DA	371-1 250 (300-1)			NA
LNAV/VNAV DA	618-1¾ 497 (500-1¾)			NA
LNAV MDA	620-1 499 (500-1)		620-1¼ 499 (500-1¼)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	740-1¾ 619 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5040 (FAA)

NEW IBERIA/ACADIANA RGNL (ARA)
NEW IBERIA, LOUSIANA



SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NEW IBERIA, LOUSIANA
NEW IBERIA/ACADIANA RGNL (ARA)

10266

LOC I-ARA	APP CRS	Rwy Idg	8002
108.9	345°	TDZE	21
		Apt Elev	24

ILS RWY 34

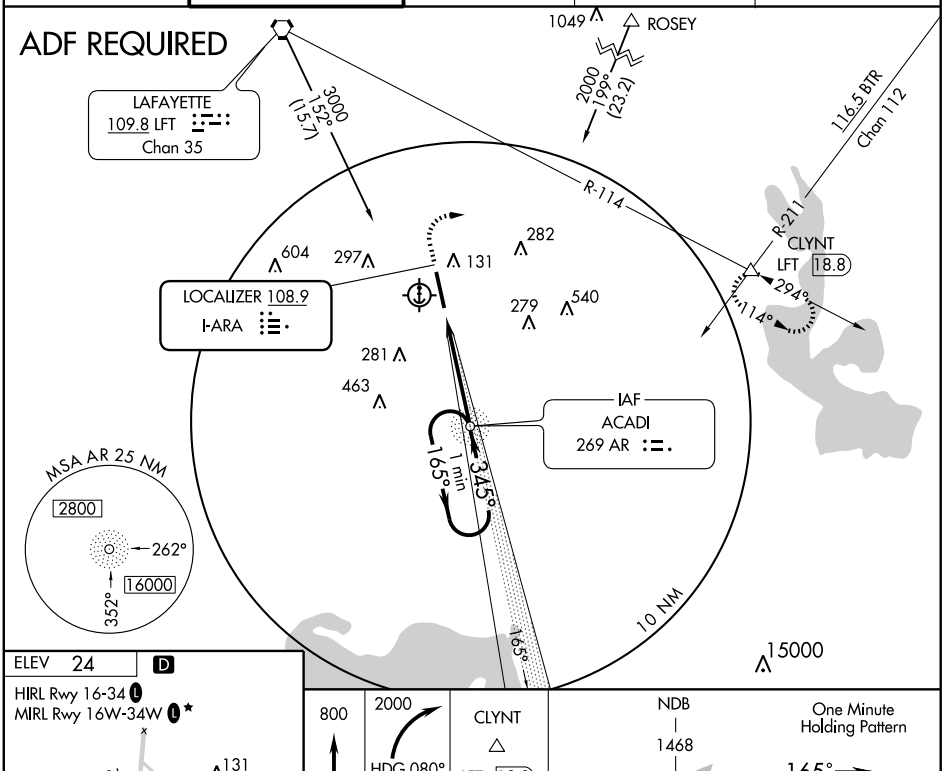
NEW IBERIA/ACADIANA RGNL (ARA)

A When control tower closed, use Lafayette Rgnl altimeter setting.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

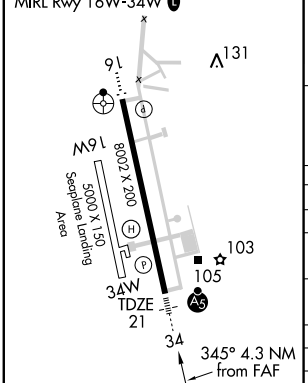
LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
121.1 268.7	125.0 (CTAF) L A5 239.3	121.7	121.7 122.7 L ★	122.95



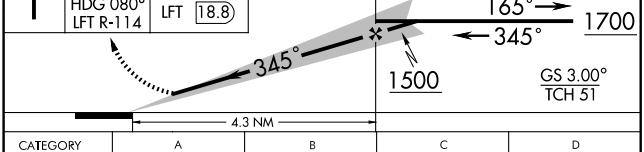
ELEV 24 D

HIRL Rwy 16-34 L

MIRL Rwy 16W-34W L ★



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 34	221-½ 200 (200-½)			
S-LOC 34	380-½ 359 (400-½)			380-¾ 359 (400-¾)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)
LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS				
S-ILS 34	250-½ 229 (300-½)			
S-LOC 34	400-½ 379 (400-½)			400-¾ 379 (400-¾)
CIRCLING	460-1 436 (500-1)	520-1 496 (500-1)	520-1½ 496 (500-1½)	620-2 596 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8002
CH 82501	165°	TDZE	24
W16A		Apt Elev	24

RNAV (GPS) RWY 16

NEW IBERIA/ACADIANA RGNL (ARA)

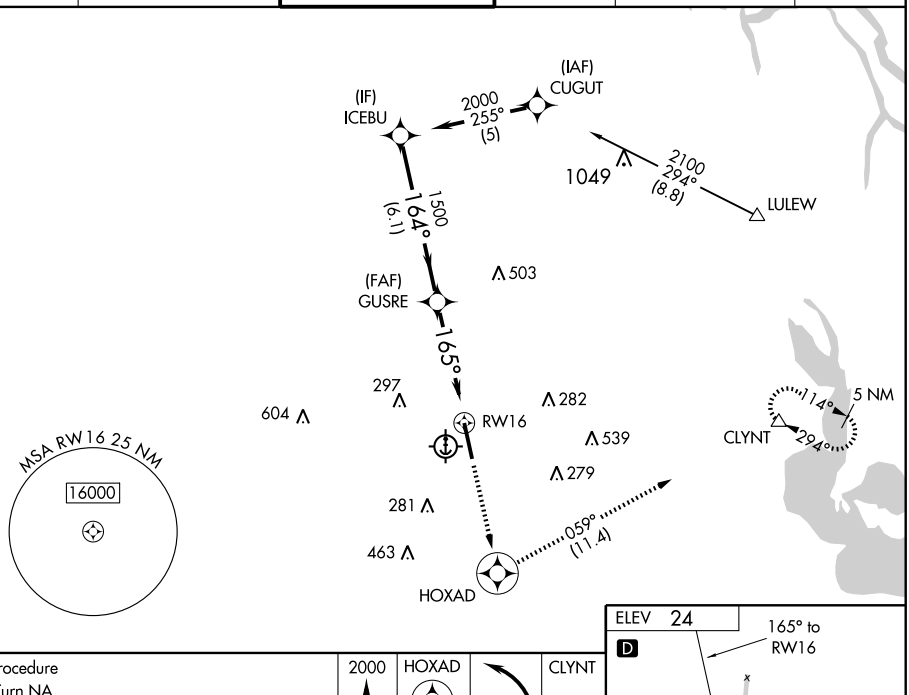
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV system, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

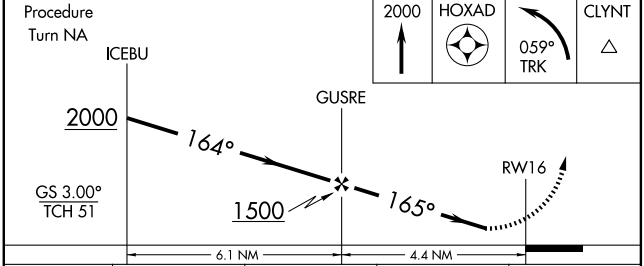
When local altimeter setting not received, use Lafayette altimeter setting and increase all DA/MDA 40 feet and increase visibility LNAV Cat D ¼ mile. BARO-VNAV NA when using Lafayette altimeter setting. Inoperative table does not apply.

ODALS

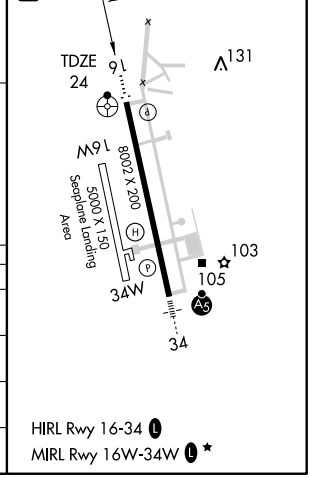
MISSED APPROACH: Climb to 2000 direct HOXAD and left turn via 059° track to CLYNT and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
133.325	121.1 268.7	125.0 (CTAF) L As 239.3	121.7	121.7 122.7 L ★	122.95





CATEGORY	A	B	C	D
LPV DA	358-1¼		334 (400-1¼)	
LNAV/VNAV DA	355-1¼		331 (400-1¼)	
LNAV MDA	440-1	416 (500-1)	440-1¼	416 (500-1¼)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40301 W34A	APP CRS 345°	Rwy Idg 8002 TDZE 21 Apt Elev 24

RNAV (GPS) RWY 34

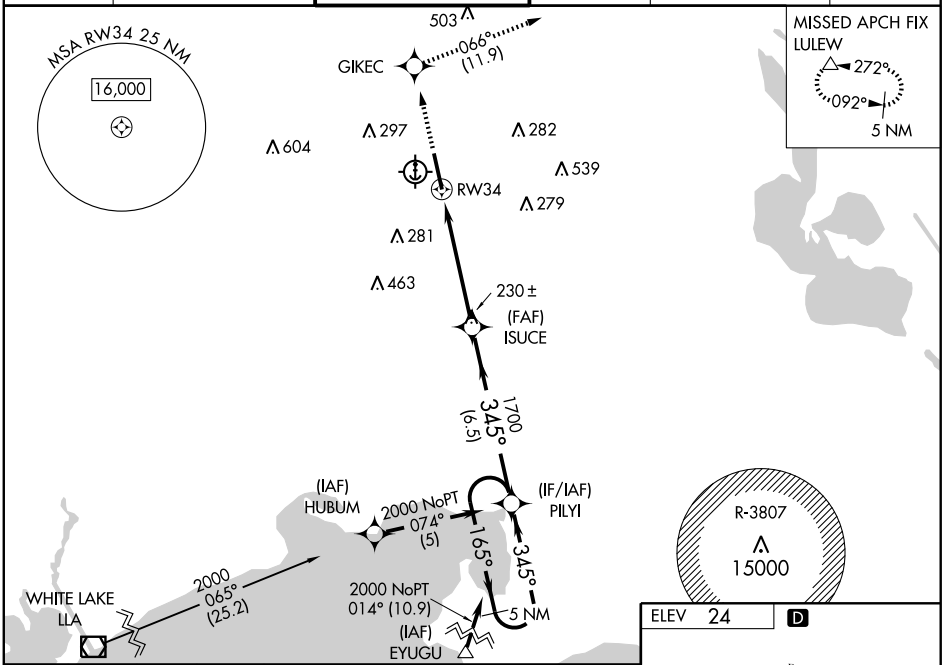
NEW IBERIA/ACADIANA RGNL (ARA)

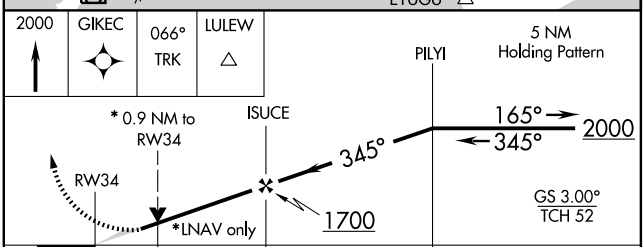
DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lafayette altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). If local altimeter setting not received, use Lafayette altimeter setting and increase all DAs/MDAs 40 feet. For inoperative MALSR increase LPV all Cats visibility to ¾, and LNAV/VNAV Cat D to 1. Inoperative table does not apply to LNAV Cat D.

MALSR

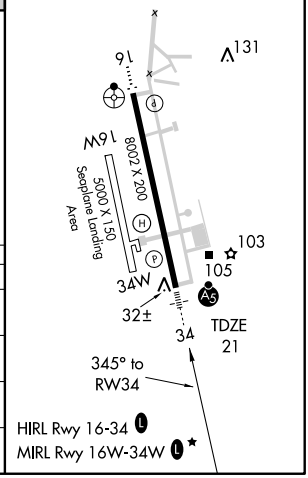
MISSED APPROACH: Climb to 2000 direct GIKEC and via 066° track to LULEW and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
133.325	121.1 268.7	125.0 (CTAF) L A5 239.3	121.7	121.7 122.7 L ★	122.95





CATEGORY	A	B	C	D
LPV DA	271-½ 250 (300-½)			
LNAV/VNAV DA	310-½ 289 (300-½)			310-¾ 289 (300-¾)
LNAV MDA	360-½ 339 (400-½)			360-1 339 (400-1)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LFT	APP CRS	Rwy Idg	8002
109.8	328°	TDZE	21
Chan 35		Apt Elev	24

VOR/DME RWY 34

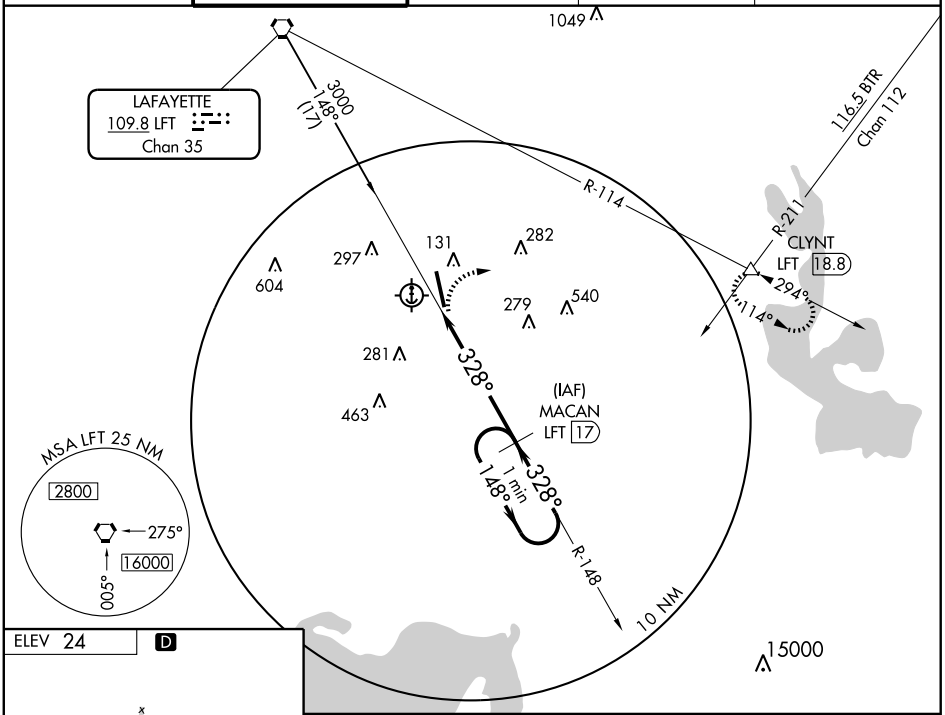
NEW IBERIA/ACADIANA RGNL (ARA)

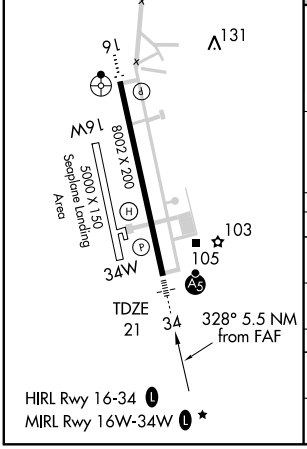
⚠ When control tower closed, use Lafayette Rgnl altimeter setting. Local altimeter setting: S-34 inoperative table does not apply to Cat D. Lafayette Rgnl setting altimeter setting minimum: For inoperative MALSR increase S-34 Cats A/B visibility to 1. Inoperative table does not apply to Cat D.

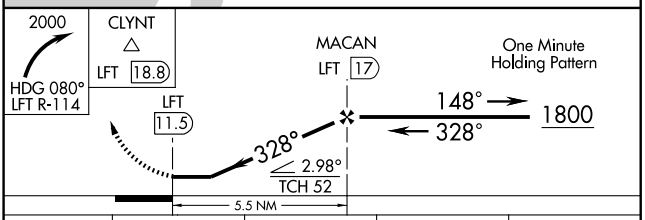
MALSR

MISSED APPROACH: Climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
121.1 268.7	125.0 (CTAF) L A5 239.3	121.7	121.7 122.7 L ★	122.95







CATEGORY	A	B	C	D
S-34	500-½	479 (500-½)	500-¾ 479 (500-¾)	500-1½ 479 (500-1½)
CIRCLING	500-1	476 (500-1)	500-1½ 476 (500-1½)	580-2 556 (600-2)
LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS				
S-34	520-¾	499 (500-¾)		520-1½ 499 (500-1½)
CIRCLING	520-1	496 (500-1)	520-1½ 496 (500-1½)	620-2 596 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LFT	APP CRS	Rwy Idg	8002
109.8	145°	TDZE	24
Chan 35		Apt Elev	24

VOR or TACAN RWY 16

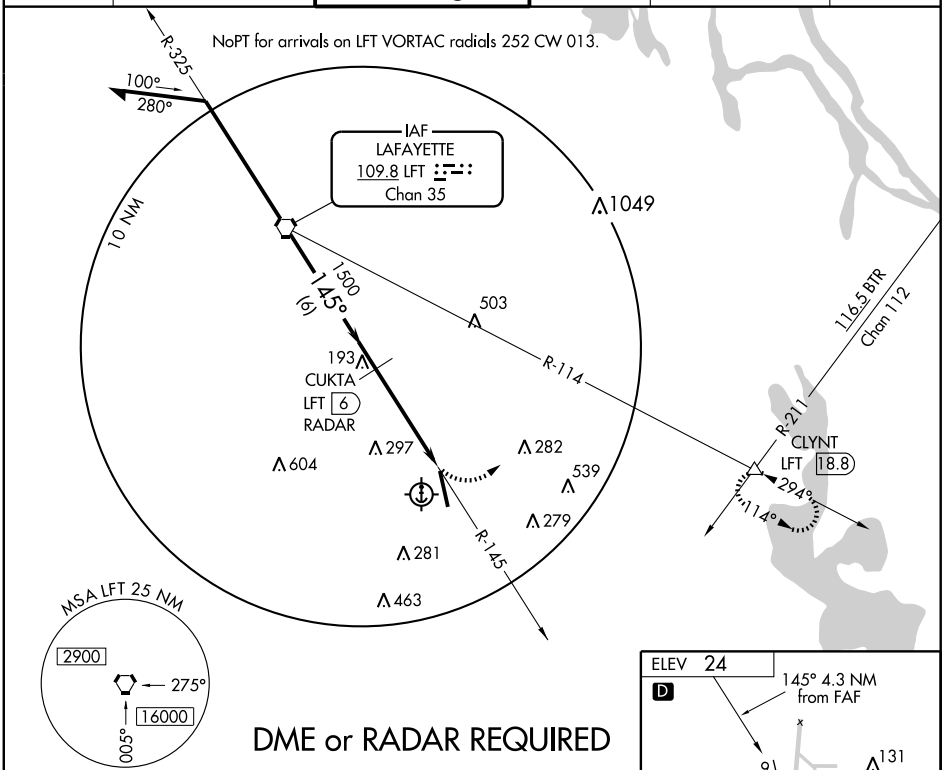
NEW IBERIA/ACADIANA RGNL (ARA)

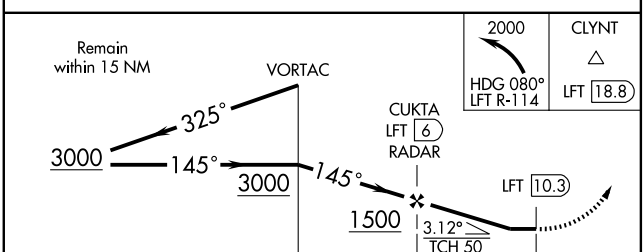
Visibility reduction by helicopters NA. DME or RADAR required. When local altimeter setting not received, use Lafayette altimeter setting and increase all MDA 40 feet and increase visibility S-16 Cat D ¼ mile. Inoperative table does not apply.

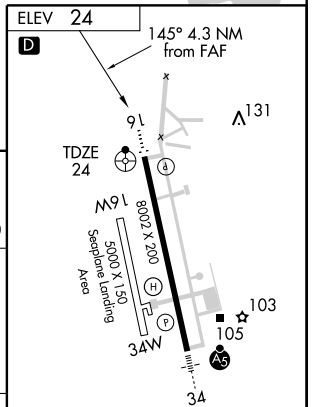
ODALS

MISSED APPROACH: Climbing left turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/18.8 DME and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
133.325	121.1 268.7	125.0 (CTAF) L A5 239.3	121.7	121.7 122.7 L ★	122.95







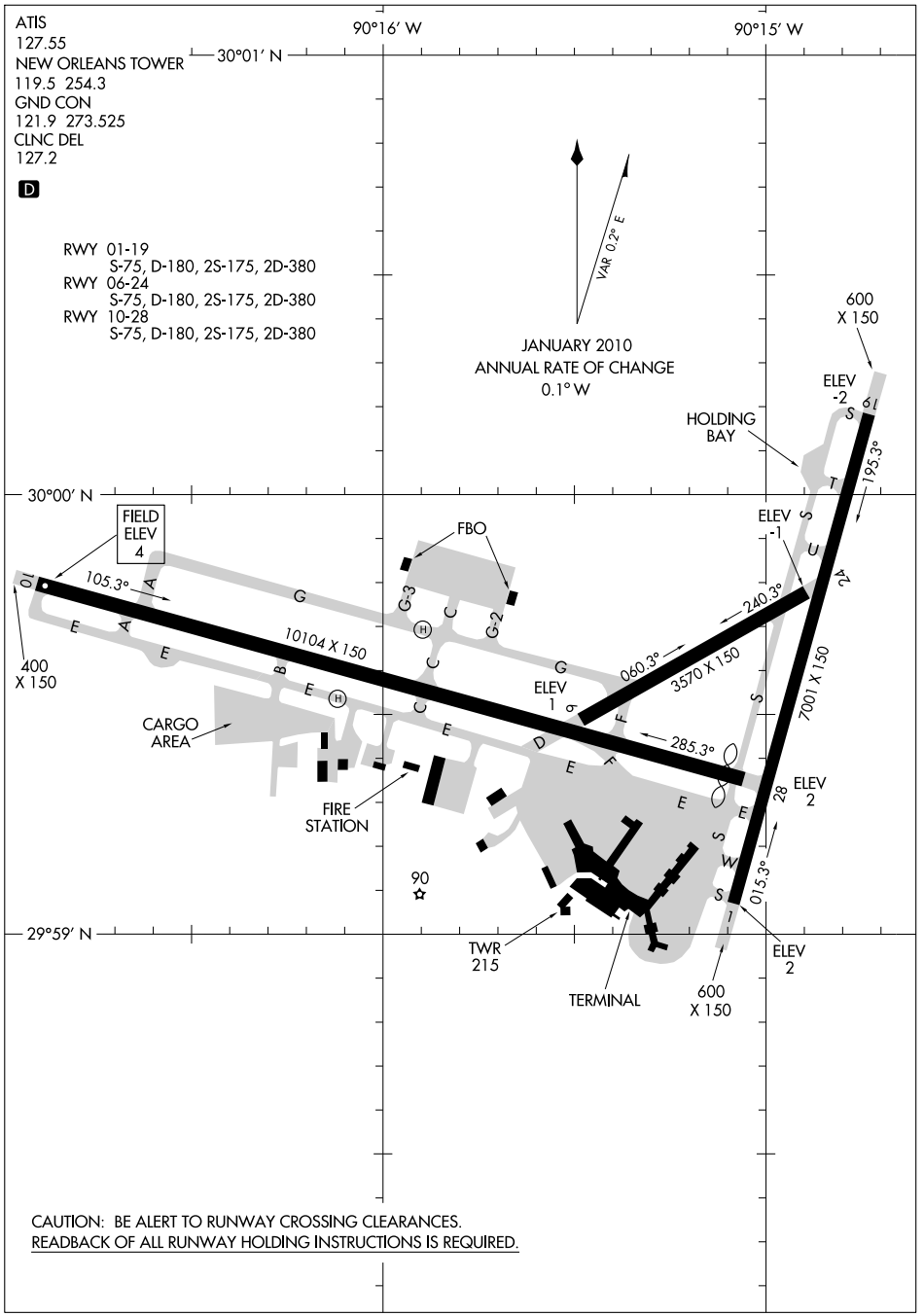
CATEGORY	A	B	C	D	E
S-16	440-1	416 (500-1)	440-1¼ 416 (500-1¼)	440-1½	416 (500-1½)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)	840-3 816 (900-3)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

10210

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

AWDAD SIX ARRIVAL

(AWDAD. AWDAD6) 08045

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

BATON ROUGE TRANSITION (BTR.AWDAD6): From over BTR VORTAC via BTR R-135 to AWDAD INT. Thence. . . .
LAFAYETTE TRANSITION (LFT.AWDAD6): From over LFT VOTRAC via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .
LAKE CHARLES TRANSITION (LCH.AWDAD6): From over LCH VORTAC via LCH R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .
. . . . from over AWDAD INT via RQR R-273 to VOODO INT. Thence. . . .
LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect clearance for ILS RWY 10 approach.
LANDING OTHER: Expect vectors to final approach course.

NOTE: Chart not to scale

N

BATON ROUGE
116.5 BTR
Chan 112
N30°29.11′ -W91°17.64′
L-21-22, H-7

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below FL 230.

AWDAD
N30°06.99′
W90°57.13′
Turbojets 250K IAS

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 11,000′. (Landing Louis Armstrong New Orleans Intl).
Expect clearance to cross at 13,000′. (Landing other than Louis Armstrong New Orleans Intl).

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49′ -W93°06.33′
L-21-22, H-7

RESERVE
110.8 RQR
Chan 45

VOODO
N30°05.79′
W90°42.00′

3000
*2800
135°
(28)

7000
*1600
080°
(58)

R-264

3000
*2000
092°
(54)

093°

3000
*2000
093°
(13)

RWY 10
103°

19

6

R-273

LAKEFRONT

LAFAYETTE
109.8 LFT
Chan 35
N30°11.63′ -W91°59.55′
L-21-22

TIBBY
112.0 TBD
Chan 57

R-013

LOCALIZER 109.9
I-MSY
Chan 36

LOUIS ARMSTRONG NEW ORLEANS INTL

ST-609 (FAA)

LOC/DME I-JFI	APP CRS	Rwy Idg	7001
111.7 Chan 54	013°	TDZE	3
		Apt Elev	4

ILS or LOC RWY 1

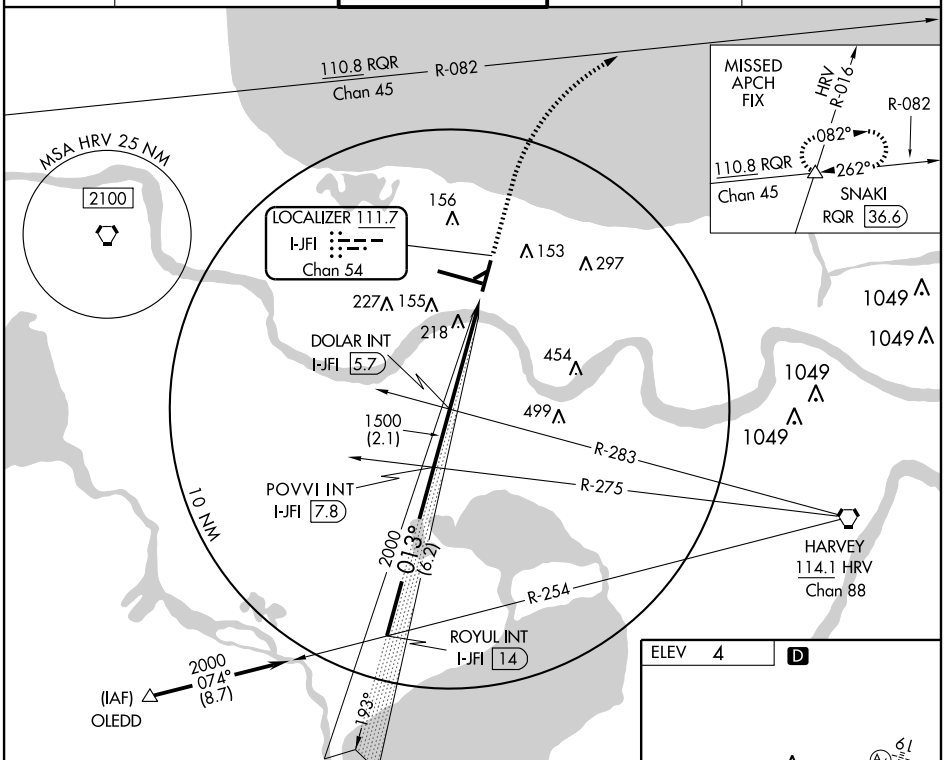
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

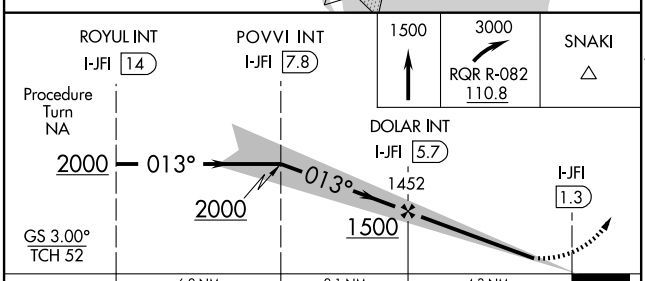
ASR

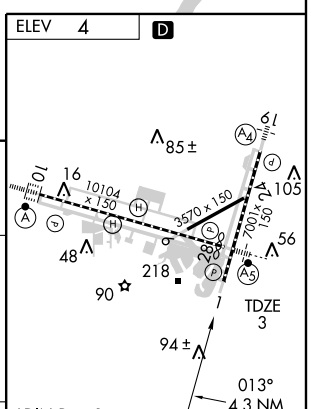
Autopilot coupled approach NA below 636.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via RQR R-082 to SNAKI Int/RQR 36.6 DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2







CATEGORY	A	B	C	D
S-ILS 1	381/60	378 (400-1¼)		
S-LOC 1	420/50 417 (500-1)		420/60 417 (500-1¼)	
CIRCLING	520-1¼ 516 (600-1¼)		520-1½ 516 (600-1½)	580-2 576 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-MSY	APP CRS	Rwy Idg	10104
109.9	103°	TDZE	4
Chan 36		Apt Elev	4

ILS or LOC RWY 10

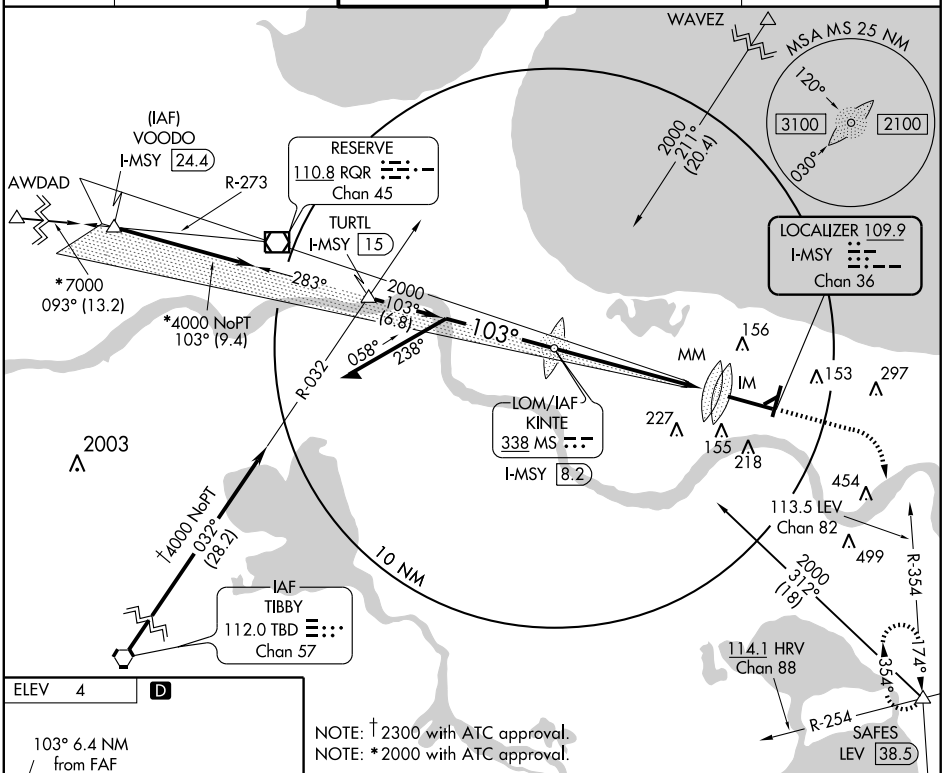
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR # 49 MSL pole located 793 feet right of Rwy 10 centerline.

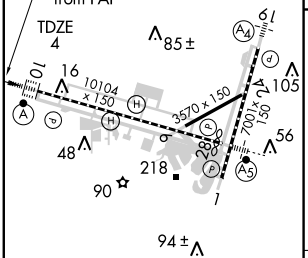
ALSF2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2

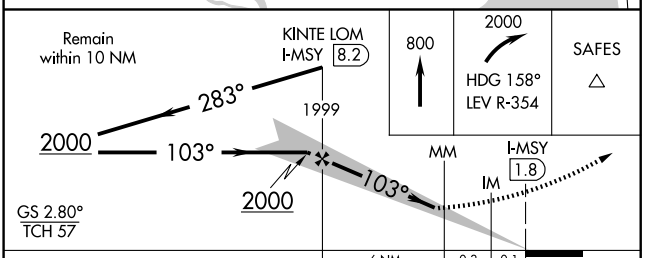


NOTE: † 2300 with ATC approval.
NOTE: * 2000 with ATC approval.



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08



CATEGORY	A	B	C	D
S-ILS 10	204/18 200 (200-½)			
S-LOC 10	360/24 356 (400-½)			360/40 356 (400-¾)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HOX	APP CRS	Rwy Idg	9800
109.9	283°	TDZE	3
Chan 36		Apt Elev	4

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
ILS or LOC RWY 28

ASR — DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct RQR VOR/DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2

SC-4, 21 OCT 2010 to 18 NOV 2010

MISSED APCH FIX
RESERVE
110.8 RQR
Chan 45
093°
R-273
273°

MSA HRV 25 NM
2100

10 NM

LOM
KINTE
338 MS

LOCALIZER 109.9
I-HOX
Chan 36

ZUTAT
I-HOX 4.3
RADAR

(IF)
HELMT INT
I-HOX 10.3
RADAR

R-331

KENLE
I-HOX 1.1

283°
(6)

1500

156 153 297 155 100± 227 218 454 499

1049 1049 1049 1049 1049

103°

Procedure NA for arrivals at HRV VORTAC on V552 Southbound.

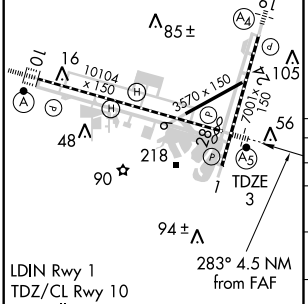
IAF
HARVEY
114.1 HRV
Chan 88

†3000 to HELMT
331° (6.2)

†2100 when authorized by ATC.

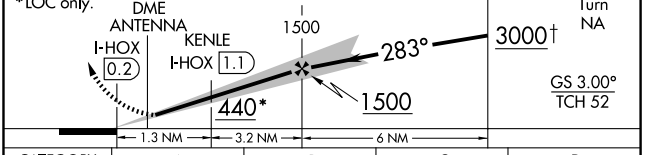
ALTERNATE MISSED APCH FIX
103°
283°
KINTE LOM
338 MS

ELEV 4 D



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 28	203/24 200 (200-½)			
S-LOC 28	440/24 437 (500-½)		440/40 437 (500-¾)	440/50 437 (500-1)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)
KENLE FIX MINIMUMS				
S-LOC 28	360/24 357 (400-½)			360/40 357 (400-¾)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

LOC I-MSY	APP CRS	Rwy Idg 10104
109.9	103°	TDZE 4
Chan 36		Apt Elev 4

ILS RWY 10 (CAT II)

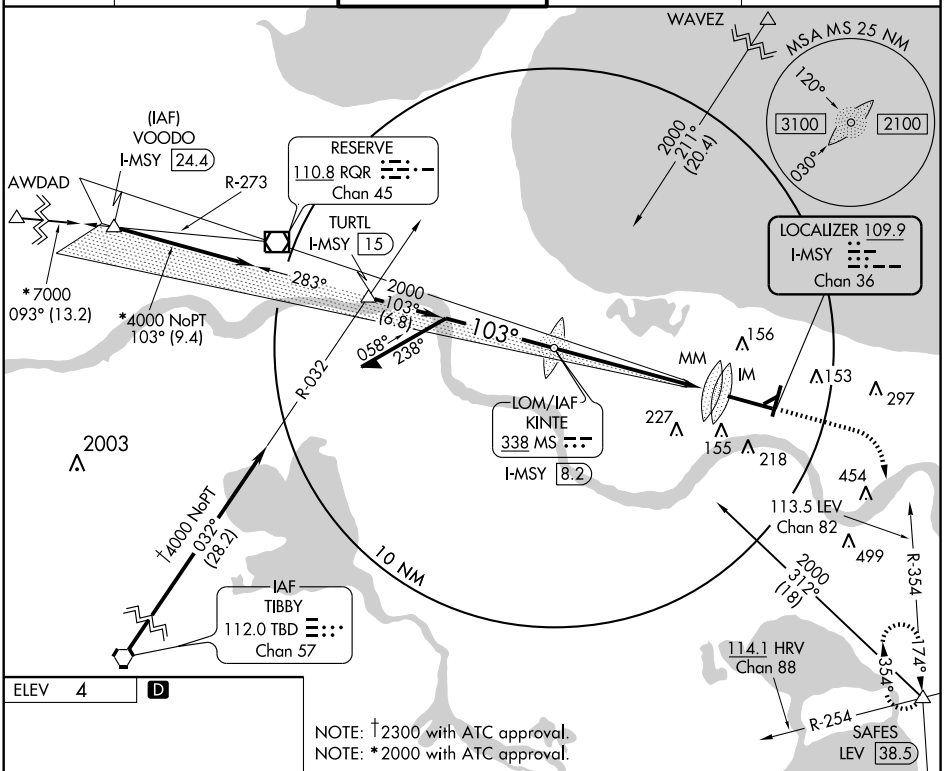
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR #49 MSL pole located 793 feet right of Rwy 10 centerline.

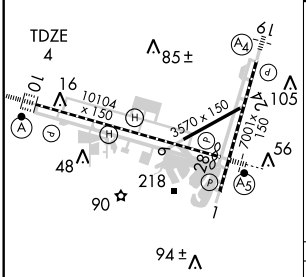
ALSF2

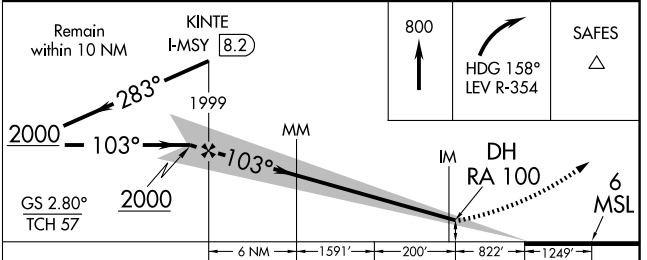
MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



NOTE: †2300 with ATC approval.
NOTE: *2000 with ATC approval.





CATEGORY	A	B	C	D
S-ILS 10	RA 100/12 100 DA 104			

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-MSY 109.9 Chan 36	APP CRS 103°	Rwy Idg 10104 TDZE 4 Apt Elev 4

ILS RWY 10 (CAT III)

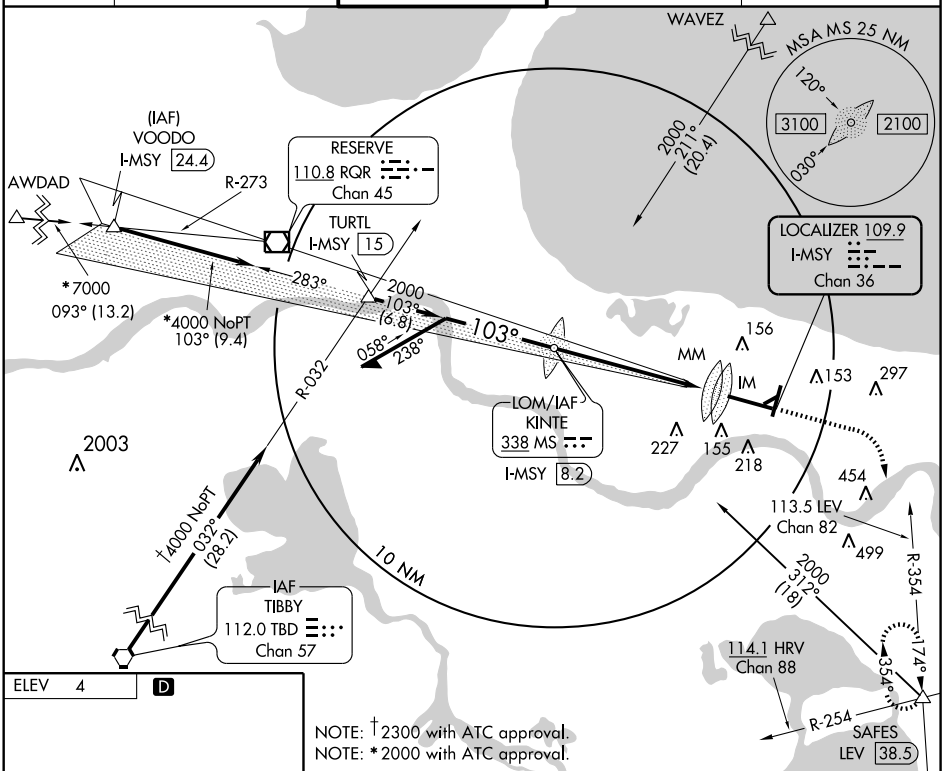
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR #49 MSL pole located 793 feet right of Rwy 10 centerline.

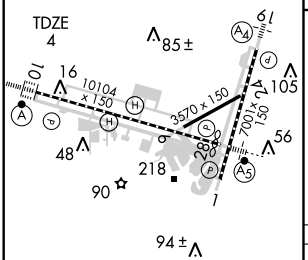
ALSF2

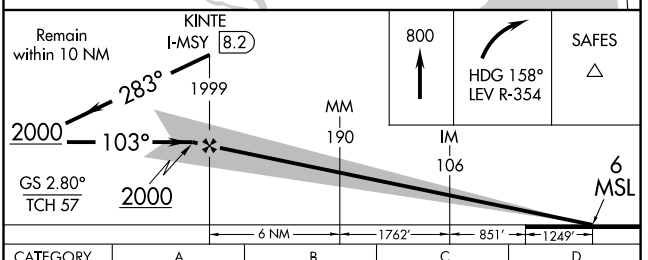
MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold.#

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



NOTE: †2300 with ATC approval.
NOTE: *2000 with ATC approval.





CATEGORY	A	B	C	D
S-ILS 10	CAT IIIa RVR 07			
S-ILS 10	CAT IIIb RVR 06			
S-ILS 10	CAT IIIc NA			

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME	I-ONW	APP CRS	Rwy Idg	7001
111.7		193°	TDZE	0
Chan	54		Apt Elev	4

LOC RWY 19

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR

Visibility reduction by helicopters NA. Inoperative table does not apply to S-LOC 19 Cat C.

MALS

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 via heading 180°and RQR VOR/DME R-123 to SAFES INT/RQR 28 DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2

Procedure NA for arrivals at WAVEZ on V9-543 Northbound.

MSA HRV 25 NM

2100

(IAF) WAVEZ

013°

2000 NoPT to RAYOP INT 149° (2.7) and LOC (4.6)

(IWDEG)

148°

328°

10 NM

RESERVE 110.8 RQR Chan 45

RQR R-071

(IF) RAYOP INT I-ONW 11.9

HRV R-322

2000 193° (6.1)

(IAF) JASPO INT I-ONW 5.9

2000 086° (19.5)

R-086

LOCALIZER 111.7 I-ONW Chan 54

SHORE I-ONW 2

138

156

70±

153

297

227

155

218

110.8 RQR Chan 45

R-123

454

2100 322° (18.6)

1049

499

HARVEY 114.1 HRV Chan 88

ALTERNATE MISSED APCH FIX

R-016

016°

196°

SNAKI HRV 18.9

114.1 HRV Chan 88

MISSED APCH FIX

110.8 RQR R-123 Chan 45

114.1 HRV Chan 88

123°

R-254

303°

SAFES INT RQR 28

R-354

113.5 LEV Chan 82

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

ELEV 4

D

193° 6 NM from FAF

TDZE 0

85±

105

56

48

218

90

94±

10/104 x 150

16

10

3570 x 150

7001 x 150

28

LDIN Rwy 1

TDZ/CL Rwy 10

HIRL All Runways

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

1300	2000	hdg 180°	RQR R-123	SAFES △

JASPO INT I-ONW 5.9

Remain within 10 NM

013°

193°

2000

I-ONW DME ANTENNA

I-ONW 0.2

I-ONW 0.7

SHORE I-ONW 2

700

3.05° TCH 52

0.9 1.3 NM 3.9 NM

CATEGORY	A	B	C	D
S-19	700/40 700 (700-¾)		700-2 700 (700-2)	700-2¼ 700 (700-2¼)
CIRCLING	700-1 696 (700-1)		700-2 696 (700-2)	700-2¼ 696 (700-2¼)
SHORE FIX MINIMUMS				
S-19	340/40 340 (400-¾)			340/50 340 (400-1)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

OLEDD ONE ARRIVAL

(OLEDD.OLEDD1) 07298

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

BATON ROUGE
116.5 BTR
Chan 112

RESERVE
110.8 RQR
Chan 45

LAFAYETTE
109.8 LFT
Chan 35

LAKEFRONT

LOUIS ARMSTRONG NEW ORLEANS INTL

N

R-159

R-162

R-144

R-254

R-268

WHITE LAKE
110.4 LLA
Chan 41
N29°39.79′
W92°22.42′
L-21-22, H-7

2000
*1600
086°
(41)

ORICH
N29°39.96′
W91°35.92′

2000
*1600
086°
(29)

LUFFS
N29°39.91′
W91°02.37′

(11)

2000
*1600
073°
(19)

OLEDD
N29°44.65′
W90°28.63′

26

HARVEY
114.1 HRV
Chan 88

TIBBY
112.0 TBD
Chan 57
N29°39.86′
W90°49.75′
L-21-22, H-7

TIBBY TRANSITION (TBD.OLEDD1): From over TBD VORTAC via TBD R-073 to OLEDD INT. Thence. . . .

WHITE LAKE TRANSITION (LLA.OLEDD1): From over LLA VORTAC via LLA R-086 to TBD VORTAC, then via TBD R-073 to OLEDD INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′

NOTE: Chart not to scale.

ST-609 (FAA)

OLEDD ONE ARRIVAL
(OLEDD.OLEDD1) 07298
NEW ORLEANS, LOUISIANA

APP CRS	Rwy Idg	7001
013°	TDZE	3
	Apt Elev	4

RNAV (GPS) RWY 1

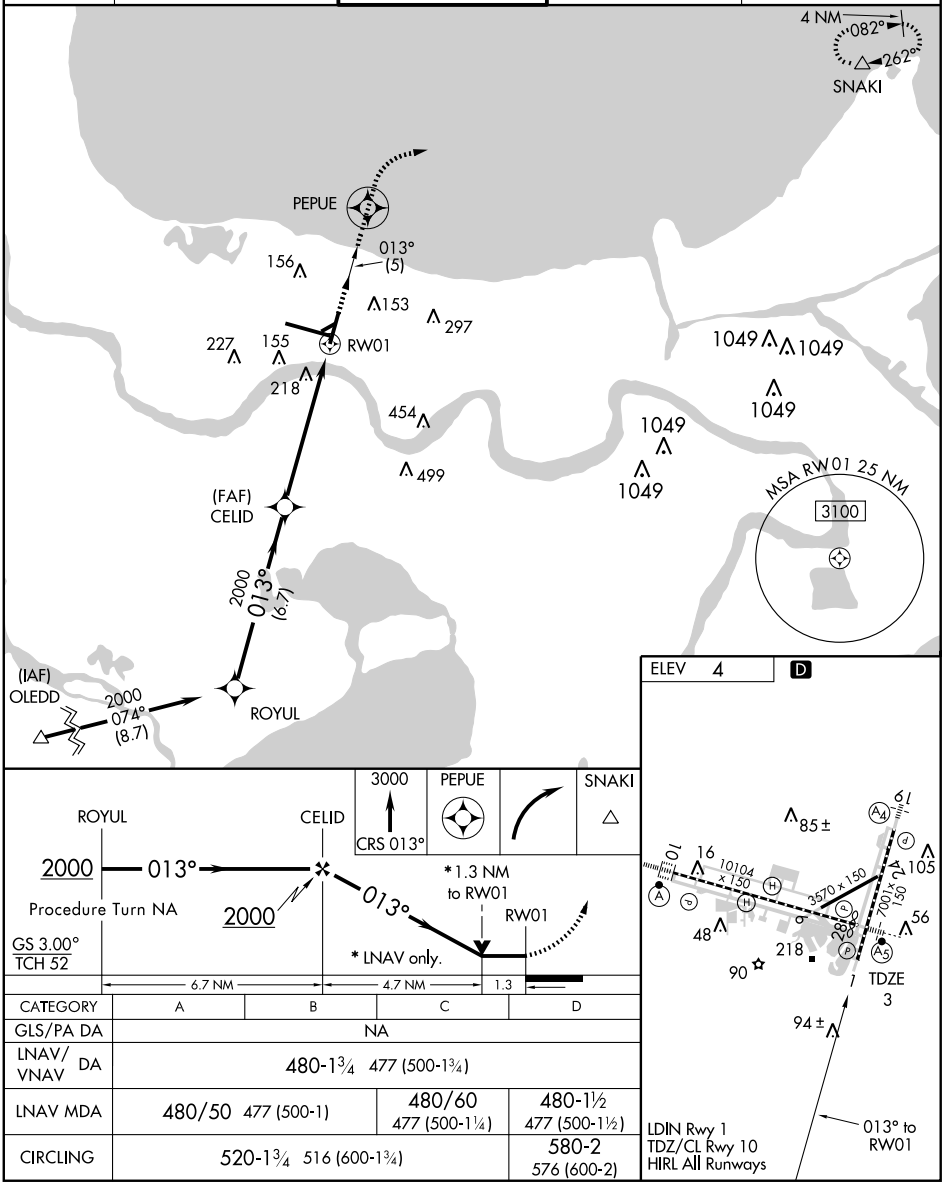
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

NA ASR

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO/VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3000 via 013° course to PEPUE then right turn direct SNAKI and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



CATEGORY	A	B	C	D
GLS/PA DA	NA			
LNAV/VNAV DA	480-1¾ 477 (500-1¾)			
LNAV MDA	480/50 477 (500-1)		480/60 477 (500-1¼)	480-1½ 477 (500-1½)
CIRCLING	520-1¾ 516 (600-1¾)			580-2 576 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 10104
CH 61319	103°	TDZE 4
W10A		Apt Elev 4

RNAV (GPS) Y RWY 10

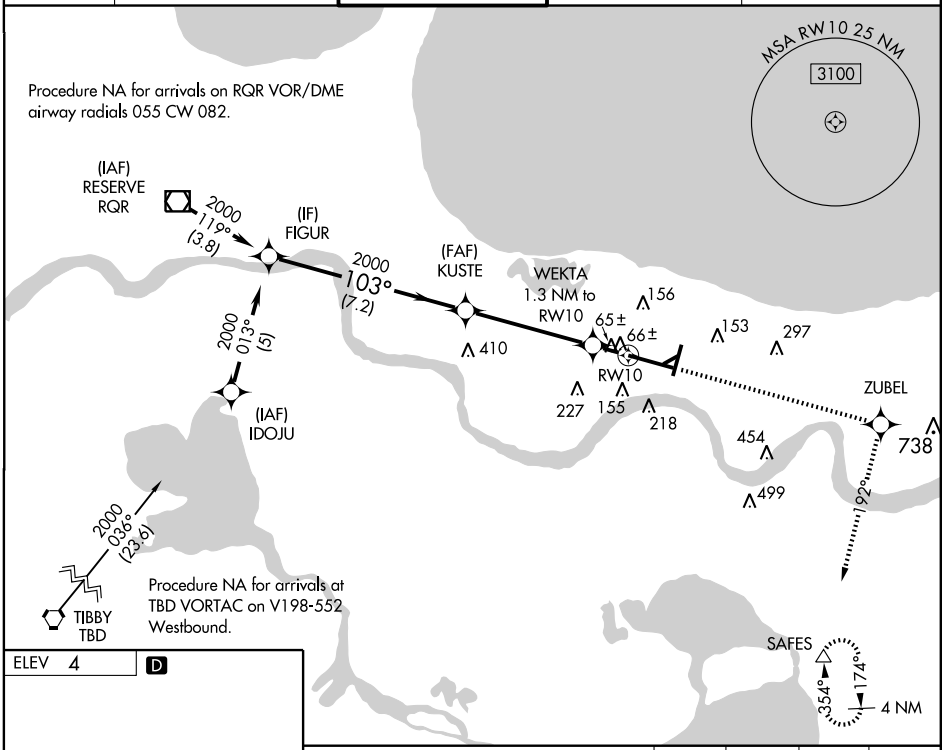
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR — For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

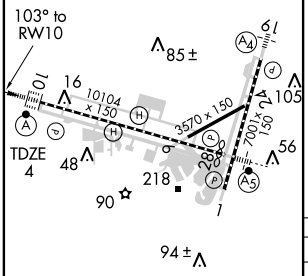
ALSF-2

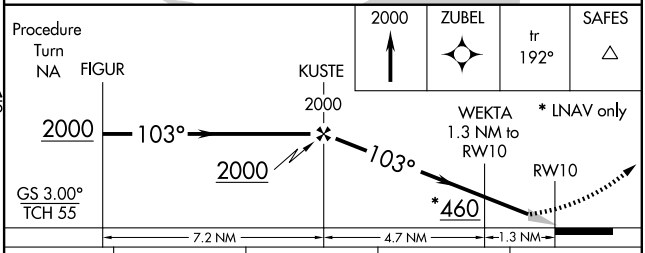
MISSED APPROACH: Climb to 2000 direct ZUBEL and on track 192° to SAFES and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



ELEV 4 D





CATEGORY	A	B	C	D
LPV DA	204/24 200 (200-½)			
LNAV/VNAV DA	402/40 398 (400-¾)			
LNAV MDA	380/24 376 (400-½)			380/50 376 (400-1)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 7001
CH 40007	194°	TDZE 0
W19A		Apt Elev 4

RNAV (GPS) Y RWY 19

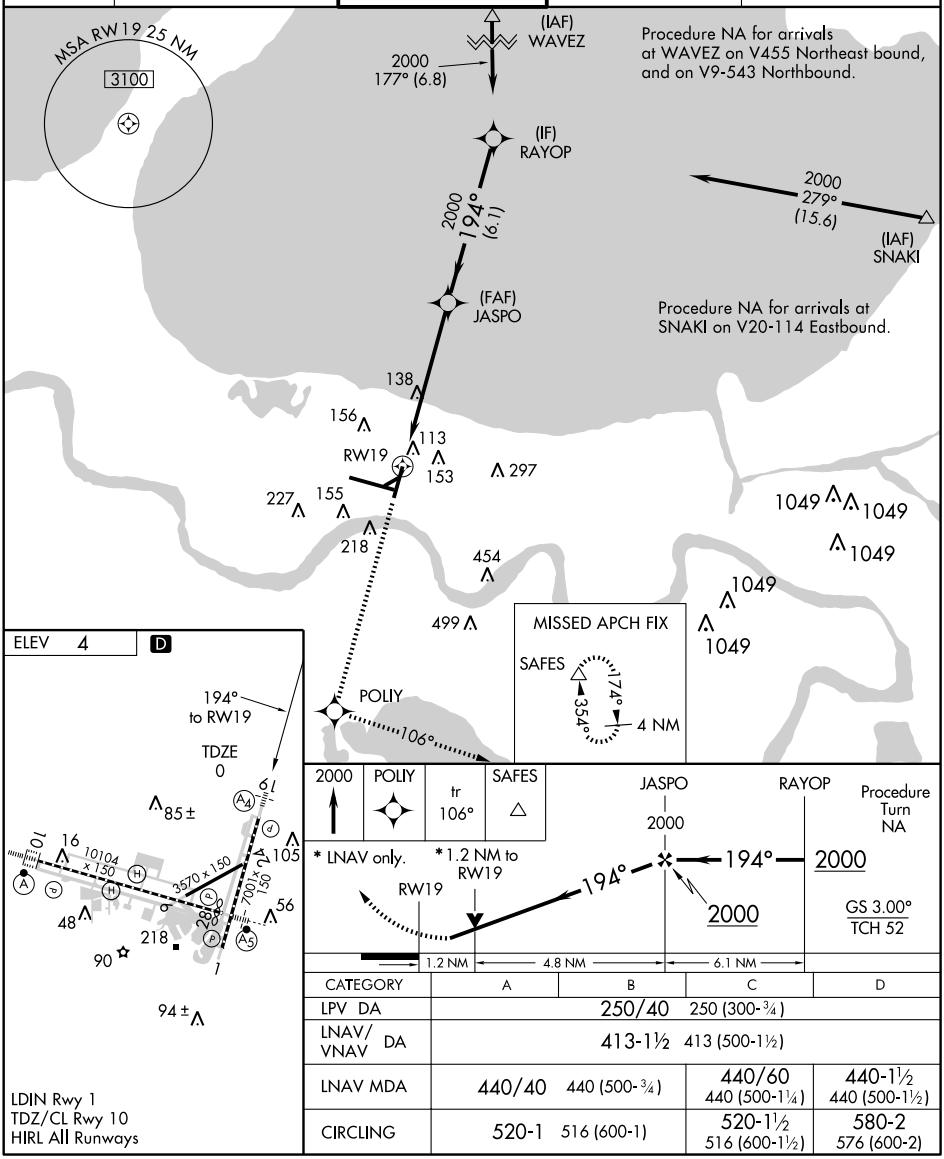
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR: Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 2000 direct POLIY and on track 106° to SAFES and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



CATEGORY	A	B	C	D
LPV DA	250/40	250 (300-¾)		
LNAV/VNAV DA	413-1½	413 (500-1½)		
LNAV MDA	440/40	440 (500-¾)	440/60 440 (500-1¼)	440-1½ 440 (500-1½)
CIRCLING	520-1	516 (600-1)	520-1½ 516 (600-1½)	580-2 576 (600-2)

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9800
CH 49006	284°	TDZE	3
W28A		Apt Elev	4

RNAV (GPS) Y RWY 28

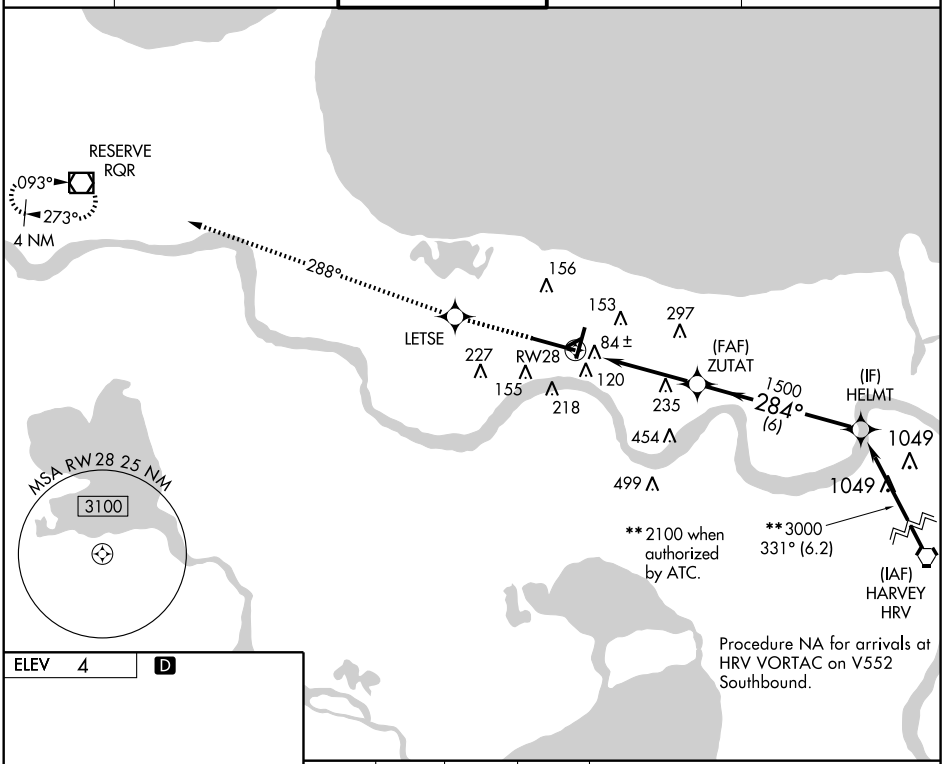
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

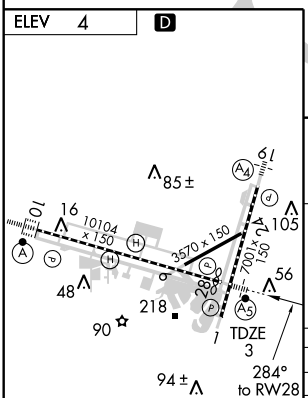
ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

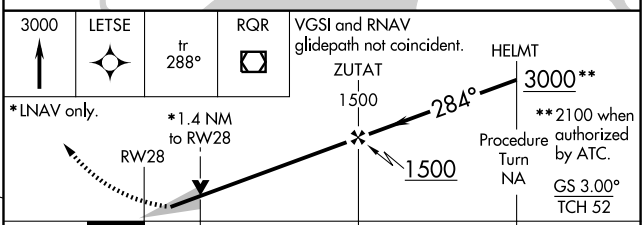
MALSR

MISSED APPROACH: Climb to 3000 direct LETSE and on track 288° to RQR VOR/DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2







CATEGORY	A	B	C	D
LPV DA	203/24	200 (200-½)		
LNAV/ VNAV DA	438/50	435 (500-1)		
LNAV MDA	500/24	497 (500-½)	500/40 497 (500-¾)	500/50 497 (500-1)
CIRCLING	520-1	516 (600-1)	520-1½ 516 (600-1½)	580-2 576 (600-2)

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10104
103°	TDZE	4
	Apt Elev	4

RNAV (RNP) Z RWY 10

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

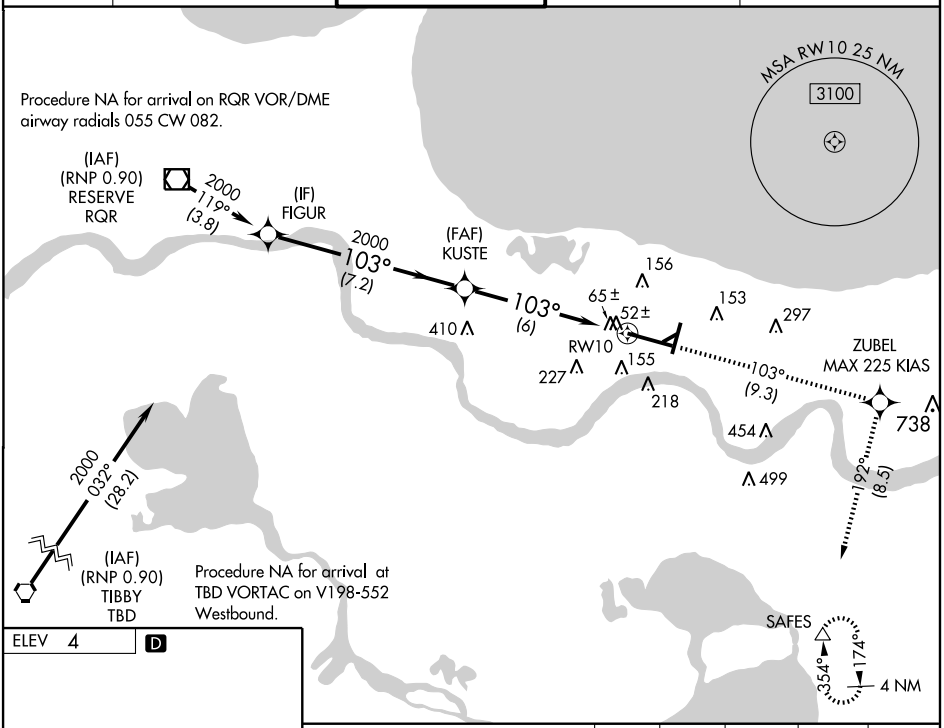
ASR

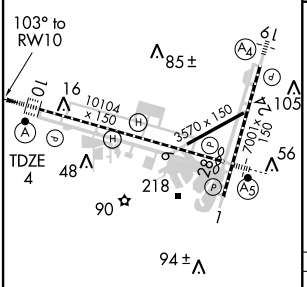
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -1C (30°F) or above 49°C (120°F). For inoperative ALSF-2, increase RNP 0.14 visibility all Cats to RVR 5000 and increase RNP 0.30 visibility all Cats to RVR 6000.

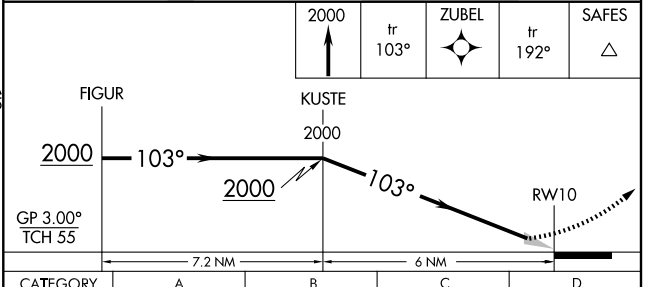
ALSF-2

MISSED APPROACH: Climb to 2000 on track103° to ZUBEL and track 192° to SAFES and hold (maintain 225 KTS to ZUBEL).

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2







CATEGORY	A	B	C	D
RNP 0.14 DA	291/24		287 (300-½)	
RNP 0.30 DA	344/40		340 (400-¾)	

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQIRED

SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7001
194°	TDZE	0
	Apt Elev	4

RNAV (RNP) Z RWY 19

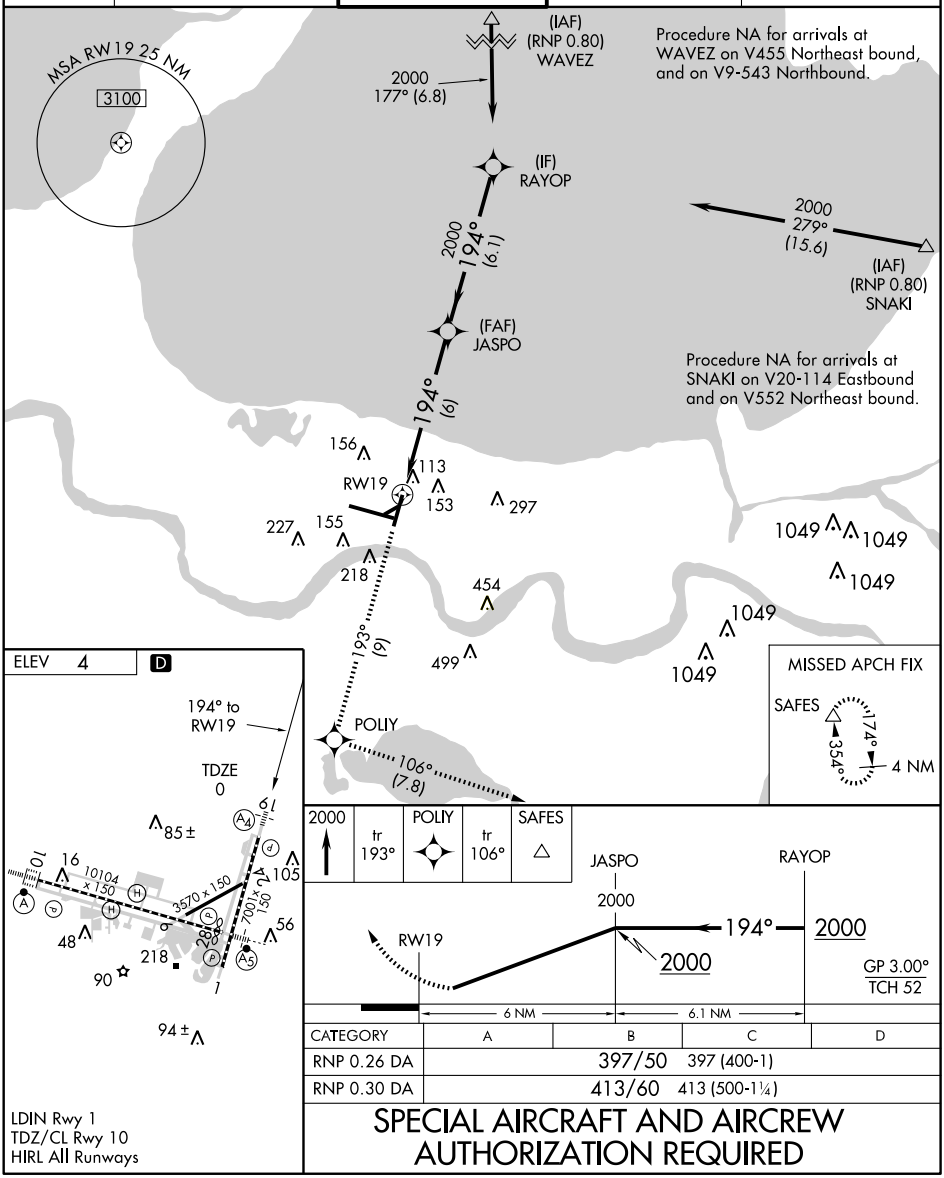
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 49°C (120°F). For inoperative MALS, increase RNP 0.26 and RNP 0.30 visibility all Cats to 1½ .

MALS

MISSED APPROACH: Climb to 2000 on track 193° to POLIY and track 106° to SAFES and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



CATEGORY	A	B	C	D
RNP 0.26 DA	397/50	397 (400-1)		
RNP 0.30 DA	413/60	413 (500-1¼)		

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9800
284°	TDZE	3
	Apt Elev	4

RNAV (RNP) Z RWY 28

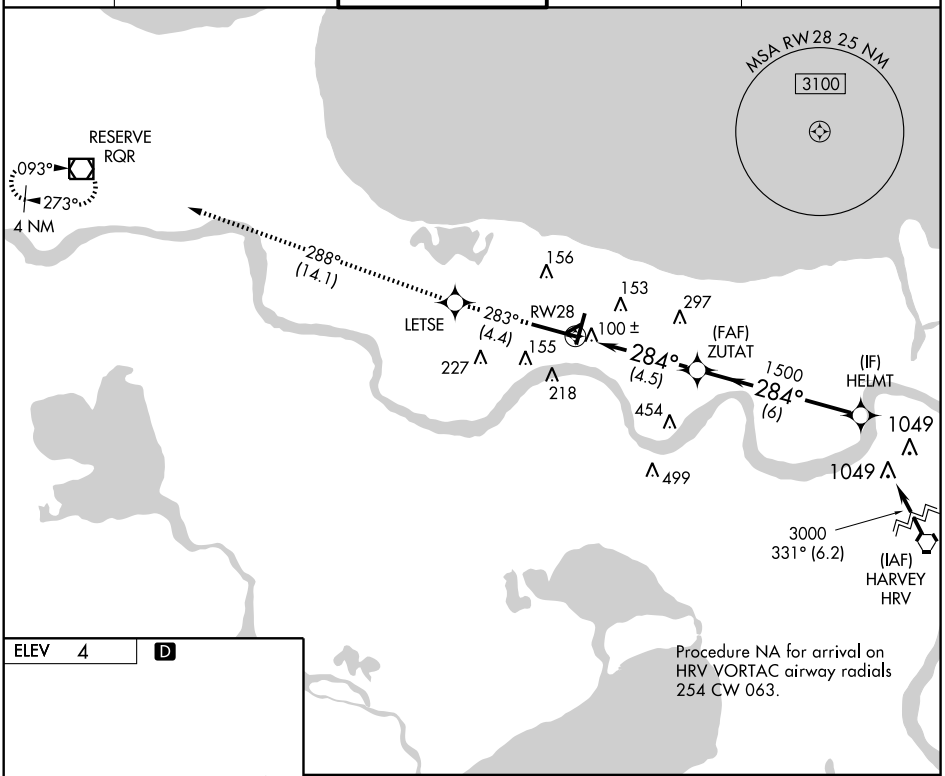
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

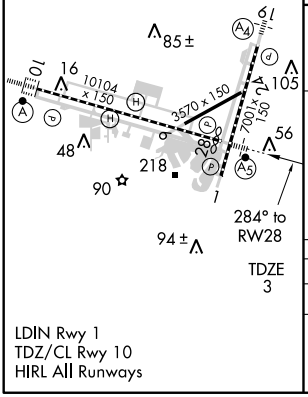
ASR — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 48°C (119°F). For inoperative MALSR, increase RNP 0.30 visibility all Cats to RVR 6000.

MALSR

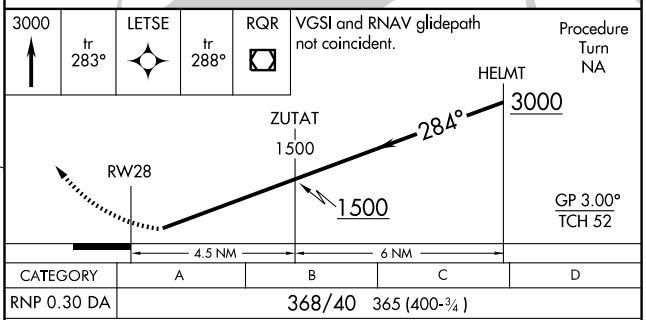
MISSED APPROACH: Climb to 3000 on track 283° to LETSE and on track 288° to RQR VOR/DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2





LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

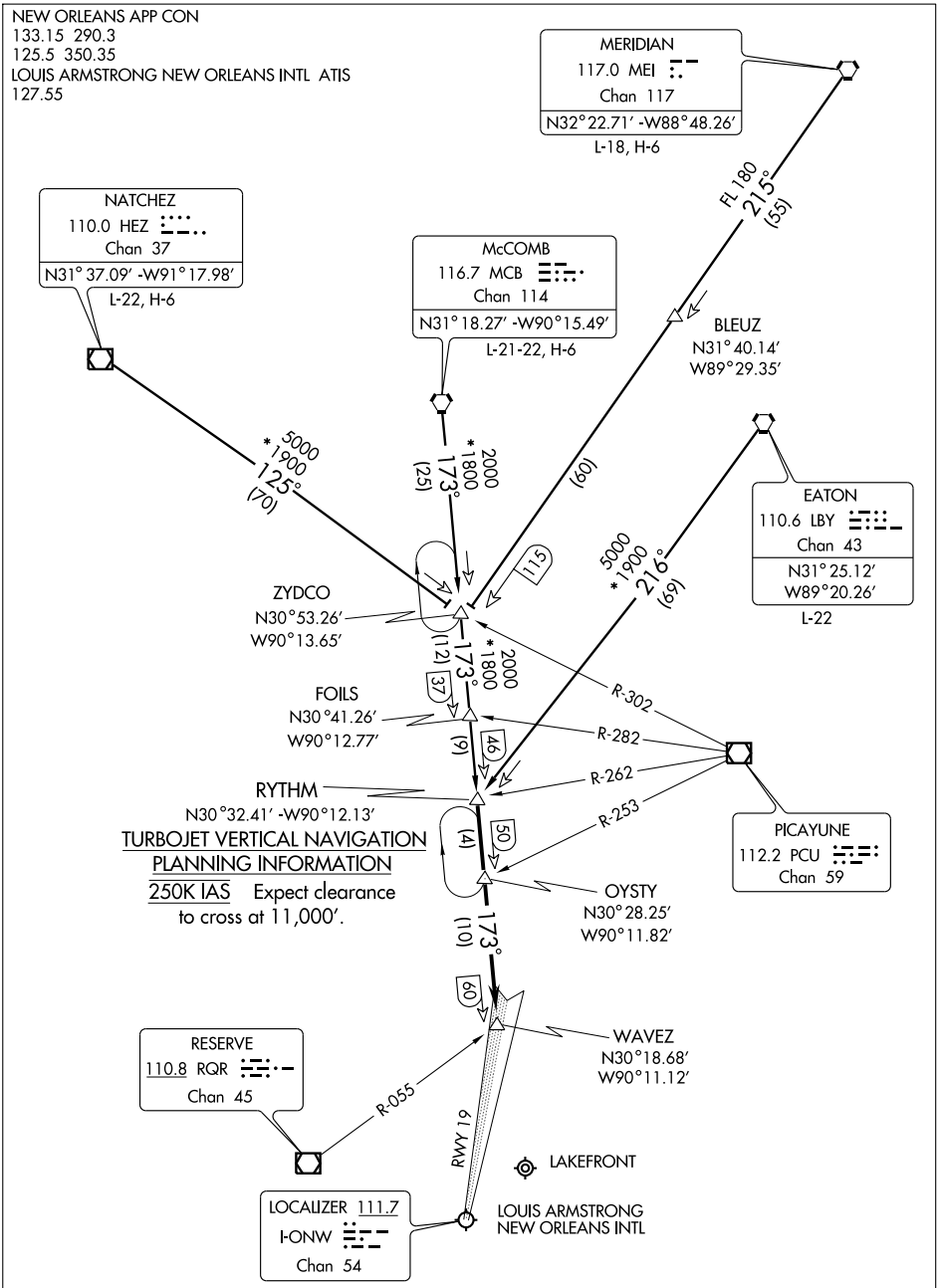


CATEGORY	A	B	C	D
RNP 0.30 DA	368/40	365 (400-¾)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NEW ORLEANS APP CON
133.15 290.3
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .
McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .
MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.
LANDING OTHER: Expect vectors to final approach course.

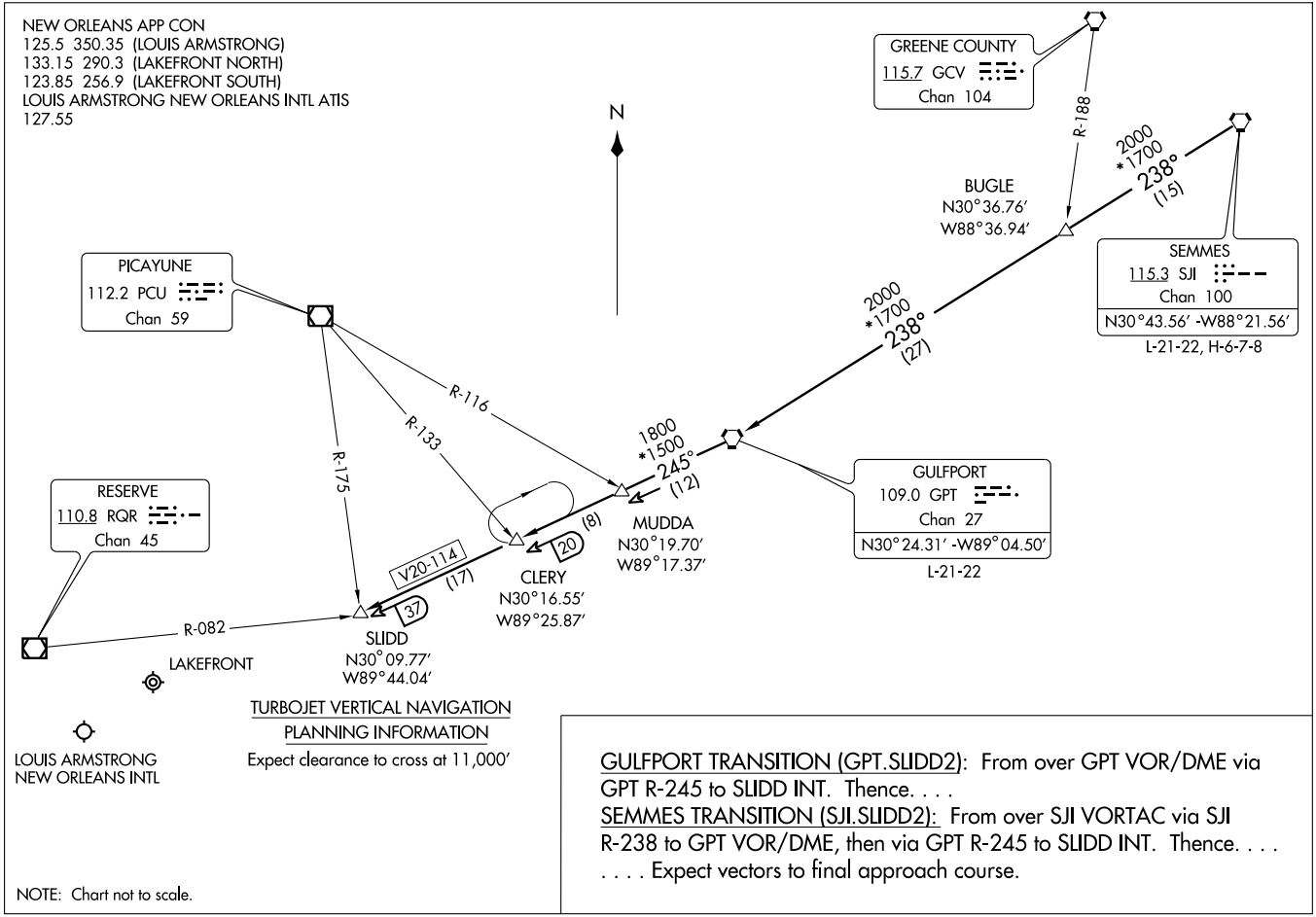
SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

SLIDD TWO ARRIVAL (SLIDD.SLIDD2)

09239

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35 (LOUIS ARMSTRONG)
133.15 290.3 (LAKEFRONT NORTH)
123.85 256.9 (LAKEFRONT SOUTH)
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55



TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11,000′

GULFPORT TRANSITION (GPT.SLIDD2): From over GPT VOR/DME via GPT R-245 to SLIDD INT. Thence. . . .

SEMMES TRANSITION (SJI.SLIDD2): From over SJI VORTAC via SJI R-238 to GPT VOR/DME, then via GPT R-245 to SLIDD INT. Thence. . . . . Expect vectors to final approach course.

NOTE: Chart not to scale.

ST-609 (FAA)

SLIDD TWO ARRIVAL (SLIDD.SLIDD2) 09239
NEW ORLEANS, LOUISIANA

VOR/DME RWY 10

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

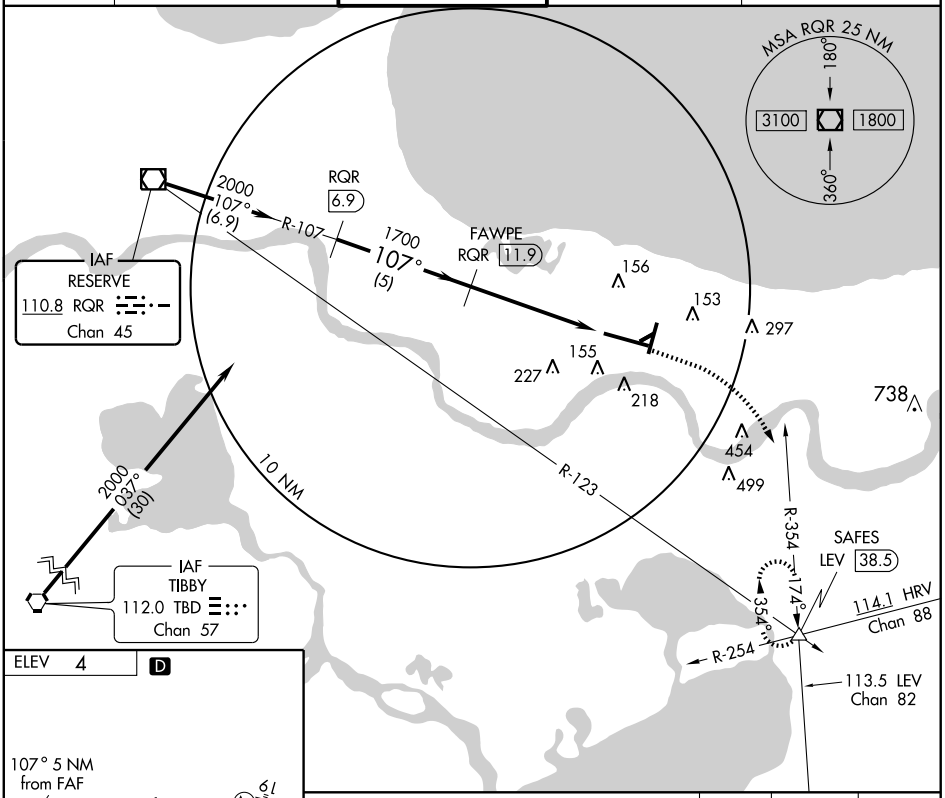
VOR/DME RQR	APP CRS	Rwy Idg 10104
110.8	107°	TDZE 4
Chan 45		Apt Elev 4

ASR

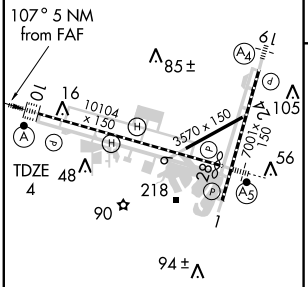
ALSF-2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 130° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

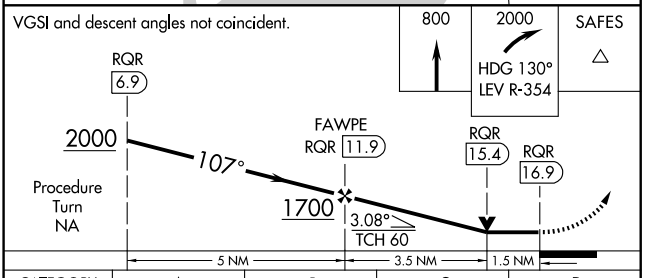
ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



ELEV 4 D



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways



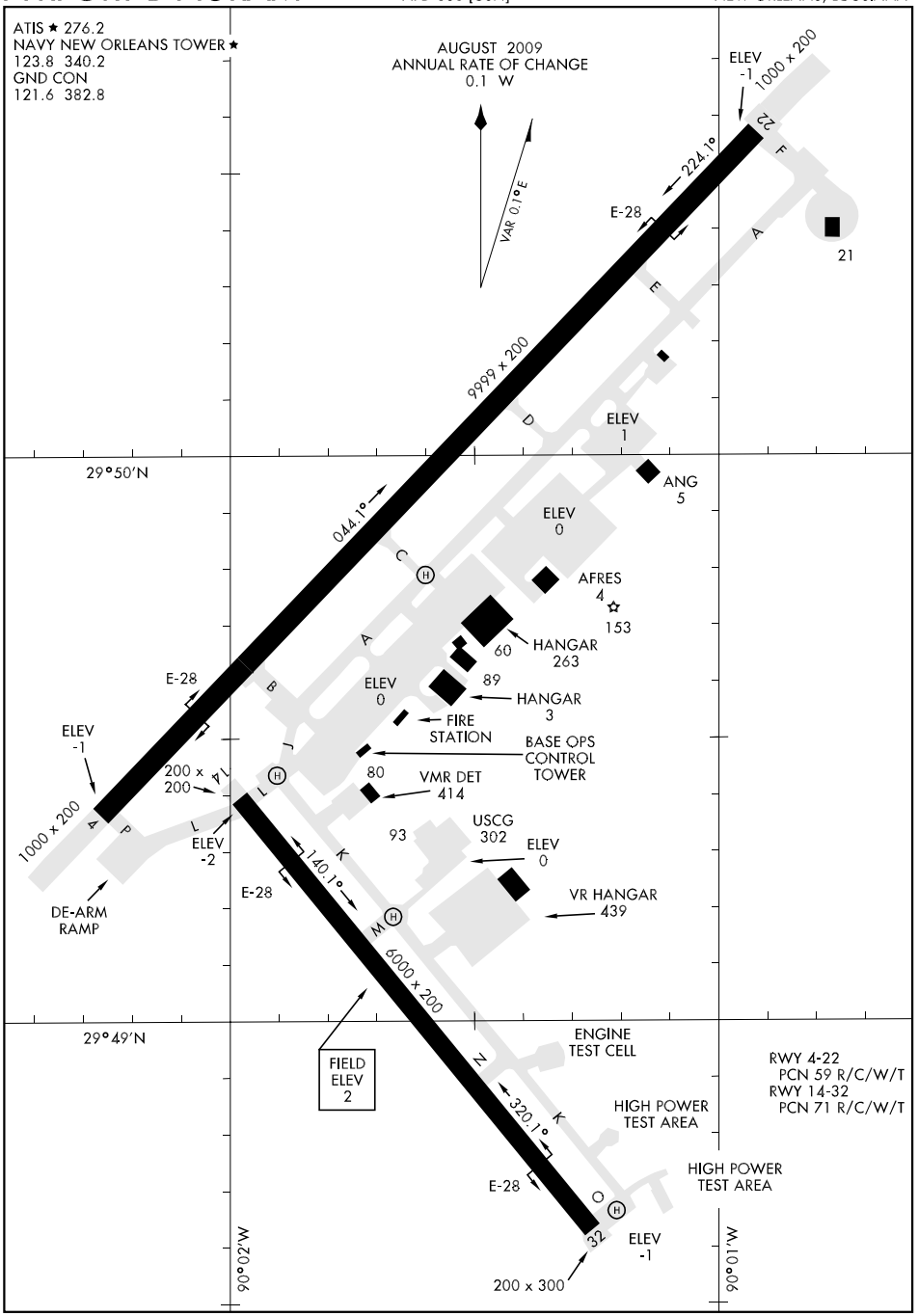
CATEGORY	A	B	C	D
S-10	520/24 516 (600-½)		520/50 516 (600-1)	520/60 516 (600-1¼)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD-630 [USN]

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)
NEW ORLEANS, LOUSIANA



SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WGS-84 DATUM

NEW ORLEANS, LOUSIANA
NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

HI-TACAN RWY 4

VORTAC HRV	APCH CRS	Rwy ldg 9999
114.1	046°	TDZE -1
Chan 88		Arpt Elev 2

JAL-630 [USN]

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

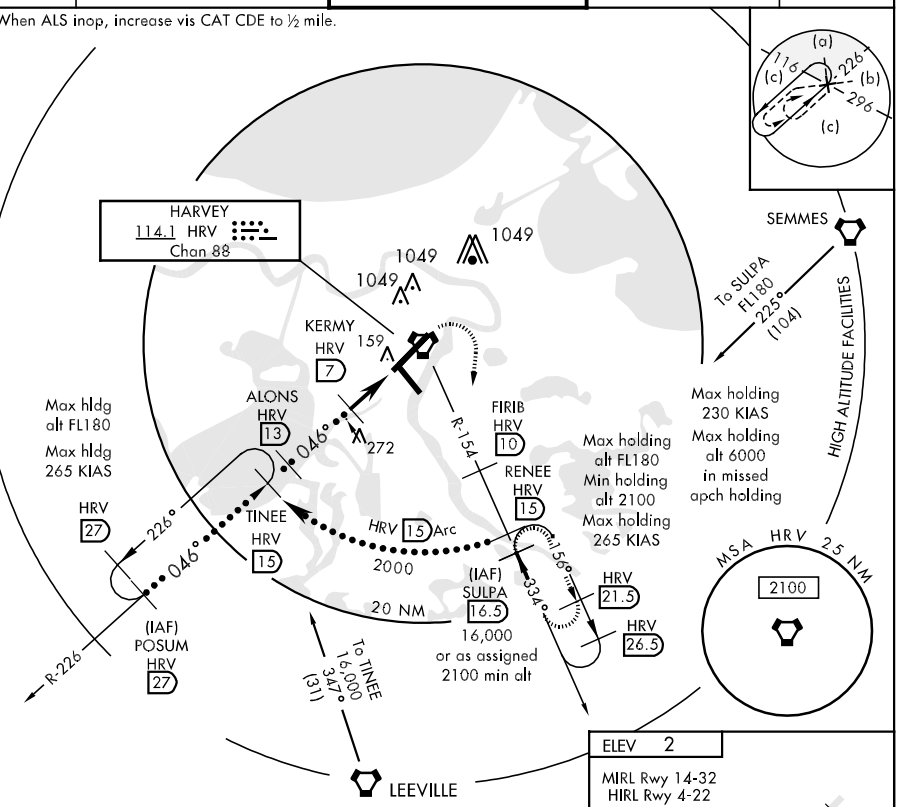
T * When ALS inop increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.
** Night circling Rwy 32 NA. CAT E circling not authorized NW of Rwy 4-22.

ALSF-1 (A1)

MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

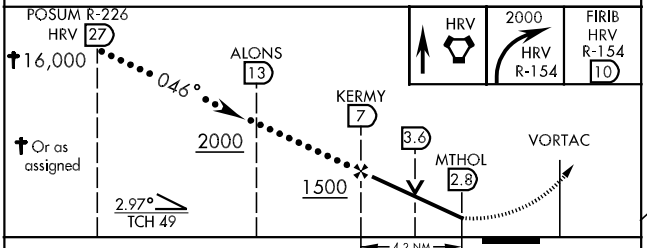
*** When ALS inop, increase vis CAT CDE to ½ mile.

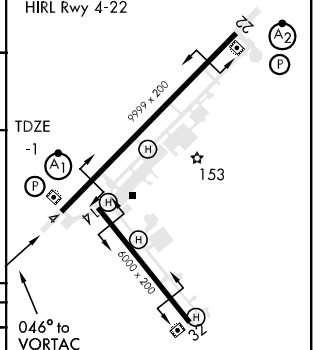


ELEV 2

MIRL Rwy 14-32
HIRL Rwy 4-22

EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-4 *	420- ¾ 421	(500-¾)	420-1 421 (500-1)
CIRCLING **	520-1½ 518 (600-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC HRV 114.1 Chan 88	APCH CRS 236°	Rwy ldg 9999 TDZE -1 Arpt Elev 2

JAL-630 [USN]

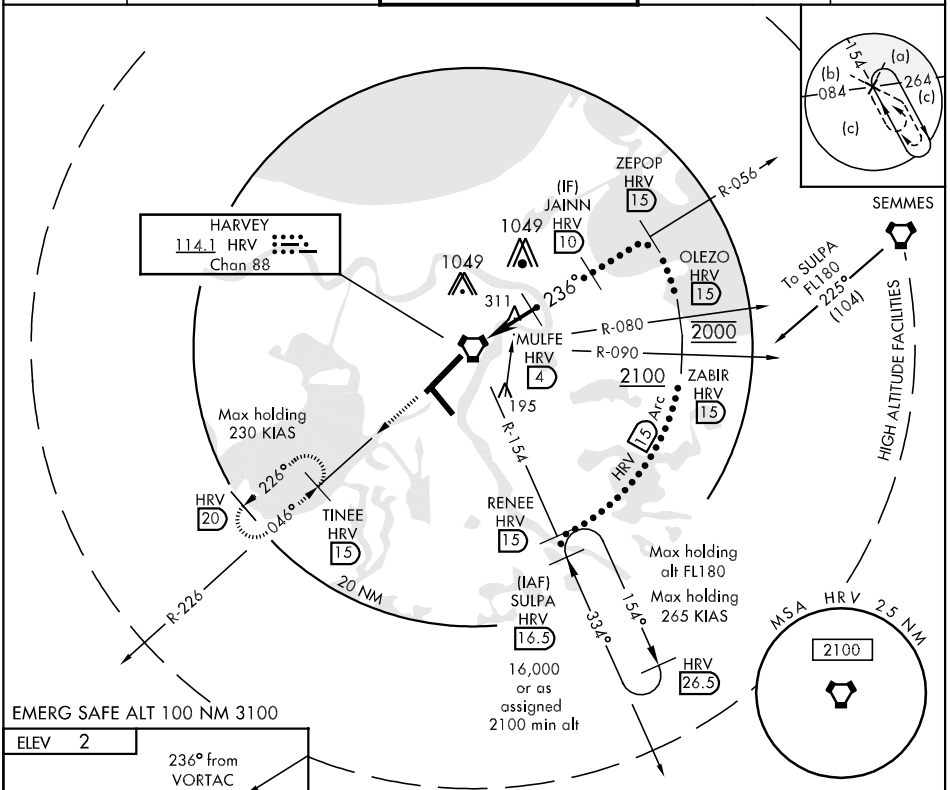
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

* When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.
** Night circling Rwy 32 NA. CAT E circling not authorized NW of Rwy 4-22.

SALSF

MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	



CATEGORY	C	D	E
S-22 *	460-1 461 (500-1)	460-1¼ 461 (500-1¼)	460-1½ 461 (500-1½)
CIRCLING**	520-1½ 518 (600-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

LOC I-NBG	APCH CRS	Rwy Idg 9999 TDZE -1 Arpt Elev 2
109.5	044°	

AL-630 [USN]

* When ALS inop, increase vis CAT ABCDE to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.
*** CAT E circling not authorized NW of Rwy 4-22.

ALSF-1

MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

Night circling Rwy 32 not authorized.
DME source HRV VORTAC.

MSA HRV 2.5 NM
2100

1049
1049
460
1049

LOCALIZER 109.5
I-NBG

HARVEY
114.1 HRV
Chan 88

ZABEX
HRV
6.8

086
157

R-154

FIRIB
HRV
10

ENROUTE FACILITIES

Intcp LOC I-NBG at HRV 15 DME

044°
272

HRV
18

224°

Max holding
alt 4000
Max holding
230 KIAS

044°
224°

(IF/IAF)
MISSB
HRV
13

10 NM

Max holding
230 KIAS

SULPA
HRV
16.5

154°
334°

HRV
20.5

2000
351°
(31.4)

LEEVILLE

ELEV 2

TDZE
-1

9999 × 200
6000 × 200
153
044° 4.4 NM
from FAF

EMERG SAFE ALT 100 NM 3100

MISSB
HRV
13

224°
044°
2000

044°

ZABEX
6.8

1453

ZAGOR
2.9

VORTAC

GS 3.00°
TCH 51

1500

3.9 NM .5

HRV | 2000 HRV R-154 | FIRIB HRV 10

MIRL Rwy 14-32
HIRL Rwy 4-22

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	2:03	1:38	1:18

CATEGORY	A	B	C	D	E
S-ILS 4 *	199-½		200	(200-½)	
S-LOC 4 **	340-½		341	(400-½)	340-¾ 341 (400-¾)
CIRCLING ***	480-1	478 (500-1)	520-1½ 518 (600-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)

29°50'N-90°02'W

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)
ILS or LOC/DME RWY 4

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

APCH CRS	Rwy Idg	9999
044°	TDZE	-1
	Arpt Elev	2

AL-630 [USN]

* When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT ABCD to 1¼ miles.
*** Night circling Rwy 32 not authorized.

ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct FIRIB, then climb to 2100 via track 156° to SULPA and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.

1049

RW4

ZABEX

FIRIB

(IAF)
OLEDD

NoPT
2000
100°
(15.8)

1500
044°
(6.1)
272

OLEDD IAF: Procedure NA for westbound V198-552 arrivals at OLEDD.

224°

4 NM

044°

(IF/IAF)
MISSB

SULPA

4 NM

156°

336°

Max holding
230 KIAS

Max holding
alt 6000
Max holding
230 KIAS

NoPT
2000
348°
(10.6)

MSA RW4 25 NM
2100

GOING IAF: Procedure NA for southbound V9-543 arrivals at GOING.

(IAF)
GOING

EMERG SAFE ALT 100 NM 3100

500 | 2000 | FIRIB

MISSB

ZABEX

2000
224°
044°
2000

044°

RW22

1500

GS 3.04°
TCH 51

4.5 NM

ELEV 2

TDZE
-1

9999 x 200

153

044° to RW4
89

6000 x 200

MIRL Rwy 14-32
HIRL Rwy 4-22

CATEGORY	A	B	C	D
LNAV MDA *	340-½	341 (400-½)		
LNAV/VNAV DA **	340-¾	341 (400-¾)		
CIRCLING ***	480-1¼	478 (500-1¼)	520-1½ 518 (600-1½)	560-2 558 (600-2)

29°50'N-90°02'W

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)
RNAV (GPS) RWY 4

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

WAAS Chan 60141 W22A	APCH CRS 224°	Rwy ldg 9999 TDZE -1 Arpt Elev 2	AL-630 [USN]

* When ALS inop, increase vis CAT AB to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1¼ miles.
*** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

SALS: A2

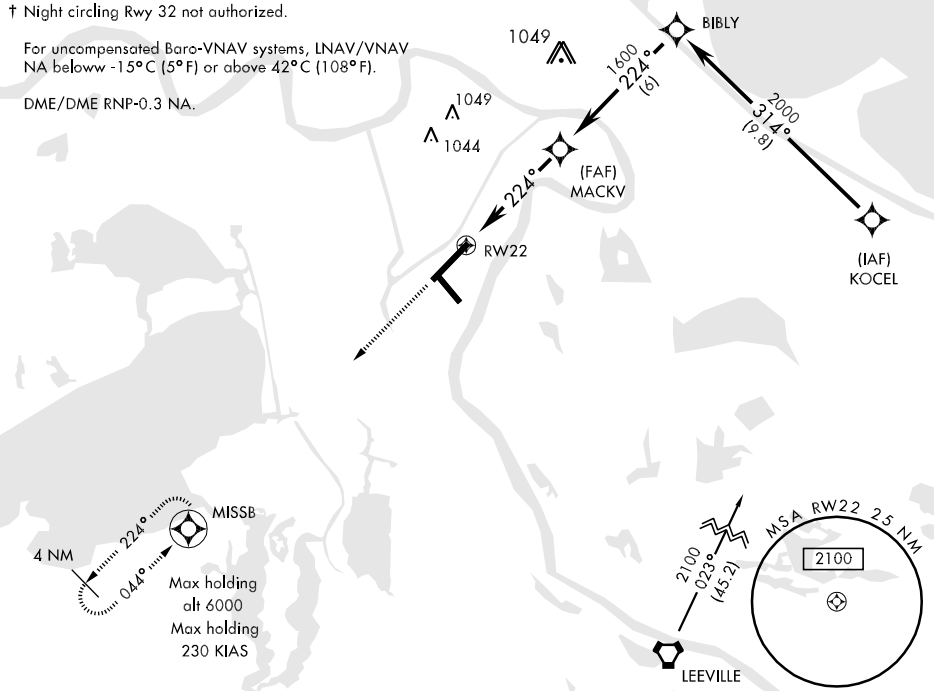
MISSED APPROACH: Climb to 2000 direct MISSB and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

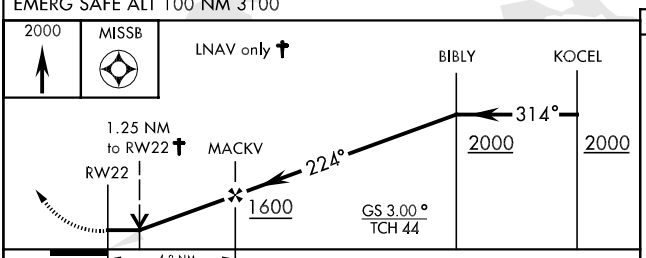
† Night circling Rwy 32 not authorized.

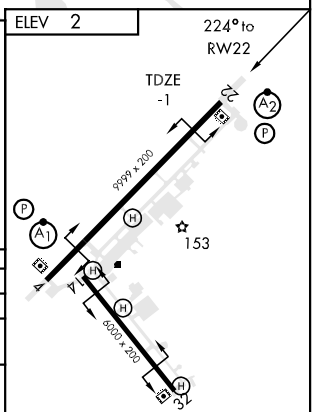
For uncompensated Baro-VNAV systems, LNAV/VNAV NA beloww -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D
LPV DA *	199-½ 200 (200-½)		199-¾ 200	(200-¾)
LNAV/ VNA DA **	340-1 341 (400-1)			
*** LNAV MDA	440-¾ 441 (500-¾)		440-1 441 (500-1)	440-1¼ 441 (500-1¼)
CIRCLING †	480-1¼ 478 (500-1¼)		520-1½ 518 (600-1½)	560-2 558 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

VORTAC HRV	APCH CRS	Rwy ldg 9999
114.1	046°	TDZE -1
Chan 88		Arpt Elev 2

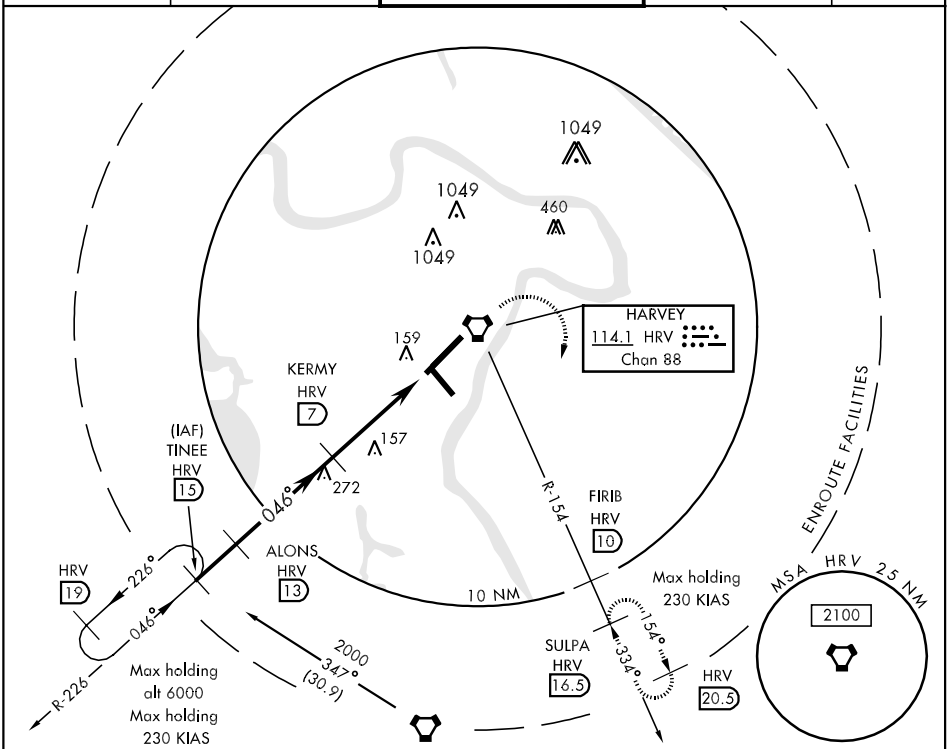
AL-630 [USN]

ALSF-1

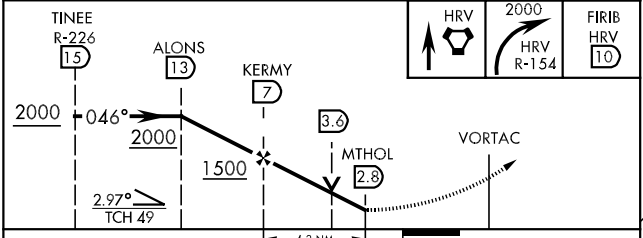
* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
** Night circling Rwy 32 not authorized.

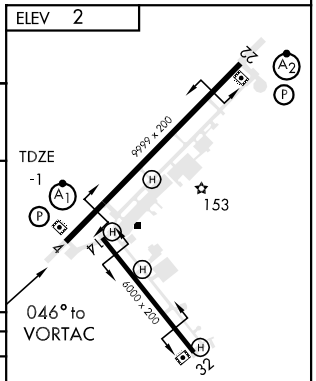
MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	



EMERG SAFE ALT 100 NM 3100





MIRL Rwy 14-32
HIRL Rwy 4-22

CATEGORY	A	B	C	D
S-4 *	420- ½	421 (500-½)	420-¾	421 (500-¾)
CIRCLING **	480-1	478 (500-1)	520-1½ 518 (600-1½)	560-2 558 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 22

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

VORTAC HRV 114.1 Chan 88	APCH CRS 236°	Rwy ldg 9999 TDZE -1 Arpt Elev 2

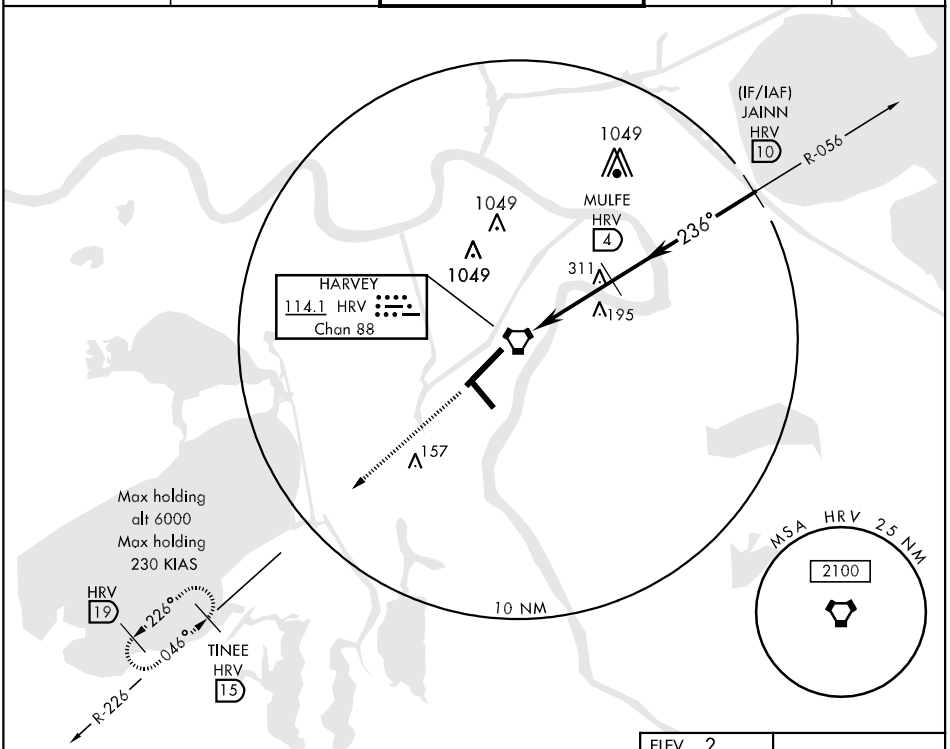
AL-630 [USN]

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** Night circling Rwy 32 not authorized.

SALS A2

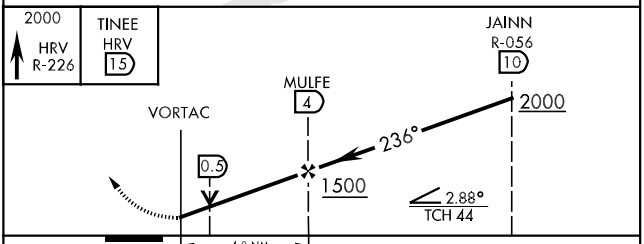
MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

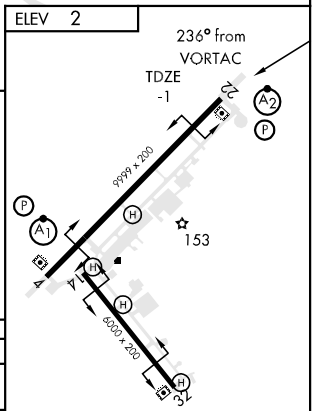
ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	



RADAR REQUIRED

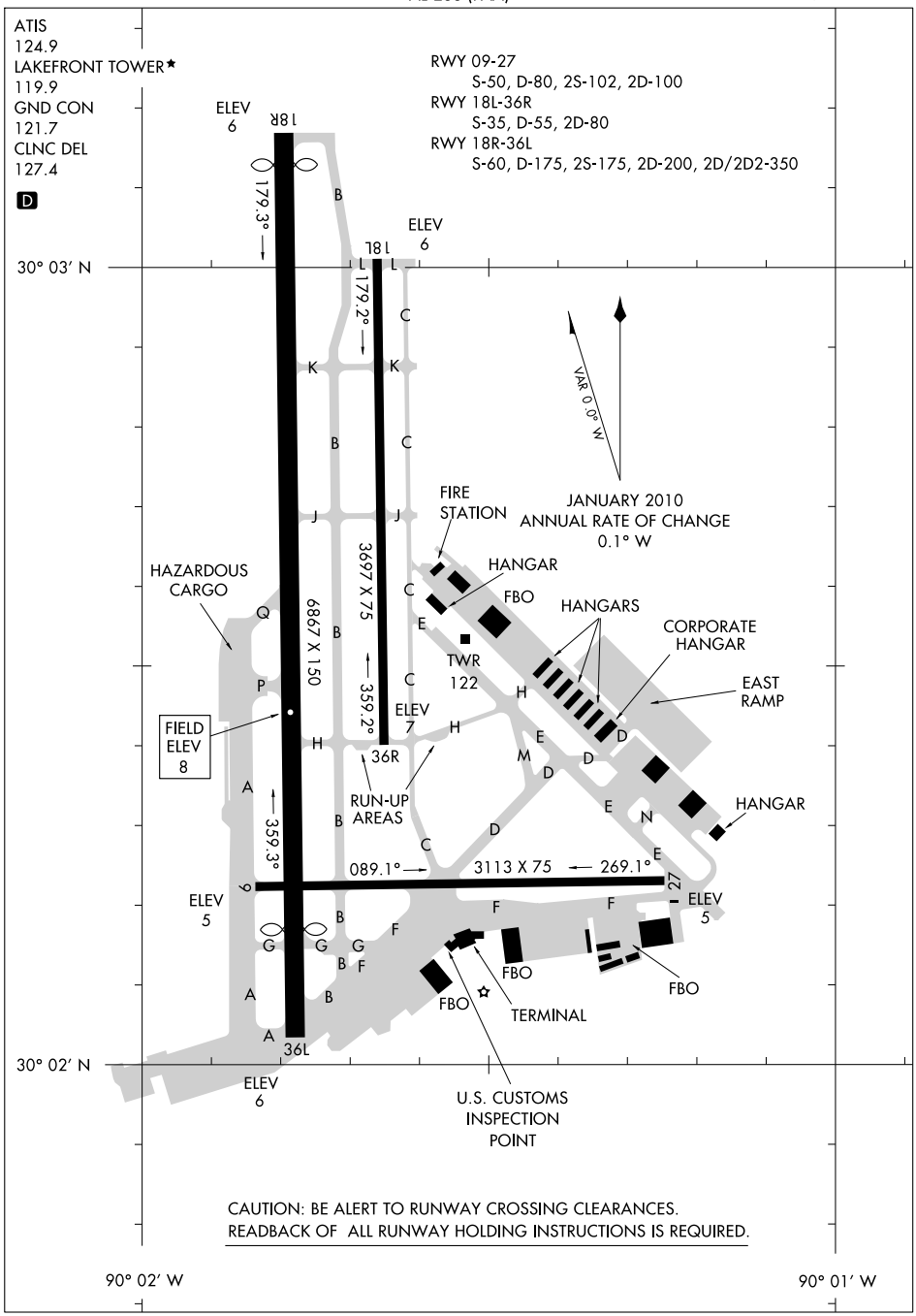
EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D
S-22 *	460-¾ 461 (500-¾)		460-1 461 (500-1)	460-1¼ 461 (500-1¼)
CIRCLING **	480-1 478 (500-1)		520-1½ 518 (600-1½)	560-2 558 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

AWDAD SIX ARRIVAL

(AWDAD. AWDAD6) 08045

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

BATON ROUGE TRANSITION (BTR.AWDAD6): From over BTR VORTAC via BTR R-135 to AWDAD INT. Thence. . . .
LAFAYETTE TRANSITION (LFT.AWDAD6): From over LFT VOTRAC via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .
LAKE CHARLES TRANSITION (LCH.AWDAD6): From over LCH VORTAC via LCH R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .
. . . . from over AWDAD INT via RQR R-273 to VOODO INT. Thence. . . .
LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect clearance for ILS RWY 10 approach.
LANDING OTHER: Expect vectors to final approach course.

NOTE: Chart not to scale

N

BATON ROUGE
116.5 BTR
Chan 112
N30°29.11′ -W91°17.64′
L-21-22, H-7

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below FL 230.

AWDAD
N30°06.99′
W90°57.13′
Turbojets 250K IAS

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 11,000′. (Landing Louis Armstrong New Orleans Intl).
Expect clearance to cross at 13,000′. (Landing other than Louis Armstrong New Orleans Intl).

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49′ -W93°06.33′
L-21-22, H-7

RESERVE
110.8 RQR
Chan 45

VOODO
N30°05.79′
W90°42.00′

3000
*2800
135°
(28)

7000
*1600
080°
(58)

R-264

3000
*2000
092°
(54)

093°

3000
*2000
093°
(13)

RWY 10
103°

19

6

R-273

LAKEFRONT

LAFAYETTE
109.8 LFT
Chan 35
N30°11.63′ -W91°59.55′
L-21-22

TIBBY
112.0 TBD
Chan 57

R-013

LOCALIZER 109.9
I-MSY
Chan 36

LOUIS ARMSTRONG NEW ORLEANS INTL

ST-609 (FAA)

LOC/DME I-NEW	APP CRS	Rwy Idg	5510
111.3	177°	TDZE	8
Chan 50		Apt Elev	8

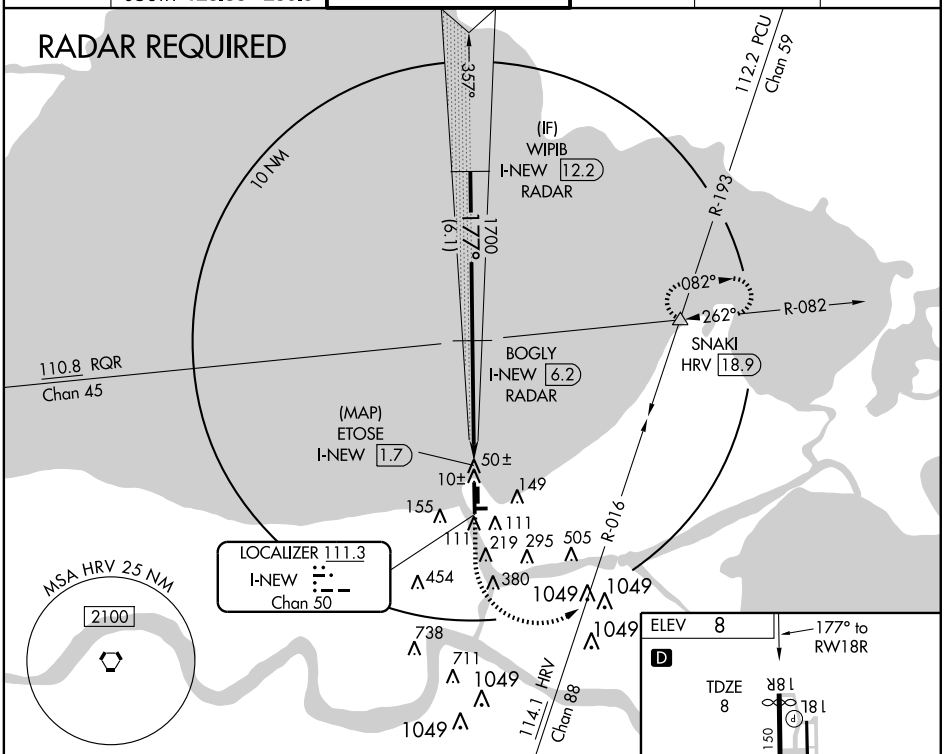
ILS or LOC RWY 18R

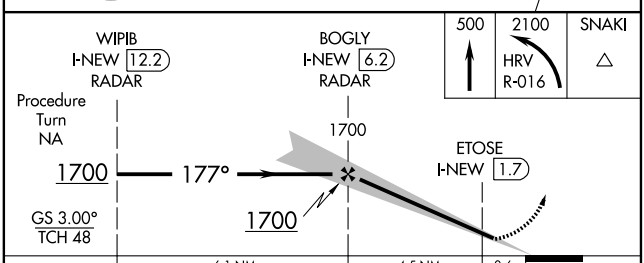
NEW ORLEANS/ LAKEFRONT (NEW)

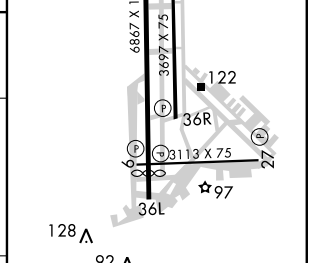
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase DA 29 feet and all MDAs 40 feet, increase S-ILS 18R visibility all Cats ¼ mile, and circling Cat D visibility ¼ mile. Visibility reduction by helicopters NA. DME or RADAR required.

MISSED APPROACH: Climb to 500 then climbing left turn to 2100 via HRV VORTAC R-016 to SNAKI INT and hold.

ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4	122.95







MIRL Rwys 9-27, 18R-36L, 18L-36R
REIL Rwys 9, 18L, 36L and 36R

CATEGORY	A	B	C	D
S-ILS 18R	258-¾ 250 (300-¾)			
S-LOC 18R	300-1 292 (300-1)			
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

OLEDD ONE ARRIVAL

(OLEDD.OLEDD1) 07298

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

BATON ROUGE
116.5 BTR
Chan 112

RESERVE
110.8 RQR
Chan 45

LAFAYETTE
109.8 LFT
Chan 35

LAKEFRONT

LOUIS ARMSTRONG NEW ORLEANS INTL

N

R-159

R-162

R-144

R-254

R-268

WHITE LAKE
110.4 LLA
Chan 41
N29°39.79′
W92°22.42′
L-21-22, H-7

2000
*1600
086°
(41)

ORICH
N29°39.96′
W91°35.92′

2000
*1600
086°
(29)

LUFFS
N29°39.91′
W91°02.37′

(11)

2000
*1600
073°
(19)

OLEDD
N29°44.65′
W90°28.63′

26

HARVEY
114.1 HRV
Chan 88

TIBBY
112.0 TBD
Chan 57
N29°39.86′
W90°49.75′
L-21-22, H-7

TIBBY TRANSITION (TBD.OLEDD1): From over TBD VORTAC via TBD R-073 to OLEDD INT. Thence. . . .

WHITE LAKE TRANSITION (LLA.OLEDD1): From over LLA VORTAC via LLA R-086 to TBD VORTAC, then via TBD R-073 to OLEDD INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′

NOTE: Chart not to scale.

ST-609 (FAA)

OLEDD ONE ARRIVAL
(OLEDD.OLEDD1) 07298
NEW ORLEANS, LOUISIANA

WAAS	APP CRS	Rwy Idg	5510
CH 61302	177°	TDZE	8
W18A		Apt Elev	8

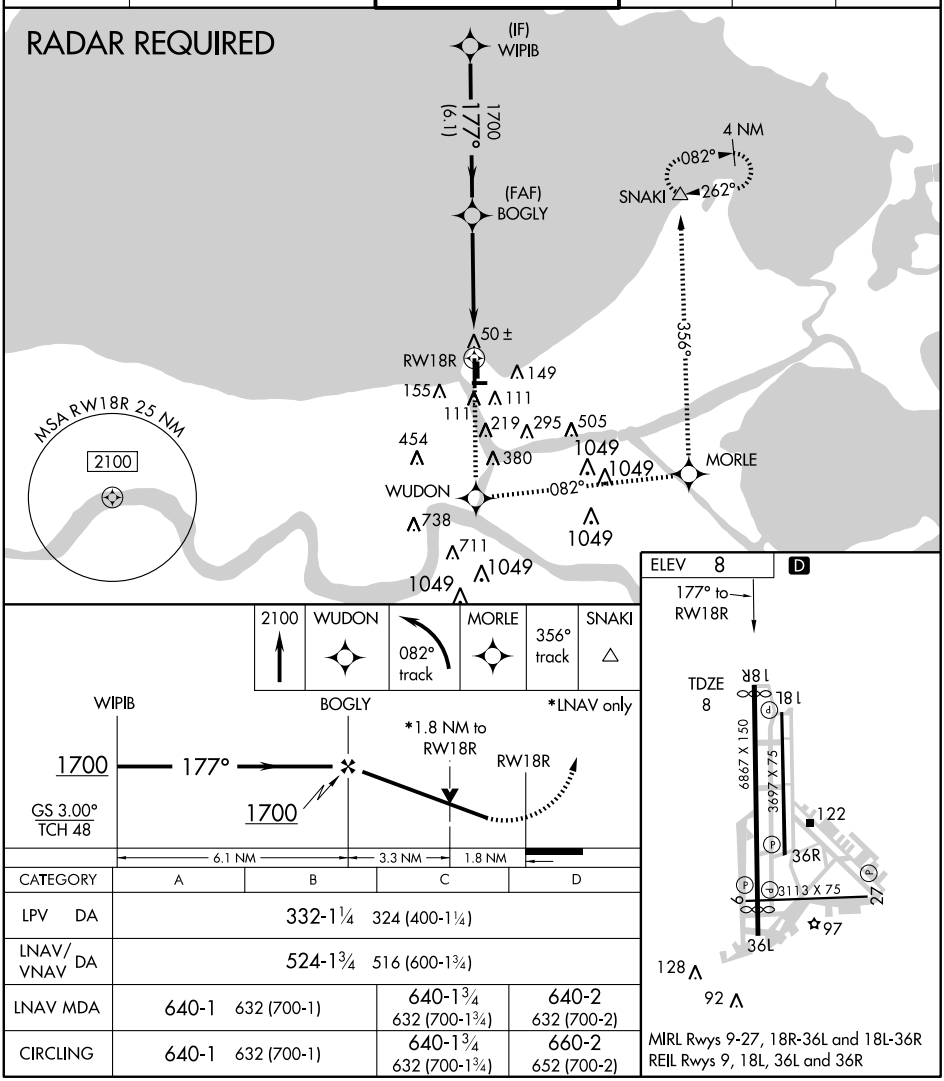
RNAV (GPS) RWY 18R

NEW ORLEANS/ LAKEFRONT (NEW)

When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. Increase LNAV/VNAV visibility all Cats ¼ mile. Increase LNAV and circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct WUDON and left turn via 082° track to MORLE and via 356° track to SNAKI and hold.

ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4	122.95



CATEGORY	A	B	C	D
LPV DA	332-1¼ 324 (400-1¼)			
LNAV/VNAV DA	524-1¾ 516 (600-1¾)			
LNAV MDA	640-1 632 (700-1)		640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1 632 (700-1)		640-1¾ 632 (700-1¾)	660-2 652 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5135
CH 86913	357°	TDZE 8
W36A		Apt Elev 8

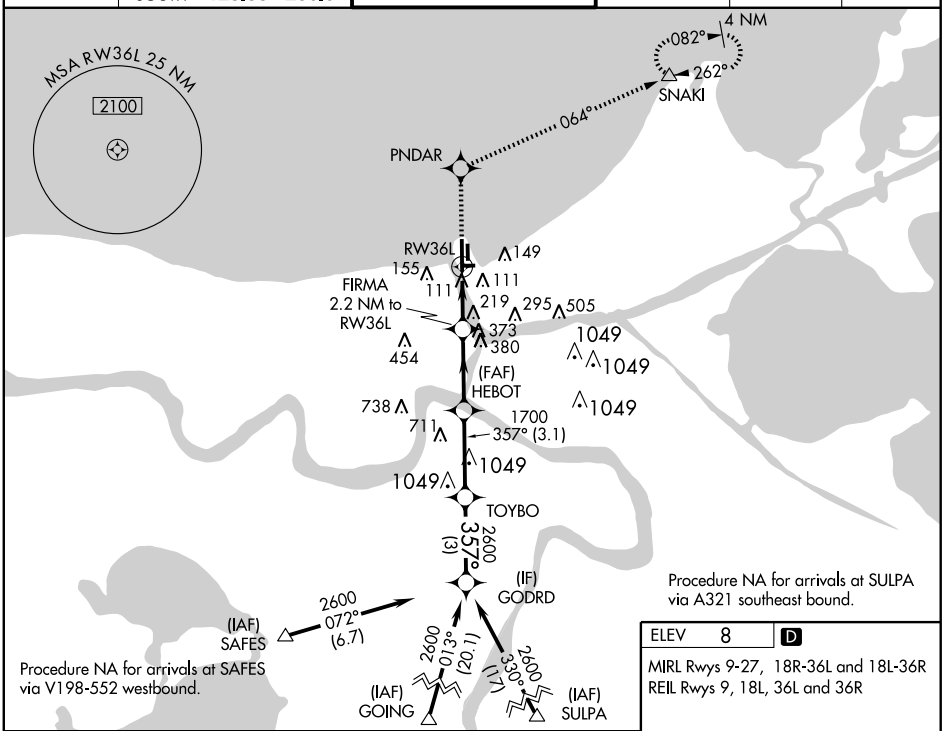
RNAV (GPS) RWY 36L

NEW ORLEANS/ LAKEFRONT (NEW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LNAV Cat C/D and Circling Cat D visibilities ¼ mile. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.

ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4	122.95

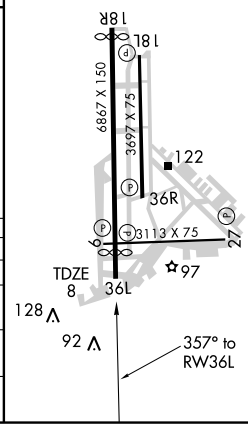


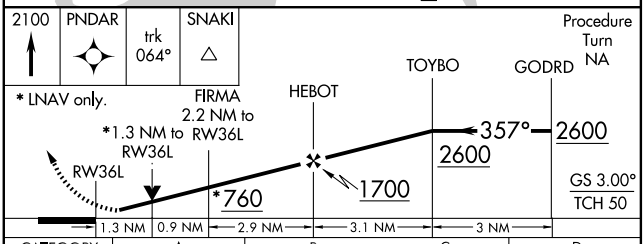
SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

ELEV 8	D

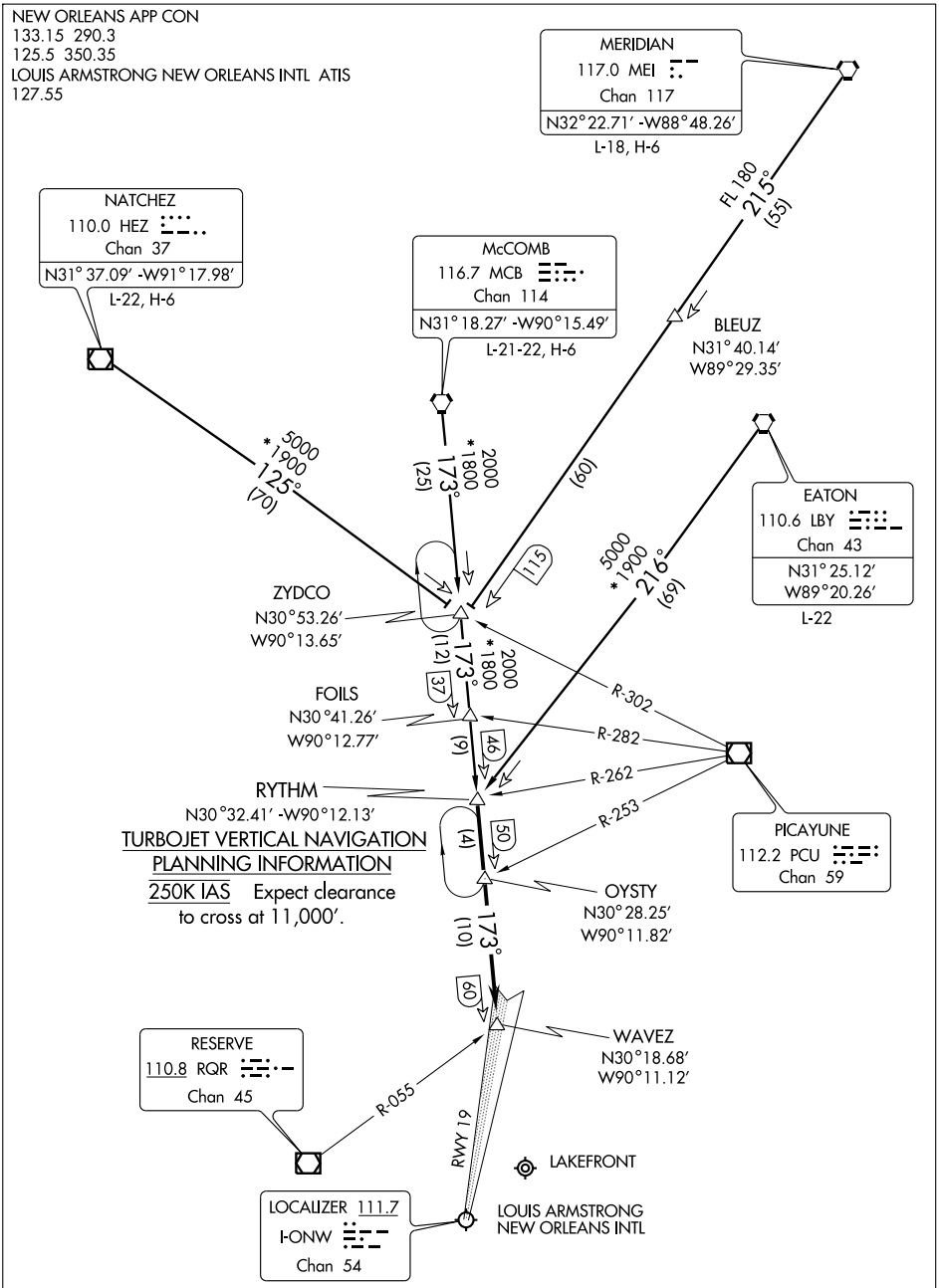
MIRL Rwys 9-27, 18R-36L and 18L-36R
REIL Rwys 9, 18L, 36L and 36R





CATEGORY	A	B	C	D
LPV DA	340-1¼ 332 (400-1¼)			
LNAV/VNAV DA	431-1½ 423 (500-1½)			
LNAV MDA	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)

NEW ORLEANS APP CON
133.15 290.3
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .
McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .
MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.
LANDING OTHER: Expect vectors to final approach course.

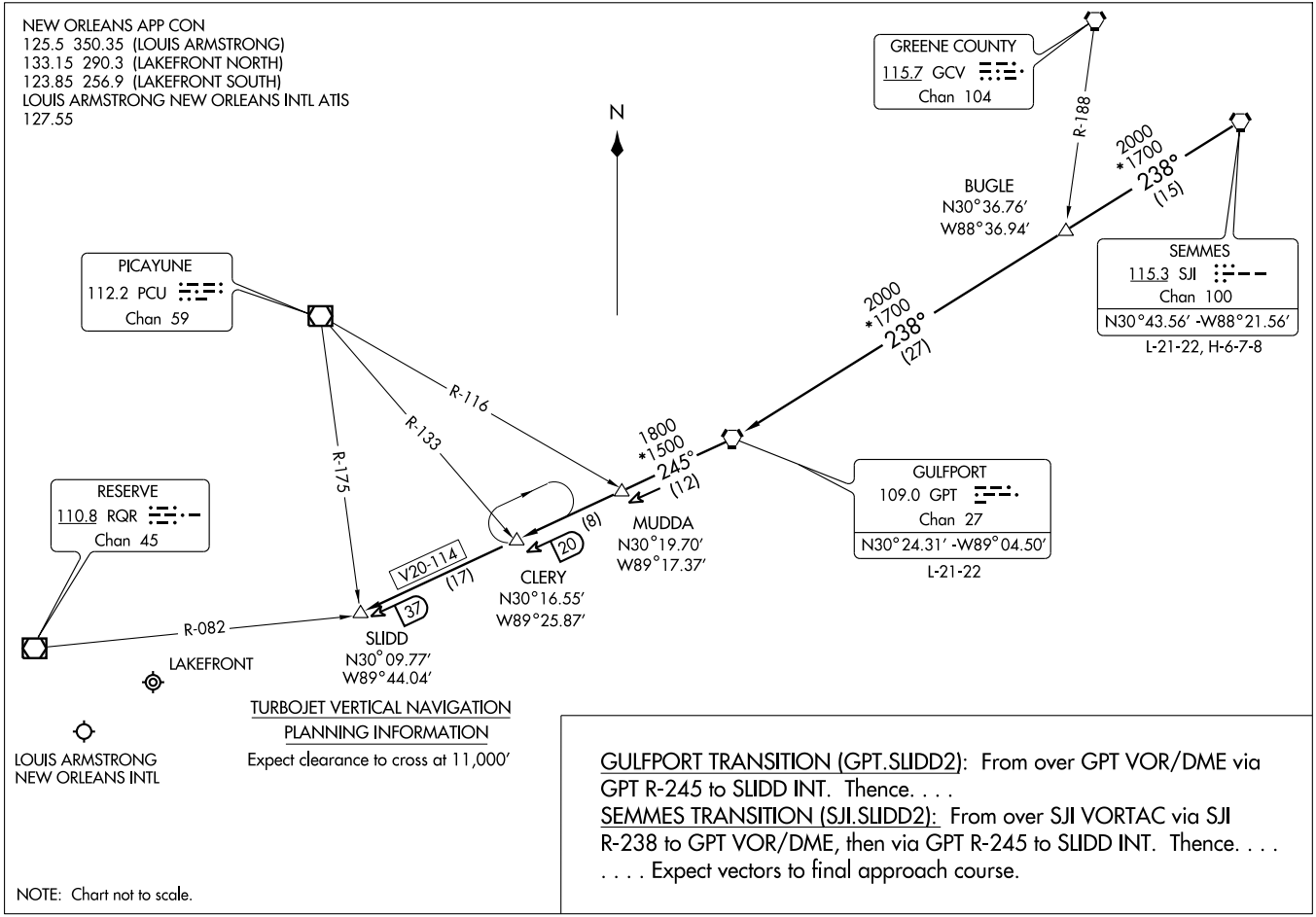
SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

SLIDD TWO ARRIVAL (SLIDD.SLIDD2)

09239

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35 (LOUIS ARMSTRONG)
133.15 290.3 (LAKEFRONT NORTH)
123.85 256.9 (LAKEFRONT SOUTH)
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55



TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11,000′

GULFPORT TRANSITION (GPT.SLIDD2): From over GPT VOR/DME via GPT R-245 to SLIDD INT. Thence. . . .

SEMMES TRANSITION (SJI.SLIDD2): From over SJI VORTAC via SJI R-238 to GPT VOR/DME, then via GPT R-245 to SLIDD INT. Thence. . . . . Expect vectors to final approach course.

NOTE: Chart not to scale.

ST-609 (FAA)

SLIDD TWO ARRIVAL (SLIDD.SLIDD2) 09239
NEW ORLEANS, LOUISIANA

VORTAC HRV	APP CRS	Rwy Idg 5135
114.1	351°	TDZE 8
Chan 88		Apt Elev 8

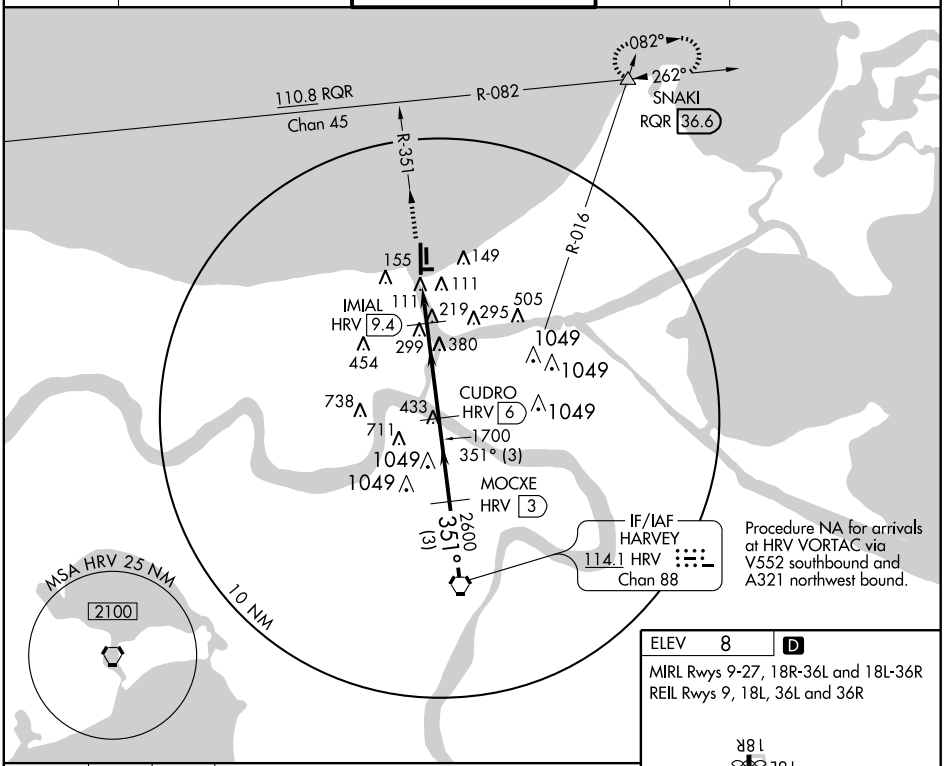
VOR/DME RWY 36L

NEW ORLEANS/ LAKEFRONT (NEW)

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D and Circling Cat D visibilities ¼ mile.

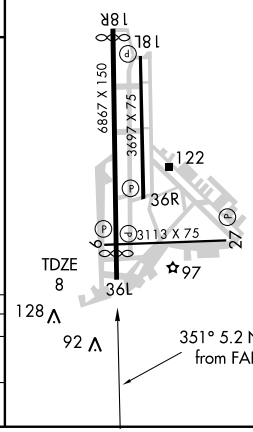
MISSED APPROACH: Climb to 2000 via HRV R-351 and RQR R-082 to SNAKI INT/RQR 36.6 DME and hold.

ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4	122.95



ELEV 8 D

MIRL Rwys 9-27, 18R-36L and 18L-36R
REIL Rwys 9, 18L, 36L and 36R



2000
HRV R-351

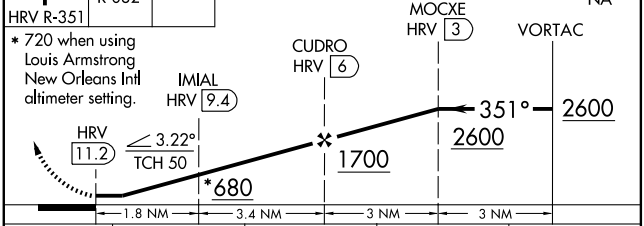
RQR
R-082

SNAKI

VGSI and descent angles not coincident.

Procedure Turn NA

* 720 when using Louis Armstrong New Orleans Intl altimeter setting.



CATEGORY	A	B	C	D
S-36L	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-HZR	APP CRS	Rwy Idg	5003
111.9	360°	TDZE	37
		Apt Elev	40

LOC RWY 36

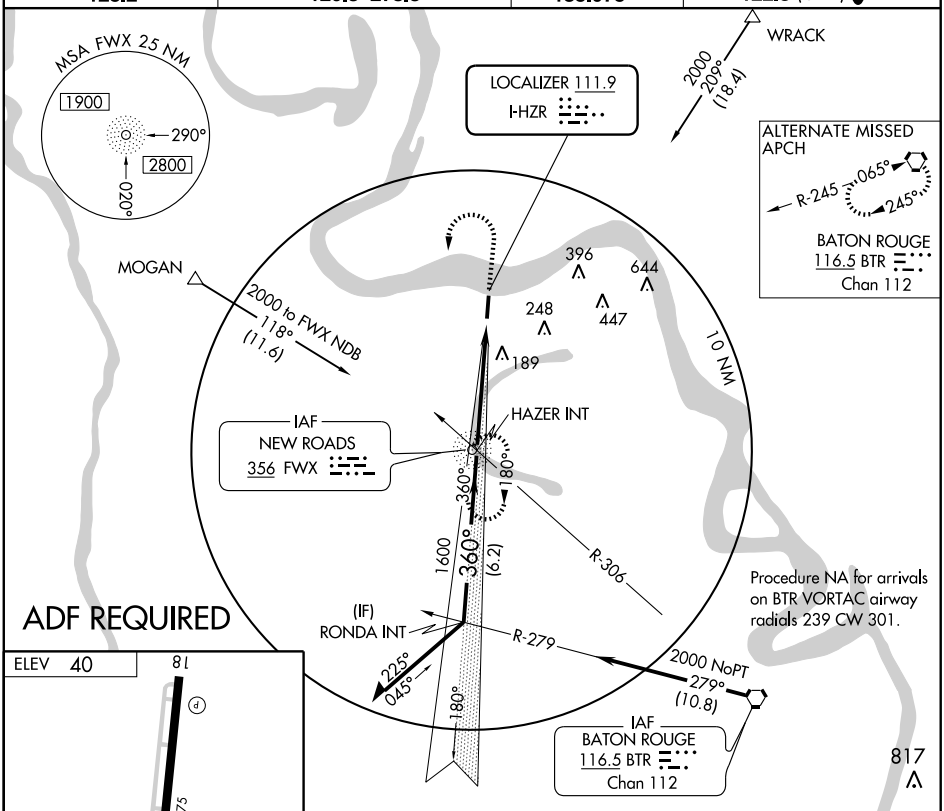
NEW ROADS/ FALSE RIVER RGNL (HZR)

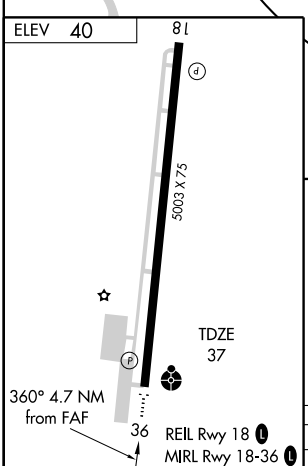
T NA — Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cat D and circling Cat C visibility ¼ mile.

ODALS

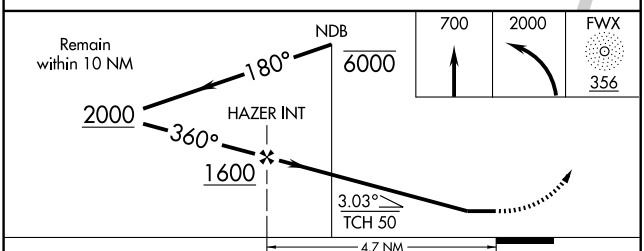
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-36	540-1 503 (500-1)		540-1½ 503 (500-1½)	
CIRCLING	540-1 500 (500-1)		600-1½ 560 (600-1½)	600-2 560 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB FWX 356	APP CRS 002°	Rwy Idg 5003 TDZE 37 Apt Elev 40

NDB RWY 36

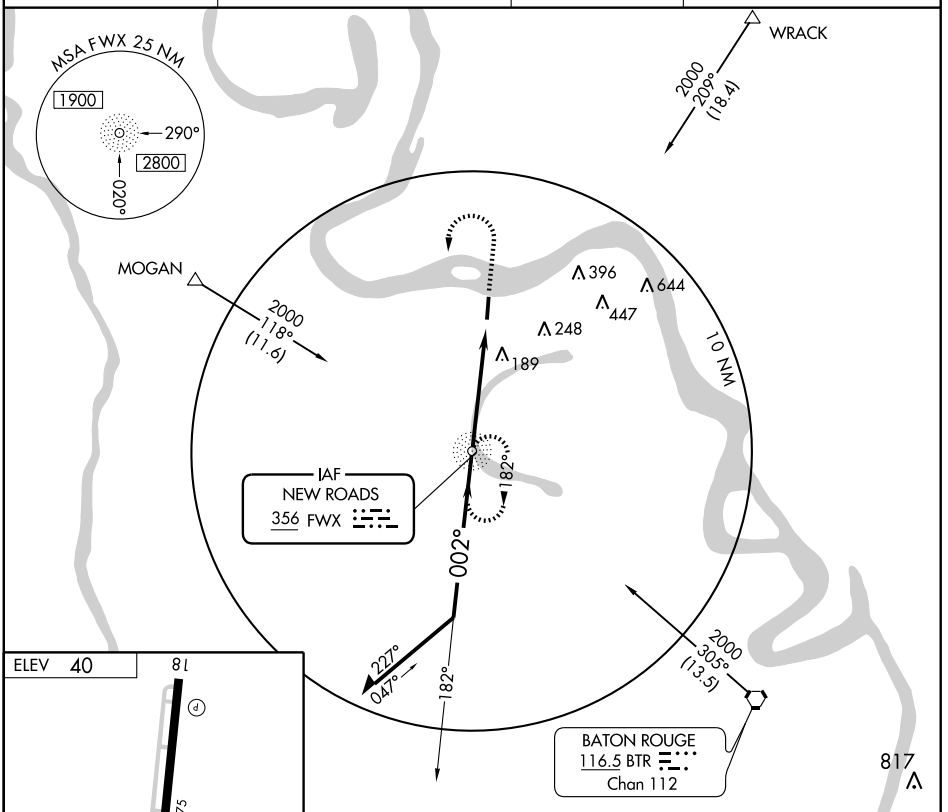
NEW ROADS/FALSE RIVER RGNL (HZR)

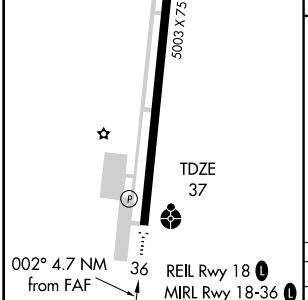
T NA Inoperative table does not apply. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cats C and D and circling Cat C visibility ¼ mile.

ODALS

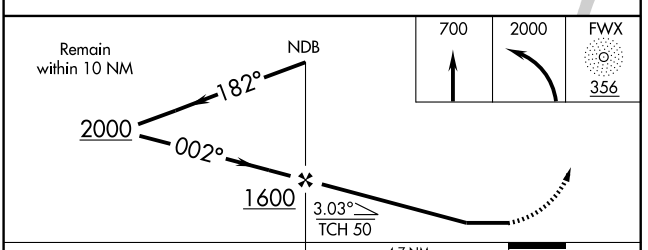
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-36	600-1 563 (600-1)		600-1½ 563 (600-1½)	600-1¾ 563 (600-1¾)
CIRCLING	600-1 560 (600-1)		600-1½ 560 (600-1½)	600-2 560 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

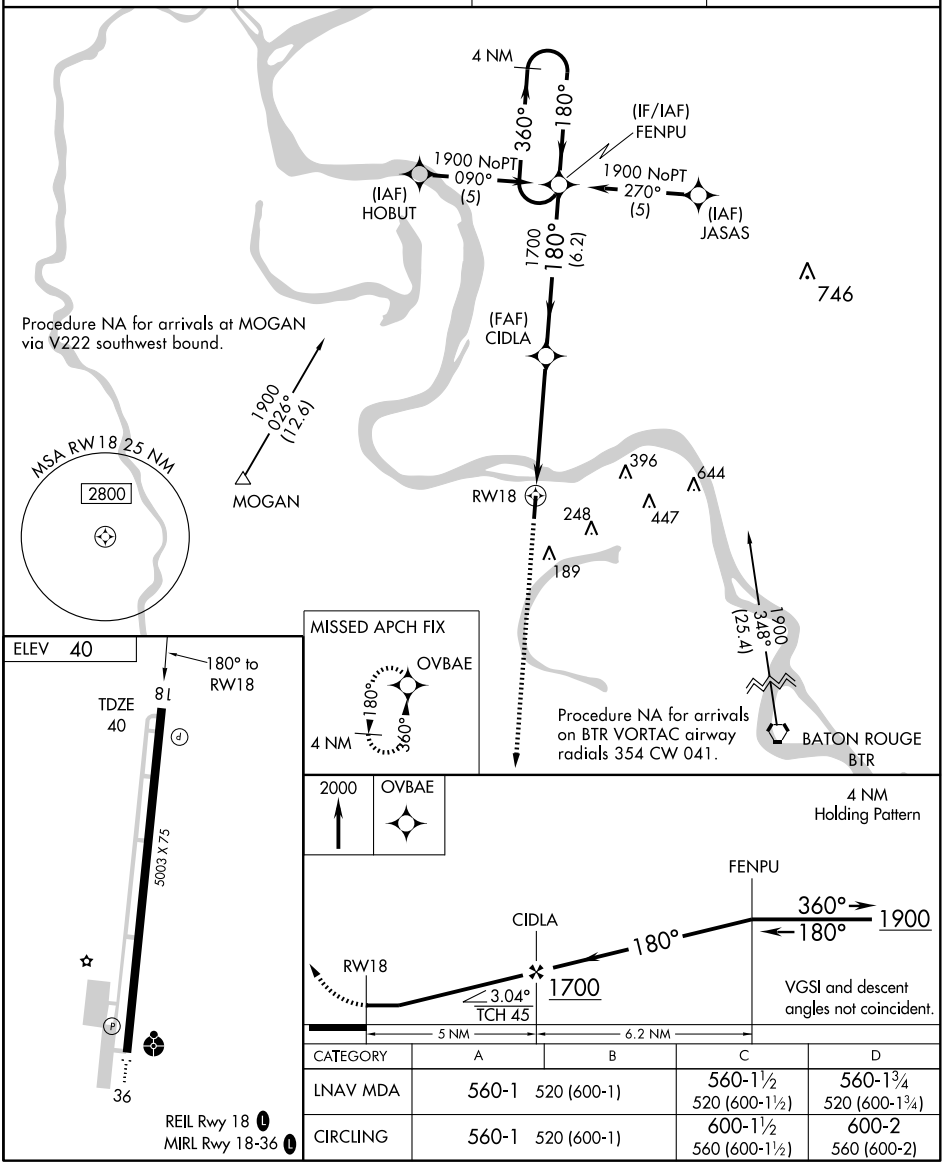
NEW ROADS/FALSE RIVER RGNL (HZR)

APP CRS	Rwy Idg	5003
180°	TDZE	40
	Apt Elev	40

DME/DMERNP-0.3 NA. Visibility reduction by helicopters NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct OVBAE and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	560-1	520 (600-1)	560-1½ 520 (600-1½)	560-1¾ 520 (600-1¾)
CIRCLING	560-1	520 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5003
CH 42607	360°	TDZE	37
W36A		Apt Elev	40

RNAV (GPS) RWY 36

NEW ROADS/FALSE RIVER RGNL (HZR)

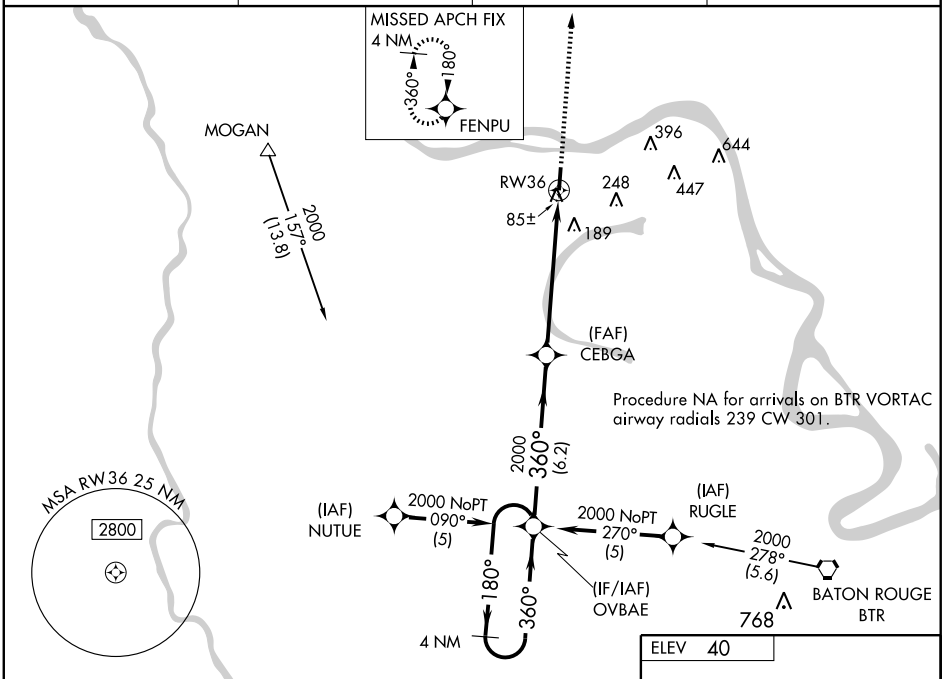
Inoperative table does not apply. BARO-VNAV NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

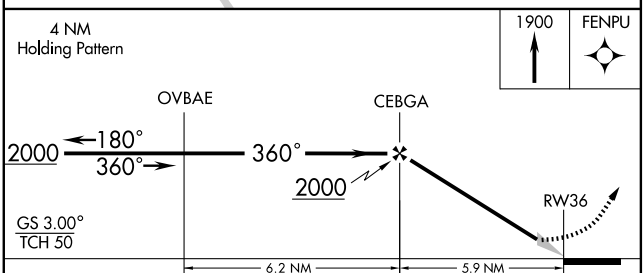
NA

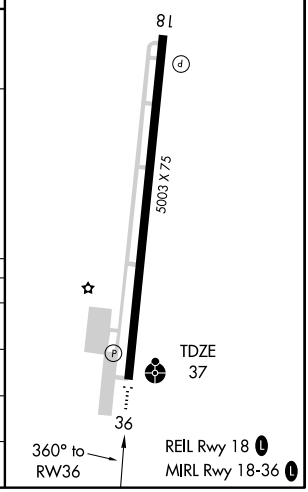
ODALS

MISSED APPROACH: Climb to 1900 direct FENPU and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	358-1	321 (400-1)		
LNAV/VNAV DA	396-1¼	359 (400-1¼)		
LNAV MDA	560-1	523 (600-1)	560-1½ 523 (600-1½)	560-1¾ 523 (600-1¾)
CIRCLING	560-1	520 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BTR 116.5 Chan 112	APP CRS 320°	Rwy Idg N/A TDZE N/A Apt Elev 40

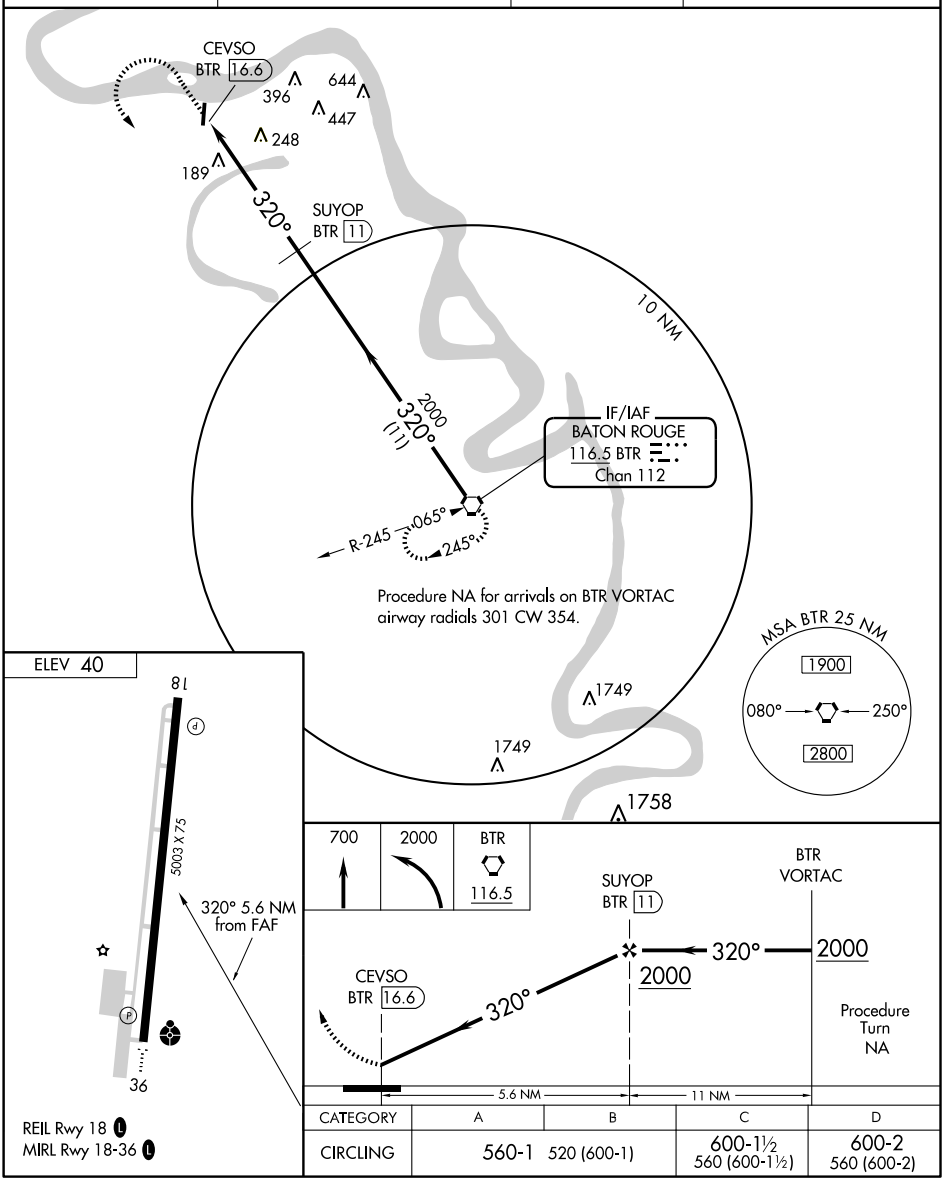
VOR/DME-A

NEW ROADS/ FALSE RIVER RGNL (HZR)

Use Baton Rouge altimeter setting; when not received, use LaFayette Rgnl altimeter setting and increase all MDA 60 feet, and increase Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BTR VORTAC and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	560-1	520 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB LRR	APP CRS	Rwy Idg	4994
379	357°	TDZE	107
		Apt Elev	107

NDB RWY 36

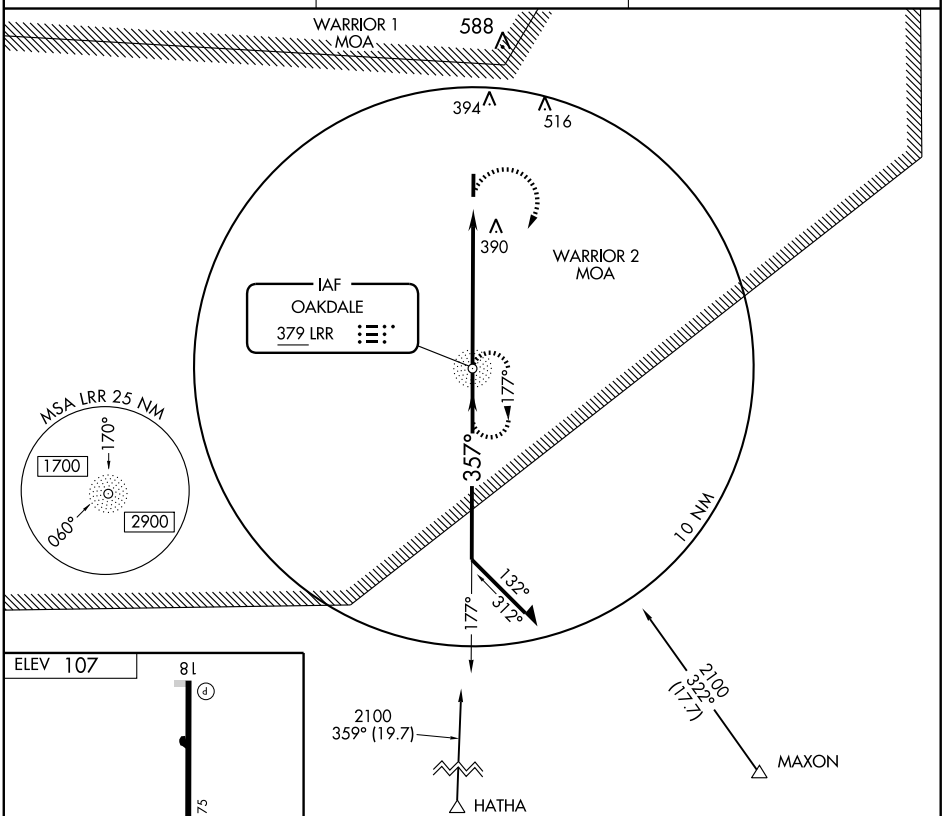
OAKDALE/ ALLEN PARISH (ACP)

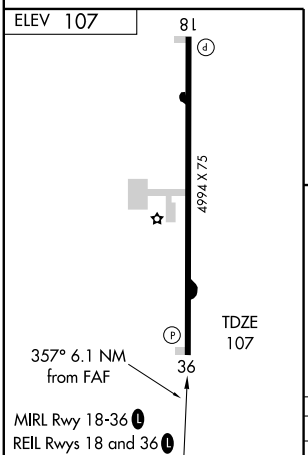
If local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDAs 100 feet.

NA

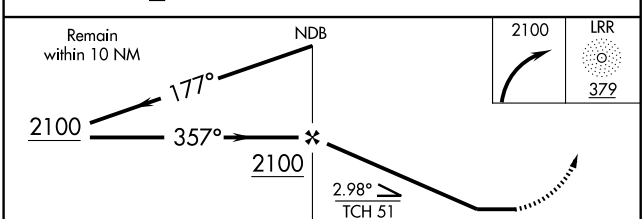
MISSED APPROACH: Climbing right turn to 2100 direct LRR NDB and hold.

AWOS-3	POLK APP CON	UNICOM
118.275	123.7 254.8	122.8 (CTAF)





FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-36	760-1 653 (700-1)		760-1¾ 653 (700-1¾)	NA
CIRCLING	760-1 653 (700-1)		760-1¾ 653 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4994
CH 77914	177°	TDZE	104
W18A		Apt Elev	107

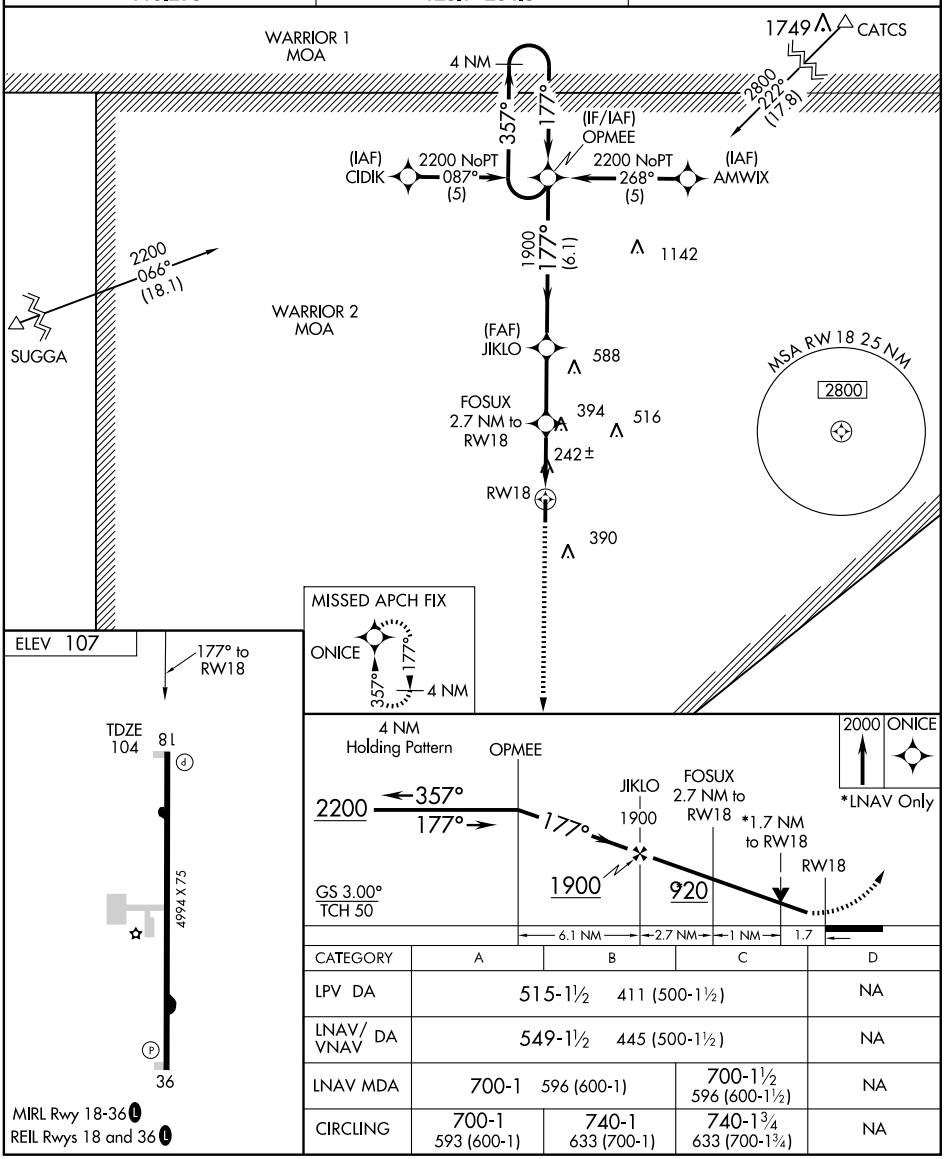
RNAV (GPS) RWY 18

OAKDALE/ ALLEN PARISH (ACP)

Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct ONICE and hold.

AWOS-3	POLK APP CON	UNICOM
118.275	123.7 254.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	515-1½	411 (500-1½)		NA
LNAV/ VNAV DA	549-1½	445 (500-1½)		NA
LNAV MDA	700-1	596 (600-1)	700-1½ 596 (600-1½)	NA
CIRCLING	700-1 593 (600-1)	740-1 633 (700-1)	740-1¾ 633 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4994
CH 49214	357°	TDZE	107
W36A		Apt Elev	107

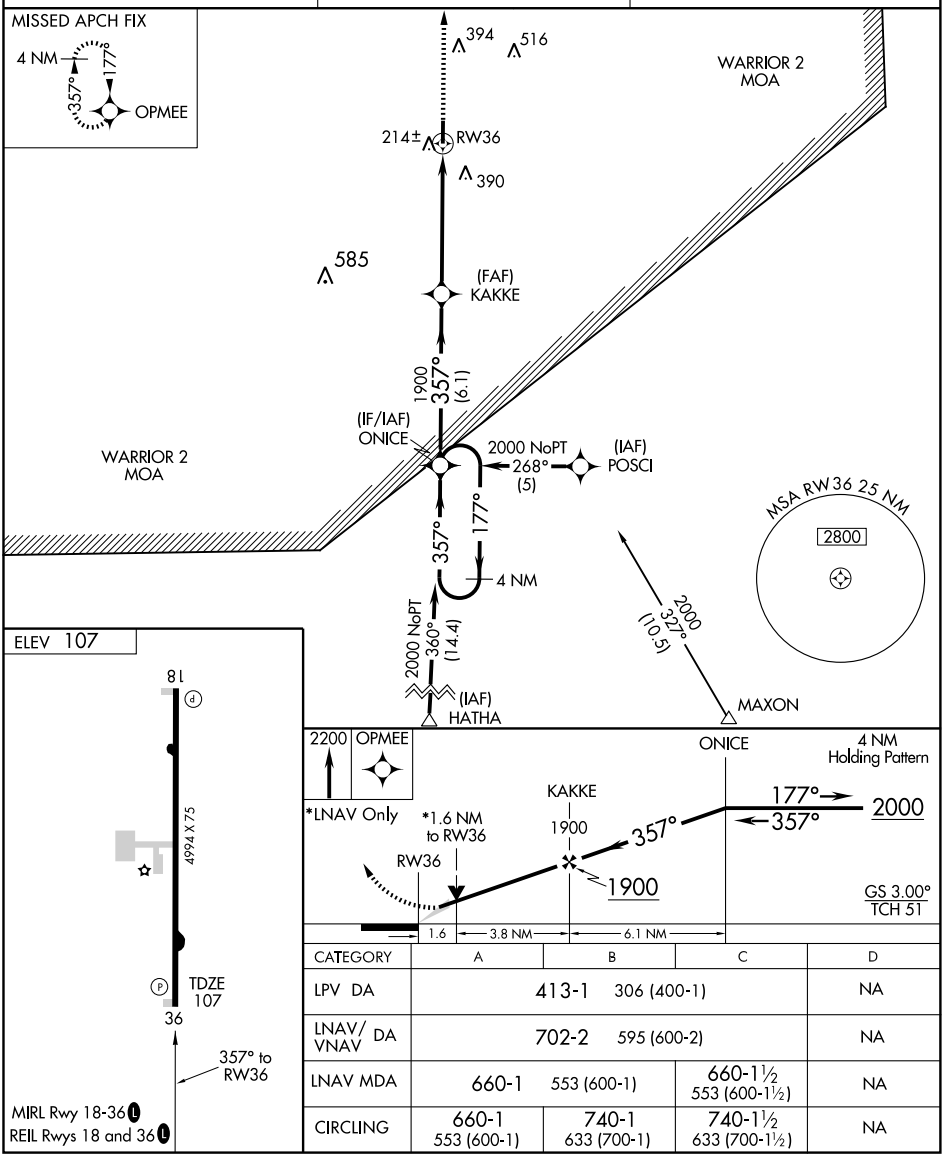
RNAV (GPS) RWY 36

OAKDALE/ ALLEN PARISH (ACP)

Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 2200 direct OPMEE and hold.

AWOS-3	POLK APP CON	UNICOM
118.275	123.7 254.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	413-1 306 (400-1)			NA
LNAV/ VNAV DA	702-2 595 (600-2)			NA
LNAV MDA	660-1 553 (600-1)		660-1½ 553 (600-1½)	NA
CIRCLING	660-1 553 (600-1)	740-1 633 (700-1)	740-1½ 633 (700-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB OPL	APP CRS	Rwy Idg	5849
335	176°	TDZE	71
		Apt Elev	75

NDB RWY 18

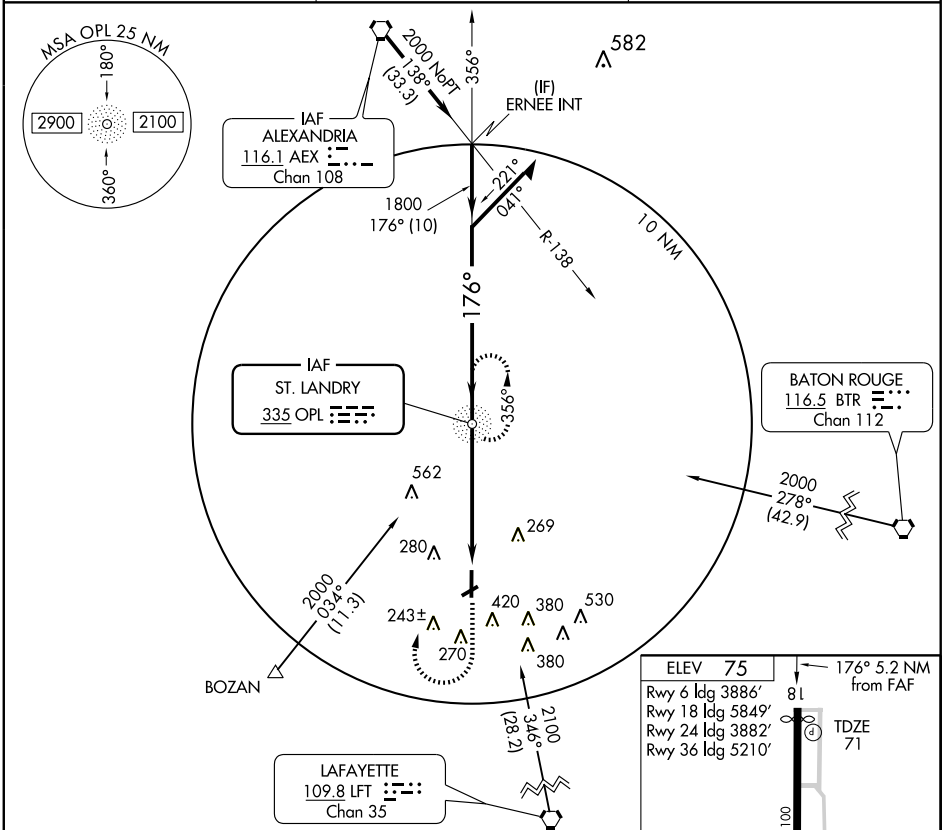
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

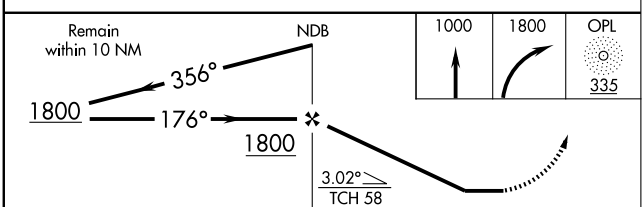
If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet.

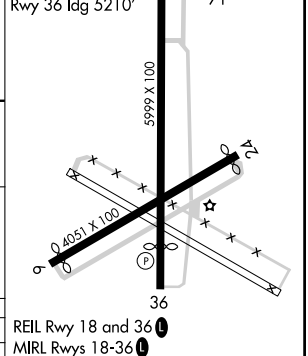
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct OPL NDB and hold.

LAFAYETTE APP CON★	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	640-1 569 (600-1)		640-1½ 569 (600-1½)	640-1¾ 569 (600-1¾)
CIRCLING	780-1 705 (800-1)		780-2 705 (800-2)	780-2¼ 705 (800-2¼)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5849
176°	TDZE	71
	Apt Elev	75

RNAV (GPS) RWY 18

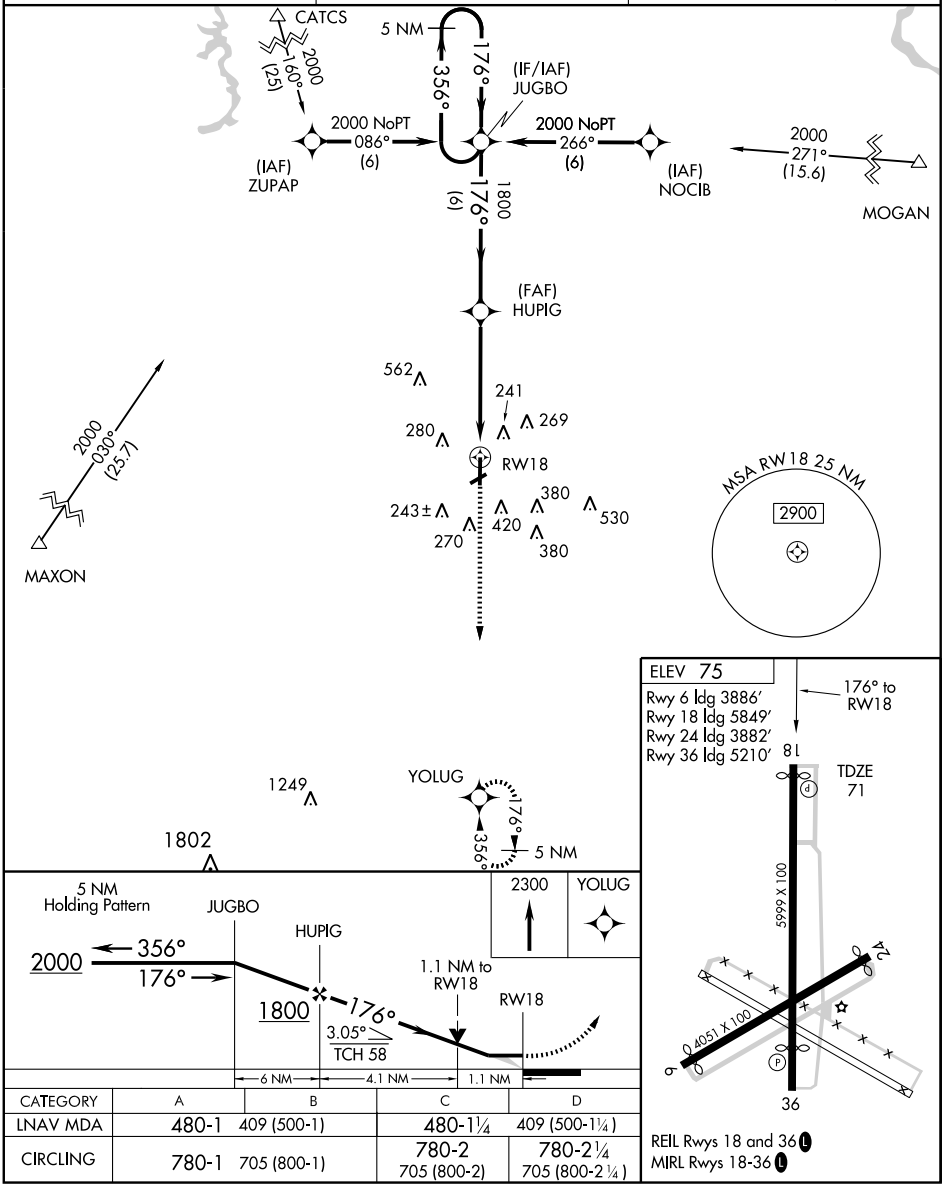
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

NA

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1	409 (500-1)	480-1¼	409 (500-1¼)
CIRCLING	780-1	705 (800-1)	780-2 705 (800-2)	780-2¼ 705 (800-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5210
356°	TDZE	74
	Apt Elev	75

RNAV (GPS) RWY 36

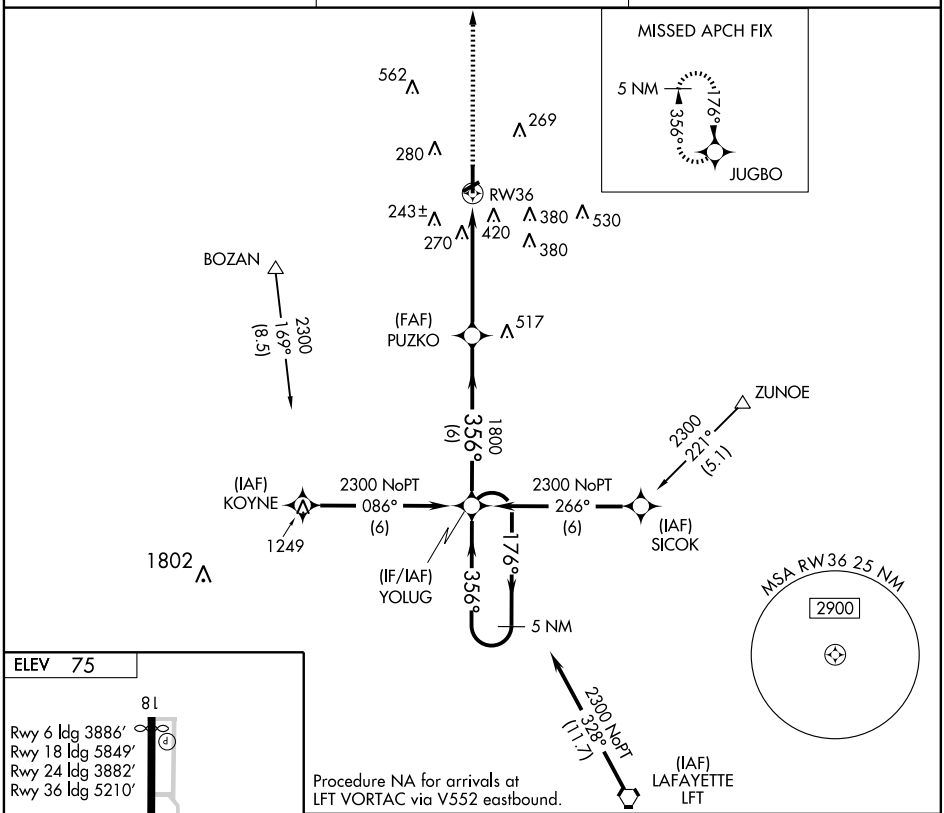
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

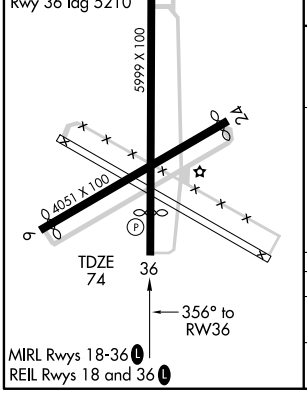
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

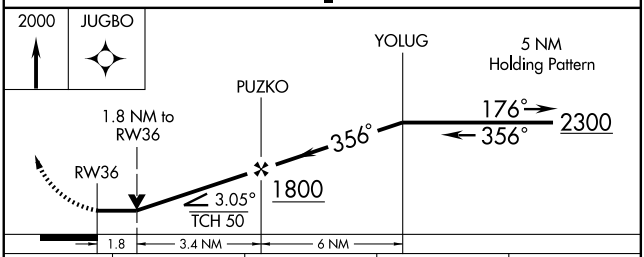
NA

MISSED APPROACH: Climb to 2000 direct JUGBO and hold.

LAFAYETTE APP CON*	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	700-1	626 (700-1)	700-1¾ 626 (700-1¾)	700-2 626 (700-2)
CIRCLING	780-1	705 (800-1)	780-2 705 (800-2)	780-2¼ 705 (800-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LFT	APP CRS	Rwy Idg	5210
109.8	343°	TDZE	74
Chan 35		Apt Elev	75

VOR/DME RWY 36

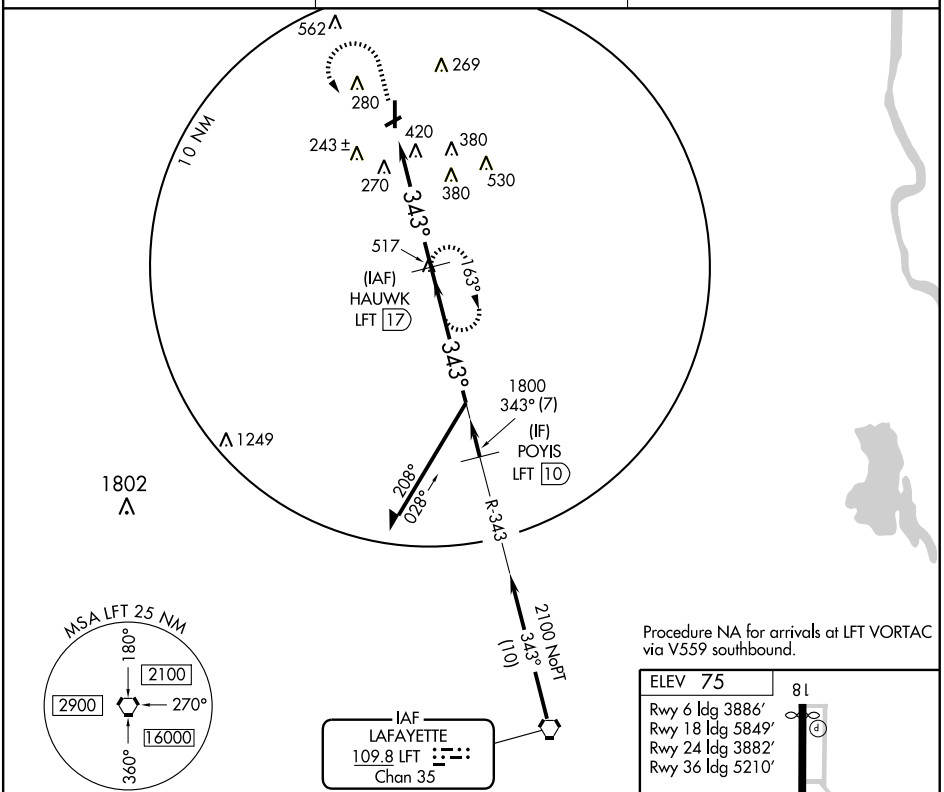
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

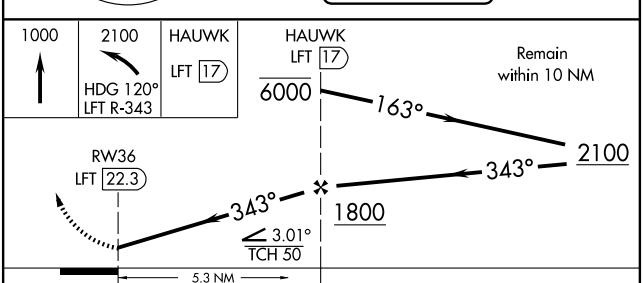
NA

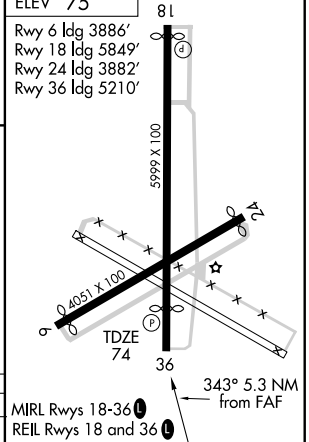
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 via heading 120° and LFT R-343 to HAUWK 17 DME and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF) L



Procedure NA for arrivals at LFT VORTAC via V559 southbound.





MIRL Rwys 18-36 L

REIL Rwys 18 and 36 L

CATEGORY	A	B	C	D
S-36	720-1 646 (700-1)	720-1¼ 646 (700-1¼)	720-1¾ 646 (700-1¾)	720-2 646 (700-2)
CIRCLING	780-1 705 (800-1)	780-1¼ 705 (800-1¼)	780-2 705 (800-2)	780-2¼ 705 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-PTN	APP CRS	Rwy Idg	5399
108.3	238°	TDZE	9
Chan 20		Apt Elev	9

ILS RWY 24

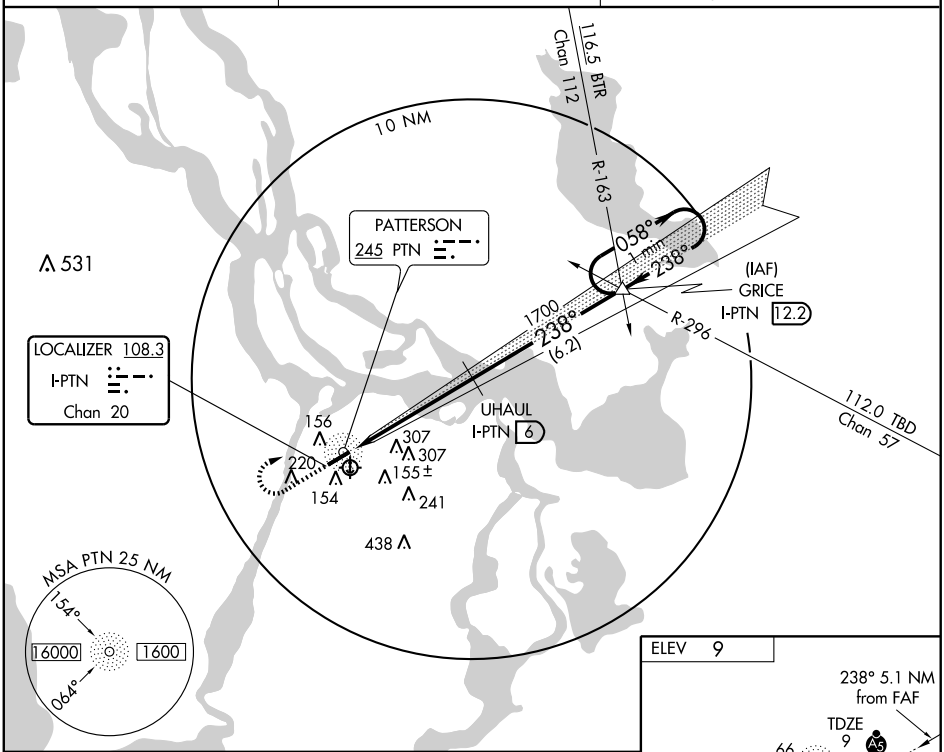
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

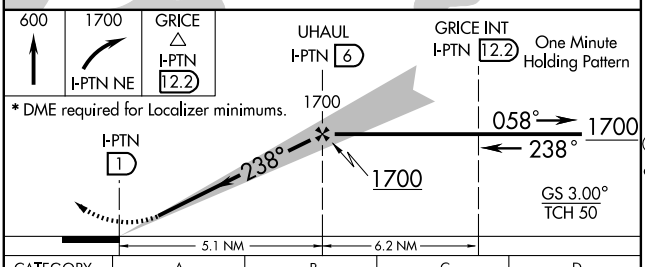
T
NA

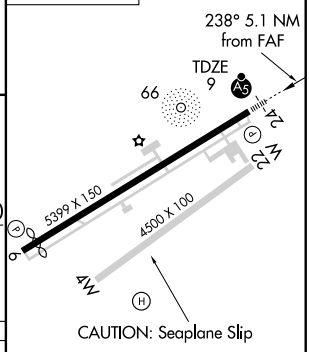
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 1700 via I-PTN NE course to GRICE Int/I-PTN 12.2 DME and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24)
		122.9 L (MIRL RWY 4W-22W)







CATEGORY	A	B	C	D
S-ILS 24	209-½ 200 (200-½)			NA
S-LOC 24 *	400-½ 391 (400-½)			NA
CIRCLING	520-1 511 (600-1)	580-1 571 (600-1)	620-1¾ 611 (700-1¾)	NA

MIRL Rwy 6-24 L
REIL Rwy 6 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB PTN	APP CRS	Rwy Idg	5005
245	052°	TDZE	9
		Apt Elev	9

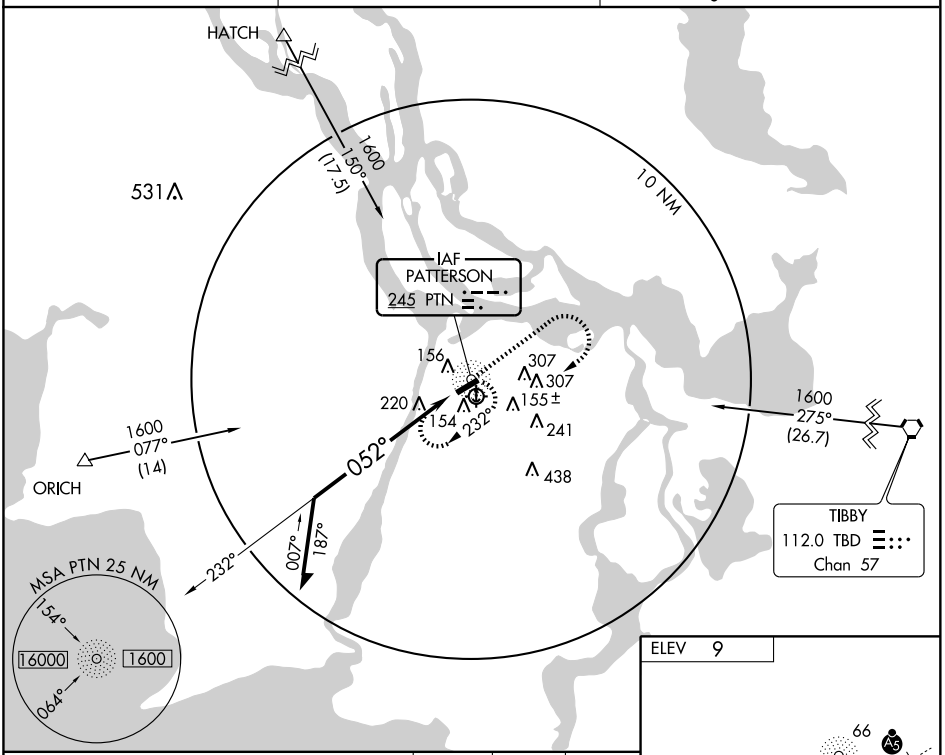
NDB RWY 6

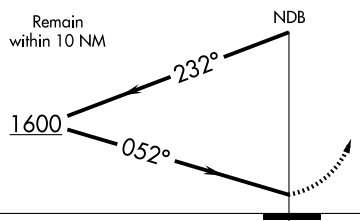
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

NA

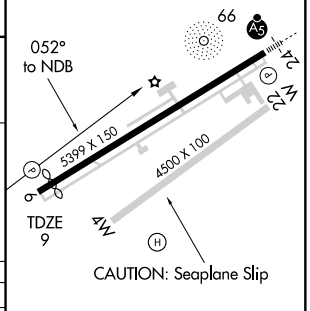
MISSED APPROACH: Climb to 1600, then right turn direct PTN NDB and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24)
		122.9 L (MIRL RWY 4W-22W)





CATEGORY	A	B	C	D
S-6	640-1	631 (700-1)	640-1¾ 631 (700-1¾)	NA
CIRCLING	640-1	631 (700-1)	640-1¾ 631 (700-1¾)	NA



MIRL Rwy 6-24 L
REIL Rwy 6 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

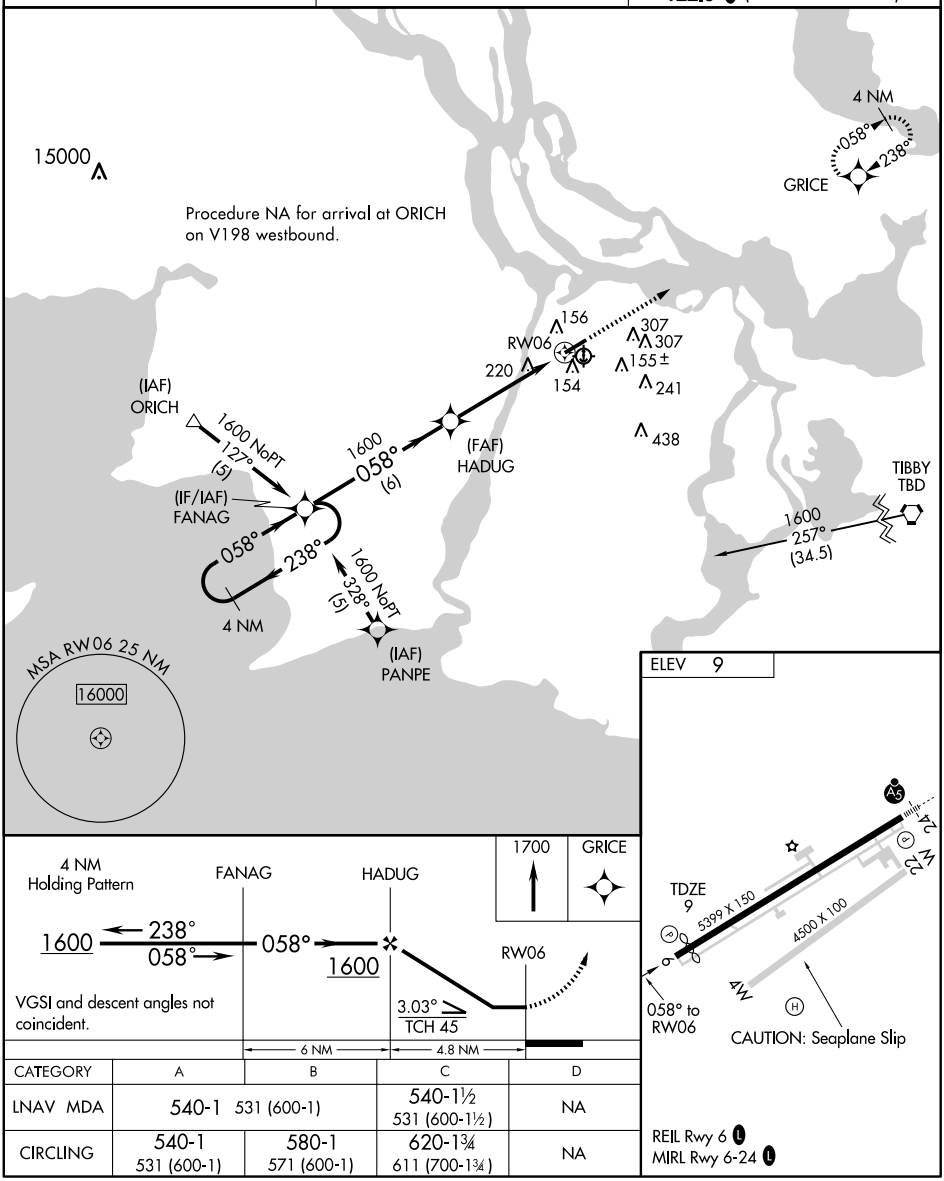
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

APP CRS	Rwy Idg	5005
058°	TDZE	9
	Apt Elev	9

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. When VGSI inoperative, straight-in/circling Rwy 6 procedure NA at night.

MISSED APPROACH: Climb to 1700 direct GRICE WP and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) (L) (MIRL RWY 6-24) 122.9 (L) (MIRL RWY 4W-22W)



CATEGORY	A	B	C	D
LNAV MDA	540-1 531 (600-1)		540-1½ 531 (600-1½)	NA
CIRCLING	540-1 531 (600-1)	580-1 571 (600-1)	620-1¾ 611 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

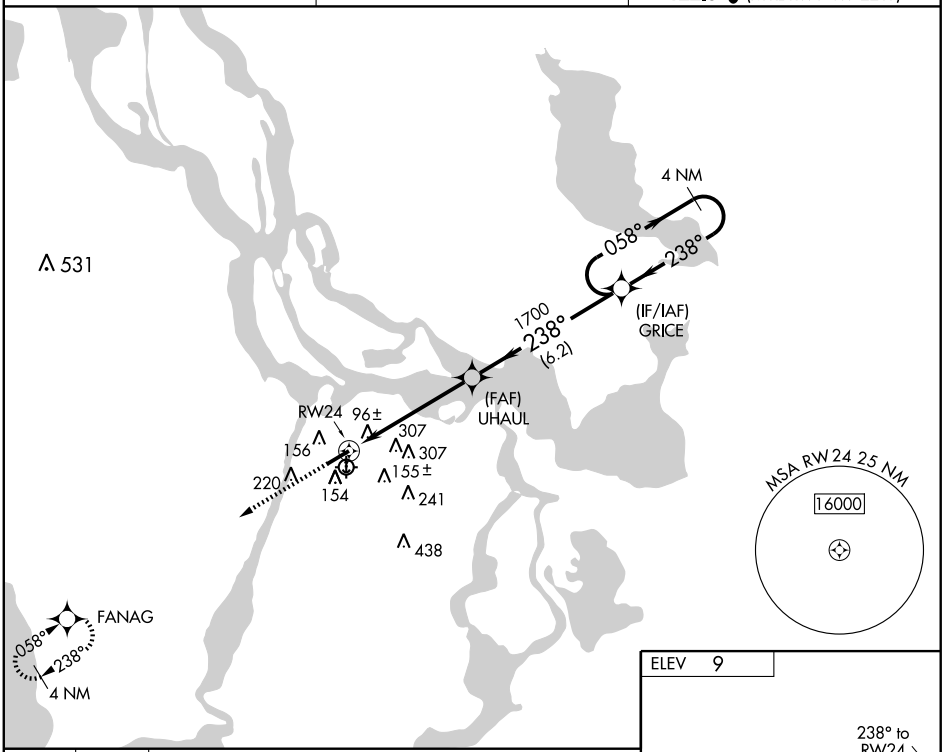
APP CRS	Rwy Idg	5399
238°	TDZE	9
	Apt Elev	9

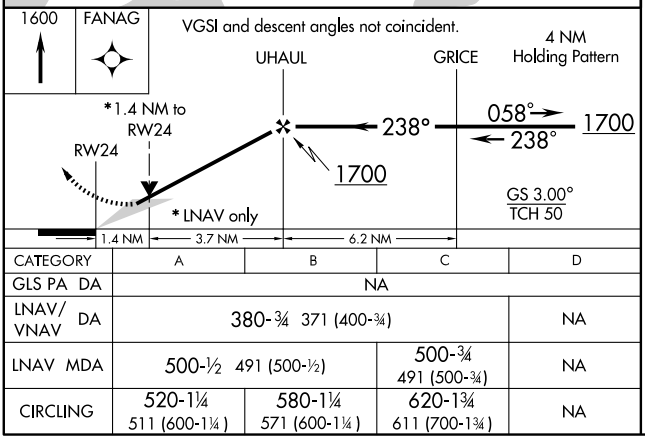
BARO VNAV NA below -15°C (5°F). When VGSI inoperative, circling Rwy 6 NA at night.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

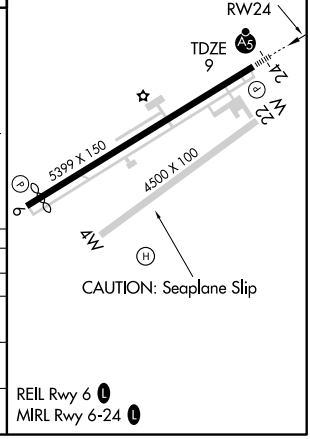
MISSED APPROACH: Climb to 1600 direct FANAG WP and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24) 122.9 L (MIRL RWY 4W-22W)





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	380-¾ 371 (400-¾)			NA
LNAV MDA	500-½ 491 (500-½)		500-¾ 491 (500-¾)	NA
CIRCLING	520-1¼ 511 (600-1¼)	580-1¼ 571 (600-1¼)	620-1¾ 611 (700-1¾)	NA



REIL Rwy 6 L
MIRL Rwy 6-24 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

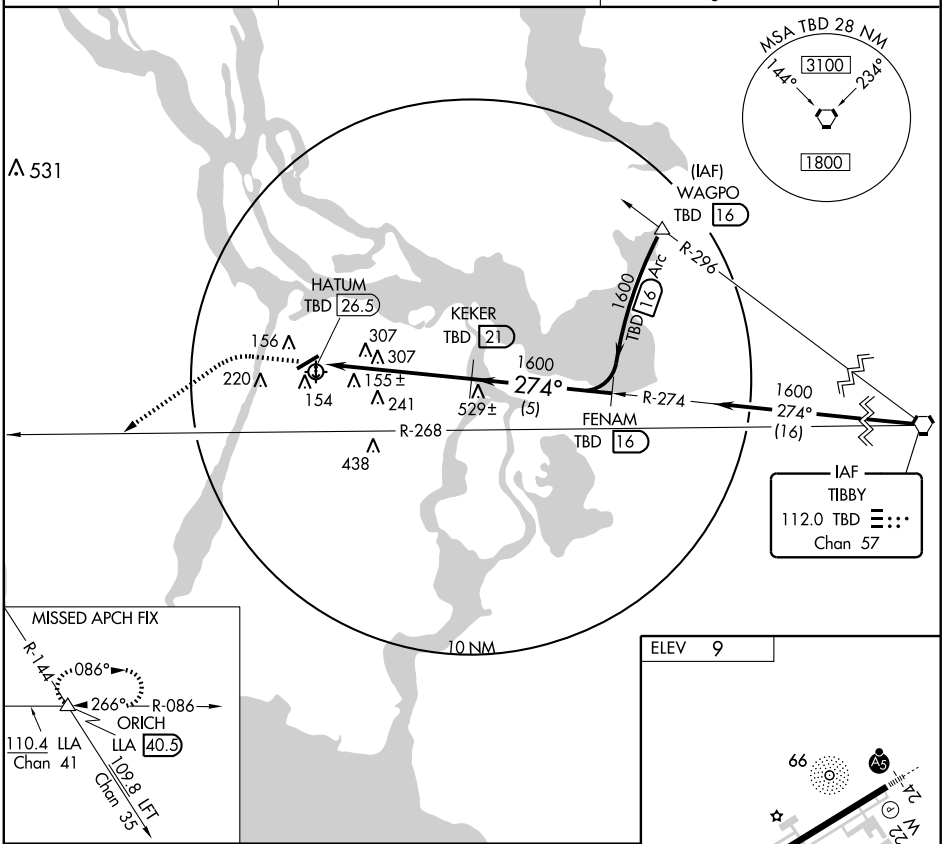
VORTAC TBD	APP CRS	Rwy Idg	N/A
112.0	274°	TDZE	N/A
Chan 57		Apt Elev	9

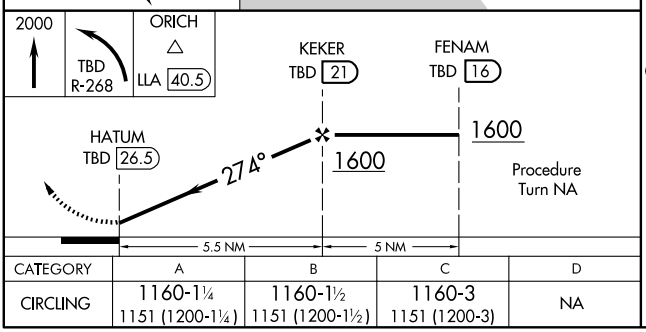
VOR/DME-A

PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

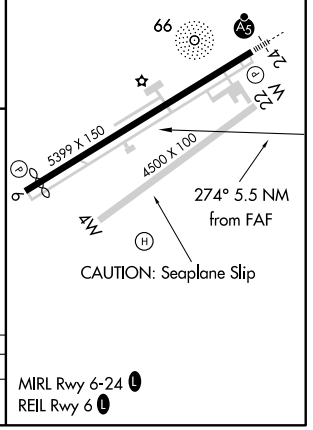
MISSED APPROACH: Climb to 2000 then left turn via TBD R-268 to ORICH Int/LLA 40.5 DME and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24)
		122.9 L (MIRL RWY 4W-22W)





CATEGORY	A	B	C	D
CIRCLING	1160-1¼ 1151 (1200-1¼)	1160-1½ 1151 (1200-1½)	1160-3 1151 (1200-3)	NA



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB MRK	APP CRS	Rwy Idg	3707
338	002°	TDZE	82
		Apt Elev	83

NDB RWY 36

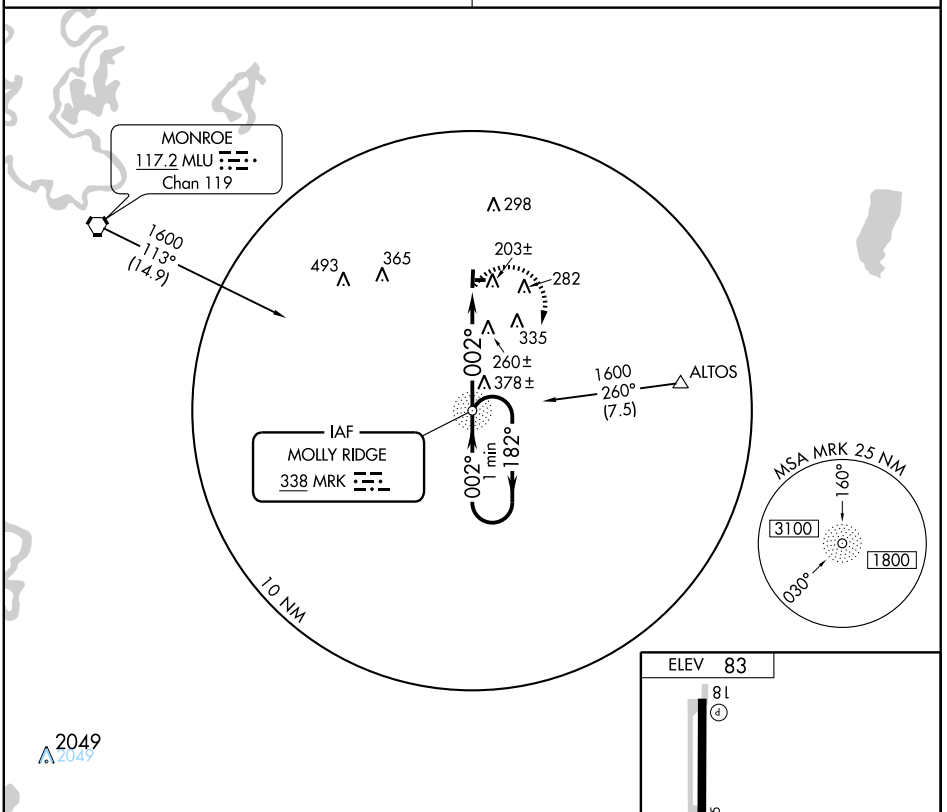
RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

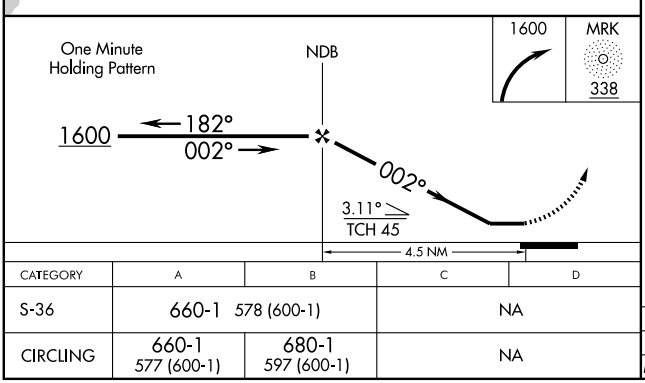
Use Monroe altimeter setting.
NA

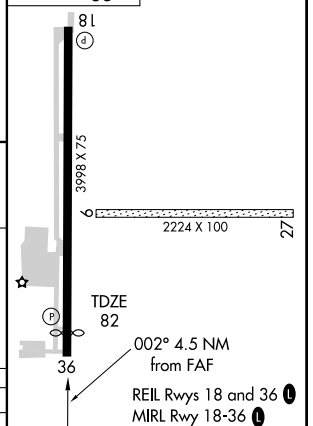
MISSED APPROACH: Climbing right turn to 1600 direct MRK NDB and hold.

MONROE APP CON ★ 126.9

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	660-1 578 (600-1)		NA	
CIRCLING	660-1 577 (600-1)	680-1 597 (600-1)	NA	

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 3998
CH 58011	180°	TDZE 83
W18A		Apt Elev 83

RNAV (GPS) RWY 18

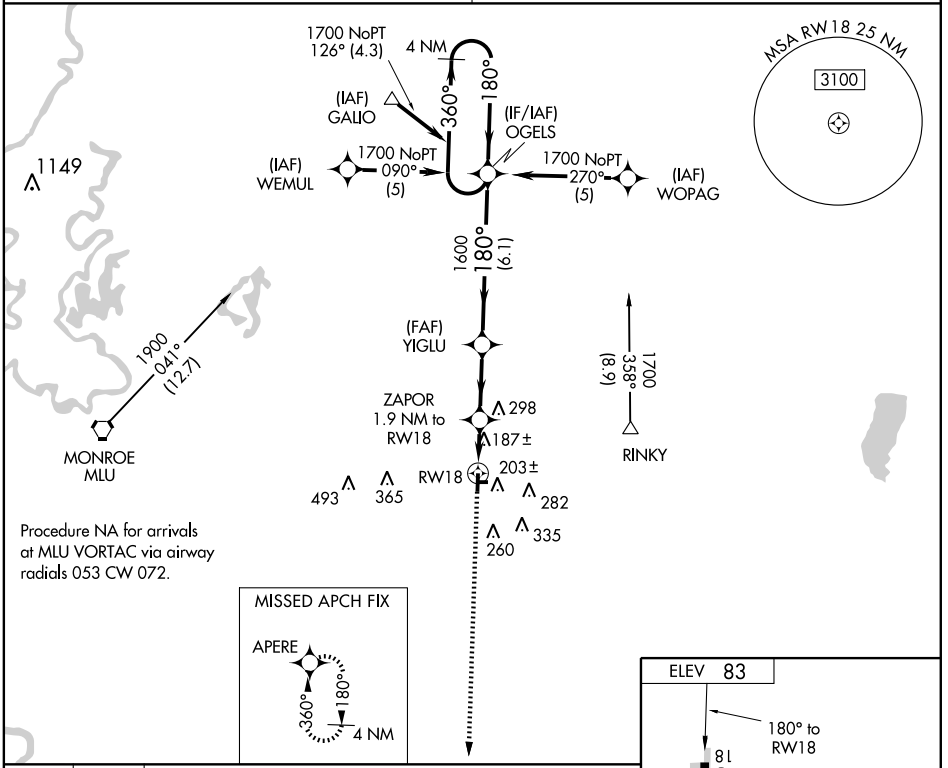
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

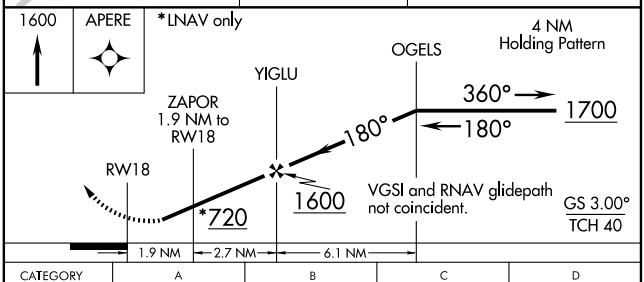
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

NA

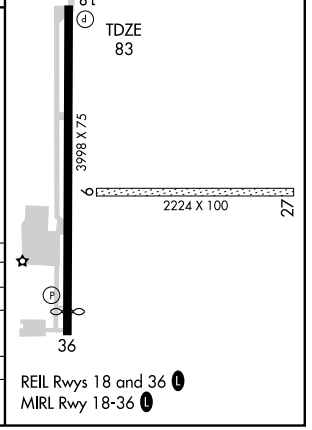
MISSED APPROACH: Climb to 1600 direct APERE and hold.

MONROE APP CON ★	UNICOM
126.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	457-1¼	374 (400-1¼)	NA	
LNAV/VNAV DA	518-1½	435 (500-1½)	NA	
LNAV MDA	480-1	397 (400-1)	NA	
CIRCLING	580-1	497 (500-1)	NA	



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	3707
CH 78111	360°	TDZE	83
W36A		Apt Elev	83

RNAV (GPS) RWY 36

RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

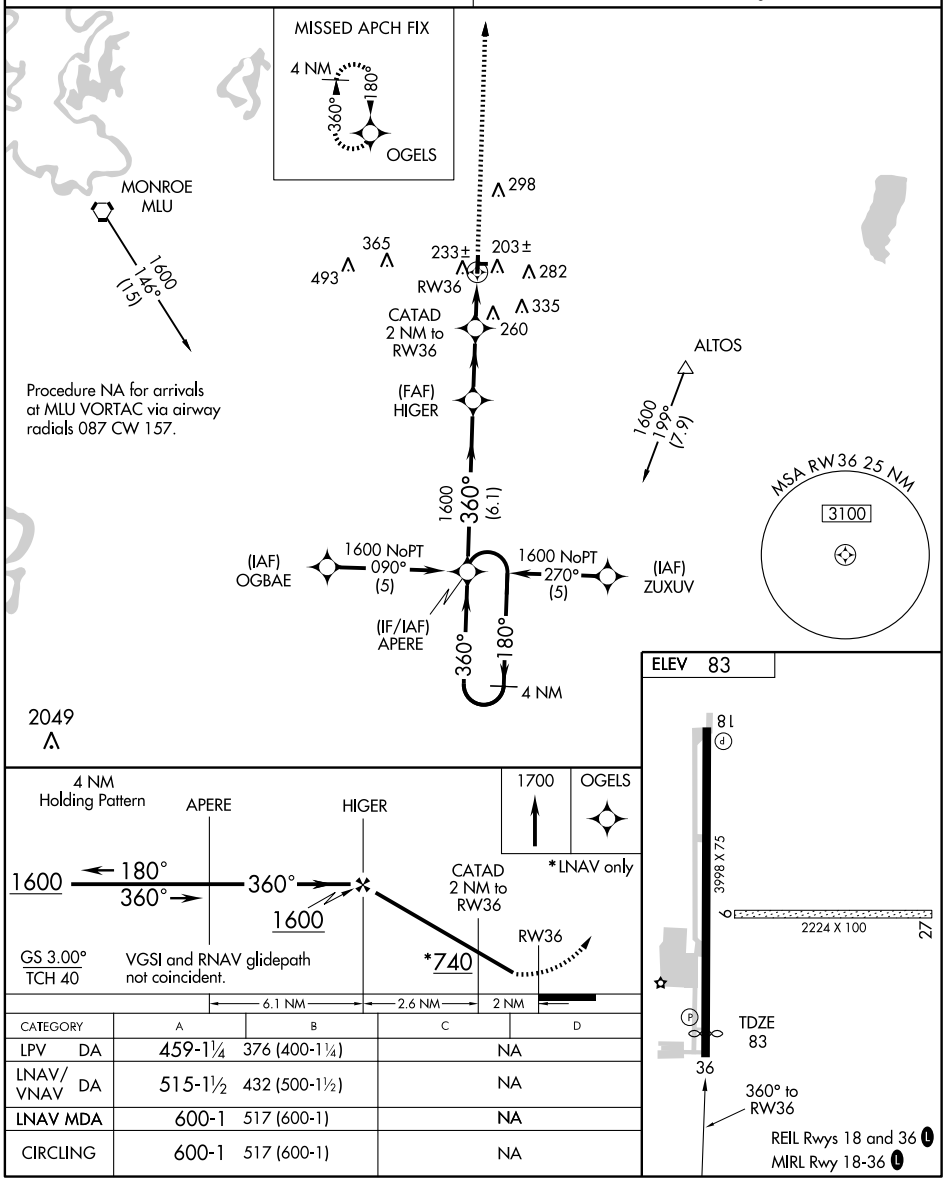
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV visibility ¼ mile all Cats.

NA

MISSED APPROACH: Climb to 1700 direct OGELS and hold.

MONROE APP CON ★ 126.9

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	459-1¼	376 (400-1¼)	NA	
LNAV/VNAV DA	515-1½	432 (500-1½)	NA	
LNAV MDA	600-1	517 (600-1)	NA	
CIRCLING	600-1	517 (600-1)	NA	

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MLU 117.2 Chan 119	APP CRS 095°	Rwy Idg N/A TDZE N/A Apt Elev 83

VOR/DME-A

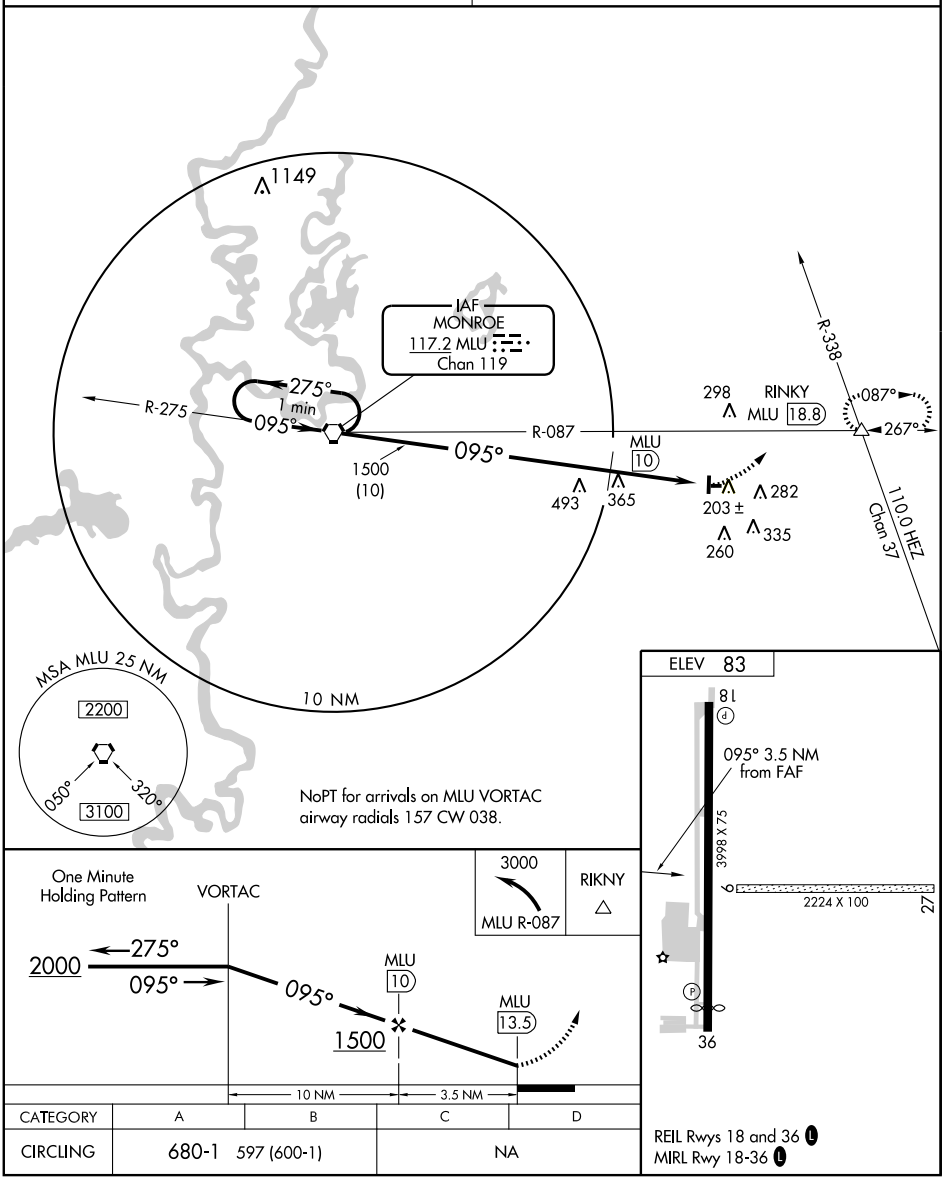
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

Use Monroe altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3000 via MLU R-087 to RINKY Int and hold.

MONROE APP CON ★ 126.9

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	680-1 597 (600-1)		NA	

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

RESERVE/ ST JOHN THE BAPTIST PARISH (1L∅)

APP CRS	Rwy Idg	3999
170°	TDZE	6
	Apt Elev	7

DME/DME RNP-0.3 authorized. Visibility reduction by helicopters NA. Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all MDA 40 feet and increase Circling Cats B and C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2000 direct IRALE and hold.

LOUIS ARMSTRONG NEW ORLEANS INTL ATIS	NEW ORLEANS APP CON	UNICOM
127.55	125.5 350.35	122.7 (CTAF) L

Procedure NA for arrivals at WAVEZ via V455 northeast bound and at VEILS via V114-566 northwest bound.

(IAF) TICKS

1800 NoPT 188° (15)

4 NM

170°

350°

1800 NoPT 097° (8.5)

(IAF) VEILS

1800 NoPT 260° (5)

(IAF) APOLE

1800 264° (17.3) WAVEZ

(IF/IAF) KBOOS

1700 (6)

170°

(FAF) GASNE

MSA RW17 25 NM

3100

109± RW17

523 383 512 265 208± 346

MISSED APCH FIX

IRALE 170° 350° 4 NM

ELEV 7

170° to RW17

TDZE 6

3999 X 75

35

REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L

4 NM Holding Pattern

KBOOS

GASNE

1800 350° 170°

170°

1700

RW17

3.04°

TCH 40

VGSI and descent angles not coincident.

2000 IRALE

6 NM 5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	540-1	534 (600-1)	540-1½ 534 (600-1½)	NA
CIRCLING	740-1	733 (800-1)	740-2 733 (800-2)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3999
CH 87111	350°	TDZE	7
W35A		Apt Elev	7

RNAV (GPS) RWY 35

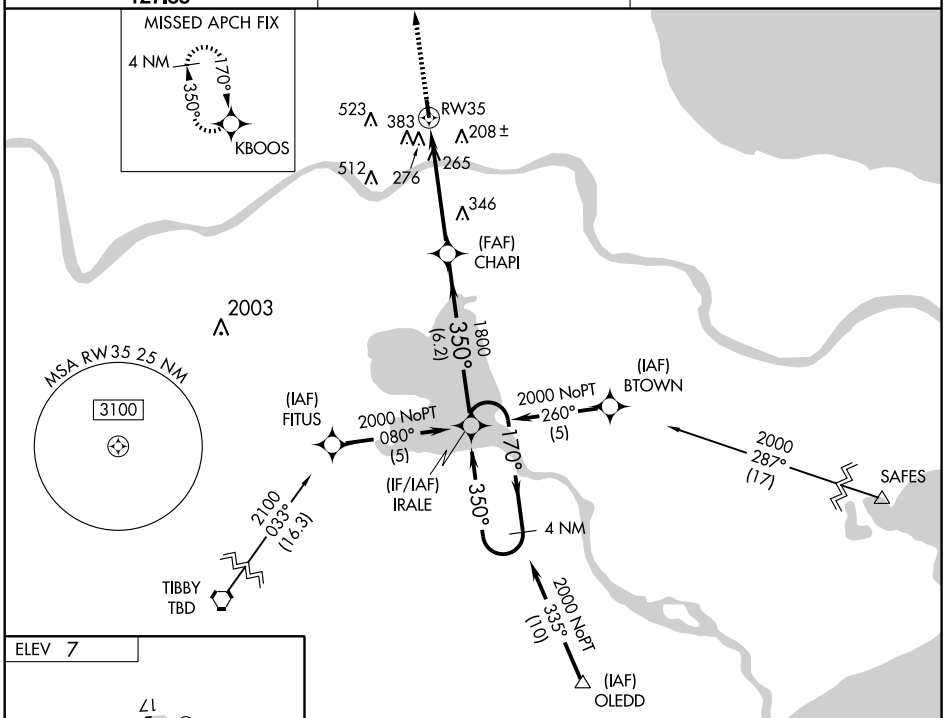
RESERVE/ ST JOHN THE BAPTIST PARISH (1L∅)

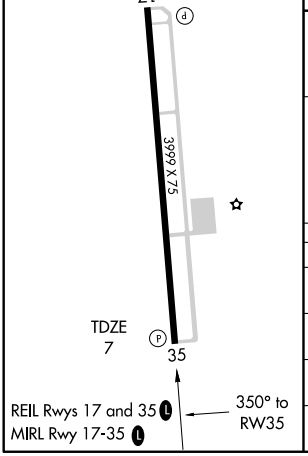
Baro-VNAV NA. Visibility reduction by helicopters NA. Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all DA 25 feet, all MDA 40 feet, and Circling Cats. B and C visibility ¼ mile.

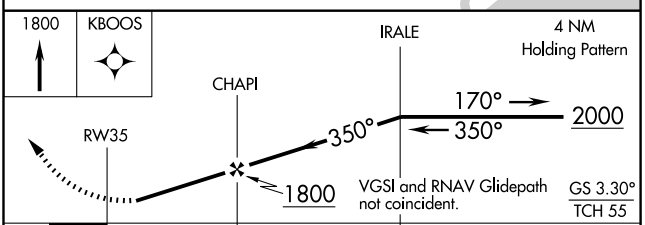
NA

MISSED APPROACH: Climb to 1800 direct KBOOS and hold.

LOUIS ARMSTRONG NEW ORLEANS INTL ATIS	NEW ORLEANS APP CON	UNICOM
127.55	125.5 350.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	490-1½ 483 (500-1½)			NA
LNAV/VNAV DA	695-2¼ 688 (700-2¼)			NA
LNAV MDA	700-1 693 (700-1)		700-2 693 (700-2)	NA
CIRCLING	740-1 733 (800-1)		740-2 733 (800-2)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME RQR 110.8 Chan 45	APP CRS 335°	Rwy Idg 3999 TDZE 7 Apt Elev 7

VOR RWY 35

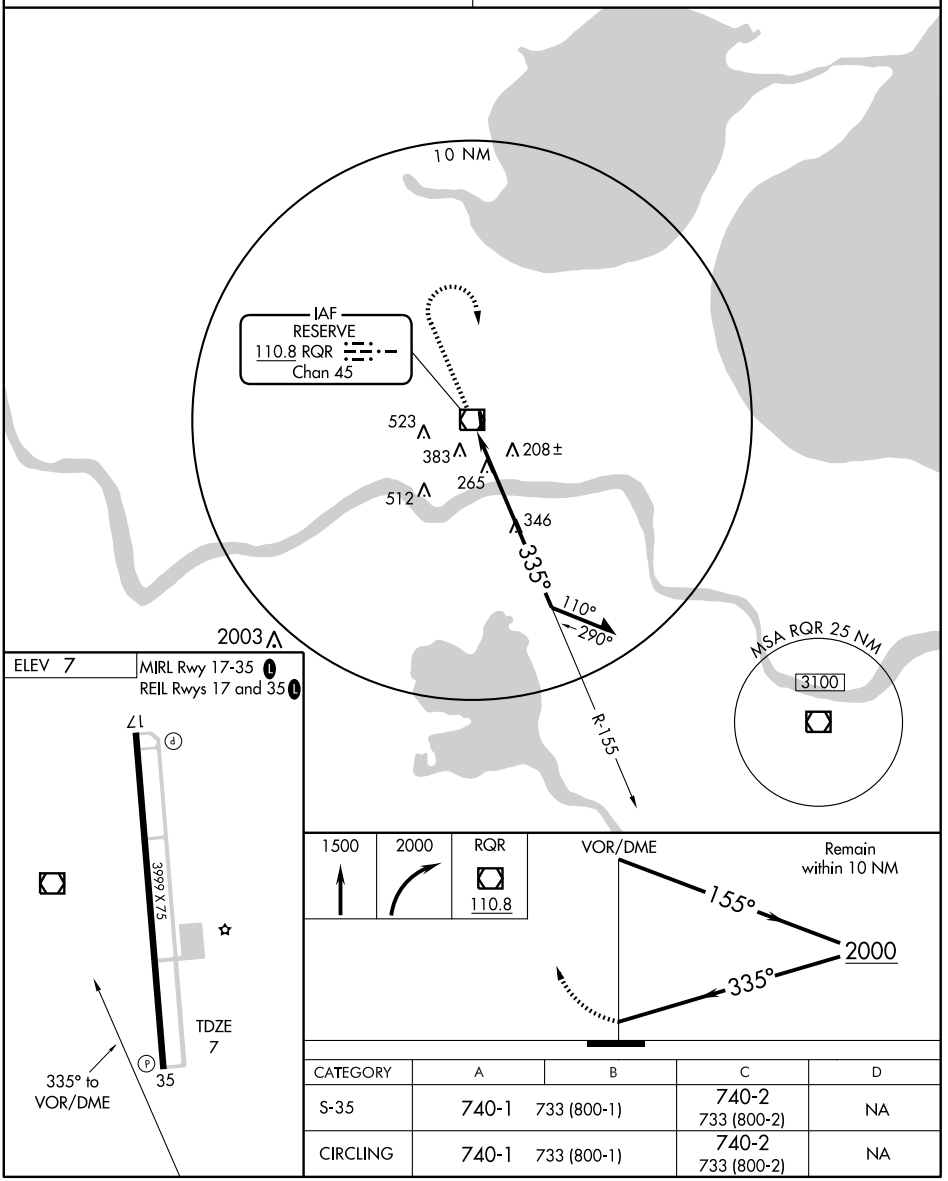
RESERVE/ ST JOHN THE BAPTIST PARISH (1LØ)

NA

Use Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct RQR VOR/DME.

NEW ORLEANS APP CON	UNICOM
125.5 350.35	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-35	740-1	733 (800-1)	740-2 733 (800-2)	NA
CIRCLING	740-1	733 (800-1)	740-2 733 (800-2)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

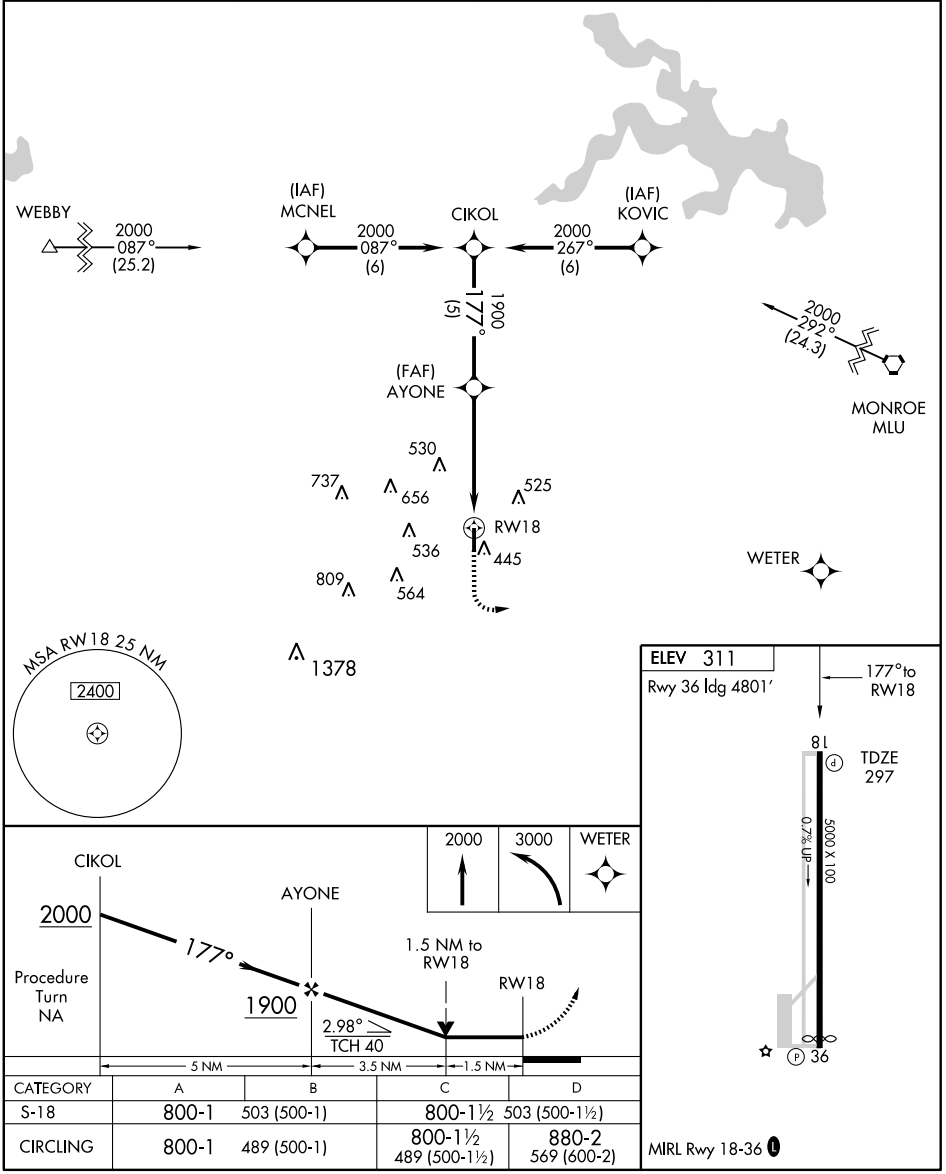
APP CRS		
177°	Rwy Idg	5000
	TDZE	297
	Apt Elev	311

GPS RWY 18
RUSTON RGNL (RSN)

NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct WETER.

AWOS-3	MONROE APP CON ★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) Ⓛ



CATEGORY	A	B	C	D
S-18	800-1	503 (500-1)	800-1½	503 (500-1½)
CIRCLING	800-1	489 (500-1)	800-1½ 489 (500-1½)	880-2 569 (600-2)

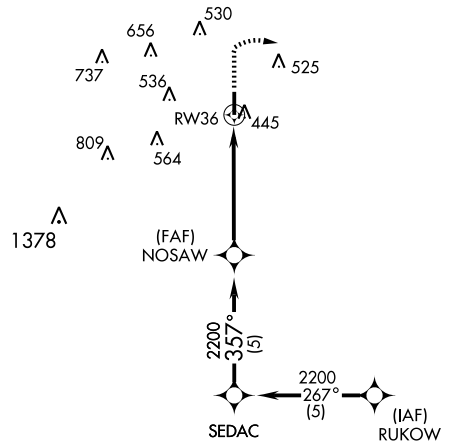
MIRL Rwy 18-36 Ⓛ

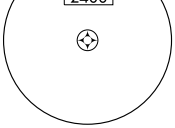
SC-4, 21 OCT 2010 to 18 NOV 2010

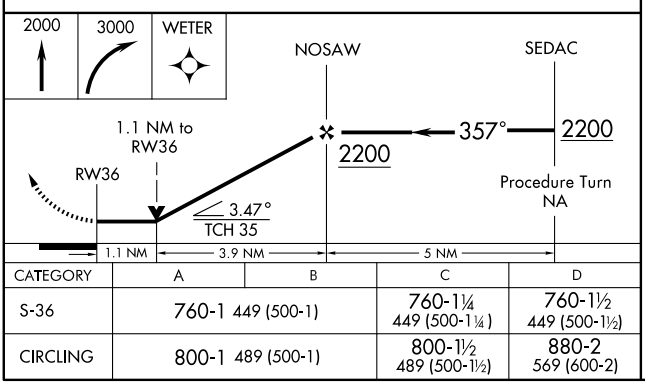
APP CRS	Rwy Idg	4801
357°	TDZE	311
	Apt Elev	311

GPS RWY 36
RUSTON RGNL (RSN)

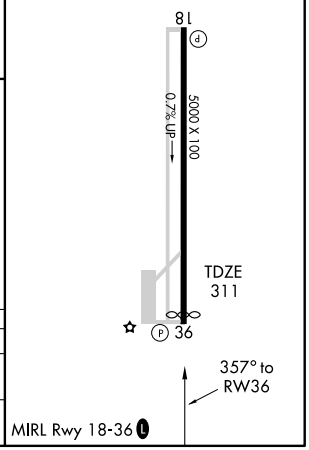
NA	If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WETER WP.	
AWOS-3	MONROE APP CON ★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-36	760-1 449 (500-1)		760-1¼ 449 (500-1¼)	760-1½ 449 (500-1½)
CIRCLING	800-1 489 (500-1)		800-1½ 489 (500-1½)	880-2 569 (600-2)



SC-4, 21 OCT 2010 to 18 NOV 2010

NDB ROQ	APP CRS	Rwy Idg	5000
368	177°	TDZE	297
		Apt Elev	311

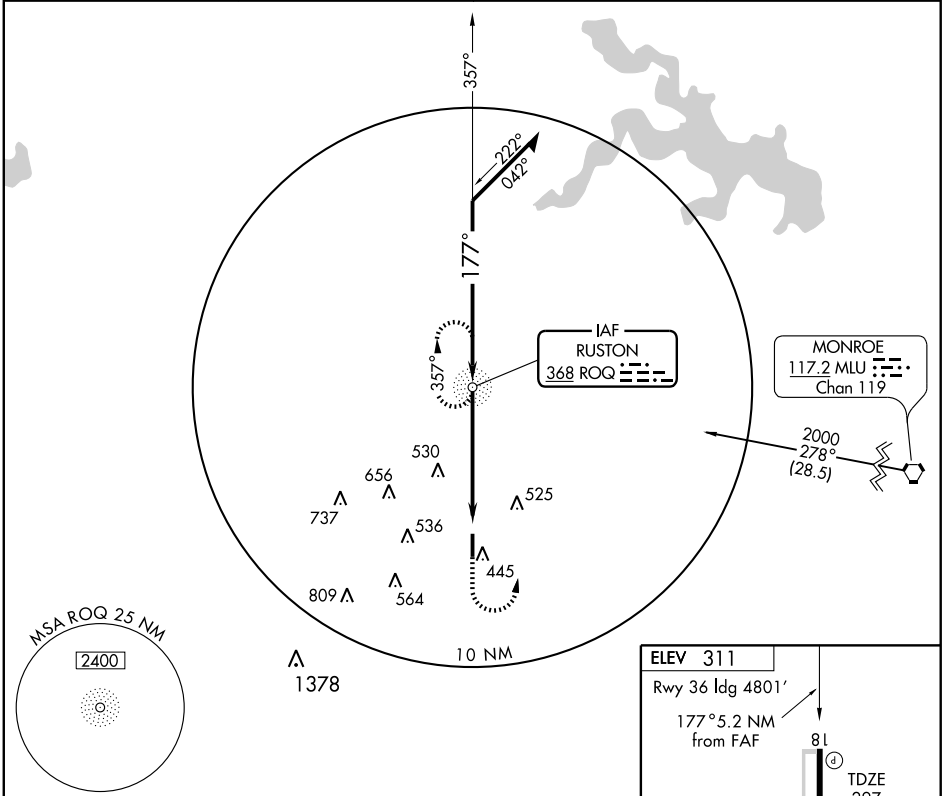
NDB RWY 18
RUSTON RGNL (RSN)

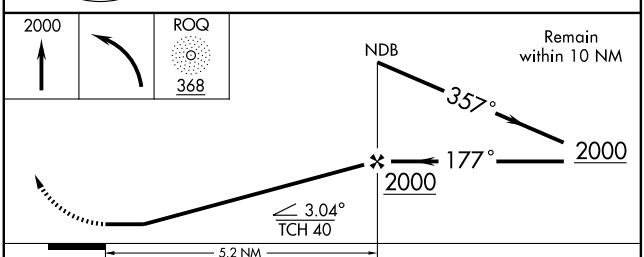
SC-4, 21 OCT 2010 to 18 NOV 2010

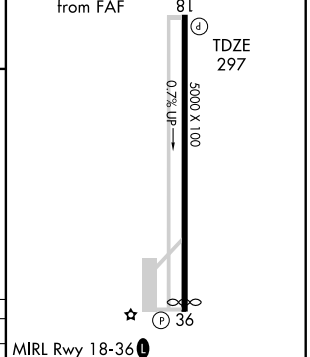
NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 2000, then left turn direct ROQ NDB and hold.

AWOS-3	MONROE APP CON ★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	900-1	603 (600-1)	900-1¾ 603 (600-1¾)	900-2 603 (600-2)
CIRCLING	900-1	589 (600-1)	900-1¾ 589 (600-1¾)	900-2 589 (600-2)

MIRL Rwy 18-36 L

FAF to MAP 5.2 NM

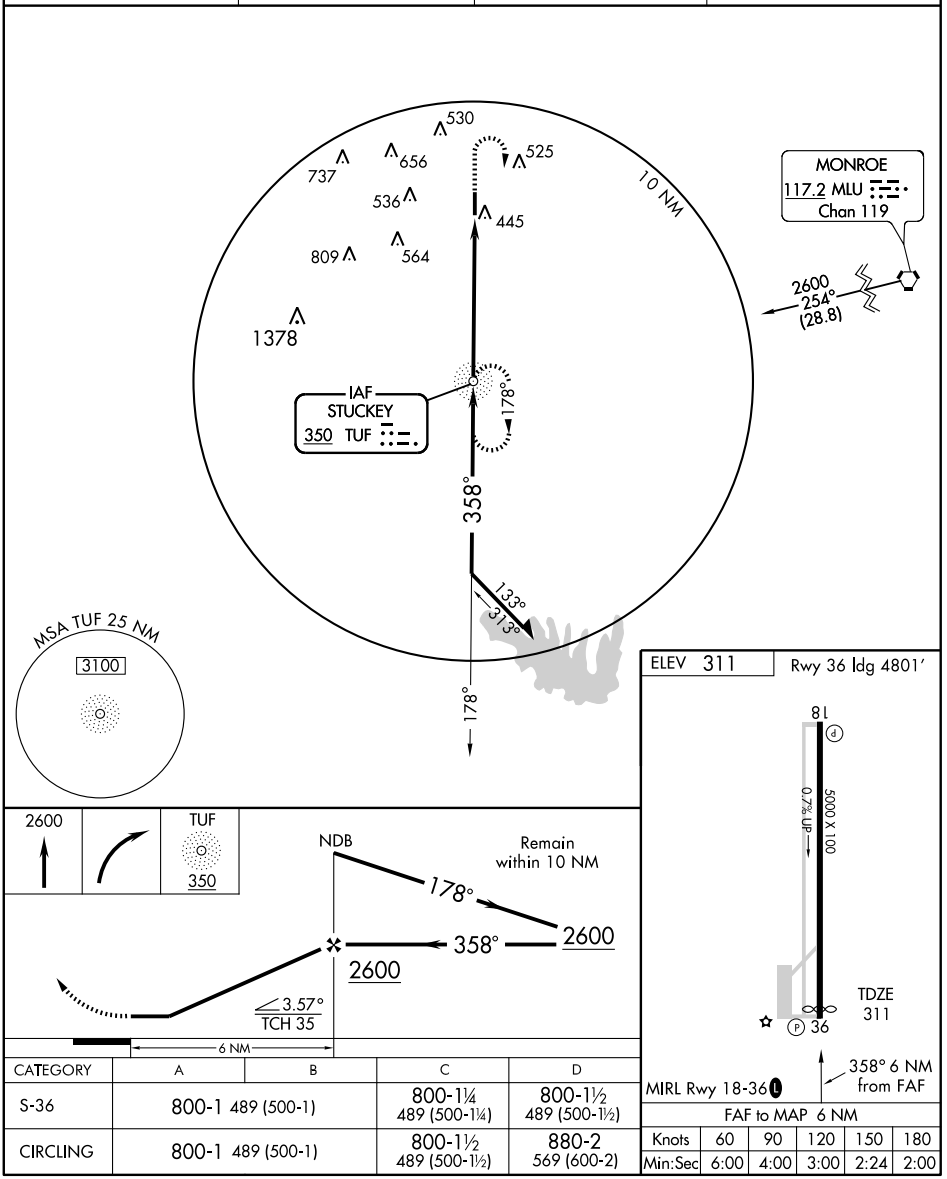
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

TUF NDB 350	APP CRS 358°	Rwy Idg 4801 TDZE 311 Apt Elev 311

NDB RWY 36
RUSTON RGNL (RSN)

⚠ NA — If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.	MISSED APPROACH: Climb to 2600, then right turn direct TUF NDB and hold.

AWOS-3	MONROE APP CON ★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) Ⓛ



CATEGORY	A	B	C	D
S-36	800-1 489 (500-1)		800-1¼ 489 (500-1¼)	800-1½ 489 (500-1½)
CIRCLING	800-1 489 (500-1)		800-1½ 489 (500-1½)	880-2 569 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MLU	APP CRS	Rwy Idg	N/A
117.2	267°	TDZE	N/A
Chan 119		Apt Elev	311

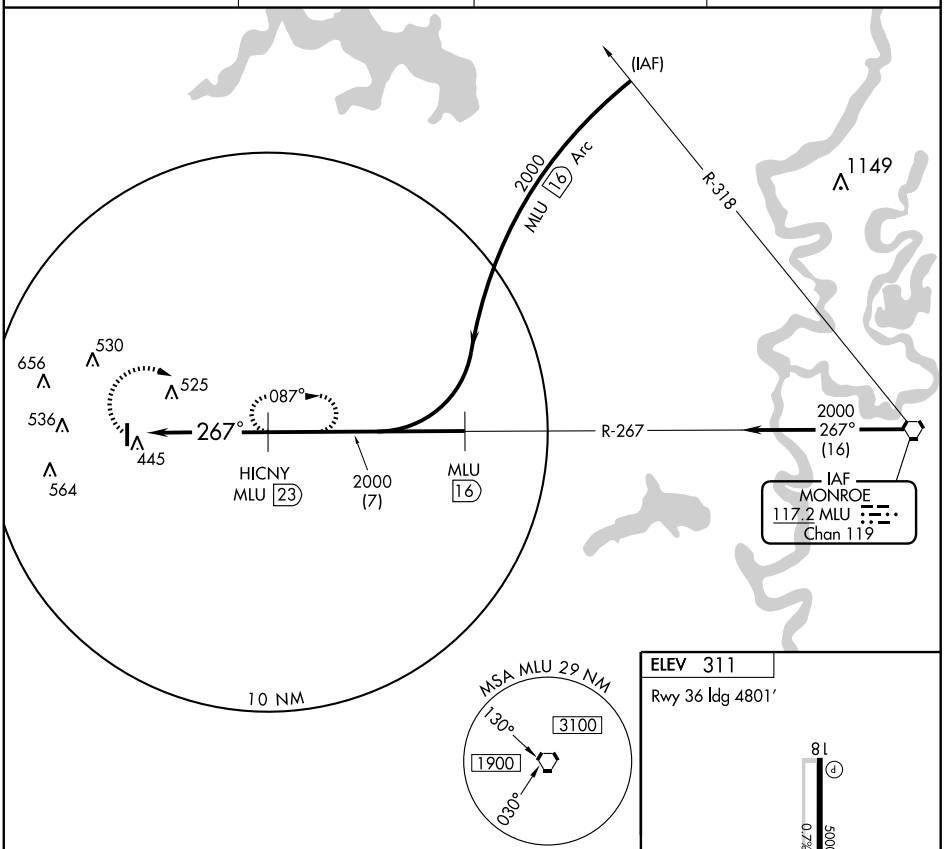
VOR/DME-A

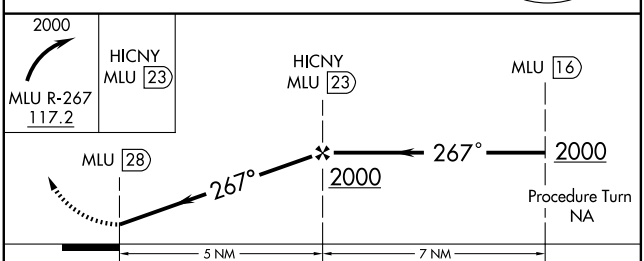
RUSTON RGNL (RSN)

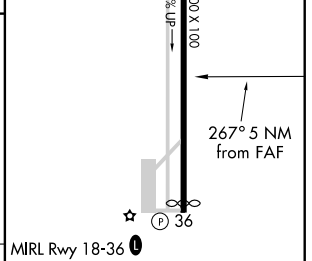
NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 2000 via MLU VORTAC R-267 to HICNY/23 DME and hold.

AWOS-3	MONROE APP CON ★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	920-1 609 (700-1)	920-1¼ 609 (700-1¼)	920-1¾ 609 (700-1¾)	920-2 609 (700-2)

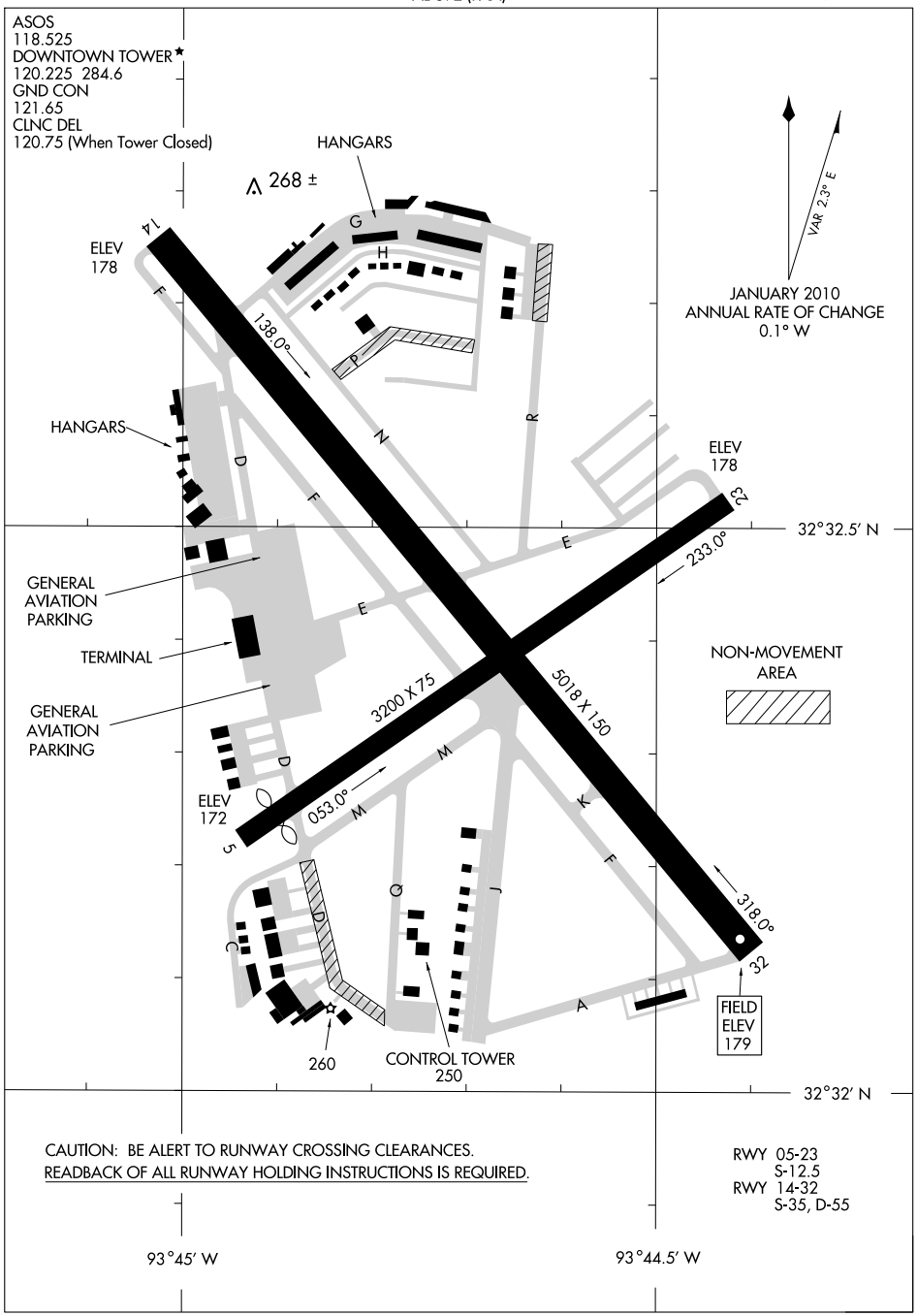
Knots	60	90	120	150	180
Min:Sec					

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)
SHREVEPORT, LOUISIANA



SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-DTN 111.7 Chan 54	APP CRS 133°	Rwy Idg 5018 TDZE 179 Apt Elev 179

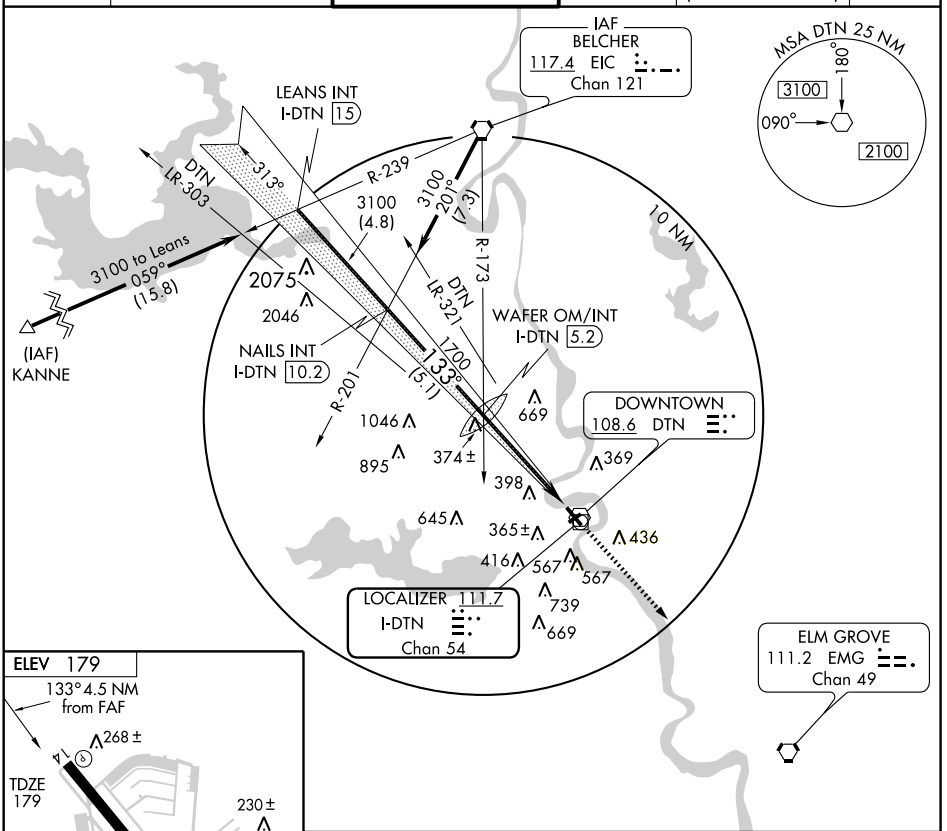
LOC RWY 14

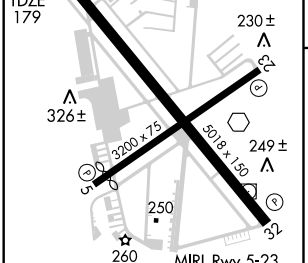
SHREVEPORT DOWNTOWN (DTN)

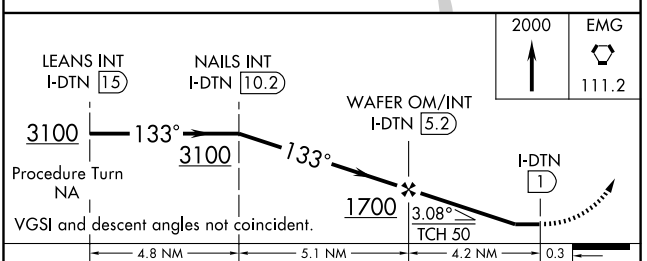
NA

MISSED APPROACH: Climb to 2000 direct EMG VORTAC.

ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER★	GND CON	CLNC DEL	UNICOM
118.525	119.9 335.55	120.225 (CTAF) 284.6	121.65	120.75 (When tower closed)	122.95







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-14	600-1 421 (500-1)		600-1¼ 421 (500-1¼)	
CIRCLING	800-1 621 (700-1)	920-1¼ 741 (800-1¼)	920-2¼ 741 (800-2¼)	920-2½ 741 (800-2½)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

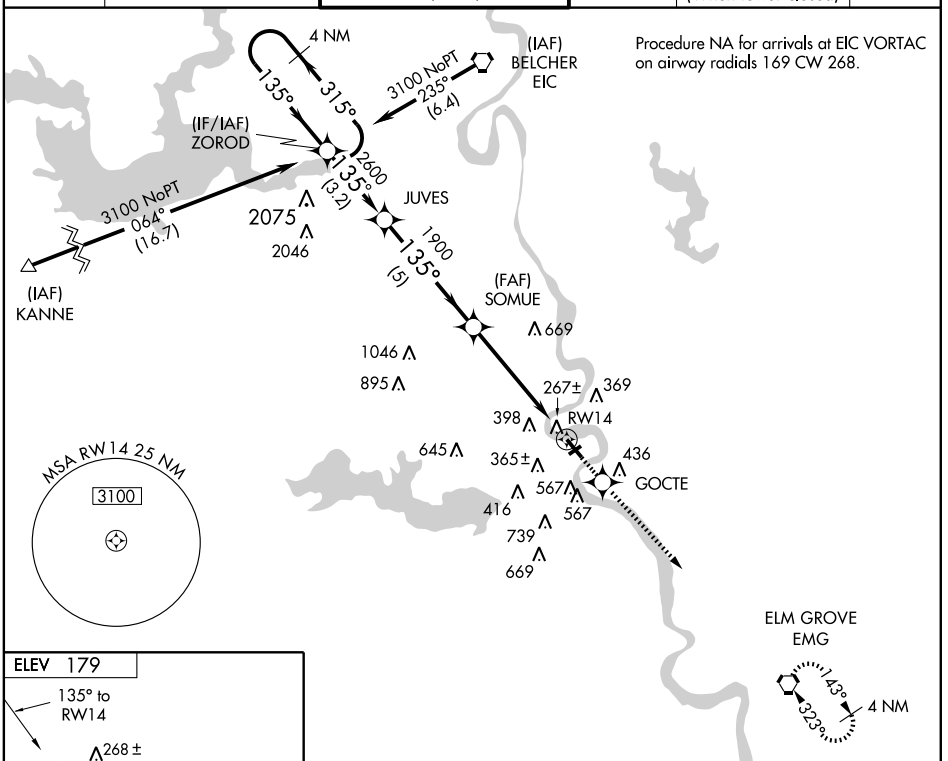
WAAS	APP CRS	Rwy Idg	5018
CH 97399	135°	TDZE	179
W14A		Apt Elev	179

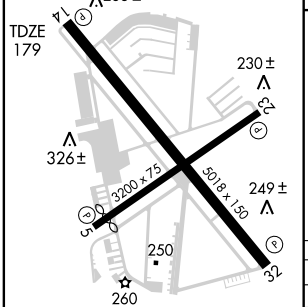
RNAV (GPS) RWY 14
SHREVEPORT DOWNTOWN (DTN)

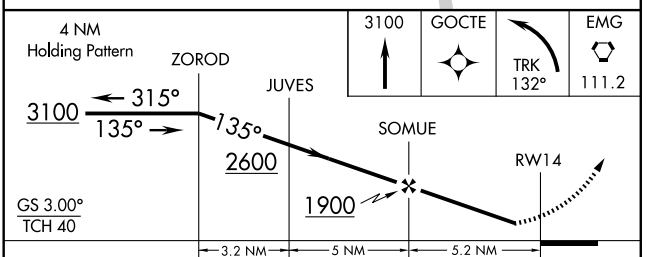
Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shreveport Rgnl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA below -15°C (5°F). Baro-VNAV NA when using Shreveport Rgnl altimeter setting.

MISSED APPROACH: Climb to 3100 direct GOCTE and left turn via 132° track to EMG VORTAC and hold.

ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
118.525	119.9 335.55	120.225 (CTAF) 284.6	121.65	120.75 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	488-1 309 (400-1)			
LNAV/VNAV DA	697-1¾ 518 (600-1¾)			
LNAV MDA	800-1 621 (700-1)		800-1¾ 621 (700-1¾)	800-2 621 (700-2)
CIRCLING	800-1¾ 621 (700-1¾)	920-1¾ 741 (800-1¾)	920-2¼ 741 (800-2¼)	920-2½ 741 (800-2½)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

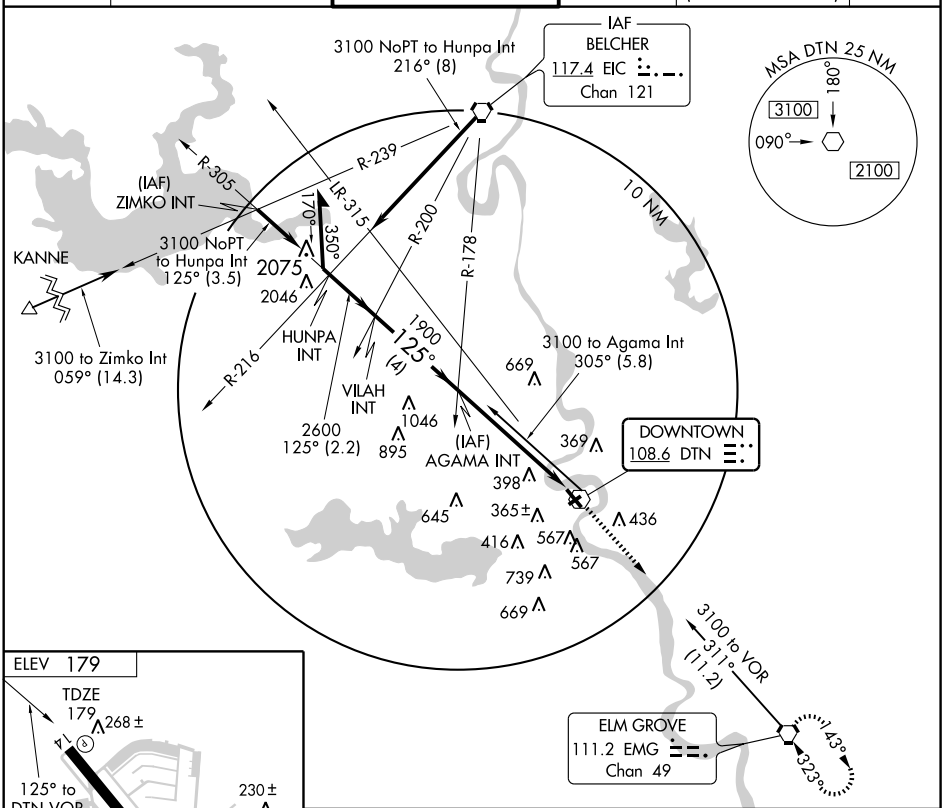
VOR DTN	APP CRS	Rwy Idg	5018
108.6	125°	TDZE	179
		Apt Elev	179

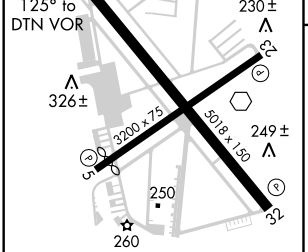
VOR RWY 14
SHREVEPORT DOWNTOWN (DTN)

If local altimeter setting not received, use Shreveport Regional altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3100 direct EMG VORTAC and hold.

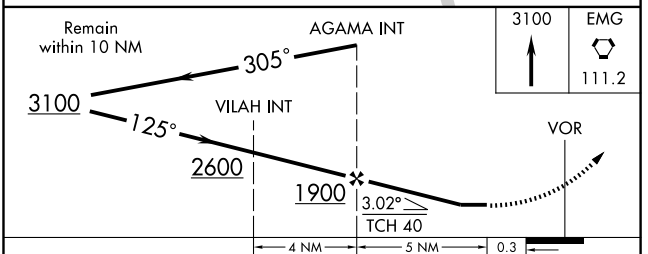
ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
118.525	119.9 335.55	120.225 (CTAF) 284.6	121.65	120.75 (When tower closed)	122.95





MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23 and 32

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



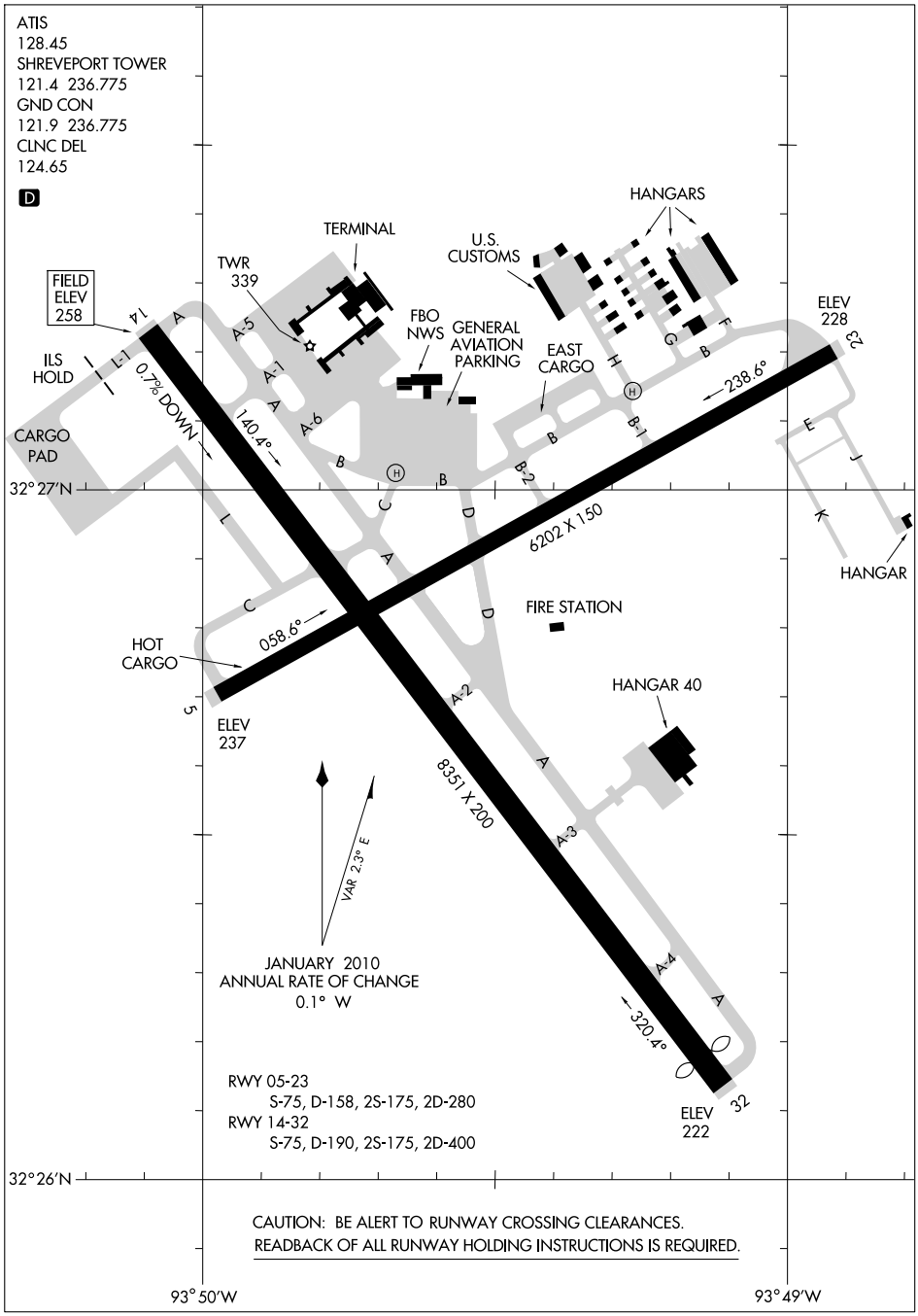
CATEGORY	A	B	C	D
S-14	660-1 481 (500-1)		660-1¼ 481 (500-1¼)	660-1½ 481 (500-1½)
CIRCLING	800-1 621 (700-1)	920-1¼ 741 (800-1¼)	920-2¼ 741 (800-2¼)	920-2½ 741 (800-2½)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-884 (FAA)

SHREVEPORT RGNL (SHV)
SHREVEPORT, LOUISIANA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

SHREVEPORT, LOUISIANA
SHREVEPORT RGNL (SHV)

10210

LOC/DME I-SHV 110.7 Chan 44	APP CRS 141°	Rwy Idg 8351 TDZE 258 Apt Elev 258

ILS or LOC RWY 14

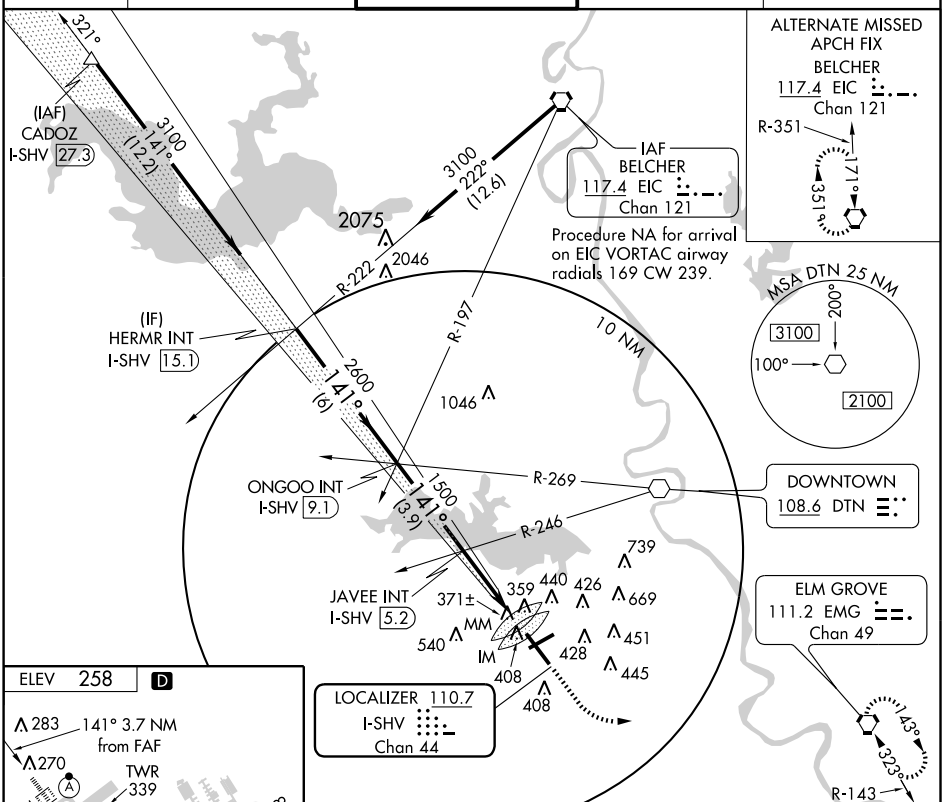
SHREVEPORT RGNL (SHV)

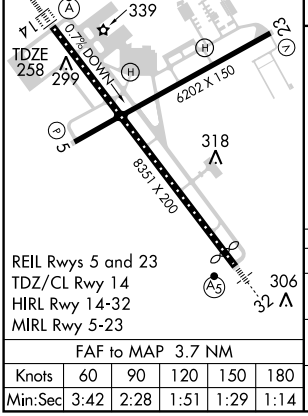
ASR — For inoperative ALSF, increase S-ILS 14 Cat. E visibility to RVR 4000 and S-LOC 14 Cat. E visibility to RVR 6000.

ALSF-2

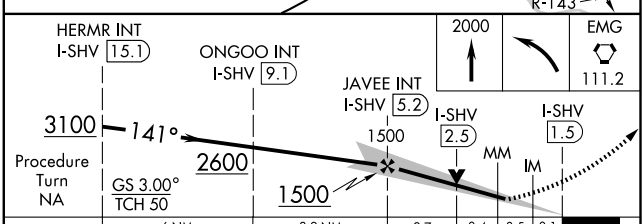
MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65





FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D	E
S-ILS 14	458/18 200 (200-½)				458/24 200 (200-½)
S-LOC 14	620/24 362 (400-½)			620/40 362 (400-¾)	
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)	1100-3 842 (900-3)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-FOG	APP CRS	Rwy Idg	7976
110.3	319°	TDZE	222
		Apt Elev	258

ILS or LOC RWY 32

SHREVEPORT RGNL (SHV)

ASR: Inoperative table does not apply to S-ILS 32 all Cats. For inoperative MALSR, increase S-LOC 32 Cats. A, B and C visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3100 via EIC R-184 to EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65

MISSED APCH FIX
BELCHER
117.4 EIC
Chan 121
111° 291° R-111

BELCHER
117.4 EIC
Chan 121

ALTERNATE MISSED APCH FIX
ELM GROVE
111.2 EMG
Chan 49
43° 323° R-143

ELM GROVE
111.2 EMG
Chan 49

1046 EIC R-184 167° (24) 2100

10 NM

739 359 440 426 669 540 408 428 451 368± 445 408

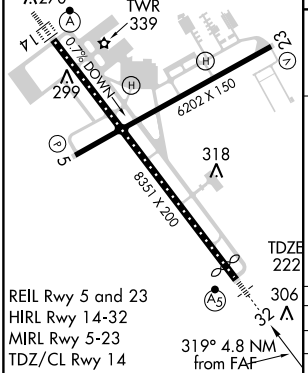
1049

LOCALIZER 110.3
I-FOG

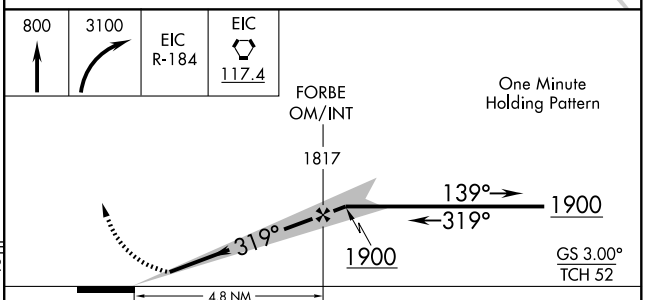
319° R-252 (IAF) FORBE OM/INT 1 min 319° 139° 139°

MSA EMG 25 NM
3100

SC-4, 21 OCT 2010 to 18 NOV 2010



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 32	422/40 200 (200-¾)			
S-LOC 32	720/40 498 (400-¾)			720/50 498 (400-1)
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SHV	APP CRS	Rwy Idg	8351
110.7	141°	TDZE	258
Chan 44		Apt Elev	258

ILS RWY 14 (CAT II)

SHREVEPORT RGNL (SHV)

ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65

SC-4, 21 OCT 2010 to 18 NOV 2010

(IAF) CADOZ I-SHV 27.3

321°

3100 141° (12.2)

IAF BELCHER 117.4 EIC Chan 121

3100 222° (12.6)

Procedure NA for arrival on EIC VORTAC airway radials 169 CW 239.

ALTERNATE MISSED APCH FIX BELCHER 117.4 EIC Chan 121

R-351 171° 351°

2075

2046

R-222

R-197

10 NM

(IF) HERMR INT I-SHV 15.1

2600 141° (6)

1046

MSA DTN 25 NM

200°

3100

100°

2100

ONGOO INT I-SHV 9.1

1500 141° (3.9)

R-269

R-246

DOWNTOWN 108.6 DTN

739

JAVEE INT I-SHV 5.2

371±

359 440 426 669

540 MM 451

IM 428 445

408 408

ELM GROVE 111.2 EMG Chan 49

LOCALIZER 110.7 I-SHV Chan 44

143° 323°

R-143

ELEV 258 D

283

TDZE 258

270

TWR 339

0.7% DOWN

299

6202 X 150

23

5

318

8351 X 200

306

32

REIL Rwys 5 and 23
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 5-23

HERMR INT I-SHV 15.1 — ONGOO INT I-SHV 9.1 — JAVEE INT I-SHV 5.2

2000 EMG 111.2

3100 — 141° — 2600 — 1500

MM DH RA 93 IM

258 MSL

Procedure Turn NA

GS 3.00° TCH 50

6 NM — 3.9 NM — 3.2 NM — 2393′ — 958′ — 1200

CATEGORY	A	B	C	D
S-ILS 14	RA 93/12 100 DA 358			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

32°27′N-93°50′W

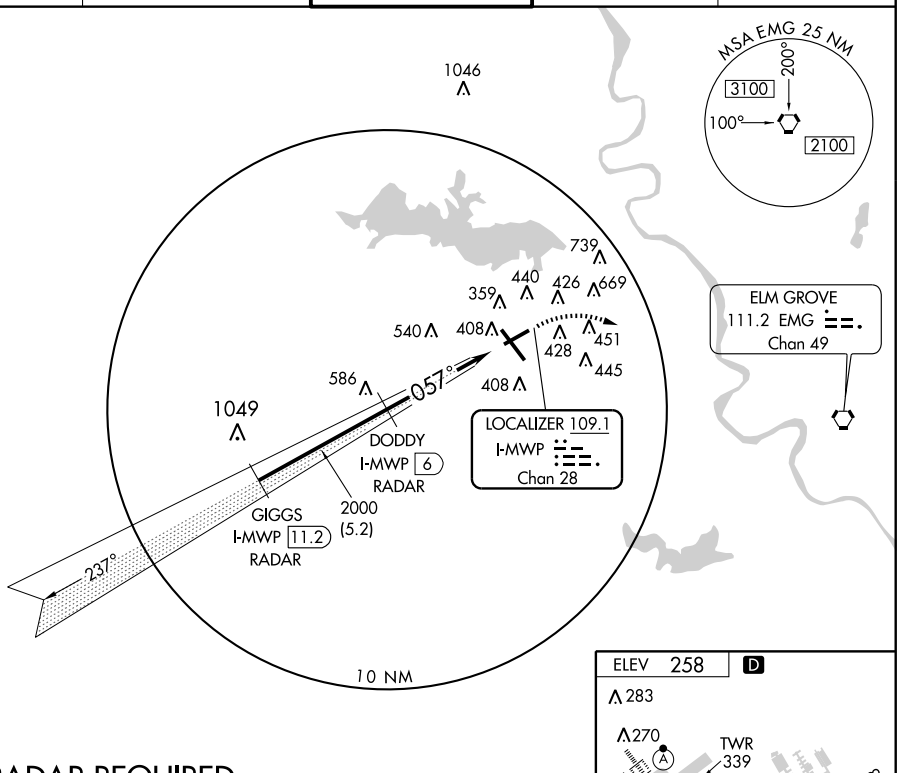
LOC/DME I-MWP	APP CRS	Rwy Idg	6201
109.1	057°	TDZE	237
Chan 28		Apt Elev	258

LOC RWY 5
SHREVEPORT RGNL (SHV)

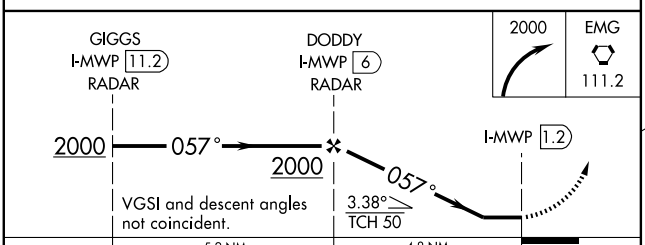
ASR

MISSED APPROACH: Climbing right turn to 2000 direct EMG VORTAC.

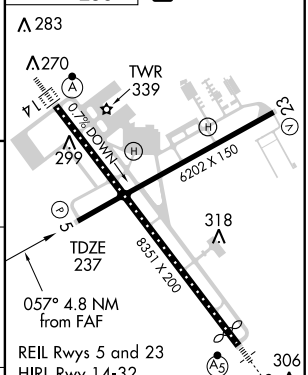
ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65



RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-5	620-1 383 (400-1)			620-1¼ 383 (400-1¼)	
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)	1100-3 842 (900-3)



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6201
CH 49213	057°	TDZE	237
W05A		Apt Elev	258

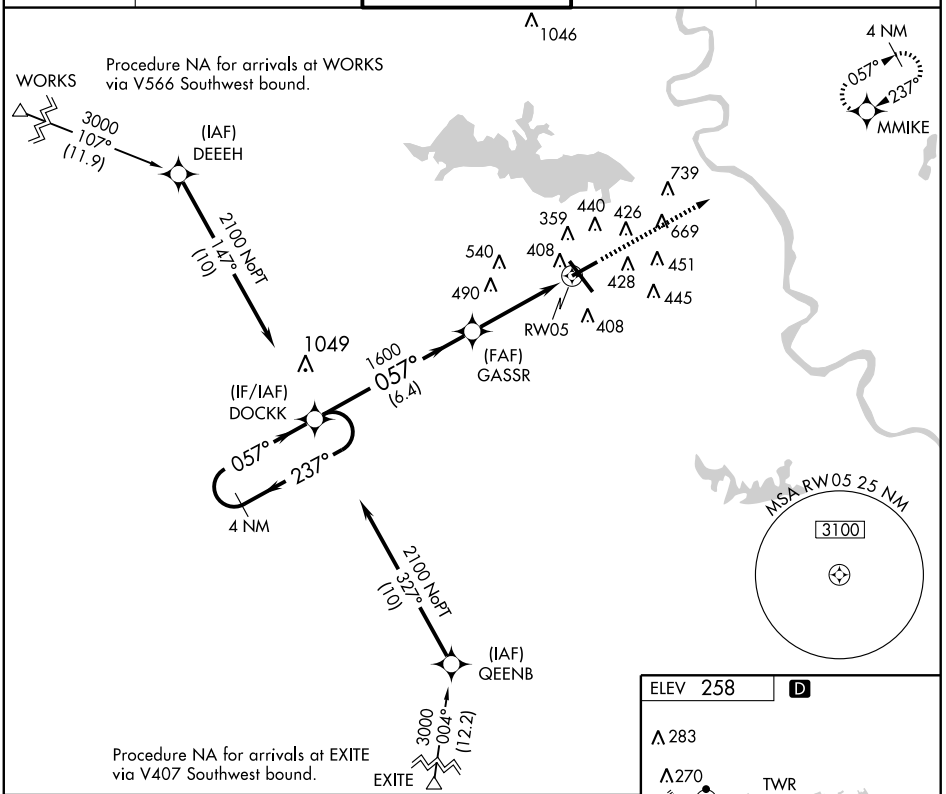
RNAV (GPS) RWY 5

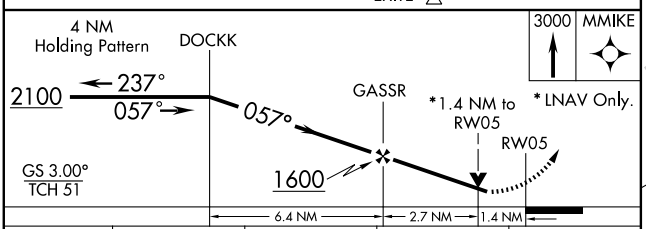
SHREVEPORT RGNL (SHV)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibiliy reduction by helicopters NA.

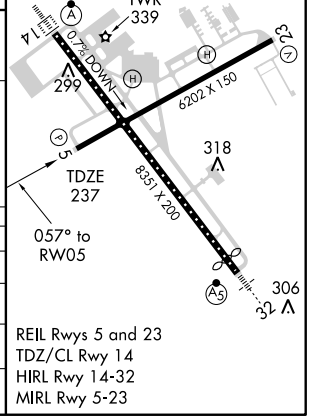
MISSED APPROACH: Climb to 3000 direct MMIKE and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65





CATEGORY	A	B	C	D
LPV DA	594-1¼ 357 (400-1¼)			
LNAV/VNAV DA	708-1¾ 471 (500-1¾)			
LNAV MDA	720-1 483 (500-1)		720-1¼ 483 (500-1¼)	720-1½ 483 (500-1½)
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8351
CH 45913	139°	TDZE	258
W14A		Apt Elev	258

RNAV (GPS) RWY 14

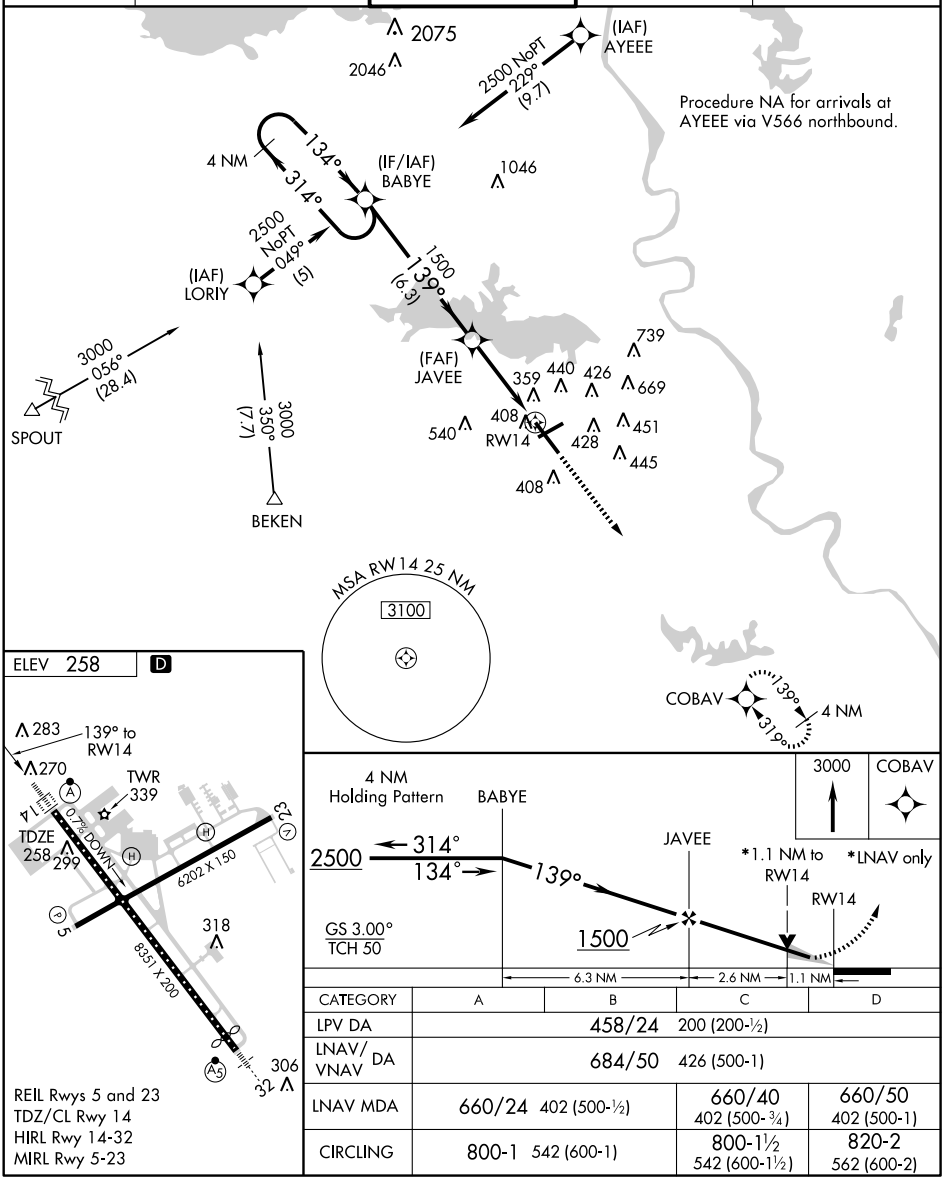
SHREVEPORT RGNL (SHV)

ASR For inoperative ALSF, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct COBAV and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65



CATEGORY	A	B	C	D
LPV DA	458/24	200 (200-½)		
LNAV/ VNAV DA	684/50	426 (500-1)		
LNAV MDA	660/24	402 (500-½)	660/40 402 (500-¾)	660/50 402 (500-1)
CIRCLING	800-1	542 (600-1)	800-1½ 542 (600-1½)	820-2 562 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

SHREVEPORT RGNL (SHV)

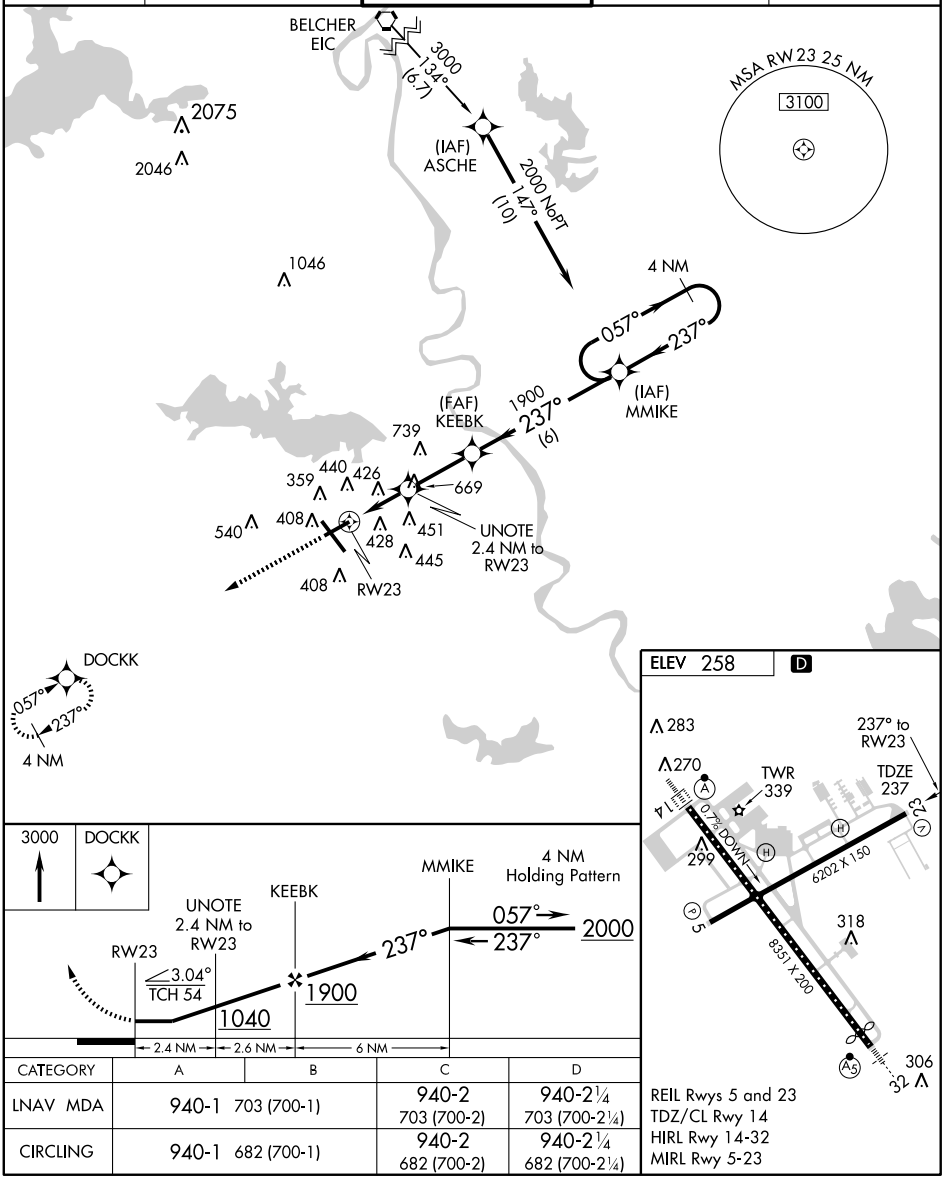
APP CRS	Rwy Idg	6201
237°	TDZE	237
	Apt Elev	258

ASR

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DOCKK and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65



CATEGORY	A	B	C	D
LNAV MDA	940-1 703 (700-1)		940-2 703 (700-2)	940-2¼ 703 (700-2¼)
CIRCLING	940-1 682 (700-1)		940-2 682 (700-2)	940-2¼ 682 (700-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77913 W32A	APP CRS 319°	Rwy Idg 7976 TDZE 222 Apt Elev 258

RNAV (GPS) RWY 32

SHREVEPORT RGNL (SHV)

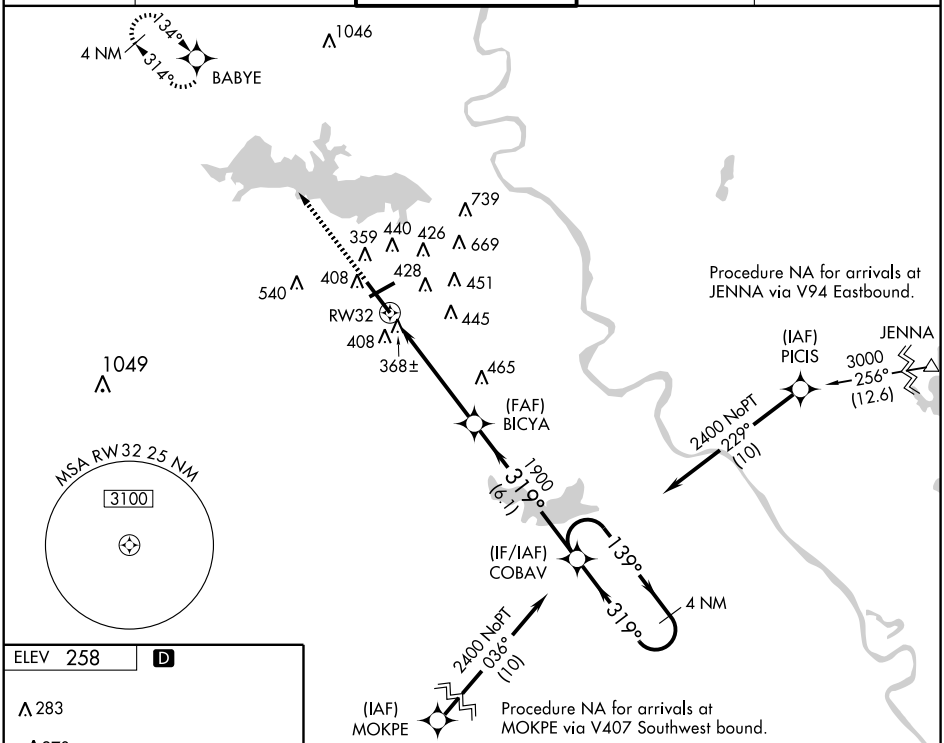
ASR

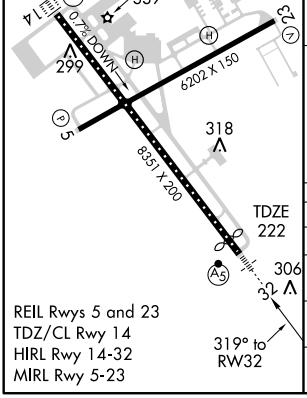
Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

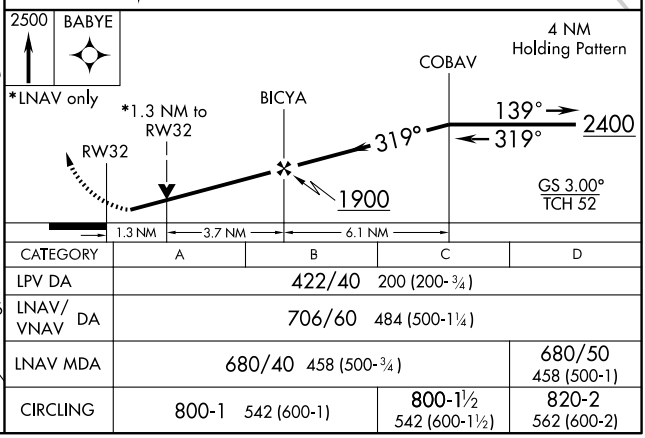
MALSR

MISSED APPROACH: Climb to 2500 direct BABYE and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65







CATEGORY	A	B	C	D
LPV DA	422/40 200 (200-¾)			
LNAV/VNAV DA	706/60 484 (500-1¼)			
LNAV MDA	680/40 458 (500-¾)			680/50 458 (500-1)
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB DEF	APP CRS	Rwy Idg	5001
256	012°	TDZE	28
		Apt Elev	29

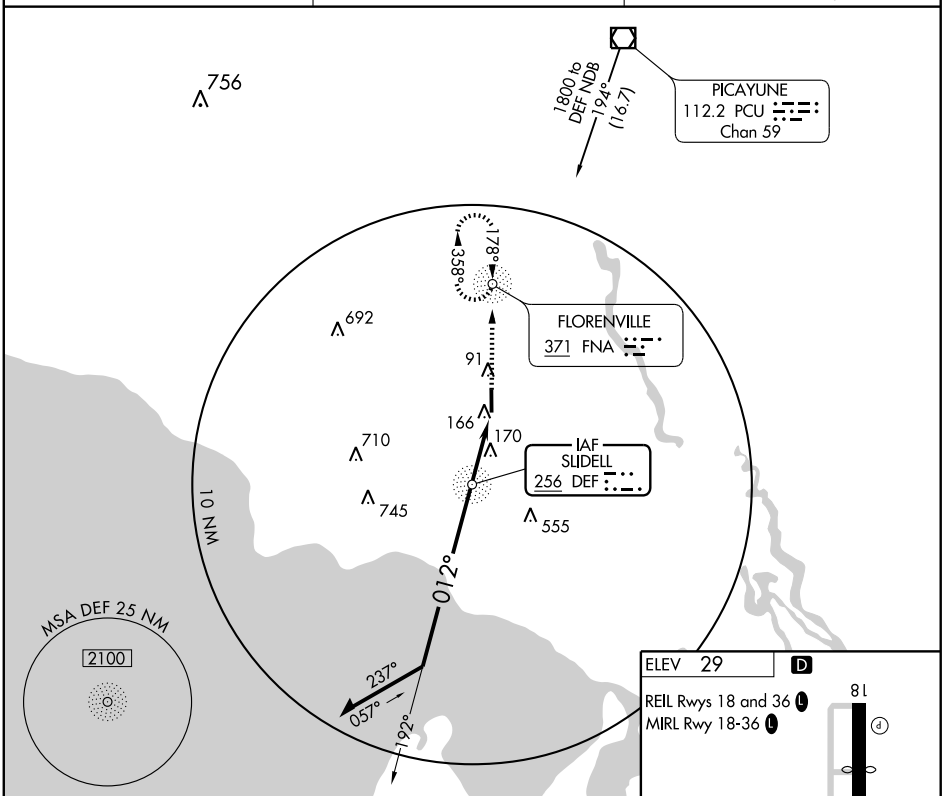
NDB RWY 36

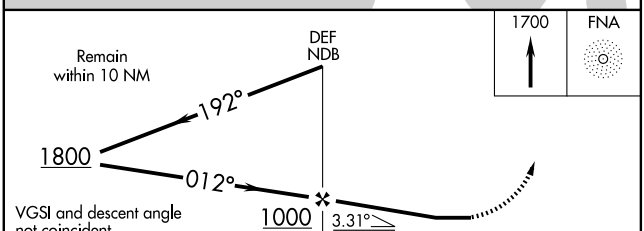
SLIDELL (ASD)

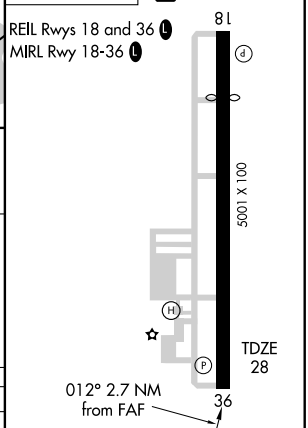
NA If local altimeter not received, use New Orleans Lakefront altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in/Circling Rwy 36 procedure NA at night.

MISSED APPROACH: Climb to 1700 direct FNA NDB and hold.

ASOS	NEW ORLEANS APP CON	UNICOM
132.475	133.15 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	540-1 512 (600-1)		540-1½ 512 (600-1½)	NA
CIRCLING	540-1 511 (600-1)		540-1½ 511 (600-1½)	NA

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4057
178°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 18

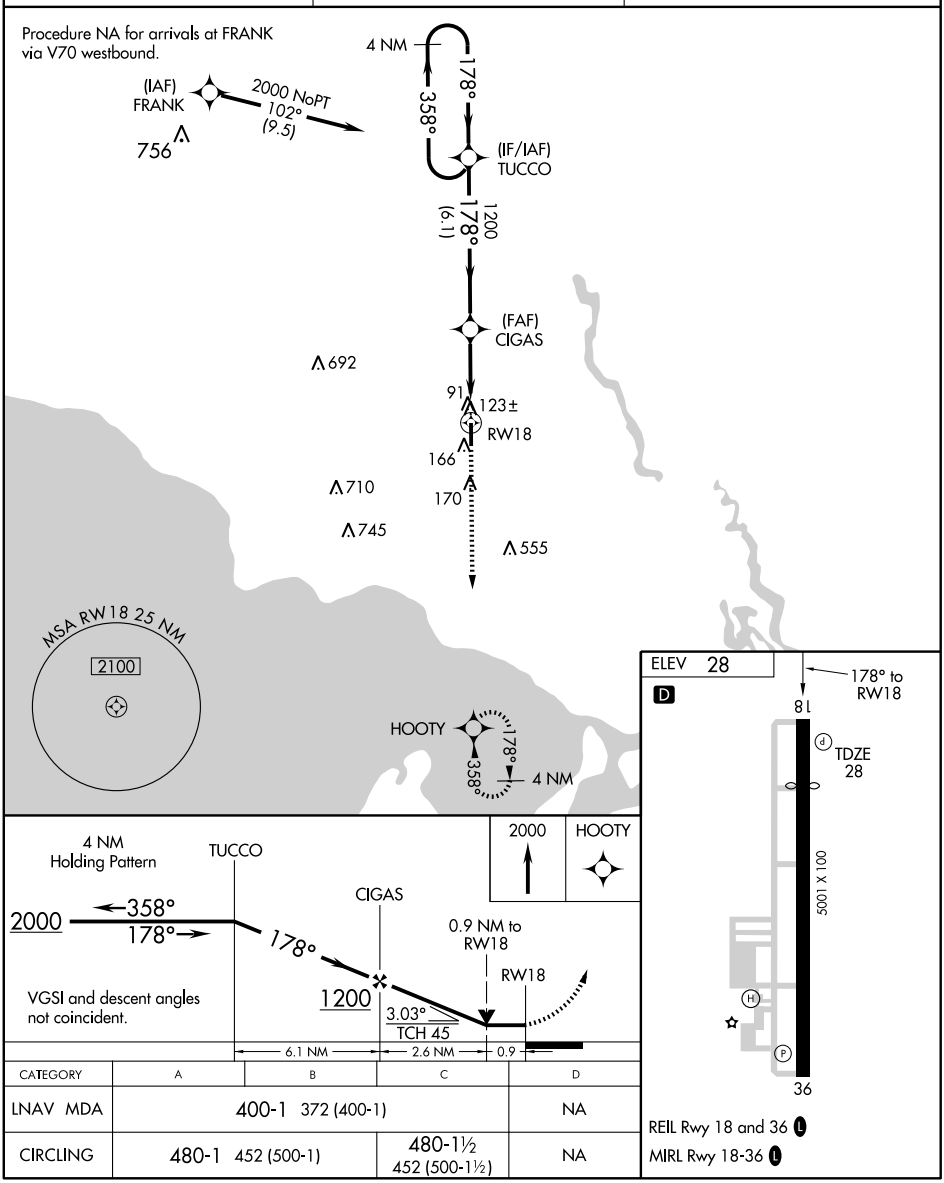
SLIDELL (ASD)

NA

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HOOTY and hold.

ASOS	NEW ORLEANS APP CON	UNICOM
132.475	133.15 290.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	400-1 372 (400-1)			NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Ldg	5001
358°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 36

SLIDELL (ASD)

NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct TUCCO and hold.

ASOS	NEW ORLEANS APP CON	UNICOM	GCO
132.475	133.15 290.3	122.8 (CTAF) L	135.075

Procedure NA for arrivals at RYTHM via V9-543 northbound.

MISSED APCH FIX

4 NM 178° 358° TUCCO

RYTHM

2000 46° (26.1)

692

PICAYUNE PCU

2000 175° (23.3)

Procedure NA for arrivals at PCU VOR/DME via V552 northbound and V455 northeastbound.

91

166 RW36

710

170

745

(FAF) REKKO 555

1300 358° (6.2)

(IAF) FIKEL

2000 NoPT 087° (6)

2000 NoPT 268° (6)

(IAF) DUFOS

(IF/IAF) HOOTY

178° 358°

4 NM

MSA RW36 25 NM

2100

2000 NoPT 358° (14.8)

(IAF) MENTC

ELEV 28 D

18

5001 X 100

TDZE 28

36

4 NM Holding Pattern

HOOTY

2000 178° 358°

REKKO

358°

1.1 NM to RW36

1300

3.02° TCH 45

RW36

2000 TUCCO

VGSI and descent angles not coincident.

6.2 NM 2.7NM 1.1

CATEGORY	A	B	C	D
LNAV MDA	420-1 392 (400-1)			NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA

MIRL Rwy 18-36 L

REIL Rwy 18 and 36 L

358° to RW36

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME PCU	APP CRS	Rwy Idg	4057
112.2	195°	TDZE	28
Chan 59		Apt Elev	28

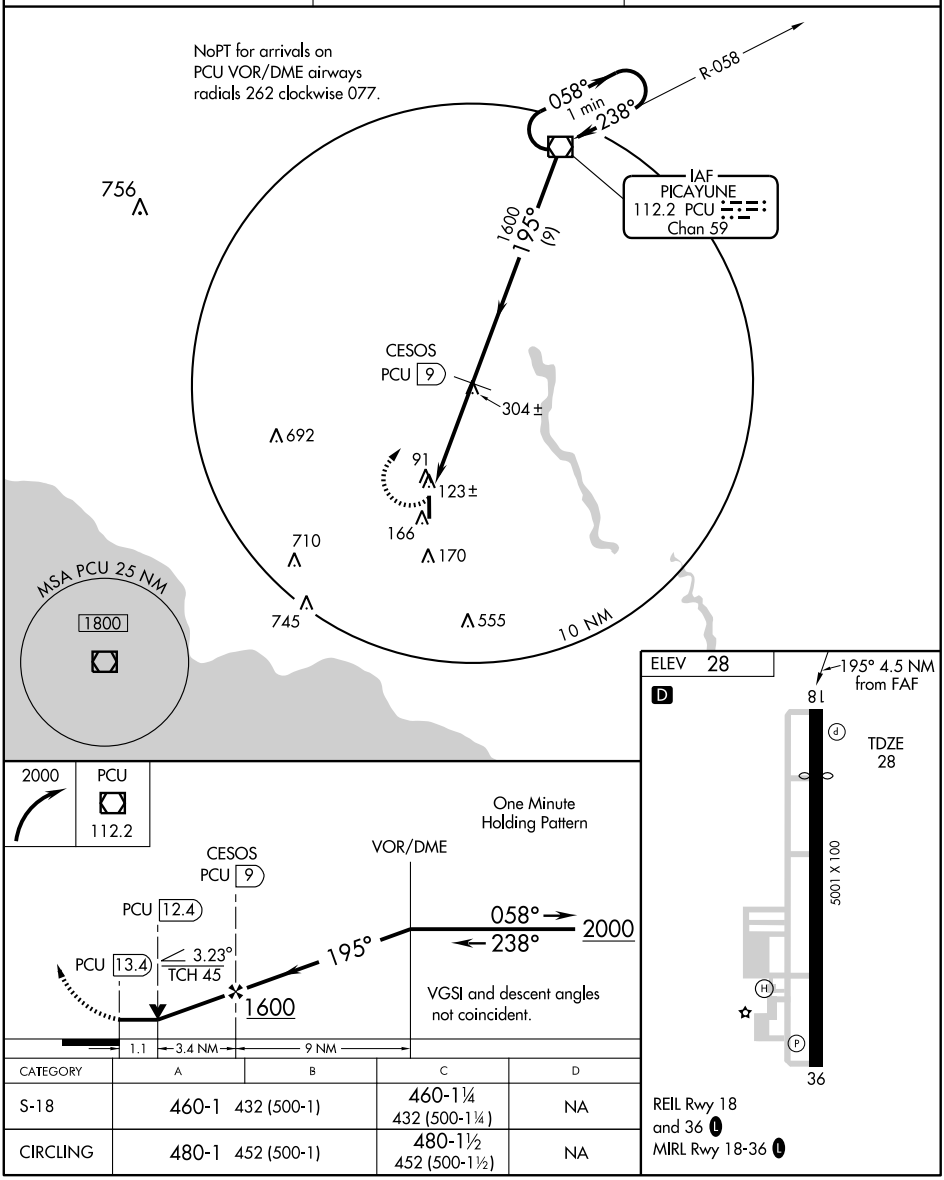
VOR/DME RWY 18

SLIDELL (ASD)

NA

MISSED APPROACH: Climbing right turn to 2000 direct PCU VOR/DME and hold.

ASOS	NEW ORLEANS APP CON	UNICOM
132.475	133.15 290.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB SPH 375	APP CRS 355°	Rwy Idg 4002 TDZE 210 Apt Elev 218

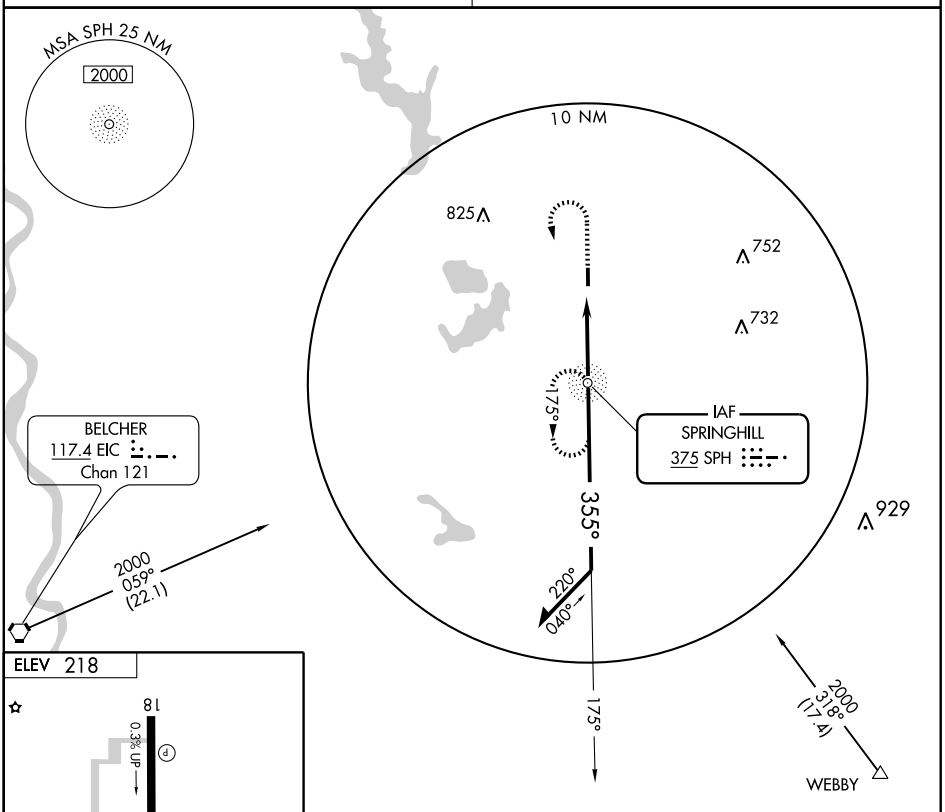
NDB RWY 36
SPRINGHILL (SPH)

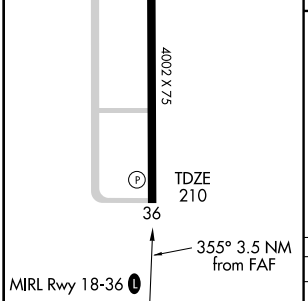
NA Use Shreveport Regional altimeter setting.

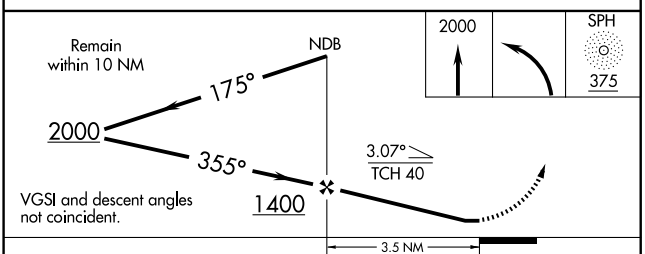
MISSED APPROACH: Climb to 2000 then left turn direct SPH NDB and hold.

SHREVEPORT APP CON
118.6 350.2

UNICOM
122.8 (CTAF) L







FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-36	780-1 570 (600-1)		780-1½ 570 (600-1½)	NA
CIRCLING	800-1 582 (600-1)		800-1½ 582 (600-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-UXL	APP CRS	Rwy Idg 5001
109.3	146°	TDZE 10
		Apt Elev 10

LOC RWY 15

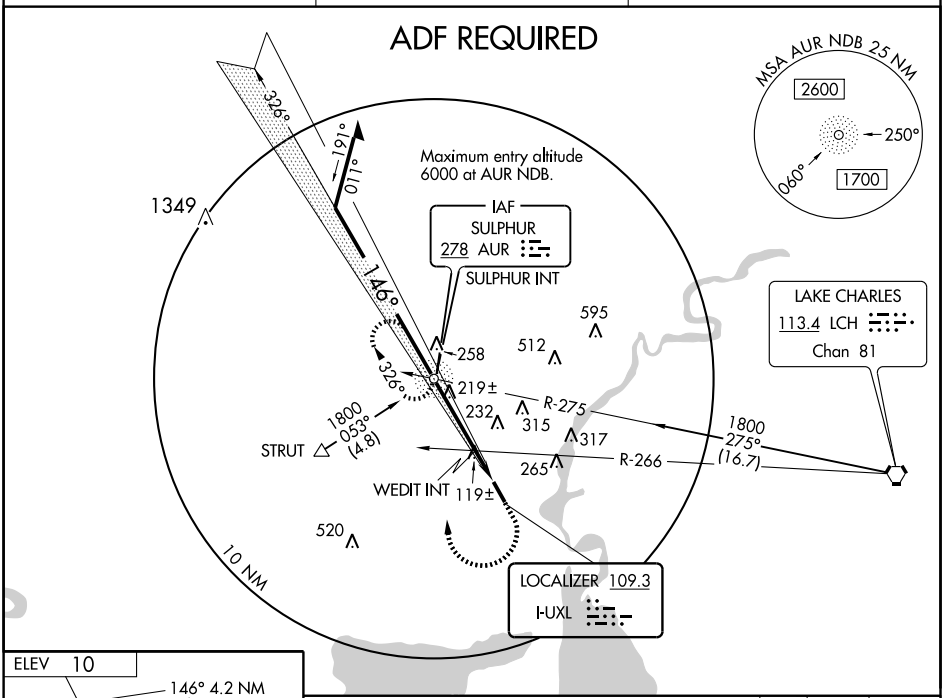
SULPHUR/SOUTHLAND FIELD (UXL)

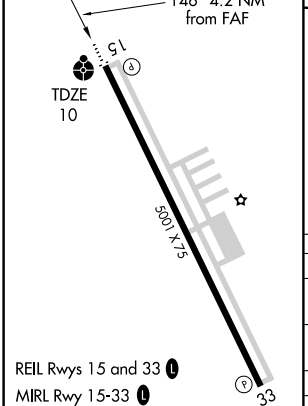
Inoperative table does not apply to S-15 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.

ODALS

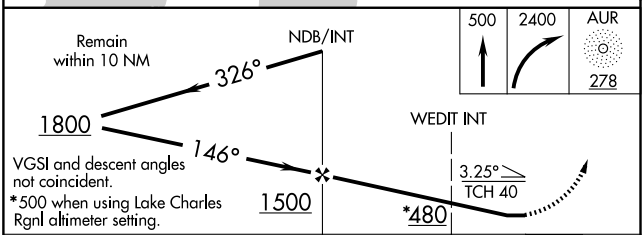
MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct AUR NDB and hold, continue climb-in-hold to 2400.

AWOS-3	LAKE CHARLES APP CON ★	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-15	480-¾ 470 (500-¾)		480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	480-1 470 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)
WEDIT FIX MINIMUMS				
S-15	380-¾ 370 (400-¾)			380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 86711	146°	TDZE	10
W15A		Apt Elev	10

RNAV (GPS) RWY 15

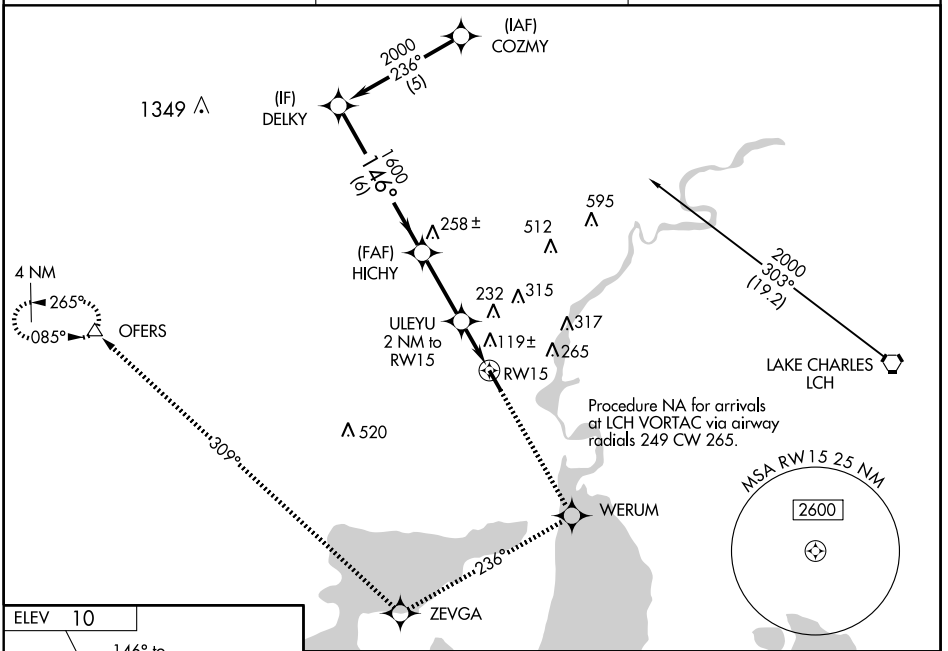
SULPHUR/SOUTHLAND FIELD (UXL)

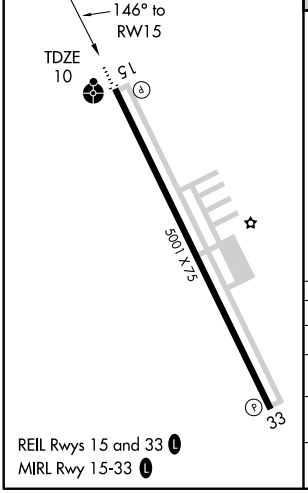
Inoperative table does not apply to LNAV/VNAV. Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LPV visibility ¼ mile all Cats. VDP NA when using Lake Charles Rgnl altimeter setting.

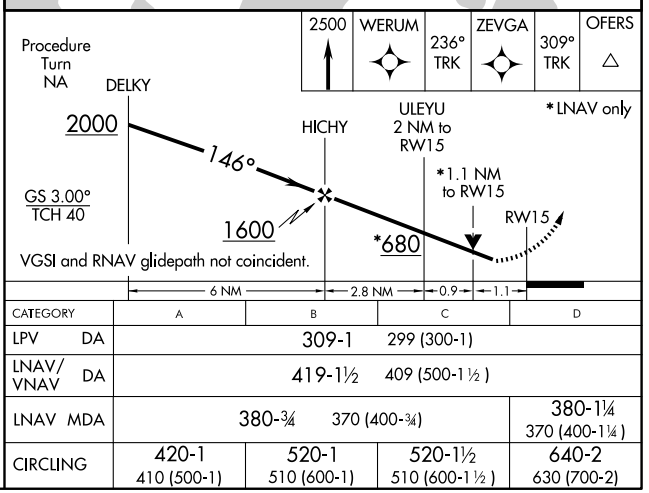
ODALS

MISSED APPROACH: Climb to 2500 direct WERUM and via 236° track to ZEVGA and via 309° track to OFERS and hold.

AWOS-3	LAKE CHARLES APP CON ★	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	309-1	299 (300-1)		
LNAV/VNAV DA	419-1½	409 (500-1½)		
LNAV MDA	380-¾	370 (400-¾)		380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 99610	326°	TDZE	10
W33A		Apt Elev	10

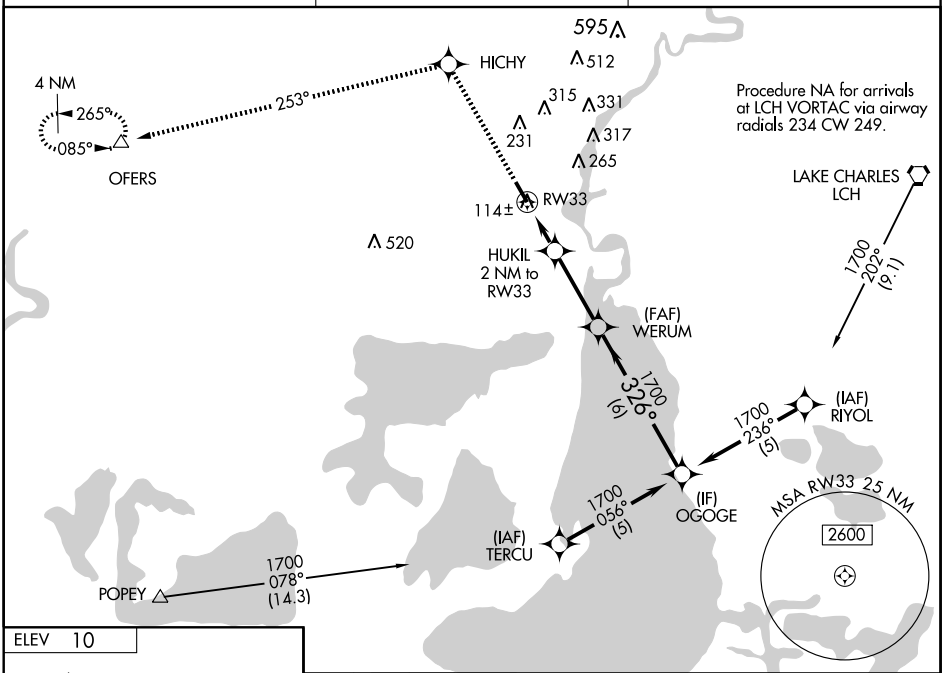
RNAV (GPS) RWY 33

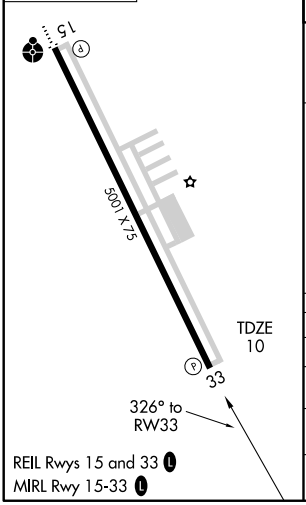
SULPHUR/SOUTHLAND FIELD (UXL)

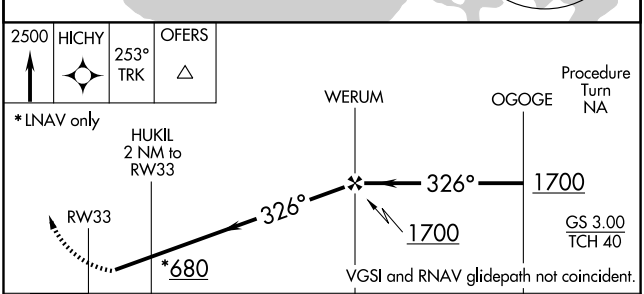
Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LNAV/VNAV visibility ¼mile all Cats.

MISSED APPROACH: Climb to 2500 direct HICHY and via 253° track to OFERS and hold.

AWOS-3	LAKE CHARLES APP CON *	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	348-1¼ 338 (400-1¼)			
LNAV/VNAV DA	384-1¼ 374 (400-1¼)			
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LCH 113.4 Chan 81	APP CRS 261°	Rwy Idg N/A TDZE N/A Apt Elev 10

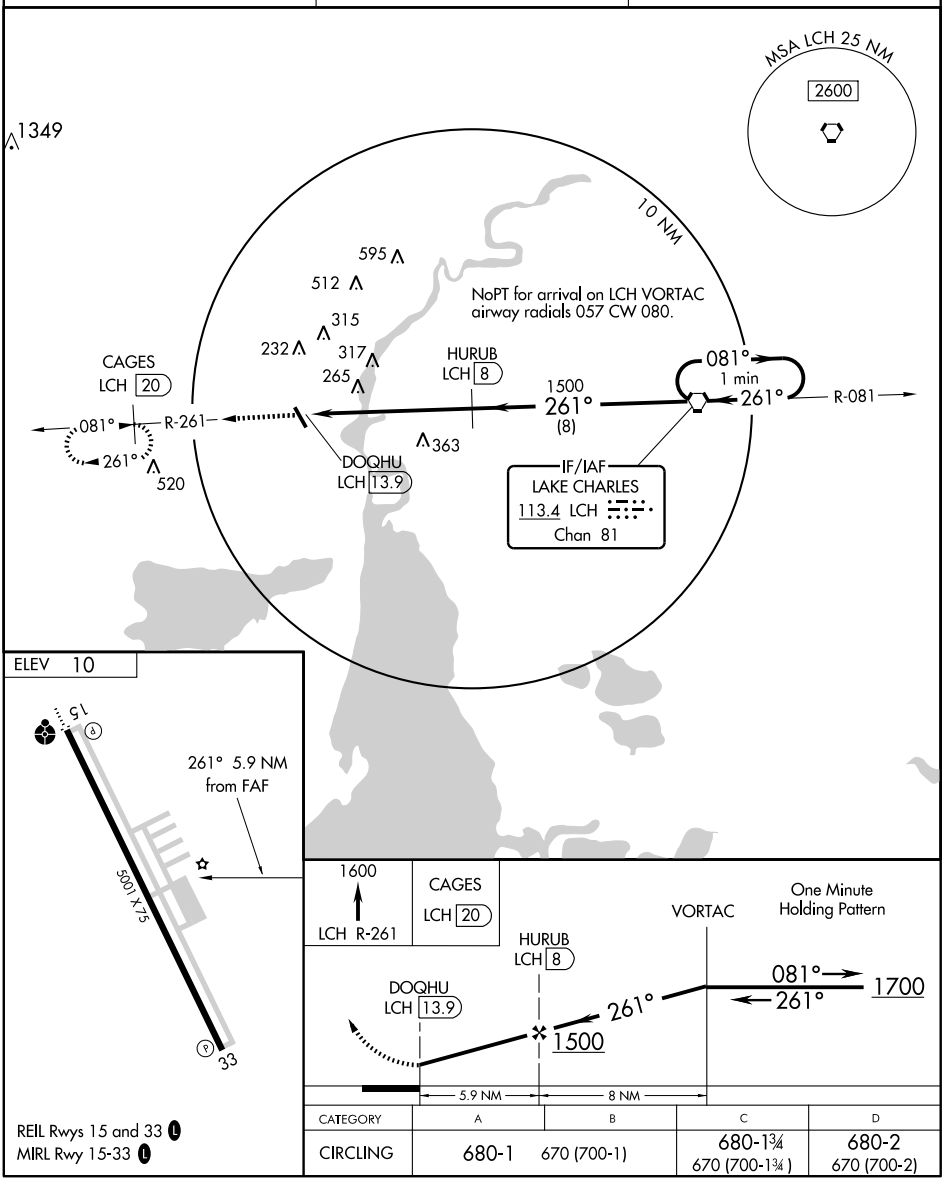
VOR/DME-A

SULPHUR/ SOUTHLAND FIELD (UXL)

When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 via LCH R-261 to CAGES/20 DME and hold.

AWOS-3	LAKE CHARLES APP CON ★	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L



REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
CIRCLING	680-1	670 (700-1)	680-1¾ 670 (700-1¾)	680-2 670 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-TVR	APP CRS	Rwy Idg	5000
109.7	357°	TDZE	86
		Apt Elev	86

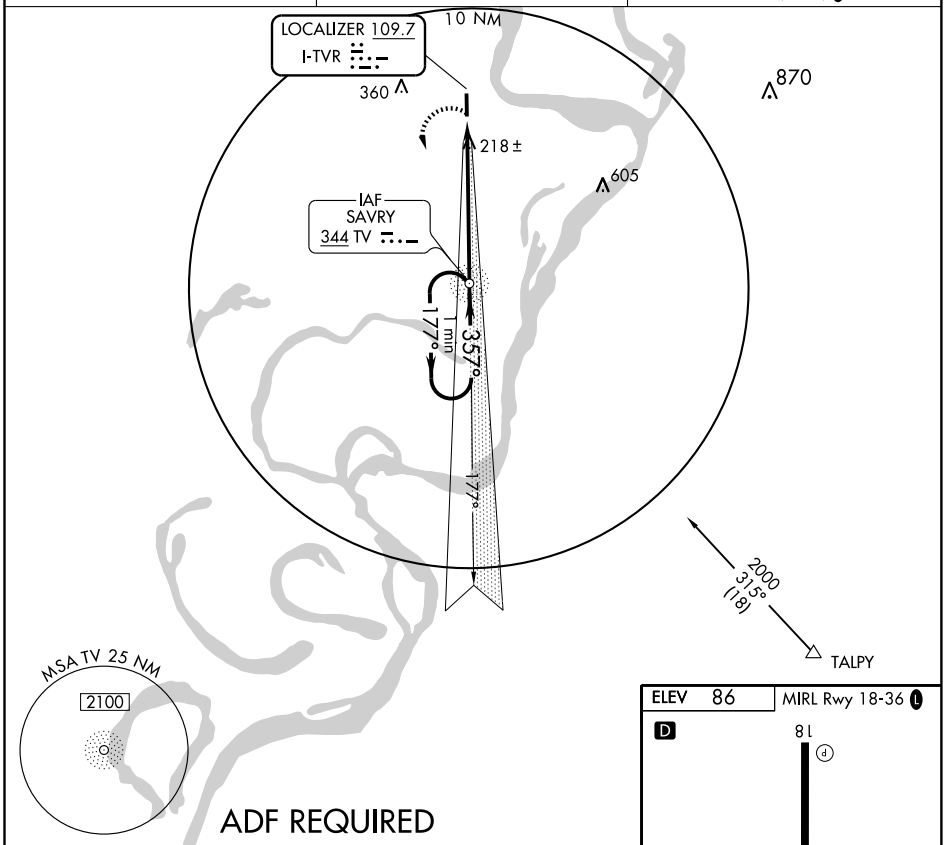
LOC RWY 36

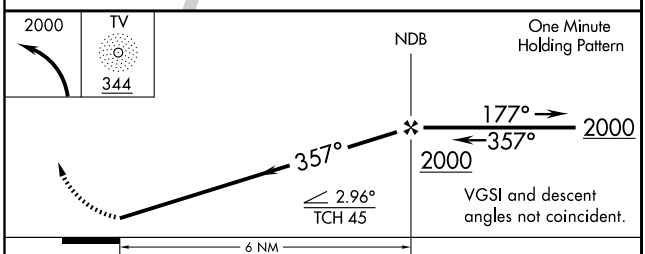
TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

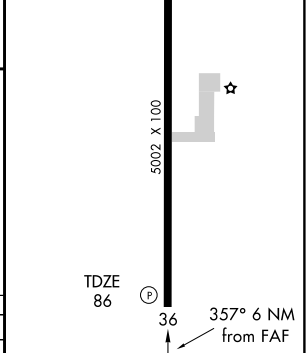
If local altimeter setting not received, use Monroe Regional altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing left turn to 2000 direct TV NDB and hold.

ASOS-3	MEMPHIS CENTER	UNICOM
118.525	132.5 259.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	500-1 414 (500-1)		500-1¼ 414 (500-1¼)	500-1½ 414 (500-1½)
CIRCLING	520-1 434 (500-1)	540-1 454 (500-1)	540-1½ 454 (500-1½)	640-2 554 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5000
177°	TDZE	85
	Apt Elev	86

RNAV (GPS) RWY 18

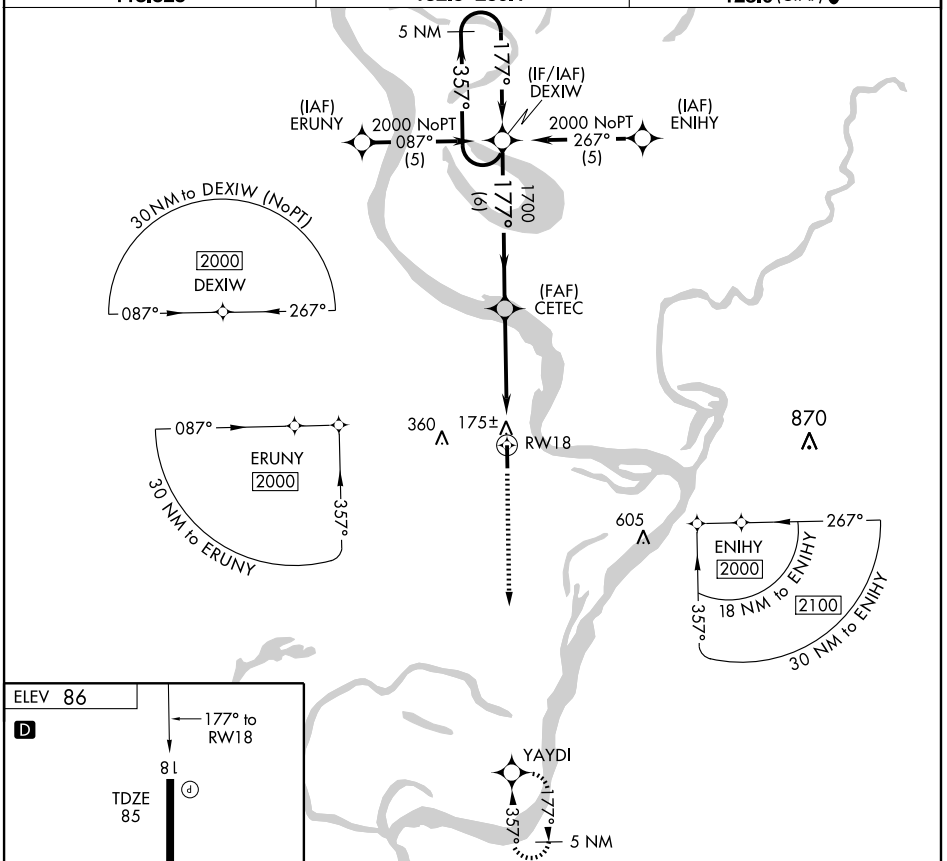
TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

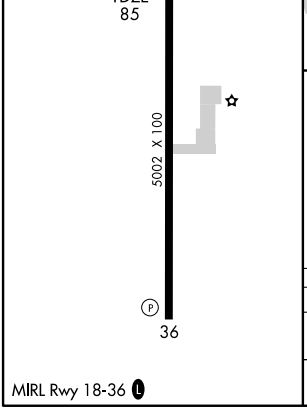
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all MDAs140 feet.

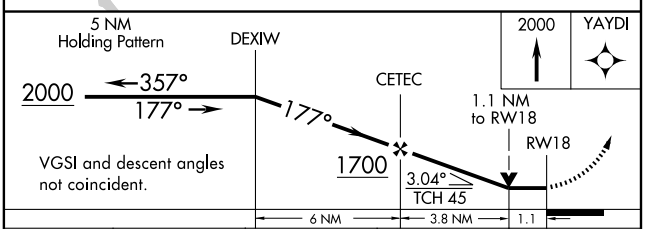
VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

MISSED APPROACH: Climb to 2000 direct YAYDI and hold.

ASOS-3	MEMPHIS CENTER	UNICOM
118.525	132.5 259.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 415 (500-1)		500-1¼ 415 (500-1¼)	
CIRCLING	520-1 434 (500-1)	540-1 454 (500-1)	540-1½ 454 (500-1½)	640-2 554 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 5000
Chan 99700	357°	TDZE 86
W36A		Apt Elev 86

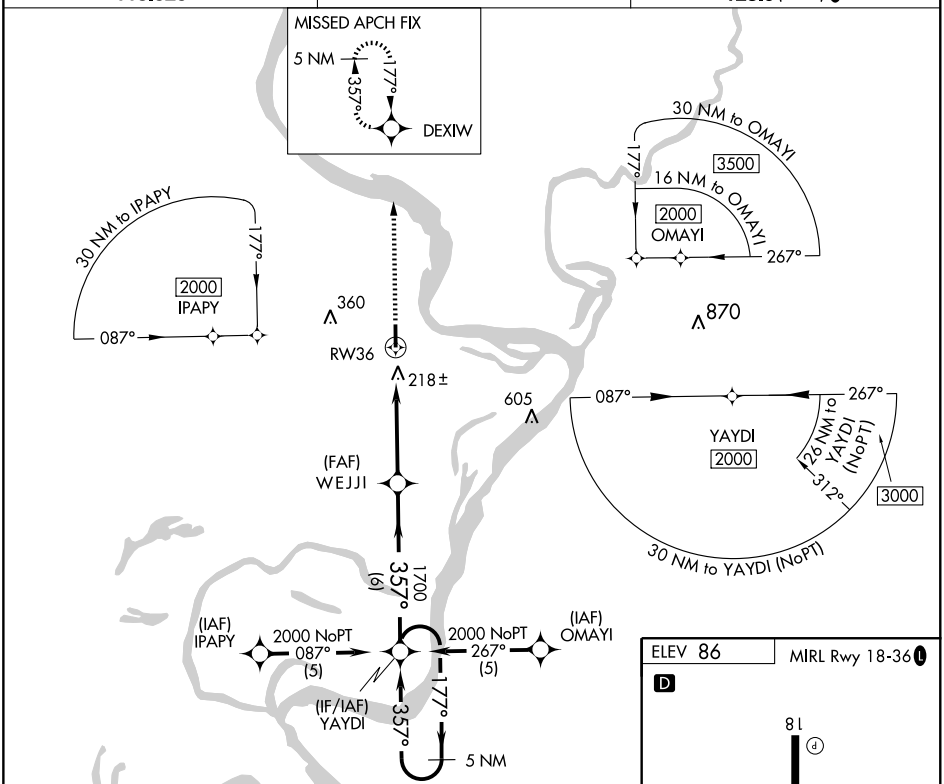
RNAV (GPS) RWY 36

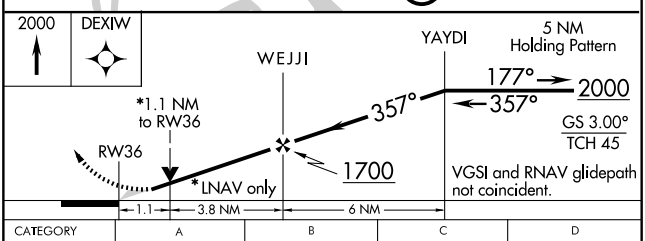
TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all DAs/MDAs 140 feet. BARO-VNAV and VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

MISSED APPROACH: Climb to 2000 direct DEXIW and hold.

ASOS-3	MEMPHIS CENTER	UNICOM
118.525	132.5 259.1	123.0 (CTAF) L

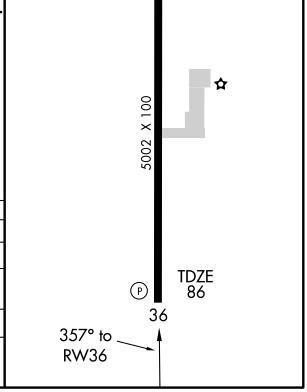




CATEGORY	A	B	C	D
LPV DA	371-1 285 (300-1)			
LNAV/ VNAV DA	498-1½ 412 (500-1½)			
LNAV MDA	500-1 414 (500-1)		500-1¼ 414 (500-1¼)	
CIRCLING	520-1½ 434 (500-1½)	540-1½ 454 (500-1½)		640-2 554 (600-2)

ELEV 86 MIRL Rwy 18-36 L

D



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TBD 112.0 Chan 57	APP CRS 356°	Rwy Idg N/A TDZE N/A Apt Elev 9

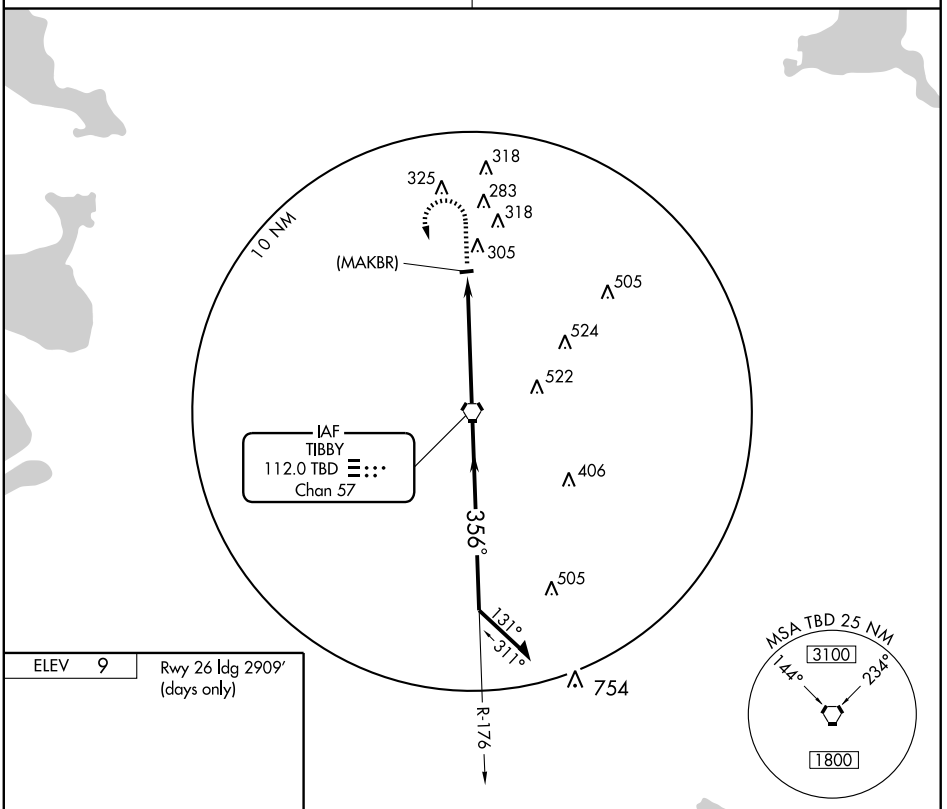
VOR or GPS-A

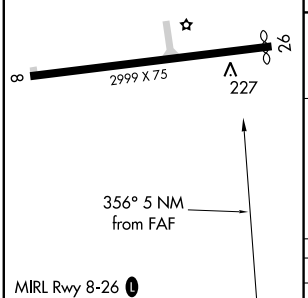
THIBODAUX MUNI (L83)

Obtain local altimeter on CTAF; if not received, use New Orleans Intl (Moisant Field) altimeter setting.
NA

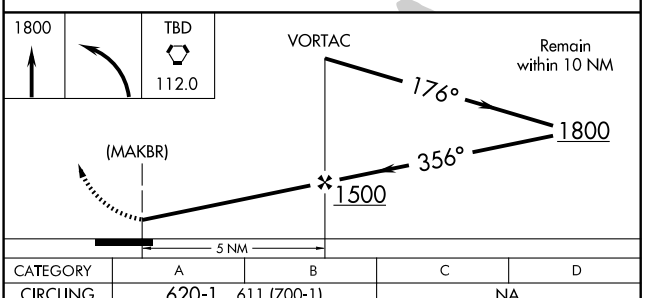
MISSED APPROACH: Climb to 1800 then left turn direct TBD VORTAC.

NEW ORLEANS APP CON	UNICOM
118.9 256.9	122.8 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
CIRCLING	620-1	611 (700-1)	NA	
NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING MINIMUMS				
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	NA	

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB VIV 284	APP CRS 090°	Rwy Idg 2998 TDZE 260 Apt Elev 260

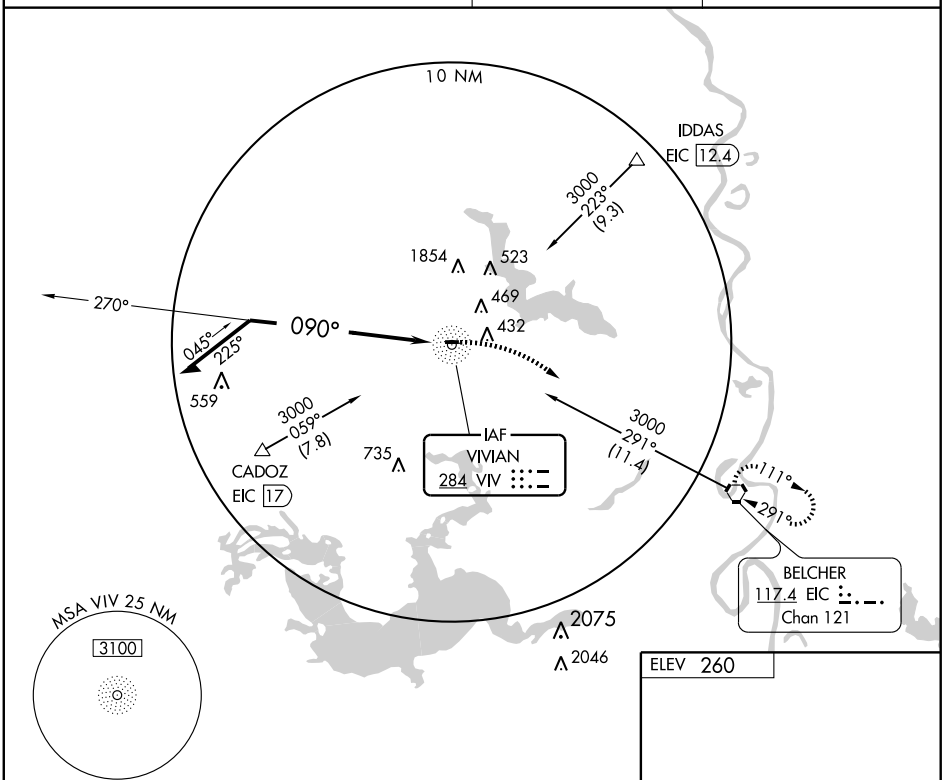
NDB RWY 9
VIVIAN (3F4)

Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 3000 direct EIC VORTAC and hold.

SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075



CATEGORY	A	B	C	D
S-9	980-1	720 (800-1)	980-2 720 (800-2)	NA
CIRCLING	980-1	720 (800-1)	980-2 720 (800-2)	NA

MIRL Rwy 9-27 L
REIL Rwy 9 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2998
088°	TDZE	260
	Apt Elev	260

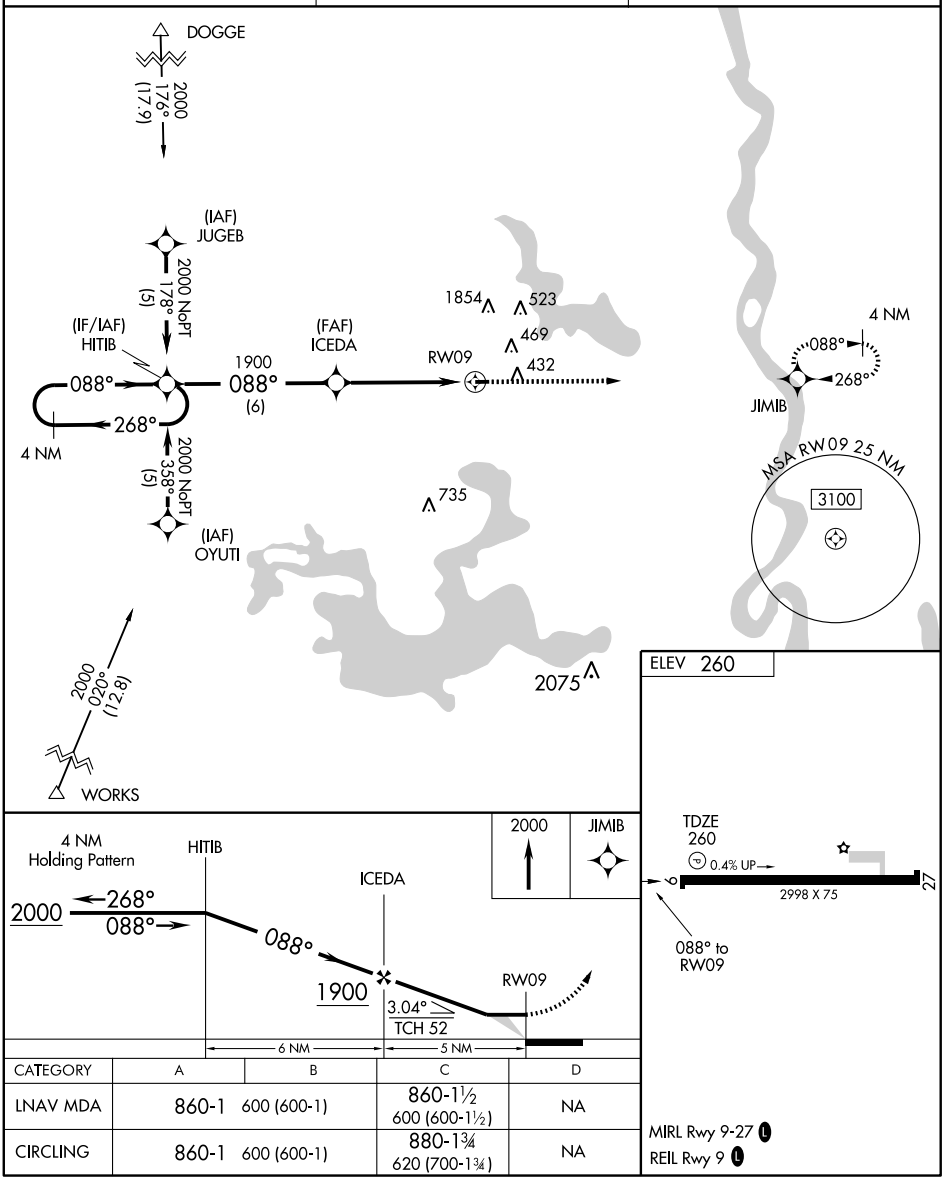
RNAV (GPS) RWY 9

VIVIAN (3F4)

Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

MISSED APPROACH: Climb to 2000 direct JIMIB and hold.

SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075



CATEGORY	A	B	C	D
LNAV MDA	860-1	600 (600-1)	860-1½ 600 (600-1½)	NA
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 L

REIL Rwy 9 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

VIVIAN (3F4)

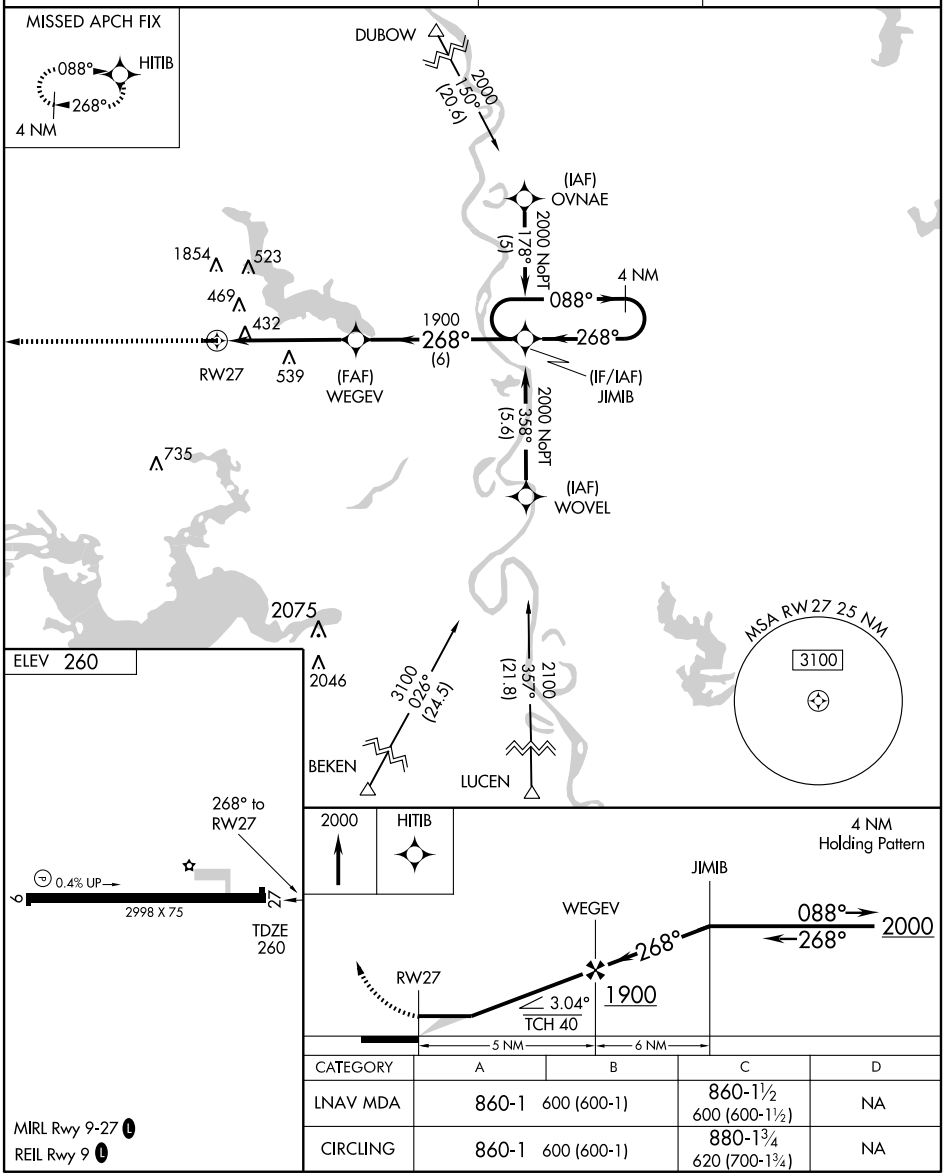
APP CRS	Rwy Idg	2998
268°	TDZE	260
	Apt Elev	260

Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct HITIB and hold.

SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075



CATEGORY	A	B	C	D
LNAV MDA	860-1	600 (600-1)	860-1½ 600 (600-1½)	NA
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 L

REIL Rwy 9 L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC EIC 117.4 Chan 121	APP CRS 291°	Rwy Idg N/A TDZE N/A Apt Elev 260

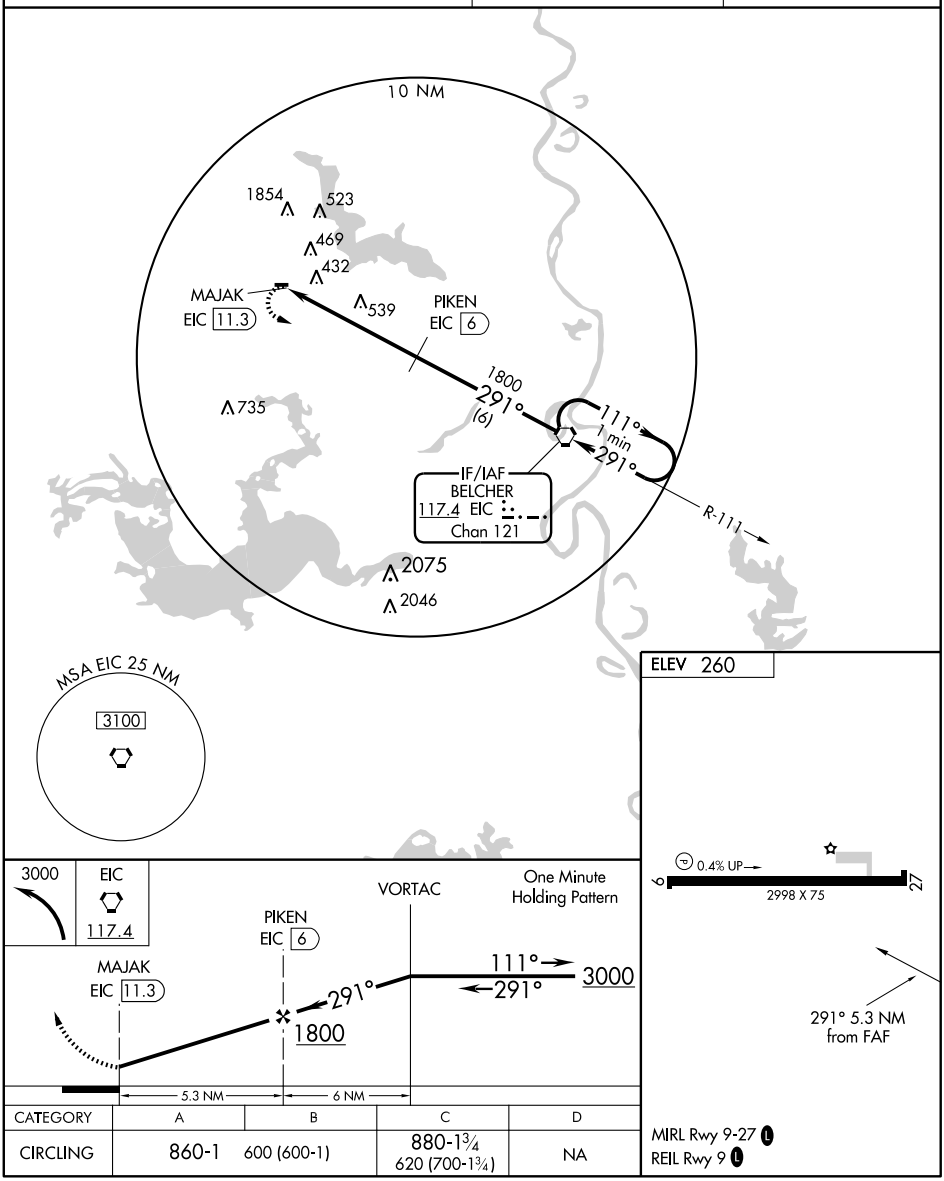
VOR/DME-A
VIVIAN (3F4)

Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct EIC VORTAC and hold.

SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075

SC-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 L
REIL Rwy 9 L

APP CRS	Rwy Idg	3002
087°	TDZE	146
	Apt Elev	146

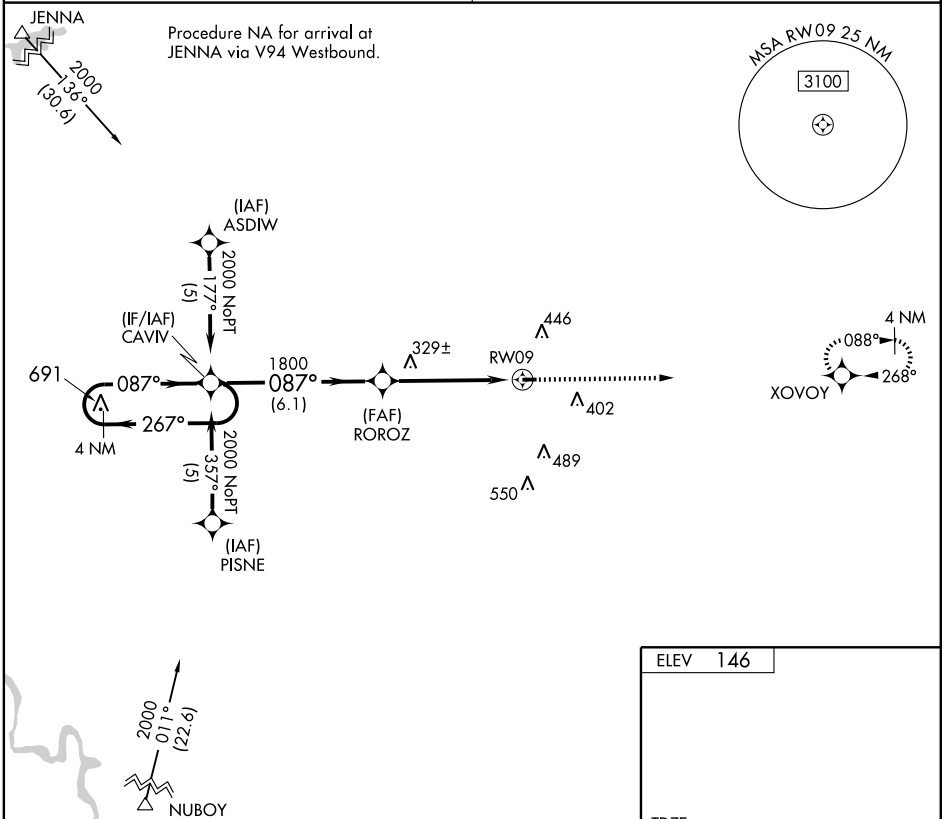
RNAV (GPS) RWY 9

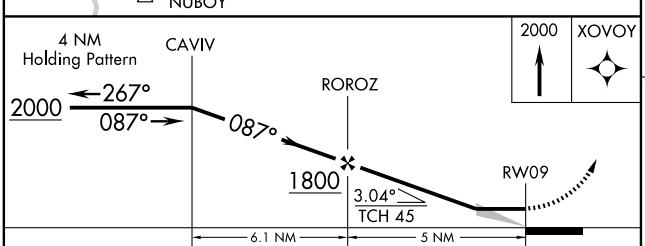
WINNFIELD/ DAVID G. JOYCE (ØR5)

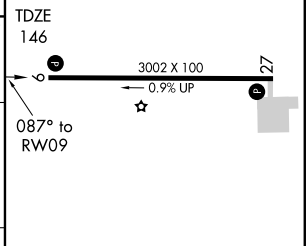
DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct XOVOY and hold.

POLK APP CON	UNICOM
125.4 302.2	122.7 (CTAF) L







ELEV 146

CATEGORY	A	B	C	D
LNAV MDA	680-1 534 (600-1)		NA	
CIRCLING	700-1 554 (600-1)		NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3002
267°	TDZE	146
	Apt Elev	146

RNAV (GPS) RWY 27

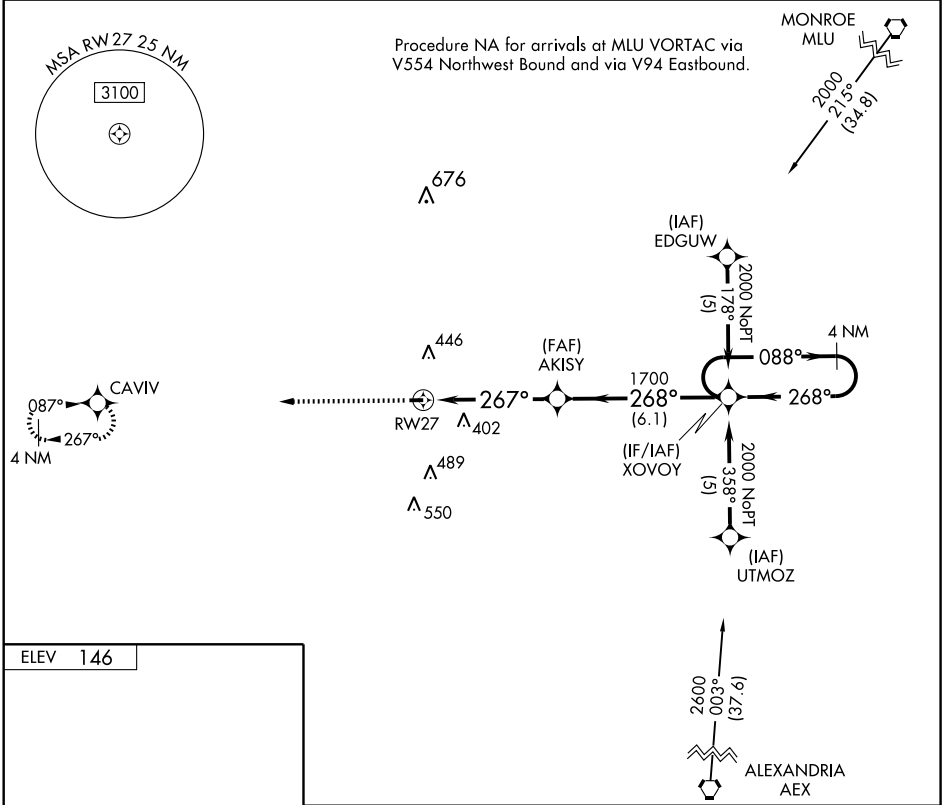
WINNFIELD/ DAVID G. JOYCE (ØR5)

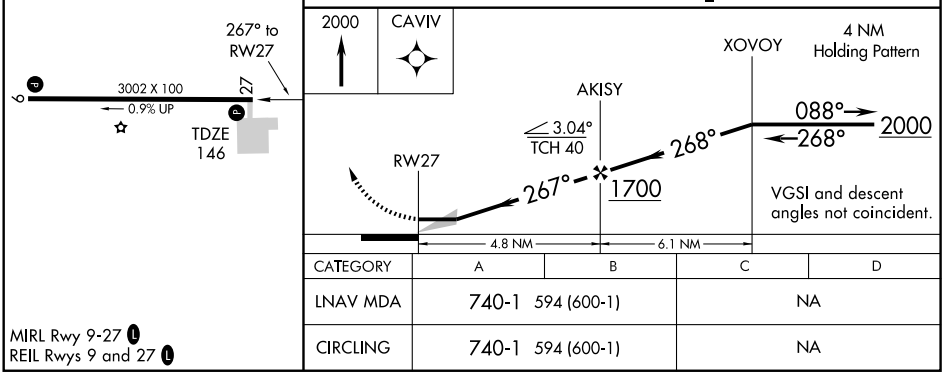
DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CAVIV and hold.

POLK APP CON	UNICOM
125.4 302.2	122.7 (CTAF) L

SC-4, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	740-1 594 (600-1)		NA	
CIRCLING	740-1 594 (600-1)		NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALEXANDRIA, LA	
ESLER RGNL	**RNAV (GPS) Rwy 9**
	RNAV (GPS) Rwy 27
NA when local weather not available.	
BASTROP, LA	
MOREHOUSE MEMORIAL	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
NA when local weather not available.	
BATON ROUGE, LA	
BATON ROUGE METROPOLITAN: RYAN FIELD	**ILS or LOC Rwy 13[12]**
	ILS or LOC Rwy 22R[124]
	NDB Rwy 31[23]
	RADAR-1[2]
	RNAV (GPS) Rwy 4L[4]
	RNAV (GPS) Rwy 13[4]
	RNAV (GPS) Rwy 22R[4]
	RNAV (GPS) Rwy 31[4]
	VOR Rwy 4L[3]
[1]ILS, Category D, 700-2.	
[2]NA when control tower closed.	
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
[4]NA when local weather not available.	
BAY ST LOUIS, MS	
STENNIS INTL	**ILS or LOC Rwy 18**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
	VOR-A
NA when local weather not available.	
BOGALUSA, LA	
GEORGE R CARR MEMORIAL AIR FIELD	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 36
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
COLUMBUS-WEST POINT-STARKVILLE, MS	
GOLDEN TRIANGLE RGNL	**ILS or LOC Rwy 18[1]**
	LOC Rwy 36[2]
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
[1]NA when control tower closed.	
[2]Categories A, B, 1100-2; Categories C, D, 1100-3.	
CORINTH, MS	
ROSCOE TURNER	**ILS or LOC Rwy 18**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
DE RIDDER, LA	
BEAUREGARD RGNL	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 36
NA when local weather not available.	
GALLIANO, LA	
SOUTH LAFOURCHE LEONARD MILLER JR	**LOC/DME Rwy 36**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
GREENVILLE, MS	
MID DELTA RGNL	**ILS or LOC Rwy 18L[1]**
	NDB Rwy 36L[1]
	NDB Rwy 36R[1]
	RNAV (GPS) Rwy 18L[2]
	RNAV (GPS) Rwy 18R[2]
	RNAV (GPS) Rwy 36L[2]
	RNAV (GPS) Rwy 36R[2]
	VOR/DME Rwy 18L[2]
	VOR/DME Rwy 18R[2]
[1]NA when control tower closed.	
[2]NA when local weather not available.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

GREENWOOD, MS

GREENWOOD-LEFLORE . **ILS or LOC Rwy 18[1]**
VOR Rwy 5[2]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.

GULFPORT, MS

GULFPORT-BILOXI
INTL ..... **ILS or LOC Rwy 14[12]**
ILS or LOC/DME Rwy 32[12]
RADAR-1[24]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 32[3]
RNAV (GPS) Rwy 36[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Categories B,C,D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

HAMMOND, LA

HAMMOND NORTHSHORE
RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36

NA when local weather not available.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN
MUNI ..... **RNAV (GPS) Y Rwy 13**
RNAV (GPS) Z Rwy 13
VOR Rwy 13[1]

NA when local weather not available.
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL
RGNL ..... **ILS or LOC Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HOUMA, LA

HOUMA-
TERREBONNE ..... **Copter VOR/DME 12[1]**
ILS or LOC Rwy 18[123]
RNAV (GPS) Rwy 12[14]
RNAV (GPS) Rwy 18[1]
RNAV (GPS) Rwy 30[1]
RNAV (GPS) Rwy 36[1]
VOR/DME Rwy 30[1]
VOR Rwy 12[124]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.

JACKSON, MS

HAWKINS FIELD ..... **ILS or LOC Rwy 16[1]**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.
[1]NA when control tower closed.

JACKSON-EVERS
INTL ..... **ILS or LOC Rwy 34L[12]**
RADAR-1[1]
RNAV (GPS) Rwy 16L[3]
RNAV (GPS) Rwy 16R[3]
RNAV (GPS) Rwy 34L[3]
RNAV (GPS) Rwy 34R[3]

[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC,Category E, 800-2¼.
[3]NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE
RGNL ..... **ILS or LOC/DME Rwy 4R[13]**
ILS or LOC Rwy 22L[23]
RNAV (GPS) Rwy 4R[1]
RNAV (GPS) Rwy 22L[1]
RNAV (GPS) Rwy 29[1]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.

LAKE CHARLES, LA

CHENNAULT INTL ..... **ILS or LOC Rwy 15[12]**
RNAV (GPS) Rwy 33[3]
VOR Rwy 33[12]

[1]NA when control tower closed.
[2]Category E, 900-3.
[3]NA when local weather not available.

LAKE CHARLES RGNL ..... **ILS or LOC Rwy 15**
LOC BC Rwy 33

NA when control tower closed.

NAME ALTERNATE MINIMUMS

MC COMB, MS

MC COMB/PIKE COUNTY/
JOHN E LEWIS FIELD ..... **ILS or LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A
NA when local weather not available.

MERIDIAN, MS

KEY FIELD ..... **ILS or LOC Rwy 1[123]**
ILS or LOC Rwy 19[23]
RNAV (GPS) Rwy 1[34]
RNAV (GPS) Rwy 4[34]
RNAV (GPS) Rwy 19[34]
RNAV (GPS) Rwy 22[34]
VOR-A[34]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 900-3.
LOC, Category E, 900-3.
[3]NA when local weather not available.
[4]Category E, 900-3.

MONROE, LA

MONROE RGNL ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
NA when control tower closed.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS
COUNTY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR/DME Rwy 13
NA when local weather not available.

NEW IBERIA, LA

ACADIANA RGNL ..... **ILS Rwy 34[1]**
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]
VOR or TACAN Rwy 16[13]
VOR/DME Rwy 34[1]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category E, 900-3.

NEW ORLEANS, LA

LAKEFRONT ..... **ILS or LOC Rwy 18R[1]**
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
VOR/DME Rwy 36L
NA when local weather not available.
[1]Category D, 700-2.

LOUIS ARMSTRONG
NEW ORLEANS INTL ..... **LOC Rwy 19**
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

OAKDALE, LA

ALLEN PARISH ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

OLIVE BRANCH, MS

OLIVE BRANCH ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 18
NA when local weather not available.
[1]ILS, Categories, A,B,C,D, 700-2.
[2]NA when control tower closed.

PASCAGOULA, MS

TRENT LOTT INTL ..... **ILS or LOC Rwy 17[12]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[23]
[1]ILS, 700-2.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

PATTERSON, LA

HARRY P. WILLIAMS
MEMORIAL ..... **VOR/DME-A**
Categories A, B, 1200-2; Category C, 1200-3.

PHILADELPHIA, MS

PHILADELPHIA MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

PICAYUNE, MS

PICAYUNE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

RAYMOND, MS

JOHN BELL WILLIAMS ... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.
Category D, 900-2¾.

SHREVEPORT, LA

SHREVEPORT
DOWNTOWN ..... **RNAV (GPS) Rwy 14**
VOR Rwy 14
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

SHREVEPORT
RGNL ..... **ILS or LOC Rwy 14[1]**
LOC Rwy 5[1]
RADAR-1[1]
RNAV (GPS) Rwy 23[2]
[1]Category E, 900-3.
[2]Category D, 800-2¼.

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NAME	ALTERNATE MINIMUMS
SULPHUR, LA	
SOUTHLAND FIELD	**LOC Rwy 15**
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 33
	VOR/DME-A
NA when local weather not available.	
TALLULAH, LA	
VICKSBURG TALLULAH RGNL	**LOC Rwy 36**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
TUNICA, MS	
TUNICA MUNI	**ILS or LOC Rwy 35**
	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
NA when local weather not available.	
TUPELO, MS	
TUPELO RGNL	**ILS or LOC Rwy 36**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	

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BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 10042 USAF) ELEV 166

RADAR[1] - (E) 118.6 119.9 125.1 350.2 335.55

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR[3]	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

[1]Opr 1200-0500Z++. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. [3]Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

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BATON ROUGE, LA Amdt. 10C, JUN 5, 2008 (FAA) ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

RADAR - 120.3 278.3 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31		ABCD	**440**-1¼	371	(400-1¼)				
	13		ABC	**560**-¾	492	(500-¾)	D	**560**-1	492	(500-1)
	22R		ABC	**620**/50	550	(600-1)	D	**620**/60	550	(600-1¼)
	4L		AB	**620**-1¼	551	(600-1¼)	C	**620**-1½	551	(600-1½)
			D	**620**-1¾	551	(600-1¾)				
CIRCLING			AB	**620**-1¼	550	(600-1¼)	C	**660**-1½	590	(600-1½)
			D	**680**-2	610	(700-2)				

When control tower closed ASR NA.
S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.
S-31: Inoperative table does not apply.
When VGSI inoperative, circling to Rwy 4L NA at night.

21 OCT 2010 to 18 NOV 2010

DE RIDDER, LA

Orig-A, April 8, 2010 (FAA) ELEV **202**

BEAUREGARD RGNL

RADAR - 123.7 254.8 ▽ ⚠ NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	A	**760**-1	563	(600-1)	B	**760**-1¼	563	(600-1¼)
		C	**760**-1½	563	(600-1½)	D	**760**-2	563	(600-2)
	18	A	**720**-1	518	(600-1)	B	**720**-1¼	518	(600-1¼)
		C	**720**-1½	518	(600-1½)	D	**720**-2	518	(600-2)
CIRCLING		A	**760**-1	558	(600-1)	B	**760**-1¼	558	(600-1¼)
		C	**760**-1½	558	(600-1½)	D	**780**-2	578	(600-2)

When local altimeter not received,use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA) ELEV **28**

GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	ABC	**440**/40	412	(500-¾)	DE	**440**/50	412	(500-1)
	14	AB	**440**/24	413	(500-½)	C	**440**/40	413	(500-¾)
		DE	**440**/50	413	(500-1)				
CIRCLING		A	**500**-1	472	(500-1)	B	**660**-1	632	(700-1)
		C	**660**-1¾	632	(700-1¾)	D	**660**-2	632	(700-2)
		E	**820**-2¾	792	(800-2¾)				

Procedure not authorized when control tower closed.
For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.
For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

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RADAR INSTRUMENT APPROACH MINIMUMS

JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA) ELEV **346**

JACKSON-EVERS INTL

RADAR- 123.9 317.7

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16R		AB	**740**-1	421	(500-1)	CD	**740**-1¼	421	(500-1¼)
			E	**740**-1½	421	(500-1½)				
	16L		AB	**740**/24	429	(500-½)	C	**740**/40	429	(500-¾)
			DE	**740**/50	429	(500-1)				
	34L		AB	**800**/24	472	(500-½)	C	**800**/40	472	(500-¾)
			D	**800**/50	472	(500-1)	E	**800**/60	472	(500-1¼)
	34R		AB	**820**/50	474	(500-1)	C	**820**/60	474	(500-1¼)
			D	**820**-1½	474	(500-1½)	E	**820**-1¾	474	(500-1¾)
CIRCLING			A	**840**-1	494	(500-1)	B	**880**-1	534	(600-1)
			C	**880**-1½	534	(600-1½)	D	**900**-2	554	(600-2)
			E	**940**-2	594	(600-2)				

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.
Category E S-34L visibility increased ½ mile for inoperative MALSR.
Category E circling not authorized southwest of runway 16R-34L.
When control tower closed procedure NA.

21 OCT 2010 to 18 NOV 2010

JOE WILLIAMS NOLF (KNJW), MS (Moscow) (10266 USN)

ELEV **539**

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	32		A	**1120**-1	581	(600-1)
			B	**1120**-1¼	581	(600-1¼)
			C	**1120**-1½	581	(600-1½)
			DE	**1120**-2	581	(600-2)
CIR[1]	All Rwy		A	**1120**-1	581	(600-1)
			B	**1120**-1¼	581	(600-1¼)
			C	**1120**-1½	581	(600-1½)
			D	**1120**-2	581	(600-2)
			E	**1160**-2¼	621	(700-2¼)

[1]Procedure NA at night.

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LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA) ELEV **43**

LAFAYETTE RGNL

RADAR - 121.1 363.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29		ABC	**400**-1	358	(400-1)	D	**400**-1¼	358	(400-1¼)
	4R		AB	**480**-1	440	(500-1)	C	**480**-1¼	440	(500-1¼)
			D	**480**-1½	440	(500-1½)				
	11		AB	**560**-1	518	(600-1)	C	**560**-1½	518	(600-1½)
			D	**560**-1¾	518	(600-1¾)				
CIRCLING			A	**560**-1	517	(600-1)	B	**580**-1	537	(600-1)
			C	**580**-1½	537	(600-1½)	D	**660**-2	617	(700-2)

When control tower closed, ASR NA.

LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA) ELEV **17**

CHENNAULT INTL

RADAR - 119.8 282.3 ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**560**-½	544	(600-½)	C	**560**-1	544	(600-1)
		D	**560**-1¼	544	(600-1¼)	E	**560**-1½	544	(600-1½)
CIRCLING		AB	**580**-1	563	(600-1)	C	**580**-1½	563	(600-1½)
		D	**580**-2	563	(600-2)	E	**880**-3	863	(900-3)
	LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS								
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**580**-½	564	(600-½)	C	**580**-1	564	(600-1½)
		D	**580**-1¼	564	(600-1¼)	E	**580**-1½	564	(600-1½)
CIRCLING		AB	**600**-1	583	(600-1)	C	**600**-1½	583	(600-1½)
		D	**600**-2	583	(600-2)	E	**900**-3	883	(900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.
Procedure not available when Lake Charles Approach Control closed.
For inoperative MALSR, increase Category E visibilities ½ mile.

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LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA) ELEV **15**

LAKE CHARLES RGNL

RADAR - 119.35 353.75 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**380**-1	366	(400-1)	D	**380**-1¼	366	(400-1¼)
	33	ABC	**380**-¾	368	(400-¾)	D	**380**-1¼	368	(400-1¼)
	23	AB	**440**-1	425	(500-1)	CD	**440**-1¼	425	(500-1¼)
	15	AB	**440**/24	428	(500-½)	C	**440**/40	428	(500-¾)
		D	**440**/50	428	(500-1)				
CIRCLING		A	**440**-1	425	(500-1)	B	**480**-1	465	(500-1)
		C	**480**-1½	465	(500-1½)	D	**580**-2	428	(500-2)

When control tower closed, procedure NA.

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (10098 USN) ELEV 316

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	19L[2]	3.0°/48/1124	ABCDE	416-¼	100	(100-¼)
	1L[3]	3.0°/35/764	ABCDE	453-½	200	(200-½)
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)
PAR W/O GS[1]	19R		ABCDE	640-1¼	346	(400-1¼)
	1R		ABCDE	660-1¼	390	(400-1¼)
	19L[4]		AB	740-½	424	(500-½)
			CD	740-¾	424	(500-¾)
			E	740-1	424	(500-1)
	1L[5]		AB	760-¾	507	(500-¾)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1¼	375	(400-1¼)
	19R		AB	700-1	406	(400-1)
			C	700-1¼	406	(400-1¼)
			DE	700-1½	406	(400-1½)
	1R		AB	700-1	430	(400-1)
			C	700-1¼	430	(400-1¼)
			DE	700-1½	430	(400-1½)
	19L[6]		AB	780-½	464	(500-½)
			C	780-¾	464	(500-¾)
			D	780-1	464	(500-1)
			E	780-1¼	464	(500-1¼)
	1L[7]		AB	760-½	507	(500-½)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
CIR	All Rwy[8]		AB	820-1	504	(600-1)
			C	820-1½	504	(600-1½)
			D	880-2	564	(600-2)
			E	1060-2¾	744	(800-2¾)

[1]No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. [2]When ALS inop, increase vis All CAT to ½ mile. [3]When ALS inop, increase vis All CAT to ¾ mile. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [5]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]When circling from PAR W/O GS Rwys 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

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RADAR INSTRUMENT APPROACH MINIMUMS

MONROE, LA

Amdt. 6A, June 12, 2003 (FAA) ELEV **79**

MONROE RGNL

RADAR - 126.9 388.0 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22	ABCD	**480**-1	402	(500-1)				
	4	ABC	**560**/40	482	(500-¾)	D	**560**/50	482	(500-1)
CIRCLING		AB	**580**-1¼	501	(600-1¼)	C	**620**-1½	541	(600-1½)
		D	**640**-2	561	(600-2)				

NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA) ELEV **4**

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10	ABC	**340**/24	336	(400-½)	D	**340**/50	336	(400-1)
	28	ABC	**400**/40	397	(400-¾)	D	**400**/50	397	(400-1)
	19	ABCD	**420**/60	420	(500-1¼)				
	CIRCLING	AB	**520**-1¼	516	(600-1¼)	C	**520**-1½	516	(600-1½)
		D	**580**-2	576	(600-2)				

Rwy 10: Inoperative table does not apply to Category D.
Rwy 19: Inoperative table does not apply.
Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

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NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR[1 2 13] - **(E)** 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ELEV 2

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	4[3]	3.0°/51/973	ABCDE	99-¼	100	(100-¼)
	22[4]	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O GS	4[5]		ABC	380-½	381	(400-½)
			DE	380-¾	381	(400-¾)
	22[6]		ABCDE	300-1	301	(400-1)
ASR	4[7]		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22[8]		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1¼	461	(500-1¼)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
	32[9]		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
CIR[10 11 12]	All Rwy		AB	480-1	478	(500-1)
			C	520-1½	518	(600-1½)
			D	560-2	558	(600-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.
[1]No-NOTAM preventive maint Mon 1300-1800Z++. [2]Outside of afld opr hr, civ acft transiting CL D airspace, ctc ATC on 123.8 for clnc. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis Cat CDE to 1 mile. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [8]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [9]Procedure not authorized at night. [10]CAT E circling not authorized NW of Rwy 4-22. [11]Night circling not authorized to Rwy 32. [12]When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. [13]GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

21 OCT 2010 to 18 NOV 2010

POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA) ELEV 329

RADAR - (E) 123.7 261.3 ⚠ NA Opr 1400-0600Z + + exc hol.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy		AB	820-1	491	(500-1)
			C	820-1½	491	(500-1½)
			D	880-2	551	(600-2)

21 OCT 2010 to 18 NOV 2010

SHREVEPORT, LA Amdt. 3A, JUL 31, 2000 (FAA) ELEV 258

SHREVEPORT RGNL

RADAR - 119.9 335.55 ⚠

RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
CIRCLING	AB	**800**-1	542	(600-1)
	C	**800**-1½	542	(600-1½)
	D	**820**-2	562	(600-2)
	E	**1100**-3	842	(900-3)

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABERDEEN/AMORY, MS

MONROE COUNTY

NOTE: **Rwy 18,** pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36,** trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

ALEXANDRIA, LA

ALEXANDRIA INTL

NOTE: **Rwy 18,** multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32,** multiple trees beginning 1537' from departure end of runway, 662' right ofcenterline, up to 80' AGL/162' MSL. **Rwy 36,** multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME	TAKE-OFF MINIMUMS

ALEXANDRIA, LA (CON'T)

ESLER RGNL (ESF)

AMDT 2 10098 (FAA)

NOTE: **Rwy 9,** multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL. Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL. **Rwy 14,** trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL. Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL. Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL. **Rwy 27,** light 38' from DER, 148' right of centerline, 8' AGL/98' MSL. Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL. Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL. **Rwy 32,** rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL. Multiplle trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL. Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL. Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

BASTROP, LA

MOREHOUSE MEMORIAL

NOTE: **Rwy 34,** powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

BATESVILLE, MS

PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19,** 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 800 before turning left. **Rwy 19,** climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1,** multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19,** pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22R,** 300-2¼ or std. w/ min. climb of 229' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 22L,** climb heading 220° to 2000 before proceeding on course. **Rwy 22R,** climb heading 220° to 2000 before proceeding on course.

NOTE: **Rwy 4L,** vehicles on roadway 210' from DER, 482' right of centerline, 15' AGL/79' MSL. Poles 631' from DER, 469' left of centerline, 23' AGL/92' MSL. Trees beginning 1180' from DER, 153' left of centerline, up to 75' AGL/144' MSL. Trees beginning 1380' from DER, 7' right of centerline, up to 79' AGL/148' MSL. Transmission tower 2516' from DER, 897' left of centerline, 80' AGL/149' MSL. **Rwy 4R,** vehicles on roadway 5' from DER, 392' right of centerline, up to 15' AGL/84' MSL. Trees beginning 207' from DER, 128' right of centerline, up to 85' AGL/153' MSL. **Rwy 13,** pole 300' from DER, 549' left of centerline, 22' AGL/91' MSL. Vehicles on roadway 342' from DER, left and right of centerline, up to 15' AGL/84' MSL. Antenna on building 479' from DER, 247' right of centerline, 22' AGL/91' MSL. Sign 968' from DER, 741' right of centerline, 31' AGL/100' MSL. Trees beginning 1395' from DER, 114' left of centerline, up to 97' AGL/166' MSL. Trees beginning 1807' from DER, 203' right of centerline, up to 95' AGL/164' MSL. **Rwy 22L,** trees beginning 2140' from DER, 52' left of centerline, up to 90' AGL/156' MSL. Tree 2371' from DER, 60' right of centerline, 69' AGL/135' MSL. Sign 3507' from DER, 284' left of centerline, 77' AGL/163' MSL. **Rwy 22R,** poles beginning 431' from DER, 81' right of centerline, up to 55' AGL/120' MSL. Building 503' from DER, 481' right of centerline, 14' AGL/79' MSL. Poles beginning 1063' from DER, 77' left of centerline, up to 93' AGL/158' MSL. Trees beginning 1210' from DER, 352' left of centerline, up to 103' AGL/168' MSL. Trees beginning 444' from DER, 108' right of centerline, up to 89' AGL/154' MSL. Stacks beginning 9852' from DER, 2390' left of centerline, up to 311' AGL/366' MSL. **Rwy 31,** fence 191' from DER, 468' right of centerline, 7' AGL/73' MSL. Trees beginning 814' from DER, 120' right of centerline, up to 37' AGL/103' MSL. Trees beginning 1076' from DER, 310' left of centerline, up to 70' AGL/136' MSL. Poles 1353' from DER, 287' right of centerline, up to 57' AGL/123' MSL. Tank 1862' from DER, 868' right of centerline, 53' AGL/119' MSL. Poles beginning 2507' from DER, 274' left of centerline, up to 76' AGL/142' MSL.

NOTE: CAUTION. Unmarked balloon and cable to 15000 in R-3807. **Rwy 4L,** 209°/51.4 NM. **Rwy 4R,** 209°/51.2 NM. **Rwy 13,** 209°/50.7 NM. **Rwy 22L,** 209°/50.6 NM. **Rwy 22R,** 209°/50.3 NM. **Rwy 31,** 208°/50.9 NM.

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BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36,** trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN

NOTE: **Rwy 15,** trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33,** road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 900 before turning.

BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18,** trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36,** trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 600 before turning.

COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 800 before turning left.

NOTE: **Rwy 5,** trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23,** vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36,** 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 600 before turning.

COLUMBUS AFB (KCBM)

COLUMBUS, MS.....10266

Rwy 13R/31L: Cross DER at least 35' AGL.

DEPARTURE PROCEDURE: **Rwy 13C,** Standard with minimum climb of 220 ft/NM to 700 ft or 200-1¼ or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1400 ft prior to departure end of runway. **Rwy 31C,** Standard with minimum climb of 240 ft/NM to 600 ft or 200-1¾ or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway. **Rwy 13L,** Standard with minimum climb of 220 ft/NM to 700 ft or 200-1¼ or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway. **Rwy 31R,** Standard with minimum climb of 240 ft/NM to 600 ft or 200-1¾ or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway.

TAKE-OFF OBSTACLES: **Rwy 13C,** Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R,** Ramp lights 272' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31C,** Trees 251' MSL/74' AGL 2340' from DER, 942' right of centerline. Trees 251' MSL/74' AGL 2250' from DER, 770' right of centerline. Pylon 348' MSL/157' AGL 1.2 NM from DER, 1104' right of centerline. Pylon 334' MSL/157' AGL 1.0 NM from DER, 2550' right of centerline. **Rwy 31L,** Taxiing aircraft 205' MSL/14' AGL 556' from DER, 281' right of centerline. Taxiing aircraft 204' MSL/14' AGL 554' from DER, 156' left of centerline. Pylon 348' MSL/157' AGL 1.3 NM from DER, 2617' right of centerline. **Rwy 31R,** Taxiing aircraft 197' MSL/14' AGL 80' from DER 472' left of centerline. Trees 251' MSL/74' AGL 2122' from DER, 1104' right of centerline. Pylon 341' MSL/157' AGL 1.2 NM from DER, 1560' right of centerline. Pylon 341' MSL/157' AGL 1.1 NM from DER, 2197' right of centerline.

COLUMBUS/WESTPOINT/STARKVILLE, MS

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18,** tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36,** tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

CORINTH, MS

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36,** Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

DE RIDDER, LA

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14,** trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18,** multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32,** multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36,** pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

DREW, MS

RULEVILLE-DREW (M37)

ORIG 10070 (FAA)

NOTE: **Rwy 18,** trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL. **Rwy 36,** trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.

EUNICE, LA

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16,** 133°/56.1 NM. **Rwy 34,** 132°/55.4 NM.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36,** tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 220' per NM to 400.

GREENVILLE, MS

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L,18R,** climb runway heading to 800 before turning.

NOTE: **Rwy 27,** 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

GREENWOOD, MS

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5,** 400-1 or std. with a min. climb of 270' per NM to 400.

GRENADA, MS

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31,** climb to 700 before turning on course. **Rwys 13, 22,** climb to 800 before turning on course.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14,** tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18,** trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32,** trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36,** trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

HAMMOND, LA

HAMMOND NORTHSHORE RGNL (HDC)
AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 312° to 700 before turning left.

NOTE: **Rwy 13,** trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL. Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL. **Rwy 18,** antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL. Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL. Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL. Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL. **Rwy 31,** trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL. Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL. **Rwy 36,** tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL. Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 309° to 900 before turning west.

NOTE: **Rwy 13,** numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31,** numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning east.

NOTE: **Rwy 36,** 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning left.

HOMER, LA

HOMER MUNI (5F4)
ORIG 08157 (FAA)

NOTE: **Rwy 12,** road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30,** trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

HOUMA, LA

HOUMA-TERREBONNE (HUM)
AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30,** climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12,** trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18,** trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30,** trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36,** antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI (IDL)
AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1800 before turning East. **Rwy 36,** climb heading 360° to 800 before turning East.

NOTE: **Rwy 18,** trees beginning 383' from DER, 75' left of centerline, up to 81' AGL/201' MSL. Trees beginning 385' from DER, 165' right of centerline, up to 90' AGL/210' MSL. **Rwy 36,** fence 37' from DER, 400' left of centerline, 6' AGL/129' MSL. Trees beginning 898' from DER, 684' right of centerline, up to 100' AGL/224' MSL. Trees beginning 1086' from DER, 576' left of centerline, up to 100' AGL/224' MSL.

JACKSON, MS

HAWKINS FIELD (HKS)
AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 300-1¼ or std. w/ min. climb of 230' per NM to 600. Alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800 prior to DER.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 115° to 900 before proceeding on course. **Rwy 16,** climb heading 159° to 1400 before turning right. **Rwy 29,** climb heading 295° to 1400 before turning left. **Rwy 34,** climb heading 339° to 900 before proceeding on course.

NOTE: **Rwy 11,** trees beginning 1141' from DER, 33' right of centerline, up to 100' AGL/374' MSL. Trees beginning 460' from DER, 155' left of centerline, up to 100' AGL/406' MSL. Tower 5514' from DER, 1566' left of centerline, 164' AGL/483' MSL. **Rwy 16,** trees beginning 1023' from DER, 373' right of centerline, up to 100' AGL/438' MSL. Trees beginning 588' from DER, 27' left of centerline, up to 100' AGL/449' MSL. **Rwy 29,** hangar, 481' from DER, 357' right of centerline, 13' AGL/332' MSL. Light, 880' from DER, 255' left of centerline, 10' AGL/339' MSL. Antenna on hangar, 1065' from DER, 595' right of centerline, 40' AGL/362' MSL. Trees beginning 698' from DER, 186' left of centerline, up to 100' AGL/426' MSL. **Rwy 34'** terrain 50' from DER, 316' right of centerline, 345' MSL. Trees, 2700' from DER, 884' left of centerline, up to 100' AGL/410' MSL.

JACKSON, MS (CON'T)

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R,** 300-1 or std. with a min. climb of 280' per NM to 700.

JENNINGS, LA

JENNINGS (3R7)

AMDT 2A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 393' per NM to 300. **Rwys 17,35,** NA.

NOTE: **Rwy 8,** multiple poles 1080' from DER, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13,** trees beginning 690' from DER, 262' left of centerline, up to 116' AGL/141' MSL. Tank 3428' from DER, 1072' left of centerline, 156' AGL/181' MSL. Water tower, 3492' from DER, 1089' left of centerline, 172' AGL/197' MSL. Transmission line and trees beginning 766' from DER, 622' right of centerline, up to 96' AGL/119' MSL. 51**Rwy 26,** trees 1080' from DER, 45' AGL/55' MSL. **Rwy 31,** fence 140' from DER, 15' AGL/32' MSL.

KEESLER AFB (KBIX)

BILOXI, MS 09211

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21:** Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL Terrain 6' from DER, 500' left of centerline 23' MSL.

KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14,** trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from depature end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32,** trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

LAFAYETTE, LA

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION:** Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L,** 141/29NM, **Rwy 4R,** 140/28.8 NM, **Rwy 11,** 141/29.5 NM, **Rwy 22L,** 143/29.2 NM, **Rwy 22R,** 142/29.2 NM, **Rwy 29,** 142/28.8 NM.

NOTE: **Rwy 4L,** fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL.Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R,** multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11,** multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL.

Rwy 22L, multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R,** tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to103' AGL/142' MSL. **Rwy 29,** multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

LAKE CHARLES, LA

CHENNAULT INTL (CWF)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¼ or std. w/ min. climb of 205' per NM to 300. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.

NOTE: **Rwy 15,** trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL. Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL. **Rwy 33,** tanks 5977' from DER, 1577' right of centerline, 156' AGL/170' MSL. Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL. Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.

LAKE PROVIDENCE, LA

BYERLEY

NOTE: **Rwy 17,** tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

LAUREL, MS

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 500 before turning.

LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 1000 before turning.

LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)
AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17,** tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

MADISON, MS

BRUCE CAMPBELL FIELD (MBO)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-2 or std. w/ min. climb of 267' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER.

NOTE: **Rwy 17,** trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL. **Rwy 35,** house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL. Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

MANY, LA

HART (3R4)
ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30,** trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 700 before turning right.

MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)
ORIG 09183 (FAA)

NOTE: **Rwy 15,** trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33,** tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22,** 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1,** antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4,** stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19,** antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22,** numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS 09295

Rwy 1R, 600-1½*
Rwy 19R, 600-2**
* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.
** Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R:** Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L:** Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R:** Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10:** Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

21 OCT 2010 to 18 NOV 2010

MONROE, LA

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 900 before turning west. **Rwy 32,** climb via heading 317° to 900 before turning west. **Rwy 36,** climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4,** tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14,** tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18,** tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22,** sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32,** tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36,** antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from deprture end of runway, 129' right of centerline, 68' AGL/151' MSL.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

ORIG 07354 (FAA)

NOTE: **Rwy 13,** multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18,** multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31,** multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36,** multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)

AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¾ or std. with a min. climb of 336' per NM to600.

NOTE: **Rwy 17,** building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25,** tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35,** light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16,** 138/17.2 NM. **Rwy 34,** 136/17.2 NM.

NOTE: **Rwy 16,** trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R,** climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9,** climb to 1500 before turning right, or comply with RADAR vectors.

21 OCT 2010 to 18 NOV 2010

NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy1,** multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45'AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6,** multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10,** obstruction light 623' from departure end of runway, 620' right of centerline, 21'AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginnig 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19,** vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24,** obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28,** tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. 09239

DEPARTURE PROCEDURE: **Rwy 4,** Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22,** Diverse departures authorized 044° CW 314°. **Rwy 32,** Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4:** Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14:** Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32:** Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: **Rwy 36,** fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18,** road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18,** trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36,** trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 800 before turning westbound.

OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 800 before turning east.

OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18,** tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 900 before turning.

PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1¼ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35,** tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6,** 290°/17.6 NM. **Rwy 24,** 287°/18.2 NM.

NOTE: **Rwy 24,** tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18,** trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36,** trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18,** trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36,** pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12,** poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30,** vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30,** climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30,** pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.

NOTE: **Rwy 18,** building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36,** trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

21 OCT 2010 to 18 NOV 2010

RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¾ or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17,** Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35,** trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21,** multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23,** terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14,** multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18,** multiple trees beginning 52' from departure end of runway,395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36,** windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)

ORIG 09267 (FAA)

NOTE: **Rwy 13,** trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 18,** trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwy 36, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA
SOUTHLAND FIELD (UXL)
ORIG 09071 (FAA)
NOTE: **Rwy 15,** numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33,** numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH, LA
VICKSBURG TALLULAH RGNL
NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18,** tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

TUNICA, MS
TUNICA MUNI (UTA)
AMDT 1 09267 (FAA)
NOTE: **Rwy 17,** trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35,** trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

VICKSBURG, MS
VICKSBURG MUNI
TAKE-OFF MINIMUMS: **Rwy 1,** 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19,** 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.
NOTE: **Rwy 1,** trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19,** tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

VIVIAN, LA
VIVIAN (3F4)
AMDT 2 09099 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27,** 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1900 before turning left. **Rwy 27,** climb heading 268° to 1900 before turning right.
NOTE: **Rwy 9,** tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27,** vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WEST POINT, MS
MCCHAREN FIELD
TAKE-OFF MINIMUMS: **Rwy 36,** 400-1 ¾ or std. with a min. climb of 360' per NM to 800.
NOTE: **Rwy 18,** numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36,** railroad track beginning 50' from departure end of runway, on centerline, 23'AGL/232'MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214'MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

WINNFIELD, LA
DAVID G. JOYCE (0R5)
ORIG 09351 (FAA)
NOTE: **Rwy 9,** trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27,** trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS
WINONA-MONTGOMERY COUNTY (ONA)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.
DEPARTURE PROCEDURE: **Rwy 3,** Climb heading 030° to 1000 before turning west.
NOTE: **Rwy 21,** Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

WAAS	APP CRS	Rwy Idg	4999
CH 56604	185°	TDZE	226
W18A		Apt Elev	226

RNAV (GPS) RWY 18

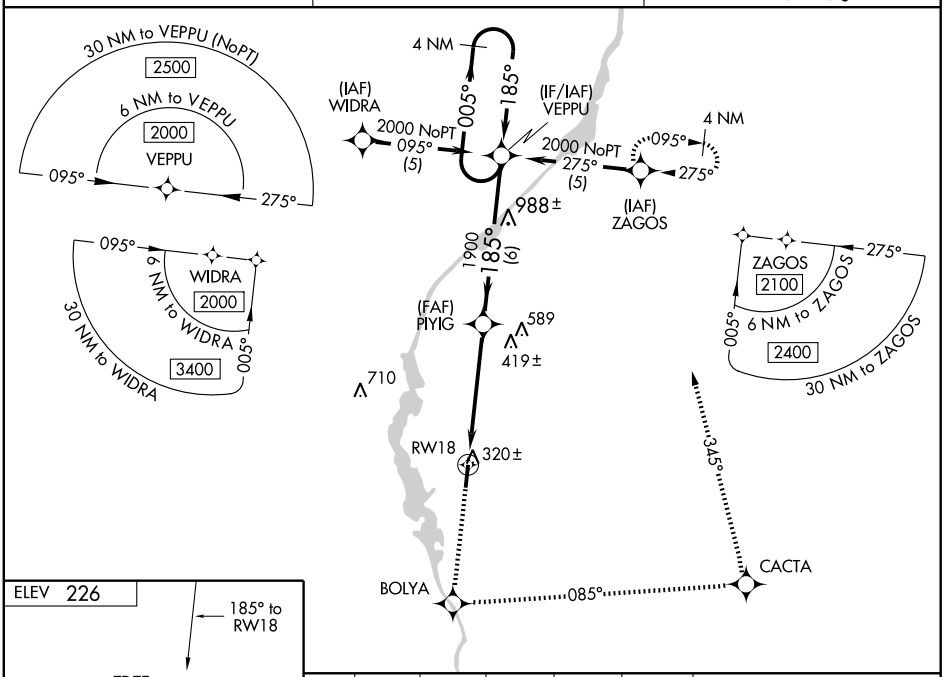
ABERDEEN/MONROE COUNTY (M40)

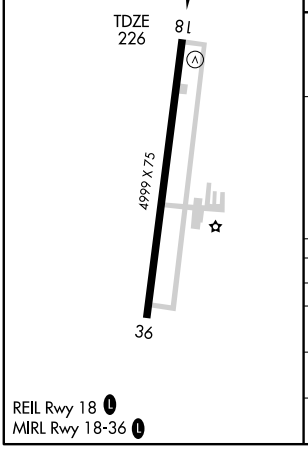
Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C/D ¼.

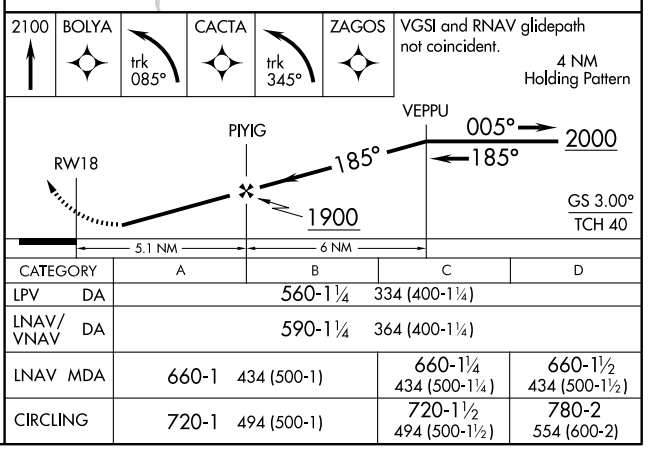
NA

MISSED APPROACH: Climb to 2100 direct BOLYA and left turn via track 085° to CACTA and left turn via track 345° to ZAGOS and hold.

AWOS-3	COLUMBUS APP CON ★	UNICOM
118.475	126.075 239.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	560-1¼	334 (400-1¼)		
LNAV/VNAV DA	590-1¼	364 (400-1¼)		
LNAV MDA	660-1 434 (500-1)		660-1¼ 434 (500-1¼)	660-1½ 434 (500-1½)
CIRCLING	720-1 494 (500-1)		720-1½ 494 (500-1½)	780-2 554 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH **70414** **W36A**	APP CRS **005°**	Rwy Idg **4999** TDZE **226** Apt Elev **226**

RNAV (GPS) RWY 36

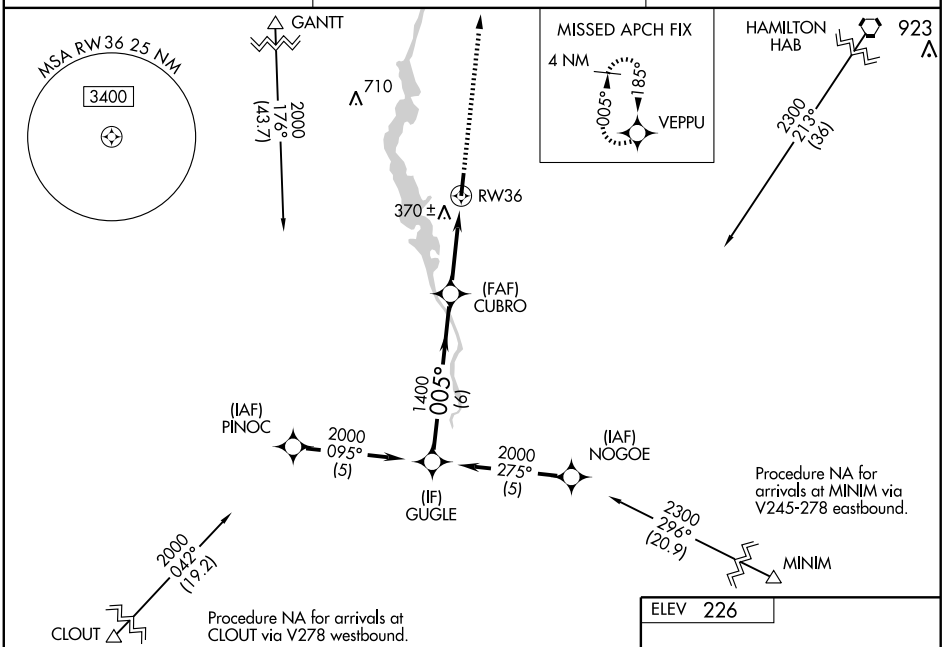
ABERDEEN/ MONROE COUNTY (M40)

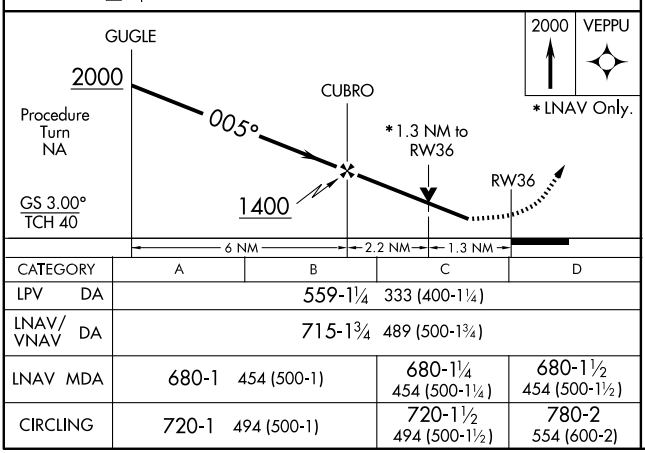
Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Golden Triangle Rgnl altimeter setting.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C and D ¼.

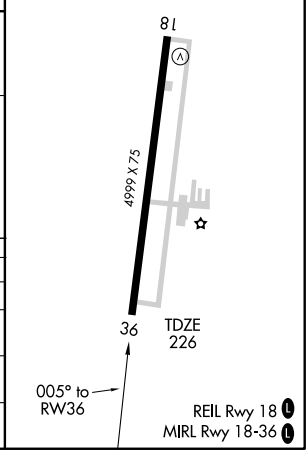
NA

MISSED APPROACH: Climb to 2000 direct VEPPU and hold.

AWOS-3	COLUMBUS APP CON ★	UNICOM
118.475	**126.075 239.25**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	559-1¼ 333 (400-1¼)			
LNAV/VNAV DA	715-1¾ 489 (500-1¾)			
LNAV MDA	680-1 454 (500-1)		680-1¼ 454 (500-1¼)	680-1½ 454 (500-1½)
CIRCLING	720-1 494 (500-1)		720-1½ 494 (500-1½)	780-2 554 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC IGB	APP CRS	Rwy Idg 4999
116.2	179°	TDZE 226
Chan 109		Apt Elev 226

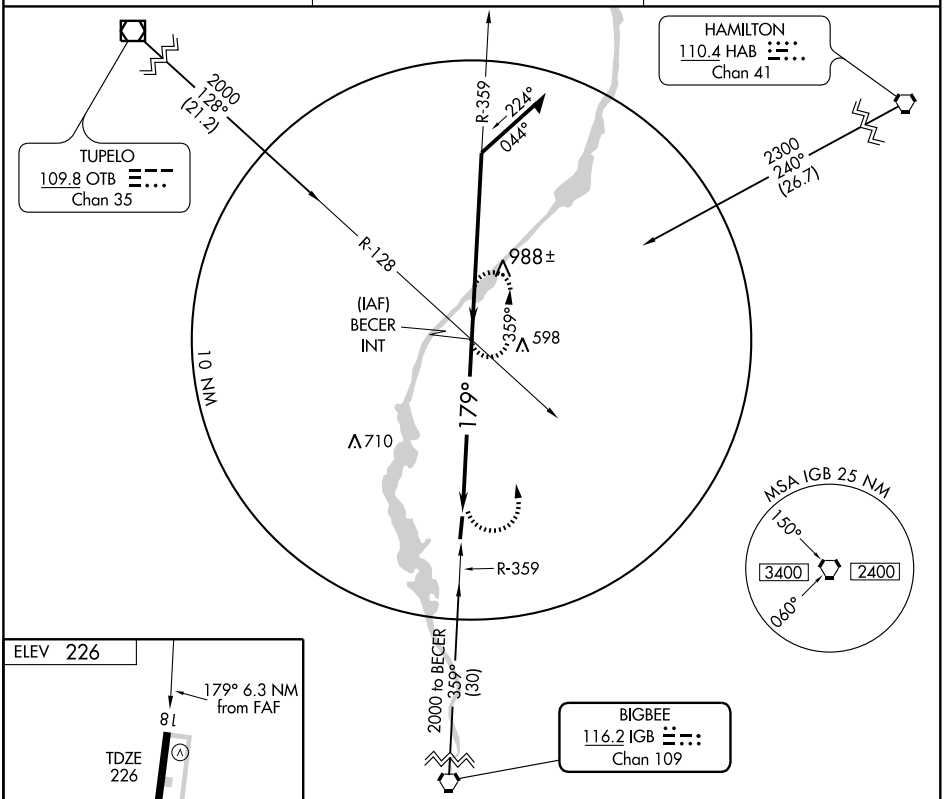
VOR RWY 18

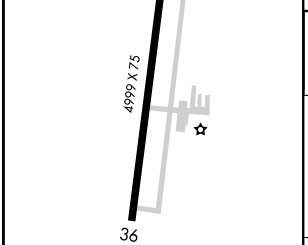
ABERDEEN/ MONROE COUNTY (M40)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 via IGB VORTAC R-359 to BECER INT and hold.

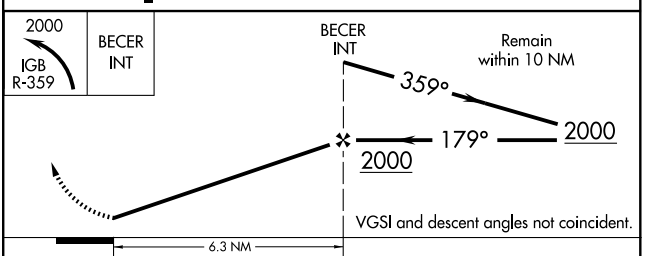
AWOS-3	COLUMBUS APP CON ★	UNICOM
118.475	126.075 239.25	122.8 (CTAF) L





REIL Rwy 18 L
MIRL Rwy 18-36 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-18	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)
CIRCLING	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PMU	APP CRS	Rwy Idg 5000
110.35	189°	TDZE 221
Chan 40 (Y)		Apt Elev 221

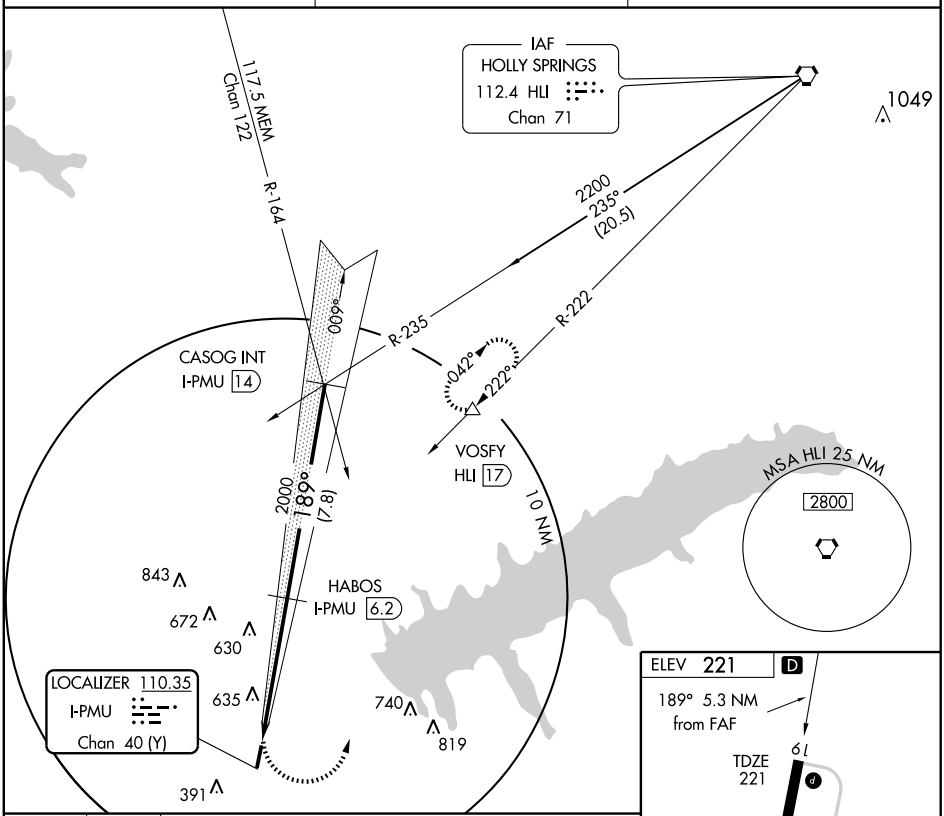
LOC/DME RWY 19

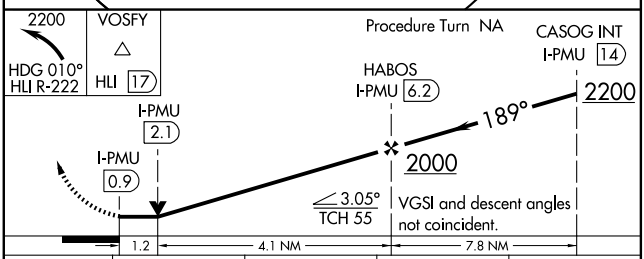
BATESVILLE/ PANOLA COUNTY (PMU)

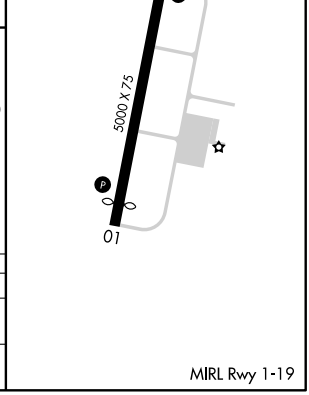
▼ NA — If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 via heading 010° and HLI R-222 to VOSFY/17 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	760-1	540 (600-1)	760-1½ 540 (600-1½)	760-1¾ 540 (600-1¾)
CIRCLING	760-1	539 (600-1)	940-2 719 (800-2)	940-2¼ 719 (800-2¼)

MIRL Rwy 1-19

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4410
009°	TDZE	219
	Apt Elev	221

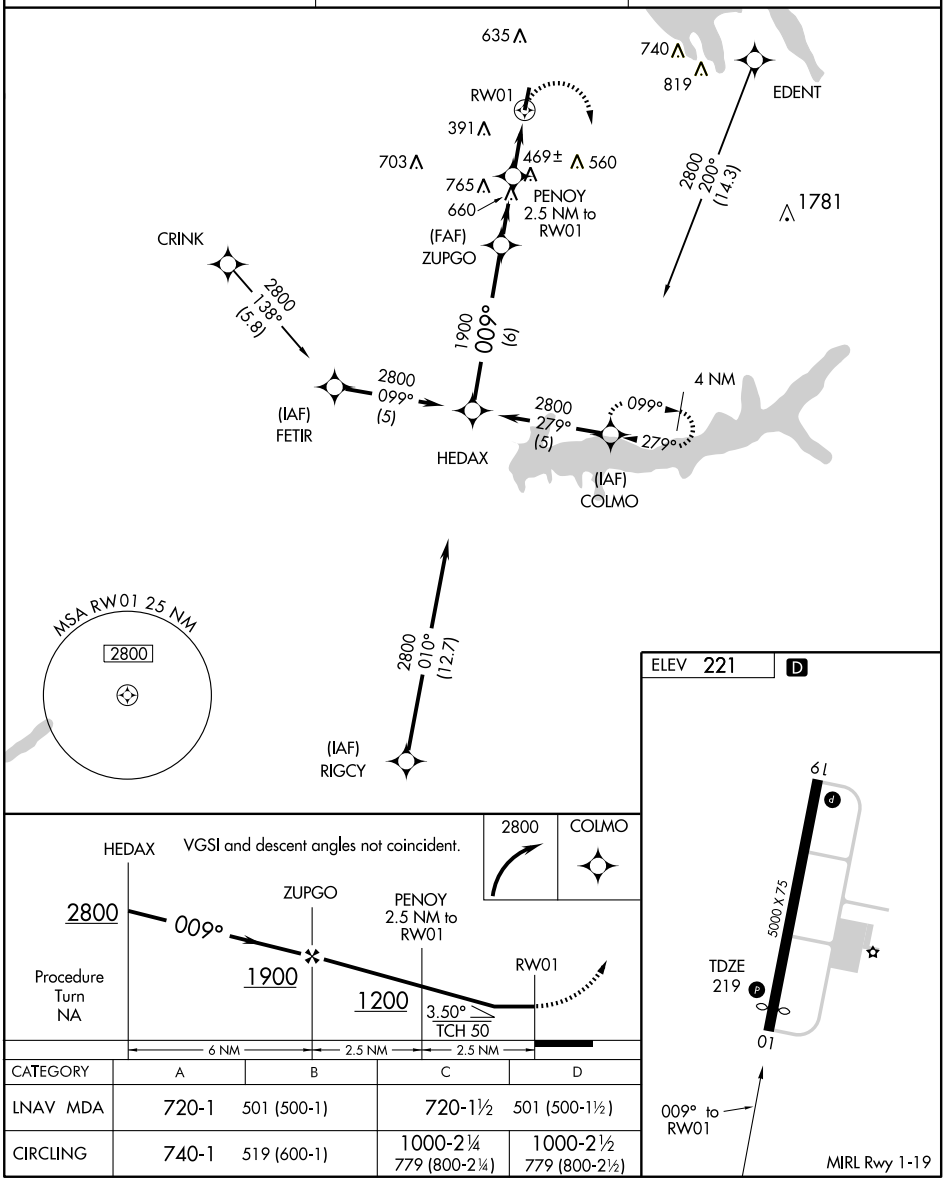
RNAV (GPS) RWY 1

BATESVILLE/ PANOLA COUNTY (PMU)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2800 direct COLMO WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	720-1	501 (500-1)	720-1½	501 (500-1½)
CIRCLING	740-1	519 (600-1)	1000-2¼ 779 (800-2¼)	1000-2½ 779 (800-2½)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

BATESVILLE/ PANOLA COUNTY (PMU)

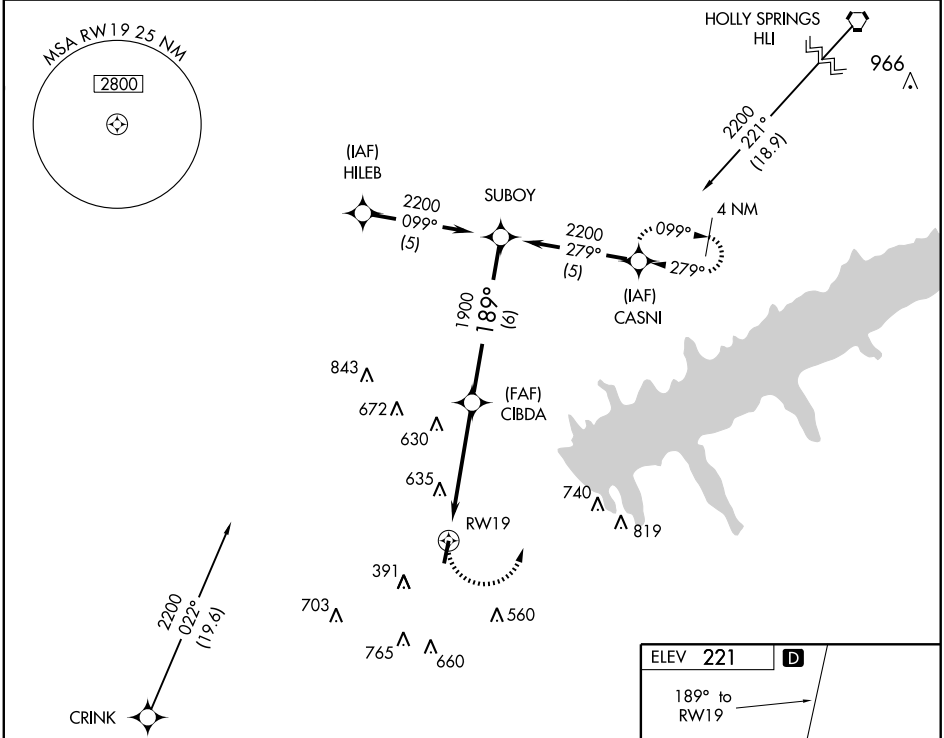
APP CRS	Rwy Idg	5000
189°	TDZE	219
	Apt Elev	221

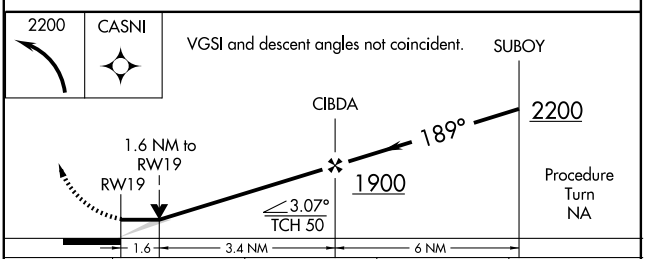
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting. Procedure NA at night.

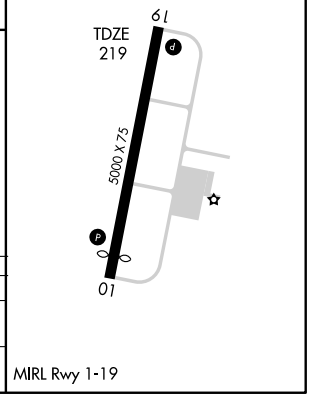
NA

MISSED APPROACH: Climbing left turn to 2200 direct to CASNI WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1	721 (800-1)	940-2 721 (800-2)	940-2¼ 721 (800-2¼)
CIRCLING	940-1	719 (800-1)	1000-2¼ 779 (800-2¼)	1000-2½ 779 (800-2½)

MIRL Rwy 1-19

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-HSA	APP CRS	Rwy Idg	8497
110.35	179°	TDZE	23
		Apt Elev	23

ILS or LOC RWY 18

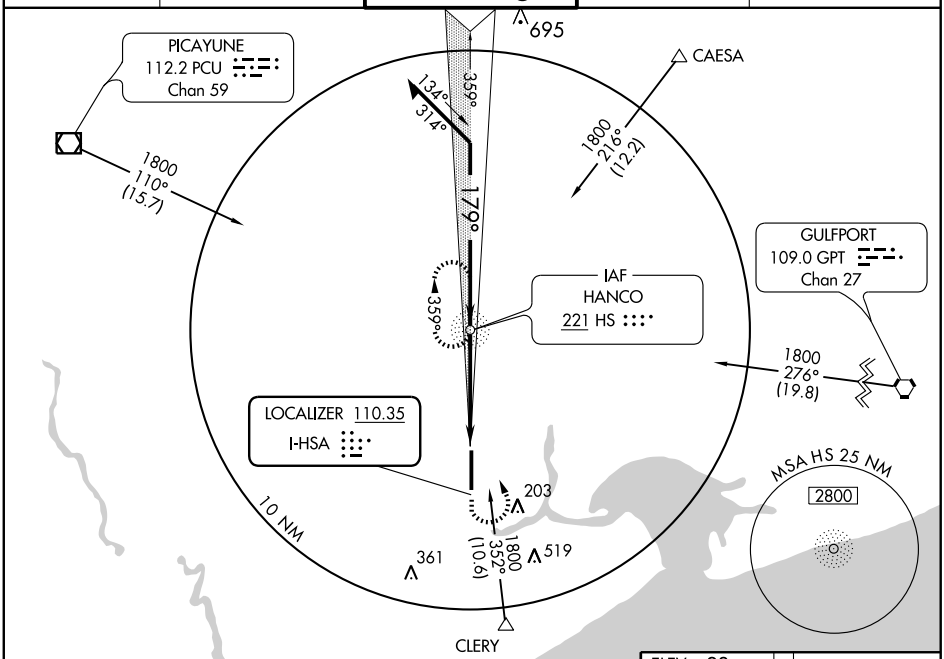
BAY ST. LOUIS/STENNIS INTL (HSA)

When local altimeter setting not received, use Gulfport altimeter setting and increase DA to 270 feet and all MDAs 60 feet.

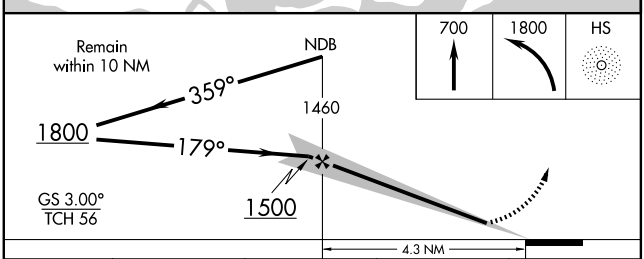
MALSR

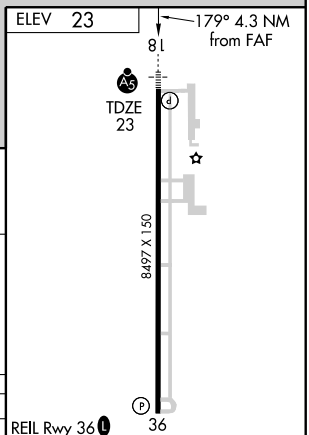
MISSED APPROACH: Climb to 700 then climbing left turn to 1800 direct HS NDB and hold.

AWOS-3	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1	127.15	121.725	123.0 (CTAF)



ADF REQUIRED





CATEGORY	A	B	C	D
S-18	223-½ 200 (200-½)			
S-LOC 18	460-½ 437 (500-½)		460-¾ 437 (500-¾)	460-1 437 (500-1)
CIRCLING	520-1 497 (500-1)		520-1½ 497 (500-1½)	580-2 557 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB HS	APP CRS	Rwy Idg	8497
221	178°	TDZE	23
		Apt Elev	23

NDB RWY 18

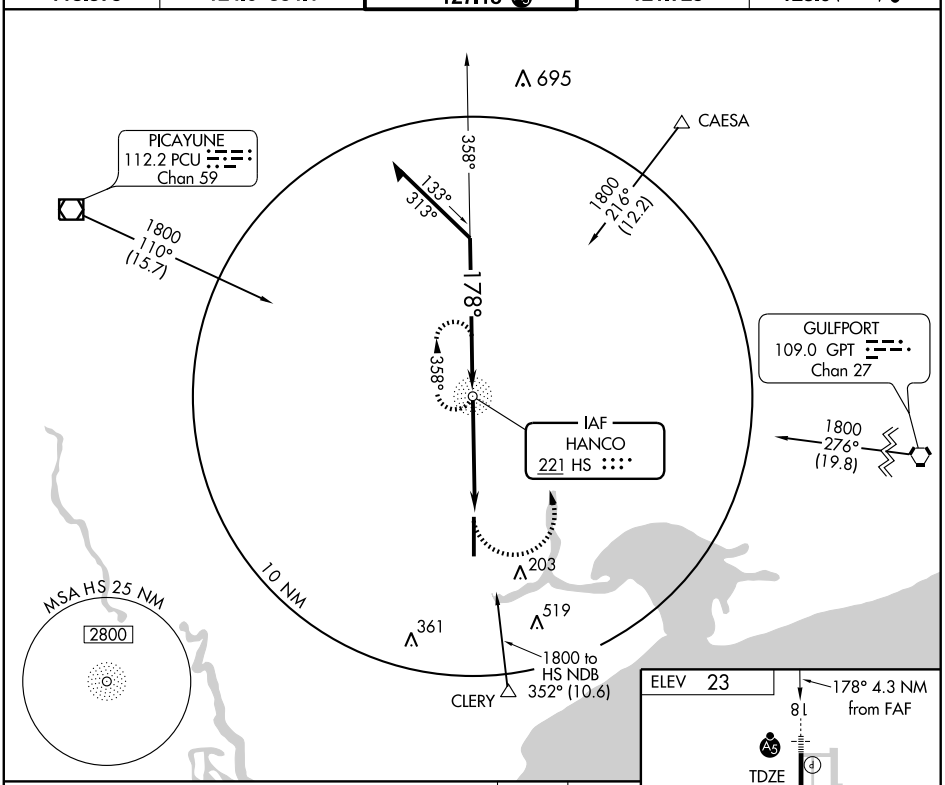
BAY ST. LOUIS /STENNIS INTL (HSA)

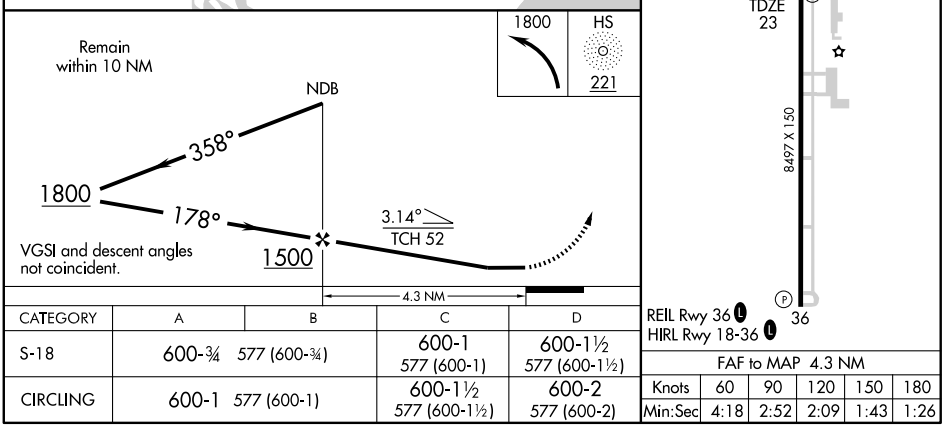
NA If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet.

MALSR

MISSED APPROACH: Climbing left turn to 1800 direct HS NDB and hold.

AWOS-3	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1	127.15	121.725	123.0 (CTAF)





CATEGORY	A	B	C	D
S-18	600-¾ 577 (600-¾)		600-1 577 (600-1)	600-1½ 577 (600-1½)
CIRCLING	600-1 577 (600-1)		600-1½ 577 (600-1½)	600-2 577 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

BAY ST. LOUIS /STENNIS INTL (HSA)

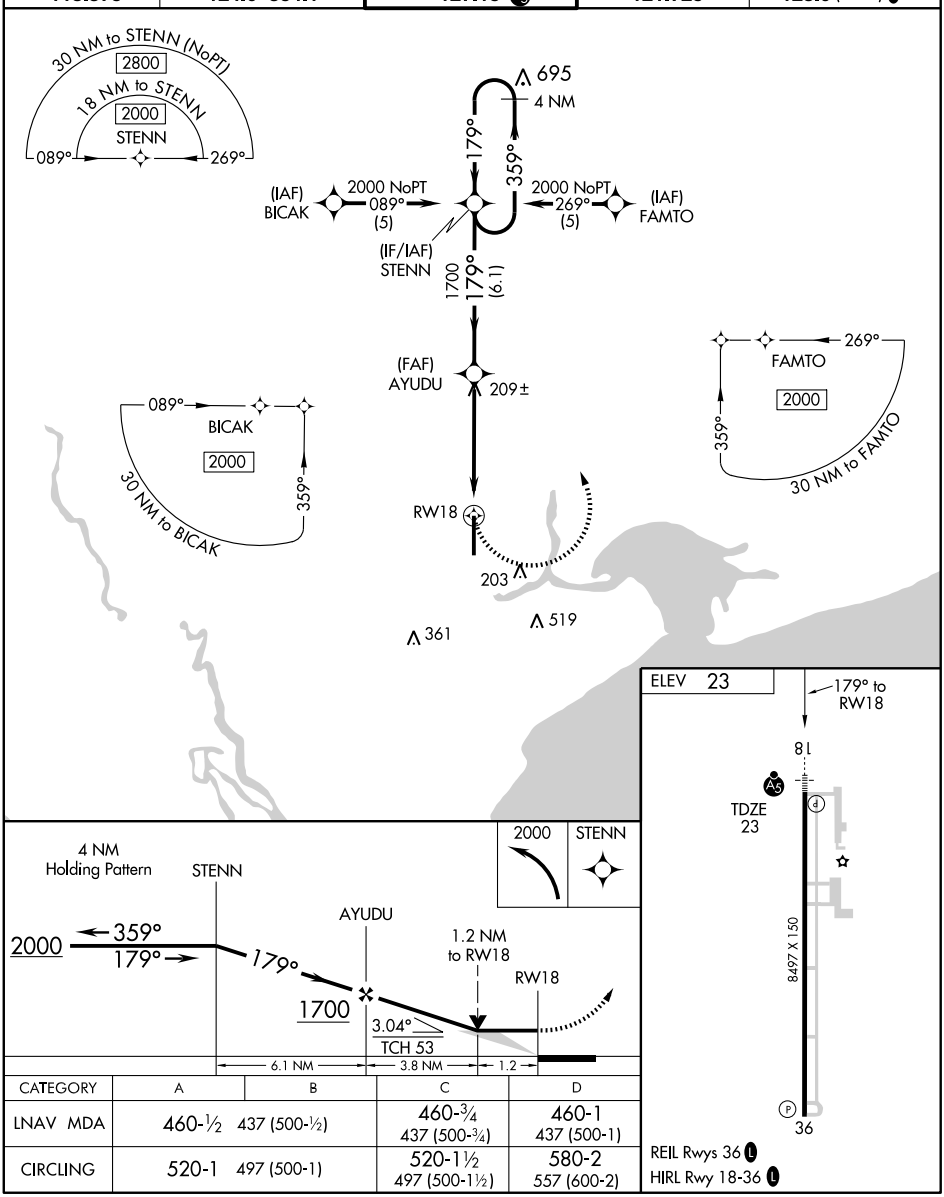
APP CRS	Rwy Idg	8497
179°	TDZE	23
	Apt Elev	23

A When local altimeter setting not received, use Gulfport altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Gulfport altimeter setting.

MALSR (A5)

MISSED APPROACH: Climbing left turn to 2000 direct STENN and hold.

AWOS-3	GULFPORT APP CON ★	STENNIS TOWER ★	GND CON	UNICOM
118.375	124.6 354.1	127.15 (A5)	121.725	123.0 (CTAF) (L)



CATEGORY	A	B	C	D
LNAV MDA	460-½ 437 (500-½)		460-¾ 437 (500-¾)	460-1 437 (500-1)
CIRCLING	520-1 497 (500-1)		520-1½ 497 (500-1½)	580-2 557 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 63109 W36A	APP CRS 359°	Rwy Idg 8497 TDZE 14 Apt Elev 23

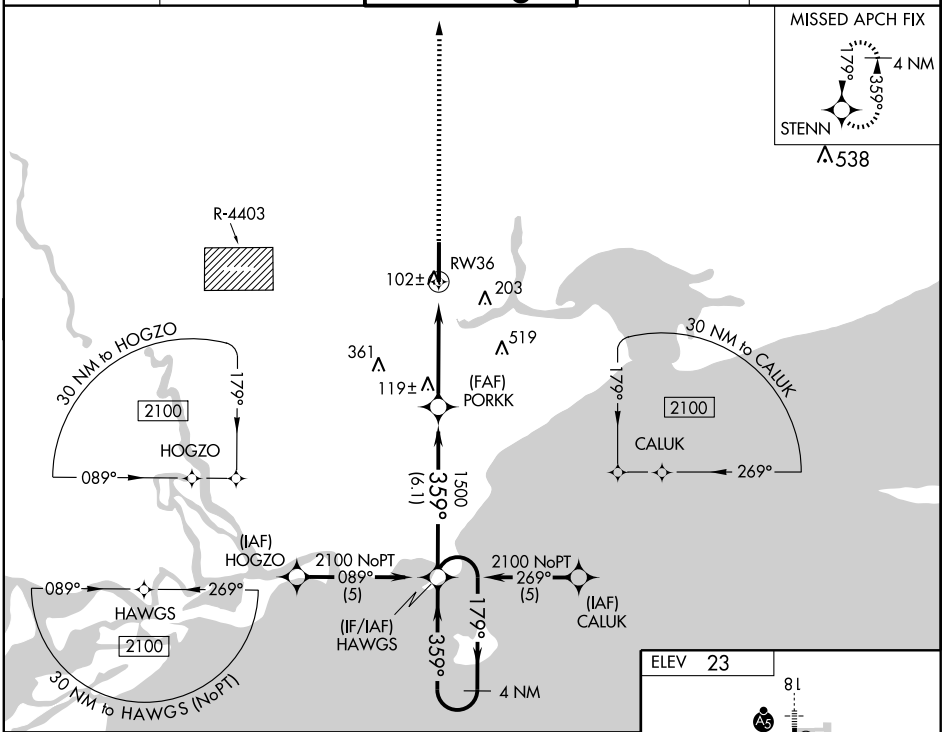
RNAV (GPS) RWY 36

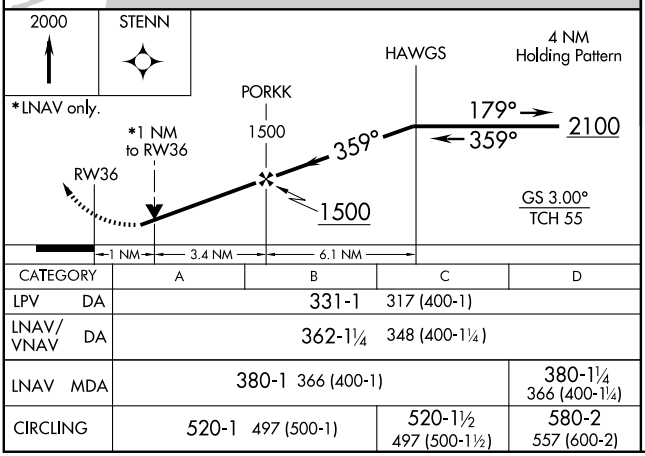
BAY ST. LOUIS/STENNIS INTL (HSA)

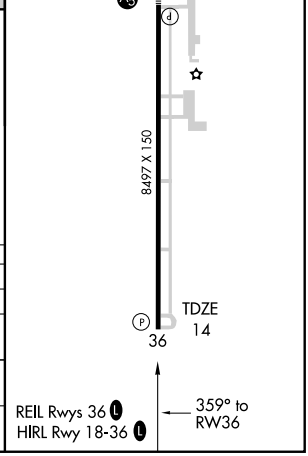
Baro-VNAV NA when using Gulfport altimeter setting. For uncompensated Baro-VANV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 378, LNAV/VNAV DA to 409. Increase LPV visibility ¼ mile. Increase all MDA 60 feet and Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Gulfport altimeter setting.

MISSED APPROACH: Climb to 2000 direct STENN and hold.

AWOS-3	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1	127.15	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	331-1	317 (400-1)		
LNAV/VNAV DA	362-1¼	348 (400-1¼)		
LNAV MDA	380-1	366 (400-1)		380-1¼ 366 (400-1¼)
CIRCLING	520-1	497 (500-1)	520-1½ 497 (500-1½)	580-2 557 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC GPT 109.0 Chan 27	APP CRS 261°	Rwy Idg N/A TDZE N/A Apt Elev 23

VOR-A

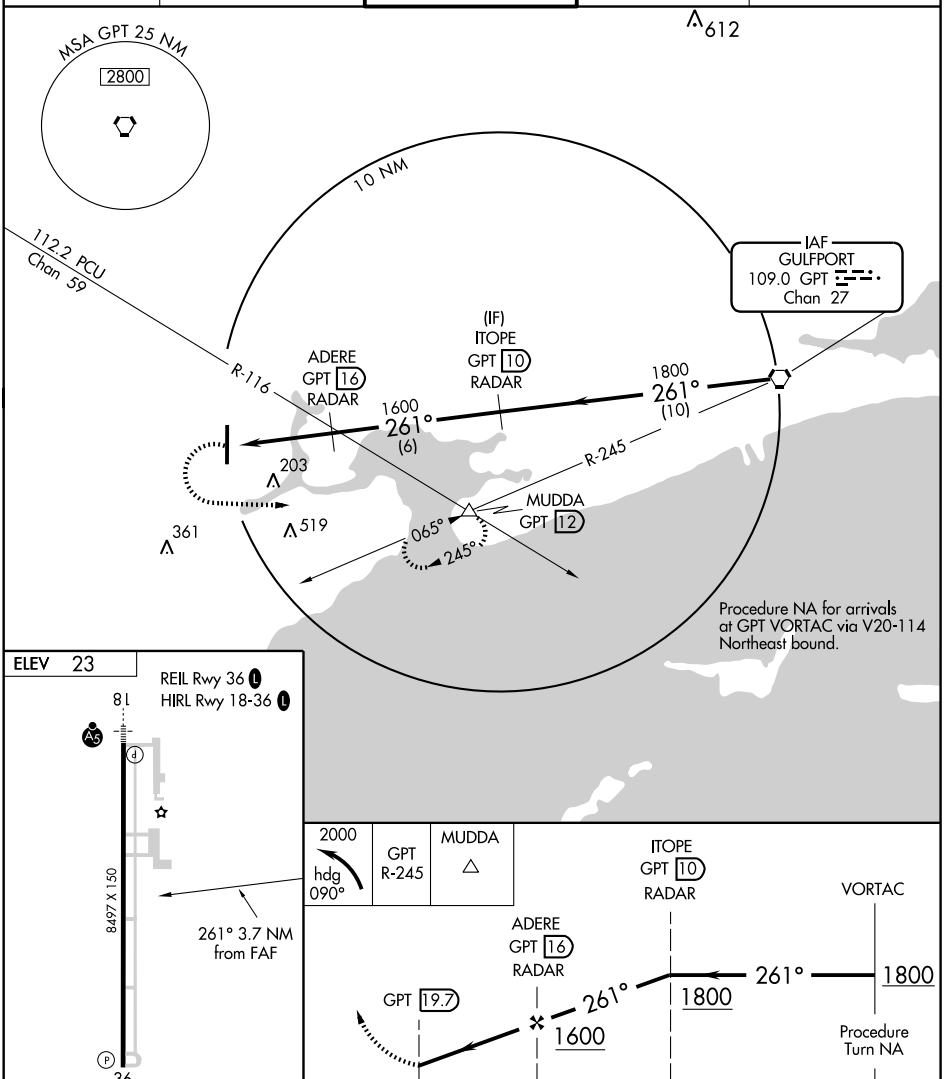
BAY ST. LOUIS/STENNIS INTL (HSA)

When local altimeter setting not received, use Gulfport altimeter setting and increase all MDA 60 feet. DME or radar required.

MISSED APPROACH: Climbing left turn to 2000 via heading 090°and GPT R-245 to MUDDA Int/GPT 12 DME and hold.

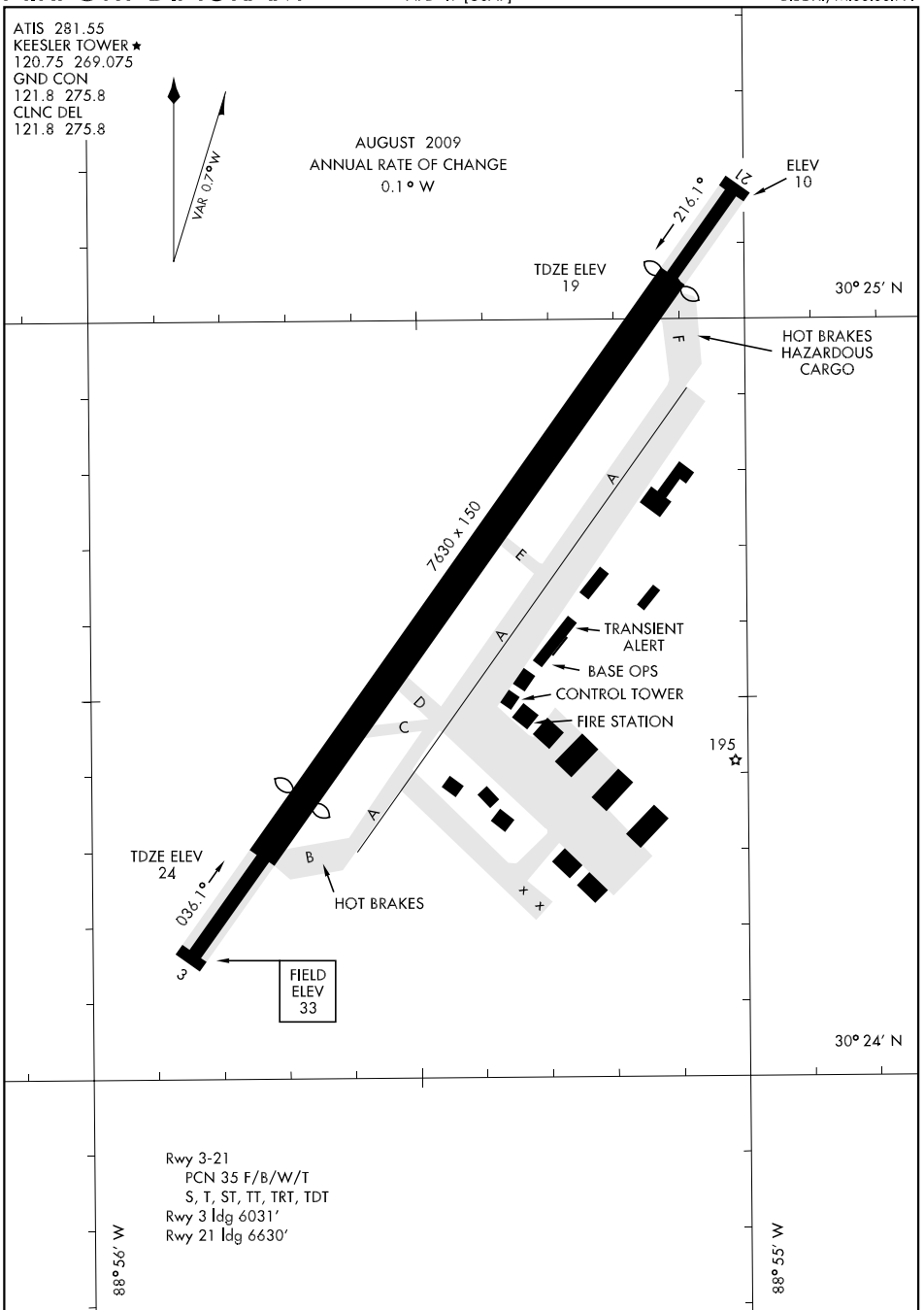
AWOS-3	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1	127.15	121.725	123.0 (CTAF)

SC-4, 21 OCT 2010 to 18 NOV 2010



FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
CIRCLING	520-1	497 (500-1)	520-1½ 497 (500-1½)	580-2 557 (600-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 21

LOC I-BIX	APCH CRS	Rwy Idg / THRE / Arpt Elev
109.7	214°	6630 / 17 / 33

AL-49 [USAF] KEESLER AFB (KBIX)

* When ALS inop, increase CAT ABCD RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 800 heading 214°, upon reaching 800 turn left climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8

RADAR or DME REQUIRED

(IAF) ZOGBO BIX 11

R-034

034°

214°

LR-045

BORDE BIX /RADAR 4.9

534

1049

116

360

378

341

350

132

179

LOCALIZER 109.7 I-BIX

KEESLER Chan 55 BIX

10 NM

R-183

2100

BIX 11 Arc

MSA BIX 25 NM

190°

2900

090°

2100

(IAF) RUDLF BIX 11

Max holding 230 KIAS

Max holding alt 6000

003°

183°

BIX 16

EMERG SAFE ALT 100 NM 3100

800 hdg 214°

2200 BIX R-183

RUDLF BIX 11

BORDE 4.9 /RADAR

ZOGBO R-034 11

RUDLF R-183 11

1400

214°

2100

2100

2.0

TACAN CULUG 1.3

1400

GS 3.00°

TCH 53

Arc 11

0.5

3.6 NM

ELEV 33

214° 4.1 NM from 5 DME

2000' non-std apch lgt system

74

45

74

98

THRE 17

175

195

7430 x 150/75

196

195

195

Rwy 3 Idg 6031'

Rwy 21 Idg 6630'

HIRL Rwy 3-21

REIL Rwy 3

CATEGORY	A	B	C	D
S-ILS 21*	217/24 200 (200-½)			
S-LOC 21**	460/24 443 (500-½)		460/45 443 (500-⅞)	
CIRCLING	620-1 587 (600-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

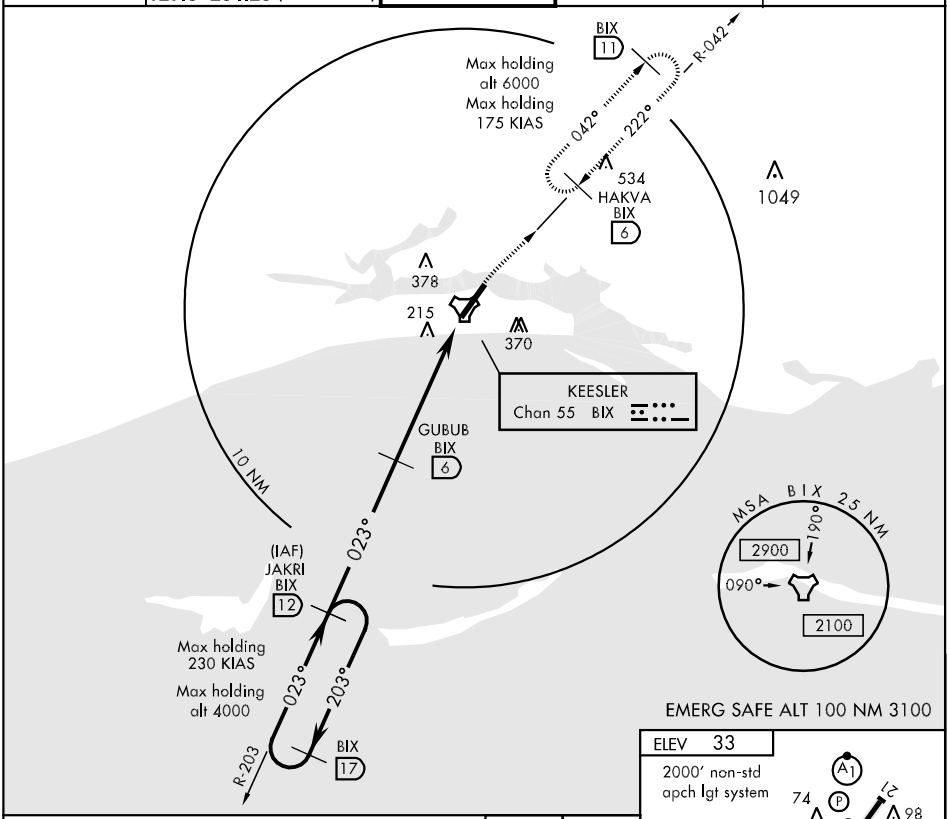
SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

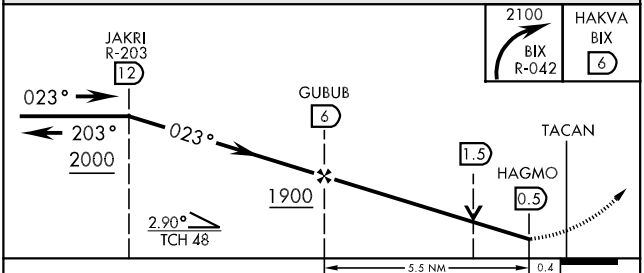
TACAN	APCH CRS	Rwy Idg	6031
BIX Chan 55	023°	THRE	23
		Arpt Elev	33

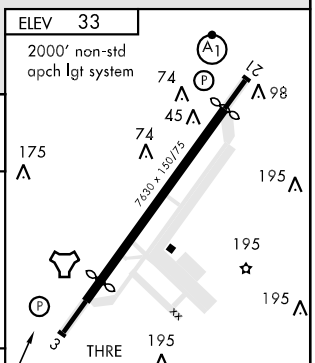
AL-49 [USAF]

MISSED APPROACH: Turn right climbing to 2100 direct to HAKVA (BIX TACAN R-042/6 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8







CATEGORY	A	B	C	D
S-3	520/55 497 (500-1)		520-1⅜ 497 (500-1⅜)	
CIRCLING	620-1 587 (600-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

TACAN RWY 21

TACAN	APCH CRS	Rwy ldg	6630
BIX		THRE	17
Chan 55	219°	Arpt Elev	33

AL-49 [USAF]

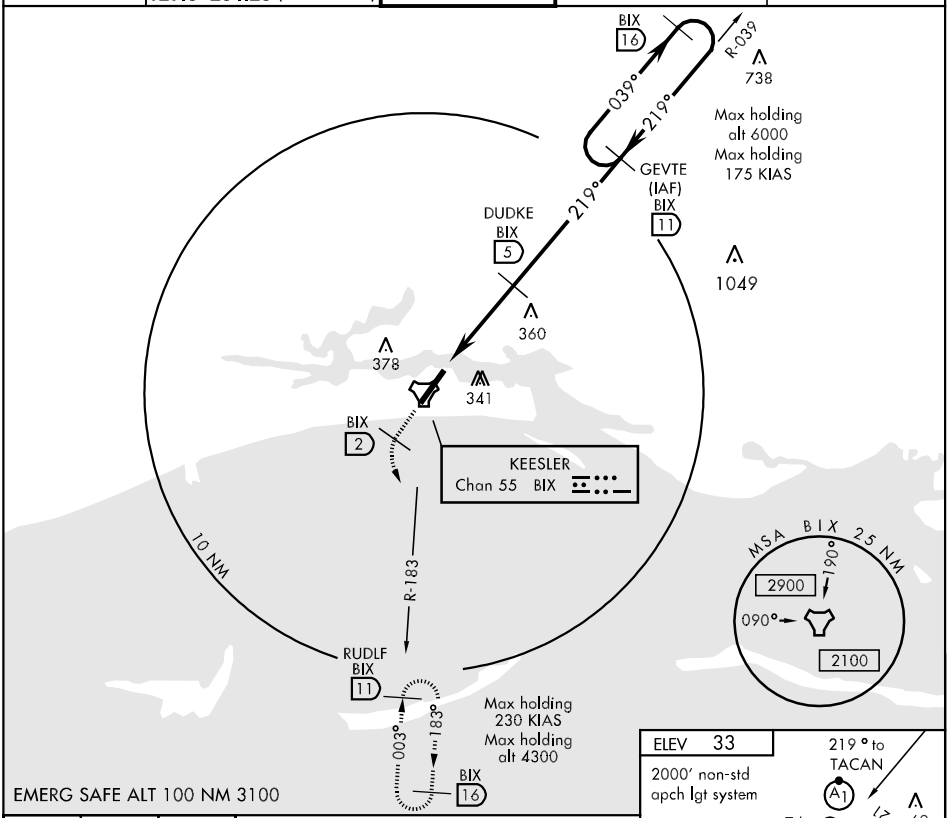
KEESLER AFB (KBIX)

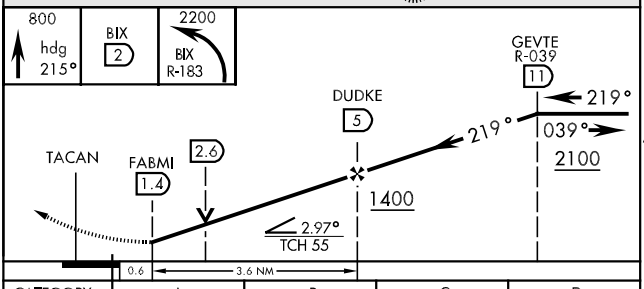
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1¾ miles.

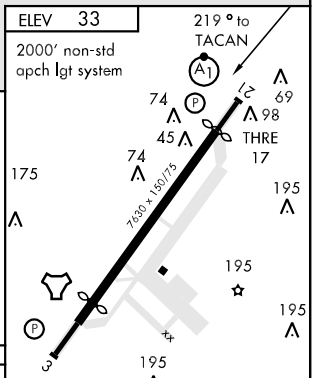
ALSF-1

MISSED APPROACH: Climb to 800 heading 215° until 2 DME, then left turn climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8







CATEGORY	A	B	C	D
S-21*	640/40 623 (700-¾)		640-1⅜ 623 (700-1⅜)	
CIRCLING	640-1 607 (700-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

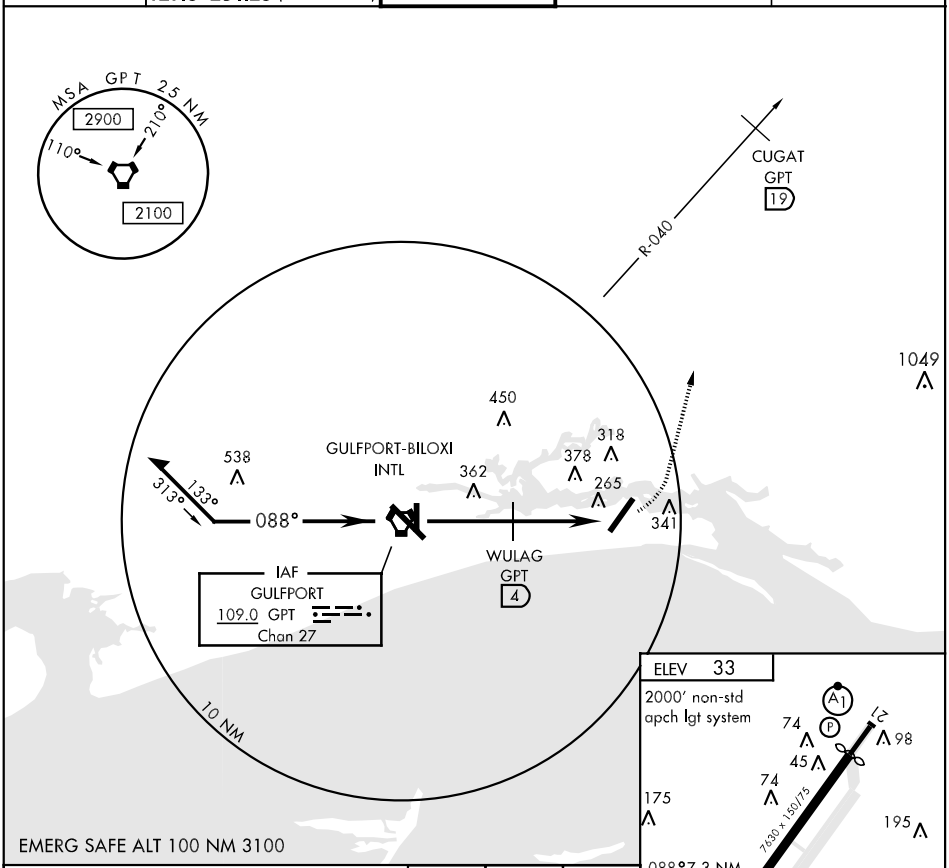
VORTAC GPT	APCH CRS	Rwy Idg	N/A
109.0	088°	TDZE	N/A
Chan 27		Arpt Elev	33

AL-49 [USAF]

KEESLER AFB (KBIX)

MISSED APPROACH: Turn left heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME).

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8



CATEGORY	A	B	C	D
CIRCLING	1040-1¼ 1007 (1100-1¼)	1040-1½ 1007 (1100-1½)	1040-3 1007 (1100-3)	

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

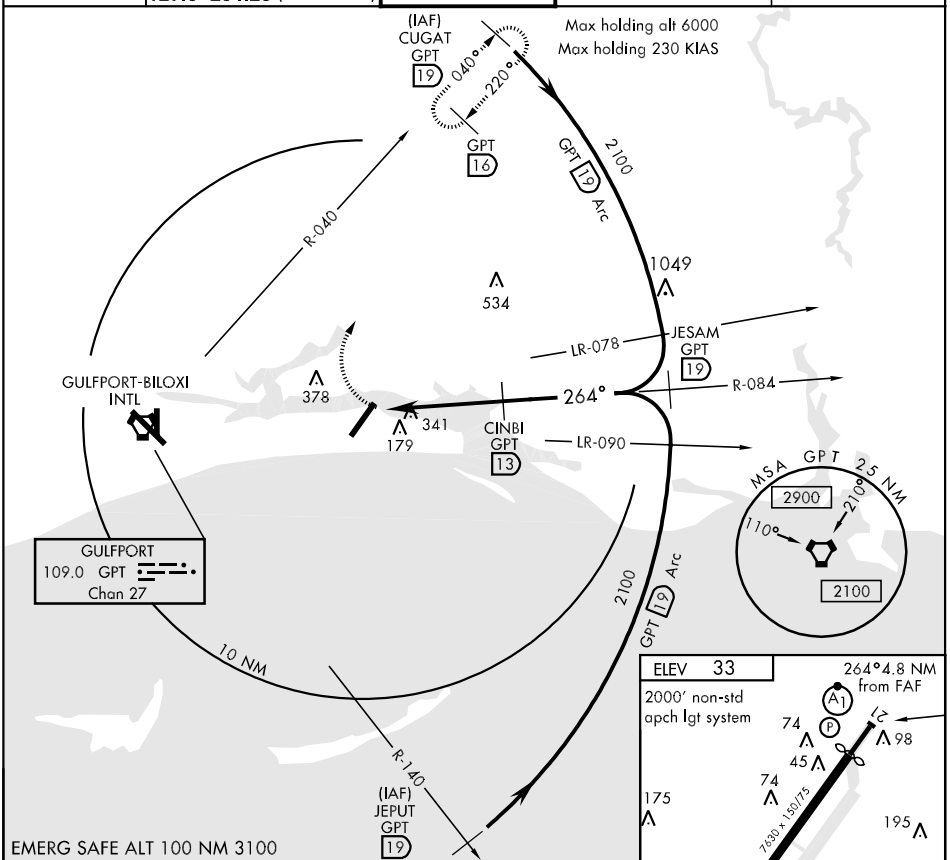
VOR/DME-B or TACAN-B

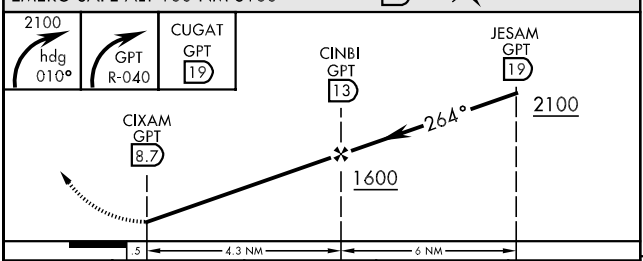
VORTAC GPT 109.0 Chan 27	APCH CRS 264°	Rwy Idg N/A TDZE N/A Arpt Elev 33

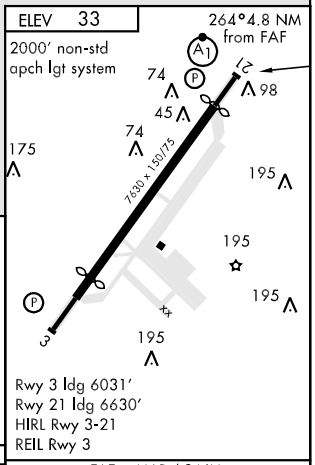
AL-49 [USAF] KEESLER AFB (KBIX)

MISSED APPROACH: Turn right heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8







CATEGORY	A	B	C	D
CIRCLING	660-1 627 (700-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	740-2¼ 707 (800-2¼)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
147°	TDZE	384
	Apt Elev	384

RNAV (GPS) RWY 15

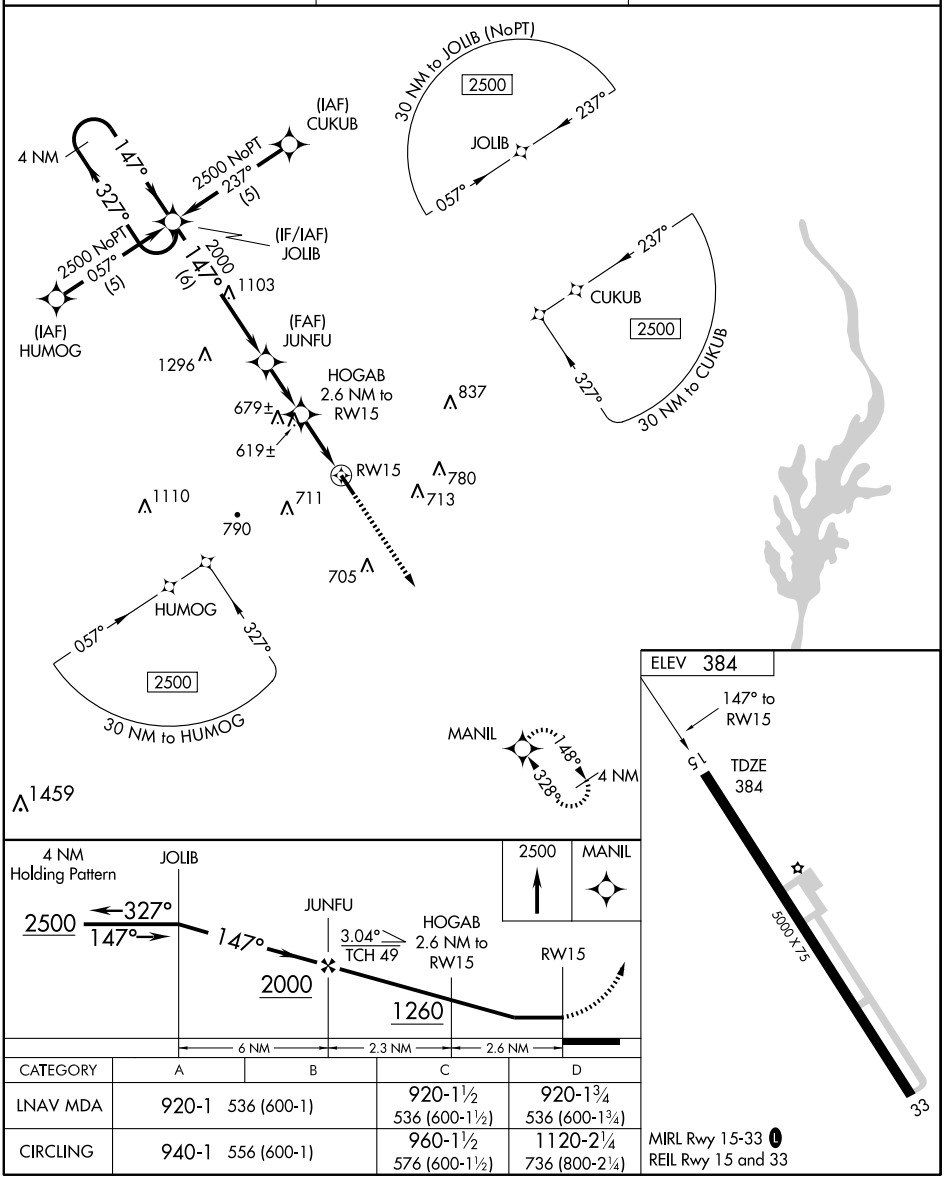
BOONEVILLE/BALDWYN (8M1)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting and increase all MDA 20 feet and increase Circling Cat D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2500 direct MANIL and hold.

CORINTH AWOS-3	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	920-1 536 (600-1)		920-1½ 536 (600-1½)	920-1¾ 536 (600-1¾)
CIRCLING	940-1 556 (600-1)		960-1½ 576 (600-1½)	1120-2¼ 736 (800-2¼)

MIRL Rwy 15-33 L
REIL Rwy 15 and 33

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

BOONEVILLE/BALDWYN (8M1)

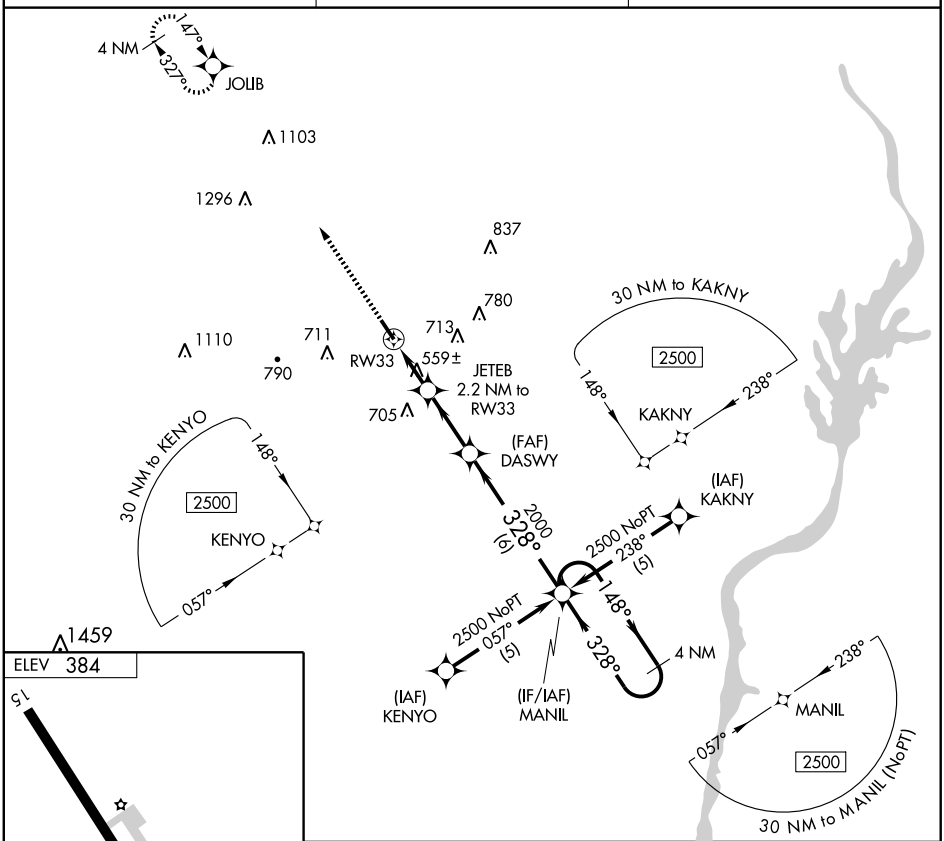
APP CRS	Rwy Idg	5000
328°	TDZE	384
	Apt Elev	384

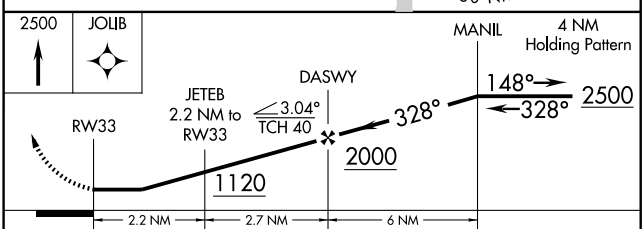
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting and increase all MDA 20 feet and Circling Cat D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2500 direct JOLIB and hold.

CORINTH AWOS-3	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	860-1 476 (500-1)		860-1¼ 476 (500-1¼)	860-1½ 476 (500-1½)
CIRCLING	940-1 556 (600-1)		960-1½ 576 (600-1½)	1120-2¼ 736 (800-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME OTB	APP CRS	Rwy Idg	N/A
109.8	015°	TDZE	N/A
Chan 35		Apt Elev	384

VOR/DME-A

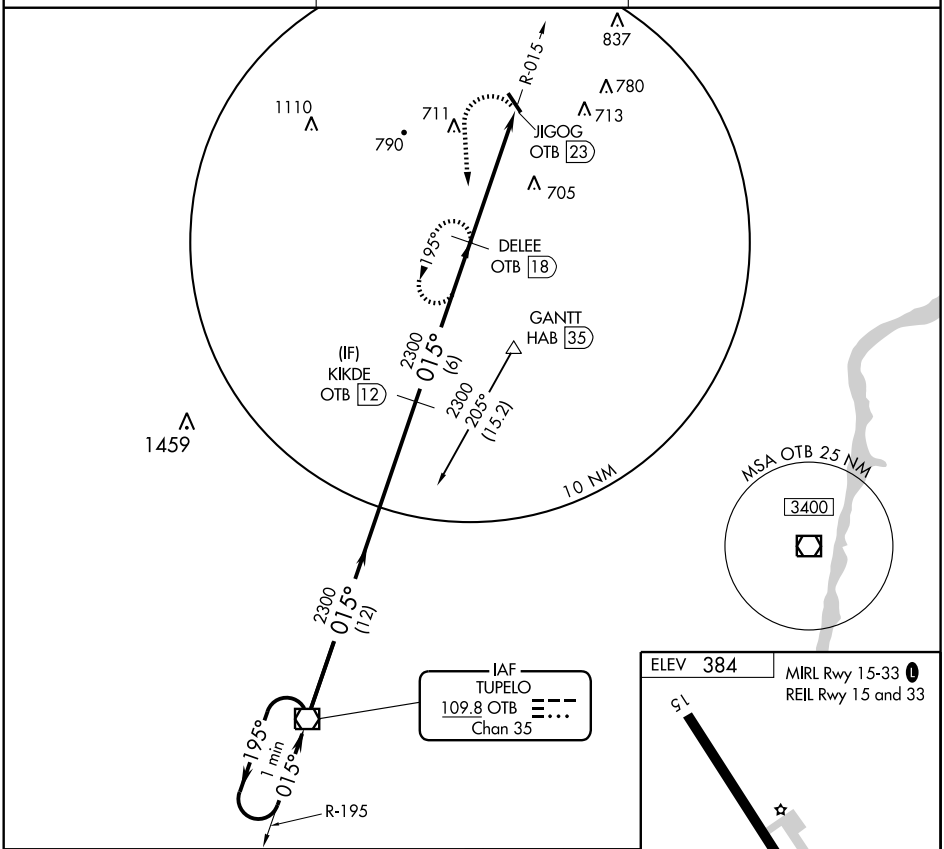
BOONEVILLE/BALDWYN (8M1)

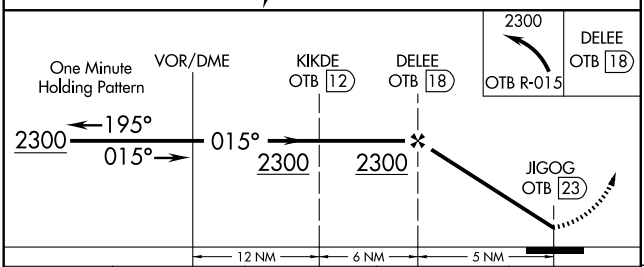
NA

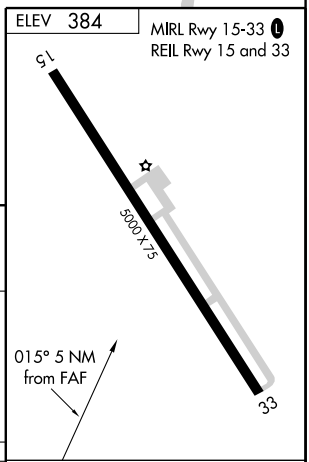
Visibility reduction by helicopters NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting and increase all MDA 20 feet and increase Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2300 via OTB VOR/DME R-015 to DELEE/OTB 18 DME and hold.

CORINTH AWOS-3	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1120-1 736 (800-1)	1120-1¼ 736 (800-1¼)	1120-2 736 (800-2)	1120-2¼ 736 (800-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
225°	TDZE	487
	Apt Elev	489

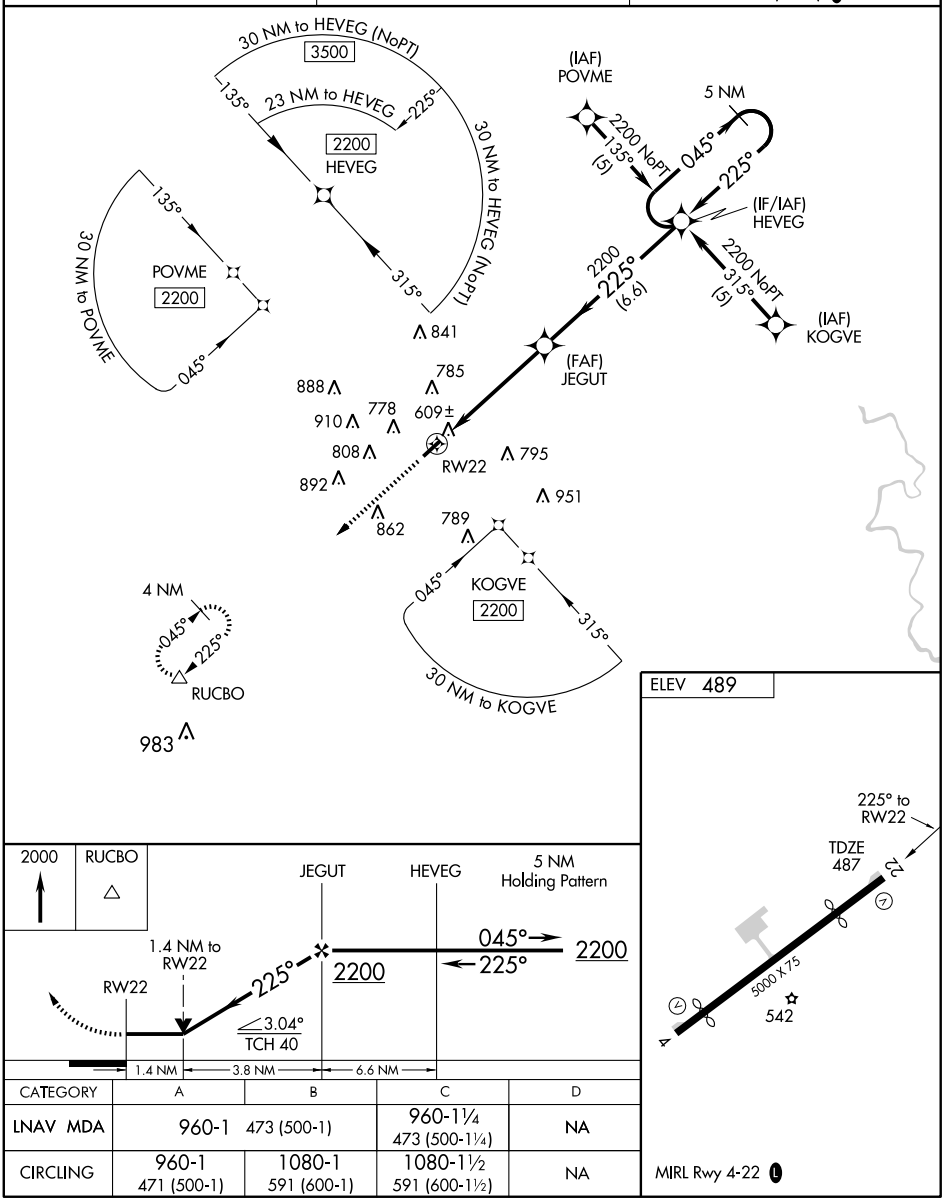
RNAV (GPS) RWY 22

BROOKHAVEN-LINCOLN COUNTY (1R7)

DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet. VDP NA when using McComb altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.125	126.8 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	960-1 473 (500-1)		960-1¼ 473 (500-1¼)	NA
CIRCLING	960-1 471 (500-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA

MIRL Rwy 4-22 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MCB	APP CRS	Rwy Idg	N/A
116.7	334°	TDZE	N/A
Chan 114		Apt Elev	489

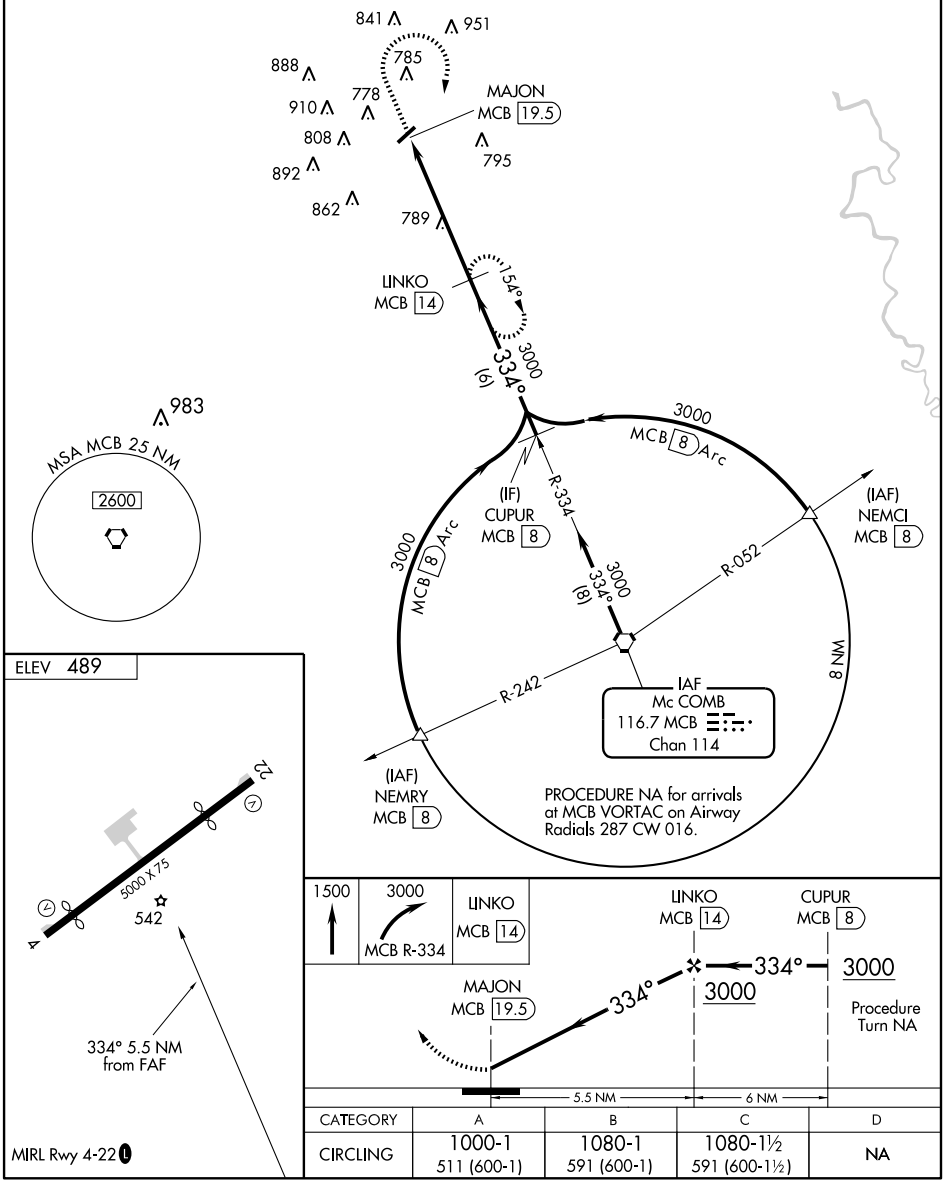
VOR/DME-A

BROOKHAVEN-LINCOLN COUNTY (1R7)

Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via MCB R-334 to LINKO/14 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.125	126.8 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1000-1 511 (600-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5404
181°	TDZE	173
	Apt Elev	173

RNAV (GPS) RWY 18

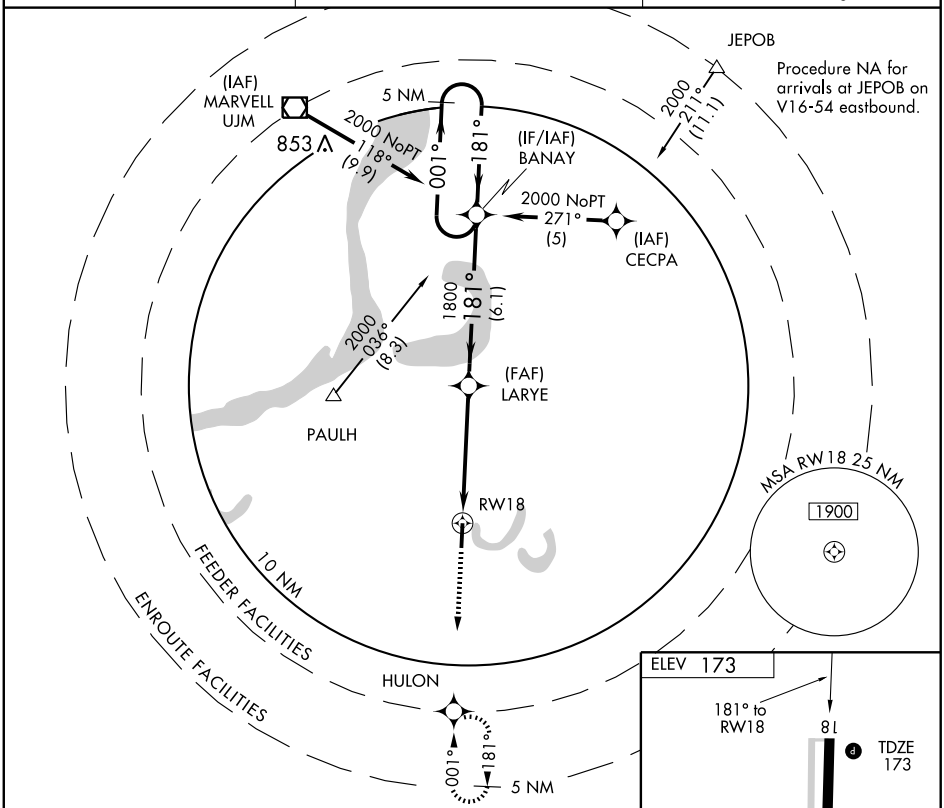
CLARKSDALE/FLETCHER FIELD (CKM)

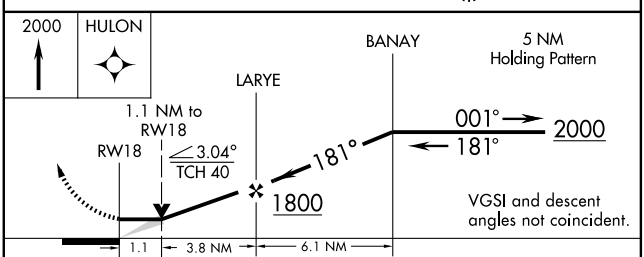
If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

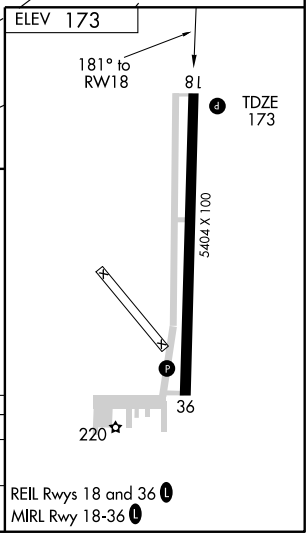
NA

MISSED APPROACH: Climb to 2000 direct HULON and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1 387 (400-1)			560-1¼ 387 (400-1¼)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5404
001°	TDZE	173
	Apt Elev	173

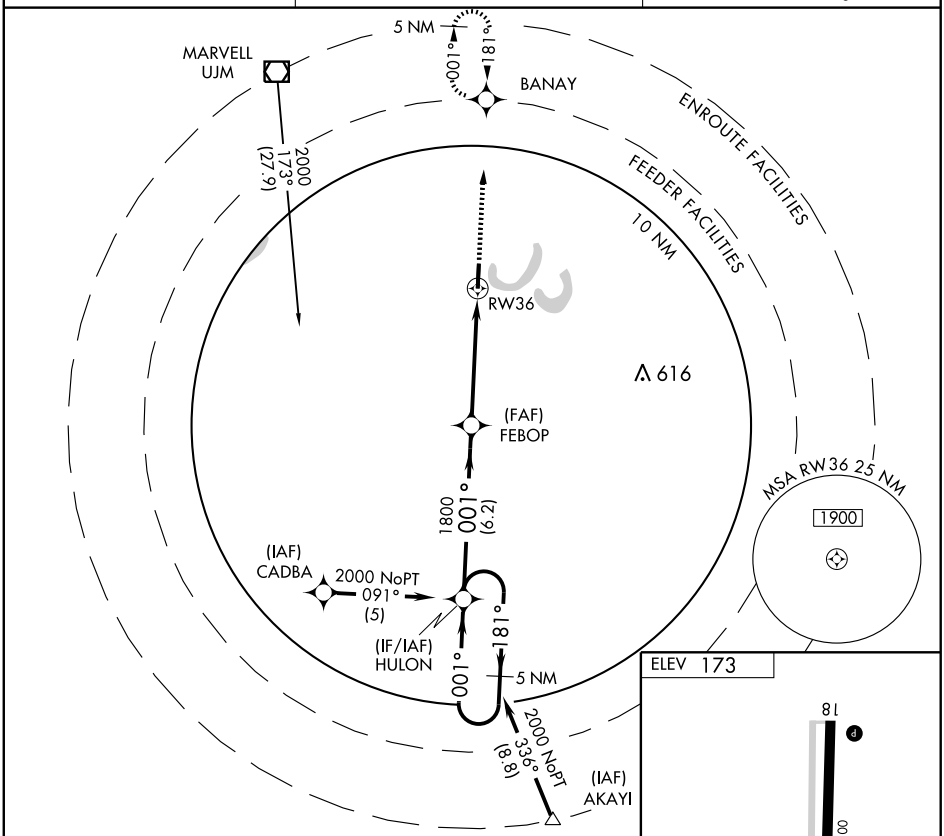
RNAV (GPS) RWY 36

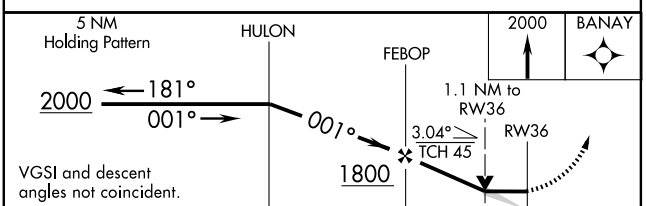
CLARKSDALE/FLETCHER FIELD (CKM)

▼ ▲NA — If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BANAY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	540-1 367 (400-1)			540-1¼ 367 (400-1¼)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC UJM	APP CRS	Rwy Idg	5404
109.6	152°	TDZE	173
Chan 33		Apt Elev	173

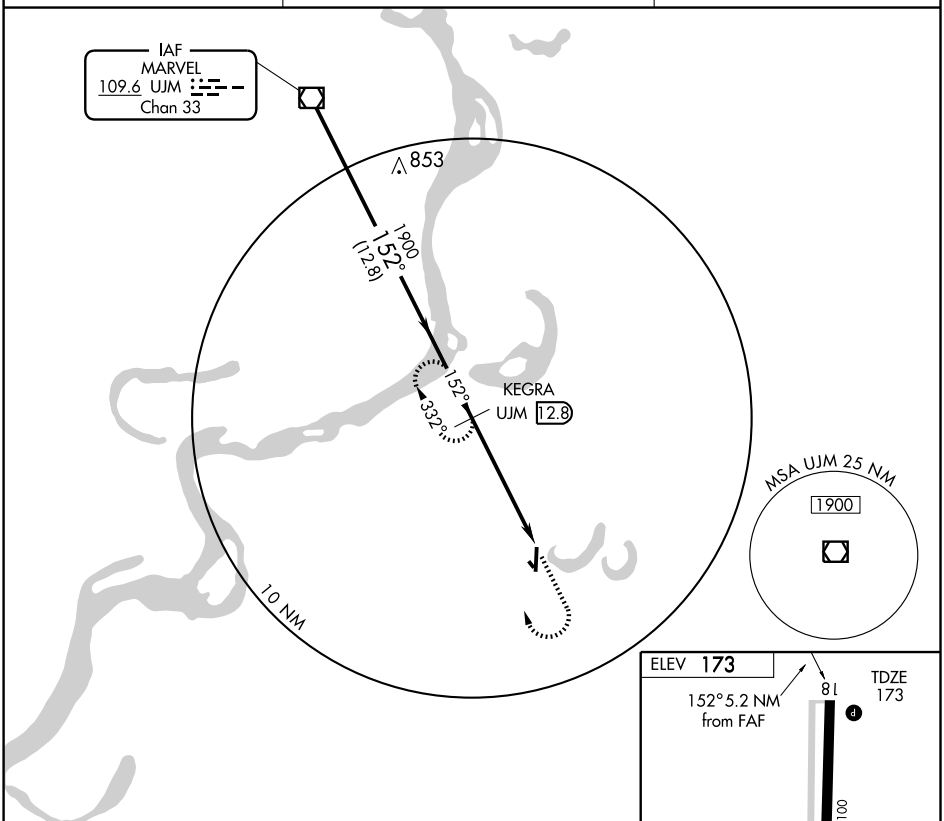
VOR/DME RWY 18

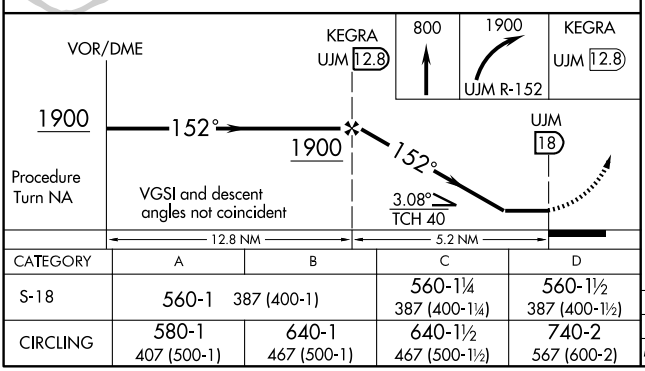
CLARKSDALE/FLETCHER FIELD (CKM)

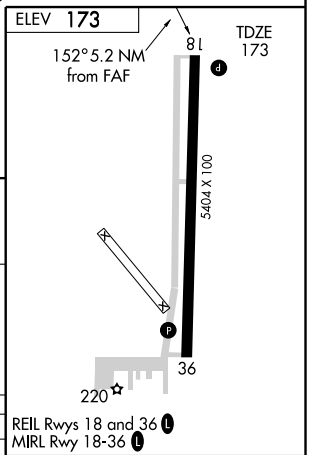
NA — If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 800 then climbing right turn to 1900 via UJM R-152 to KEGRA/ 12.8 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	560-1 387 (400-1)		560-1¼ 387 (400-1¼)	560-1½ 387 (400-1½)
CIRCLING	580-1 407 (500-1)	640-1 467 (500-1)	640-1½ 467 (500-1½)	740-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

GPS RWY 35
CLEVELAND MUNI (RNV)

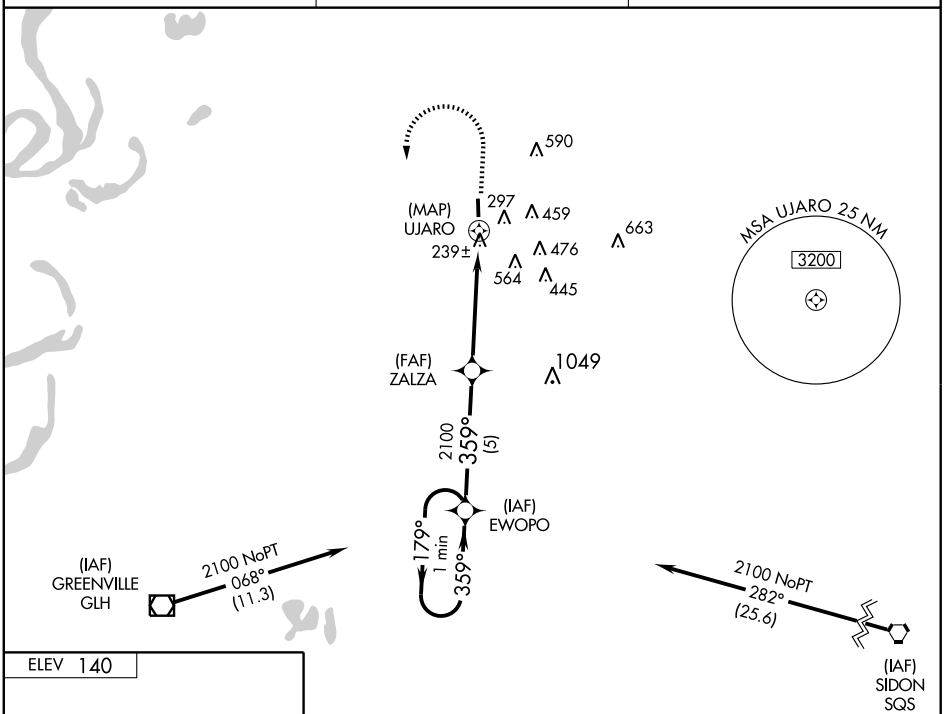
APP CRS	Rwy Idg	4002
359°	TDZE	140
	Apt Elev	140

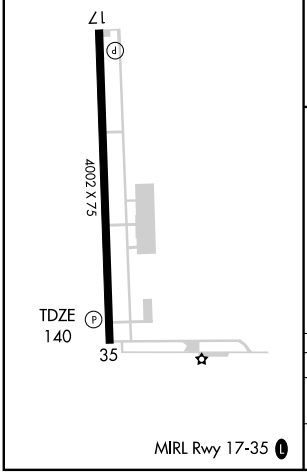
NA

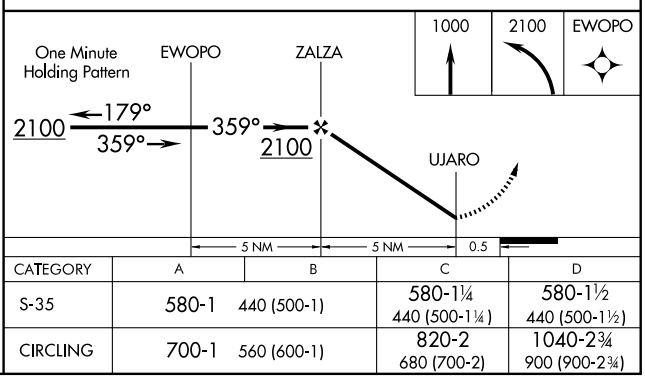
When local altimeter setting not received, use Greenwood altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct EWOPO WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-35	580-1	440 (500-1)	580-1¼ 440 (500-1¼)	580-1½ 440 (500-1½)
CIRCLING	700-1	560 (600-1)	820-2 680 (700-2)	1040-2¾ 900 (900-2¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB RNV	APP CRS	Rwy Idg	4002
272	171°	TDZE	140
		Apt Elev	140

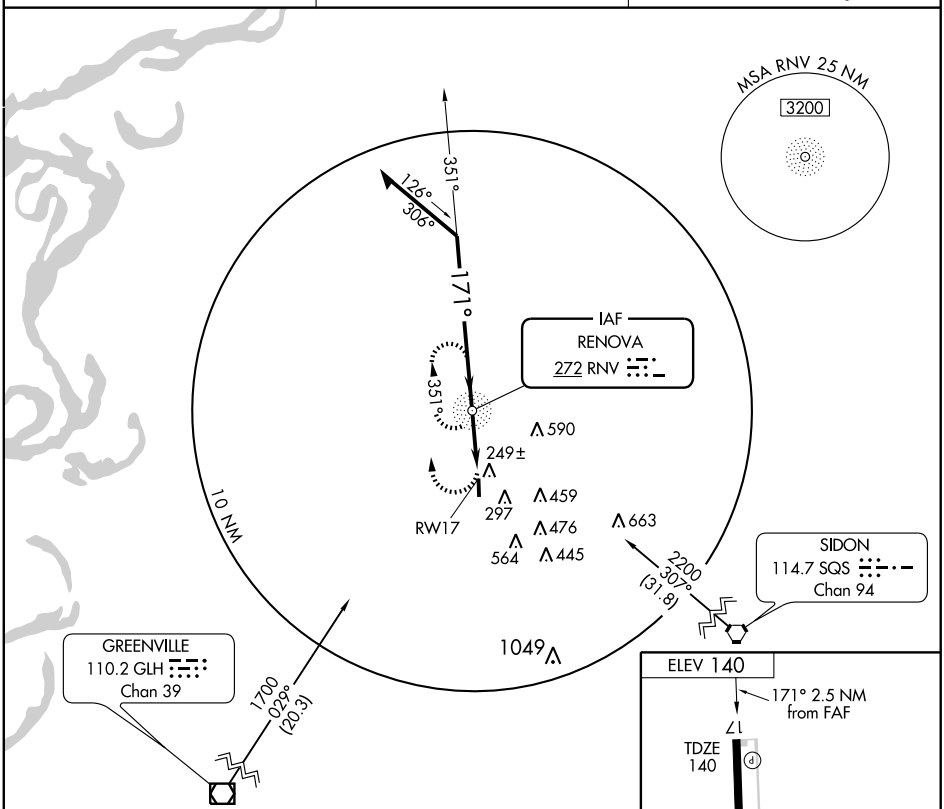
NDB or GPS RWY 17
CLEVELAND MUNI (RNV)

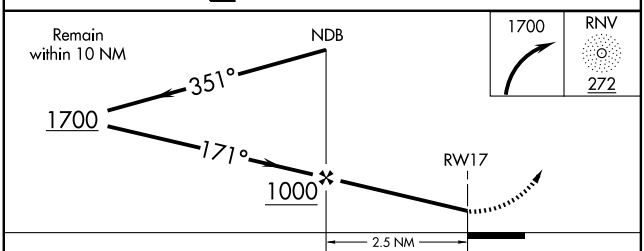
Use Greenwood altimeter setting.

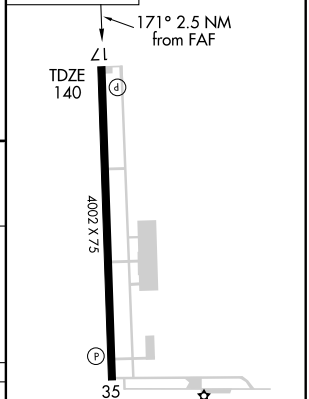
NA

MISSED APPROACH: Climbing right turn to 1700 direct RNV NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-17	760-1	620 (700-1)	760-1¾ 620 (700-1¾)	760-2 620 (700-2)
CIRCLING	760-1	620 (700-1)	860-2 720 (800-2)	1040-3 900 (900-3)

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

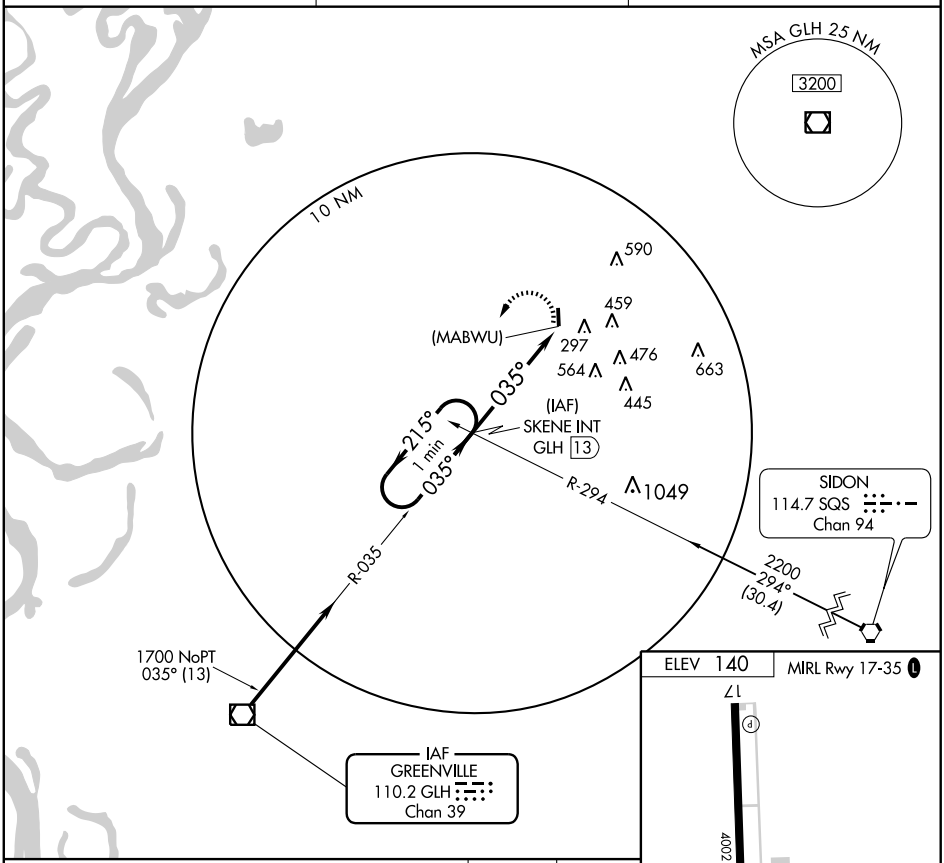
VOR/DME GLH	APP CRS	Rwy Idg	N/A
110.2	035°	TDZE	N/A
Chan 39		Apt Elev	140

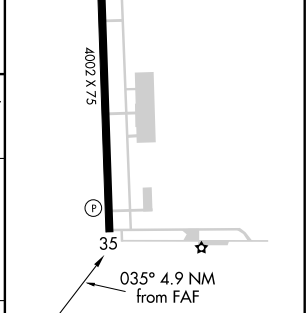
VOR or GPS-A
CLEVELAND MUNI (RNV)

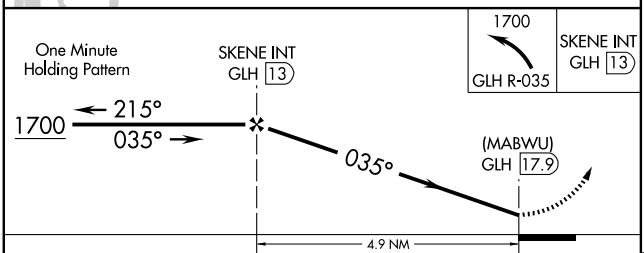
NA — Use Greenwood altimeter setting.

MISSED APPROACH: Climbing left turn to 1700 via GLH R-035 to SKENE Int and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1	720 (800-1)	860-2 720 (800-2)	1040-3 900 (900-3)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

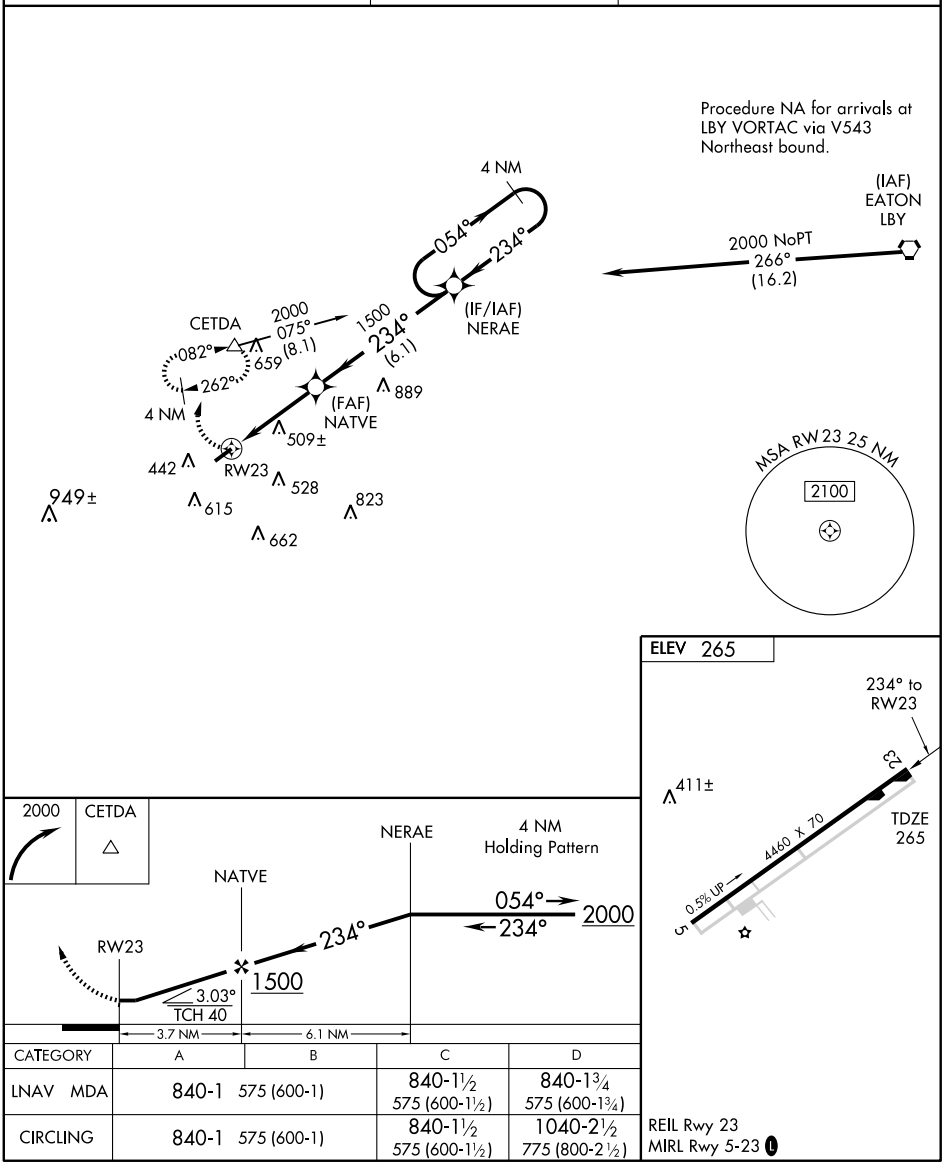
APP CRS	Rwy Idg	4460
234°	TDZE	265
	Apt Elev	265

RNAV (GPS) RWY 23
COLUMBIA-MARION COUNTY (ØRØ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct CETDA and hold.

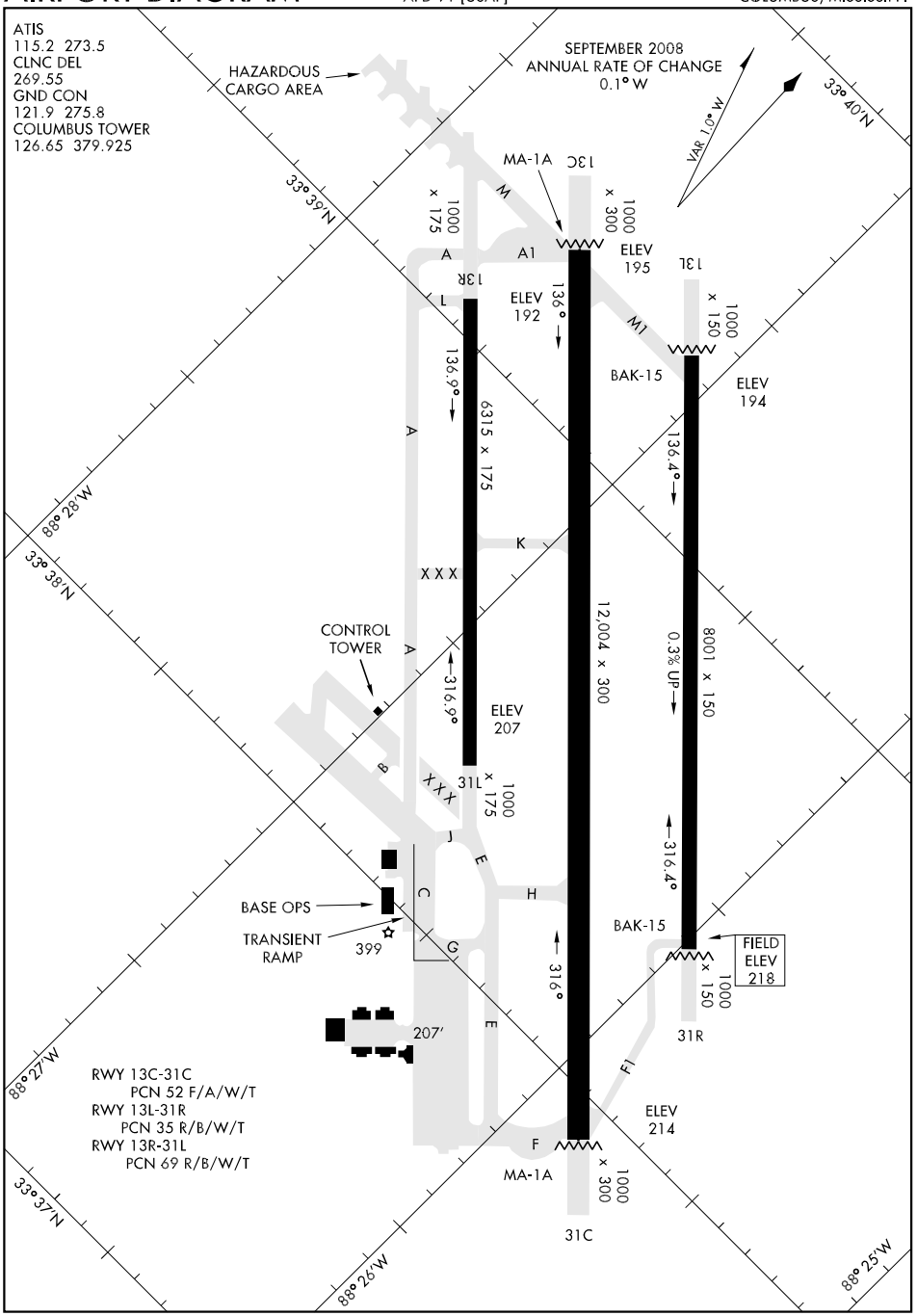
HATTIESBURG-LAUREL AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1 575 (600-1)		840-1½ 575 (600-1½)	840-1¾ 575 (600-1¾)
CIRCLING	840-1 575 (600-1)		840-1½ 575 (600-1½)	1040-2½ 775 (800-2½)

REIL Rwy 23
MIRL Rwy 5-23 L

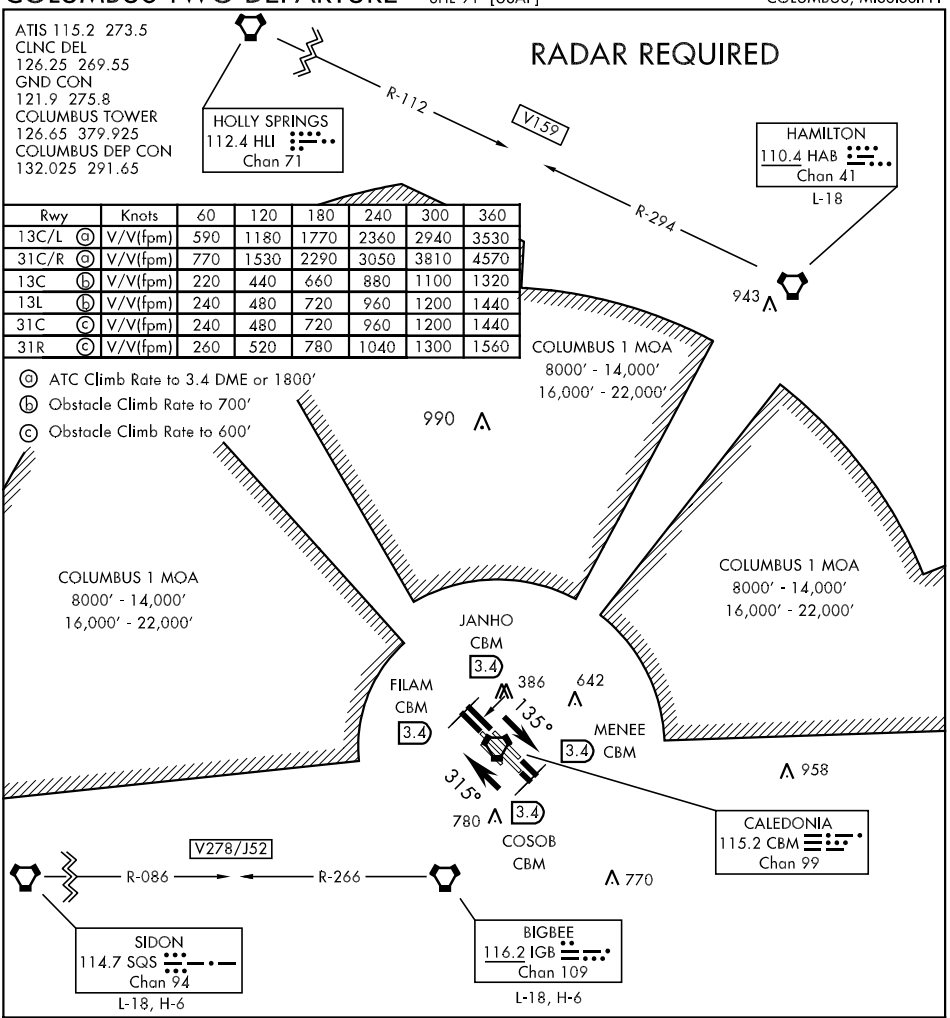
SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

COLUMBUS TWO DEPARTURE

SHL-91 [USAF]



DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier approximately 110' into the overrun and 4' high.

TAKE-OFF RWY 13C: Climb on heading 135° to intercept CBM R-138, direct COSOB (CBM R-138/3.4 DME). Cross COSOB at or above 1800', then via ATC instructions.

TAKE-OFF RWY 13L: Climb on heading 135° to intercept CBM R-132,direct MENEE (CBM R-132/3.4DME). Cross MENEE at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31C: Climb on heading 315° to intercept CBM R-312,direct FILAM (CBM R-312/3.4 DME). Cross FILAM at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31R: Climb heading 315° to intercept CBM R-318,direct JANHO (CBM R-318/3.4 DME). Cross JANHO at or above 1800', then via ATC instructions.

SC-4, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 13C

LOC I-CBM	APCH CRS	Rwy ldg 12,004 / TDZE 197 / Arpt Elev 218
109.3	135°	

JAL-91 [USAF]

COLUMBUS AFB (KCBM)

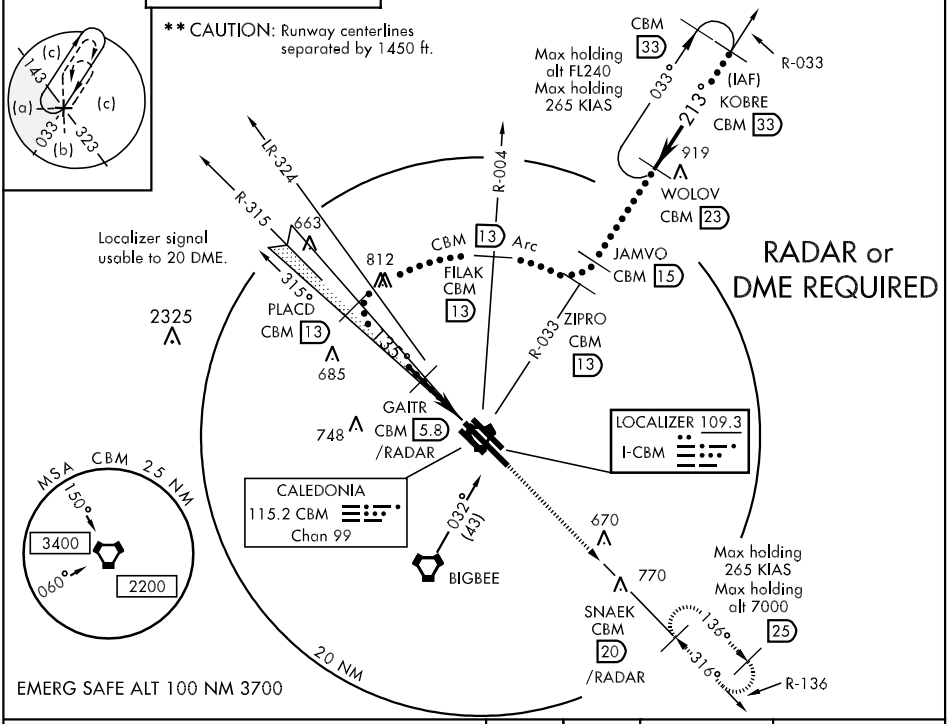
▼ * When ALS inop increase CAT C vis to 1½, CAT D vis to 1¾, CAT E vis to 2 miles.

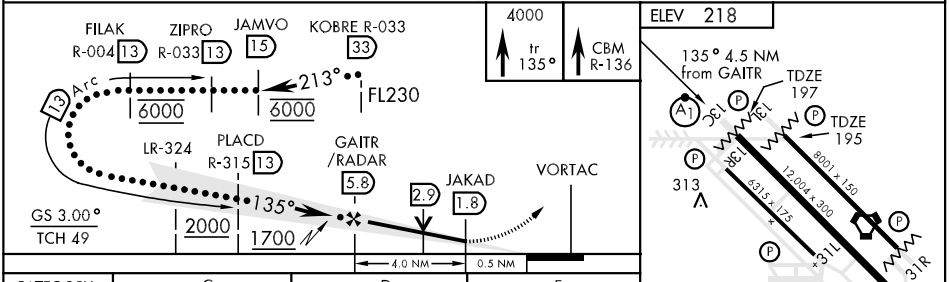
ALSF-1

MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

** CAUTION: Runway centerlines separated by 1450 ft.





CATEGORY	C	D	E
S-ILS 13C	397/40 200 (200-¾)		
S-LOC 13C *	740/50 543 (600-1)	740/60 543 (600-1¼)	740-1½ 543 (600-1½)
** SIDE STEP 13L	740-1½ 545 (600-1½)	740-1¾ 545 (600-1¾)	740-2 545 (600-2)
CIRCLING	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

LOC FAF to MAP 4.0 NM					
Knots	120	140	160	180	200
Min:Sec	2:00	1:43	1:30	1:20	1:12

33°39'N-88°27'W

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 31C

LOC I-TBB	APCH CRS	Rwy ldg 31C 12,004 31R 8,001	JAL-91 [USAF]	COLUMBUS AFB (KCBM)
108.7	315°	THRE 31C 213 31R 213		
		Arpt Elev 218		

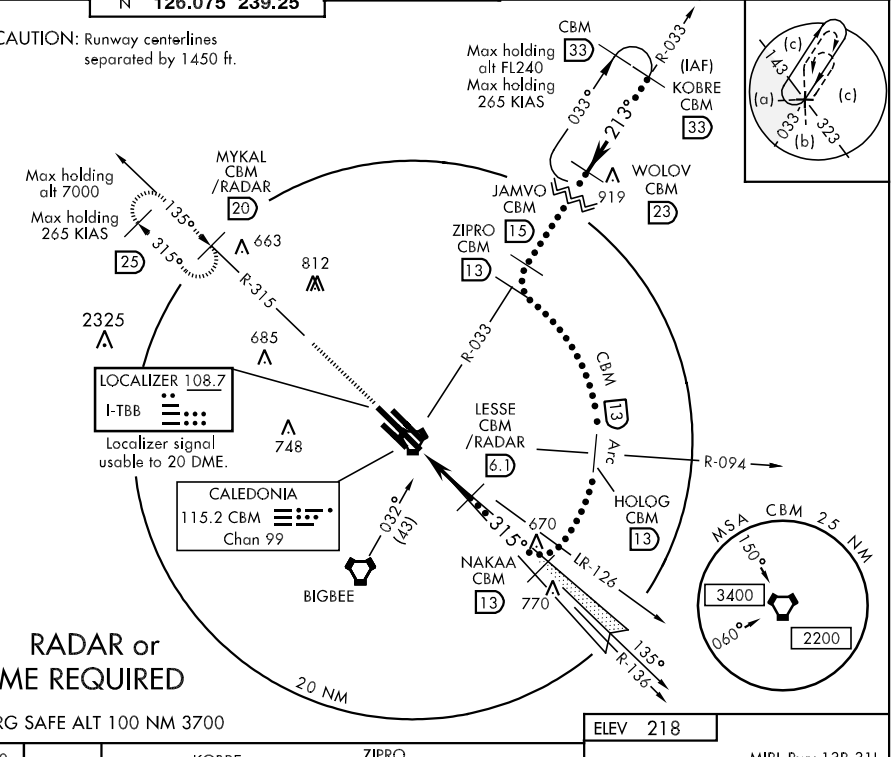
T * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

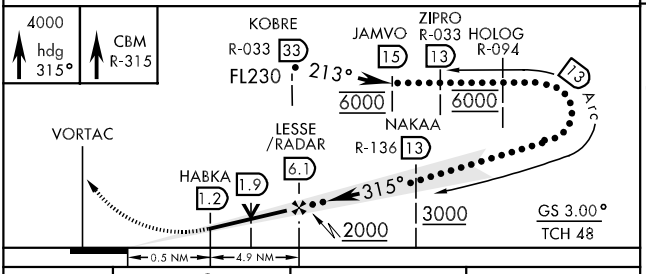
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

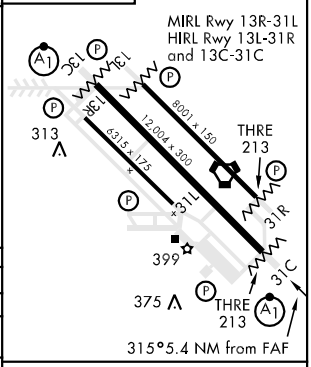
*** CAUTION: Runway centerlines separated by 1450 ft.



EMERG SAFE ALT 100 NM 3700

ELEV 218





CATEGORY	C	D	E
S-ILS 31C *	413/24	200	(200-½)
S-LOC 31C**	640/40	427	(500-¾)
SIDESTEP*** RWY 31R	640-1¼	427	(500-1¼)
CIRCLING	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

SC-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 13C

LOC I-CBM	APCH CRS	Rwy ldg 12,004 / TDZE 197 / Arpt Elev 218
109.3	135°	

AL-91 [USAF]

COLUMBUS AFB (KCBM)

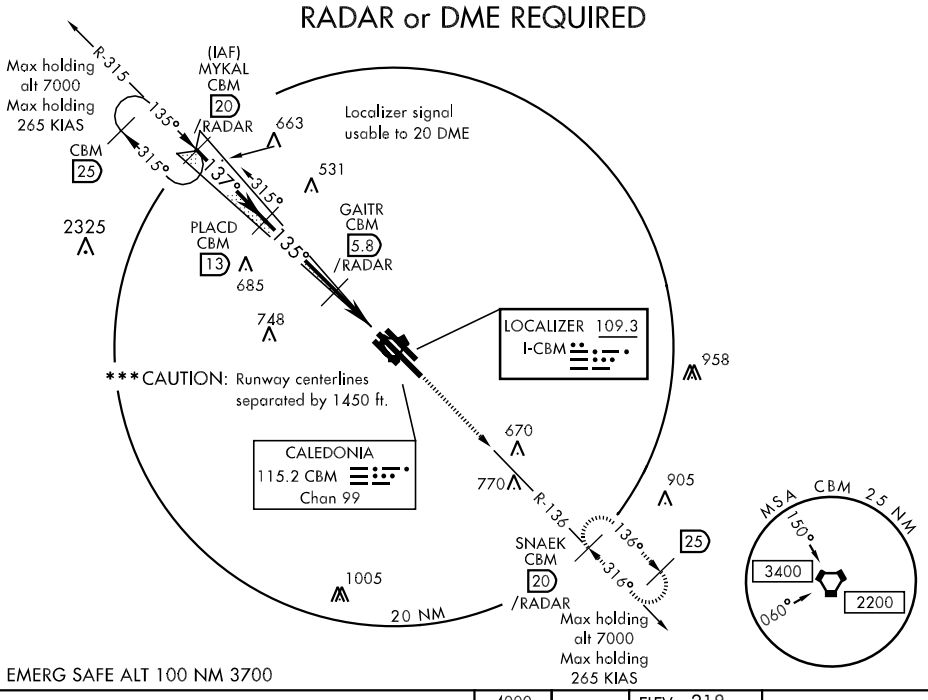
*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ , CAT D vis to 1¾ , and CAT E vis to 2 miles.

ALSF-1

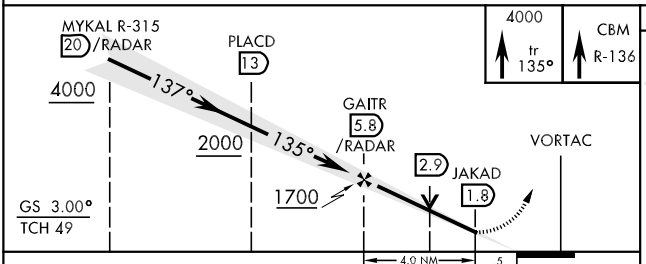
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

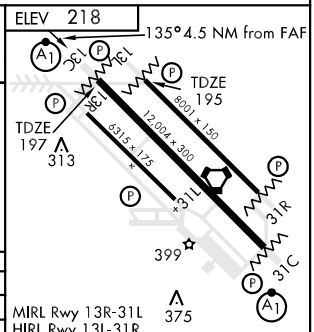
RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 3700



4000 tr 135° | CBM R-136



CATEGORY	A		B	C	D	E
S-ILS 13C *	397/24	200	(200-½)	397/40	200	(200-¾)
S-LOC 13C **	740/40	543	(600-¾)	740/50 543 (600-1)	740/60 543 (600-1¼)	740-1½ 543 (600-1½)
SIDESTEP *** RWY 13L	740/50	545	(600-1)	740-1½ 545 (600-1½)	740-1¾ 545 (600-1¾)	740-2 545 (600-2)
CIRCLING	840-1	622	(700-1)	840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 31C

LOC I-TBB	APCH CRS	Rwy ldg 31C 12,004 31R 8,001
108.7	315°	THRE 31C 213 31R 213
		Arpt Elev 218

AL-91 [USAF] COLUMBUS AFB (KCBM)

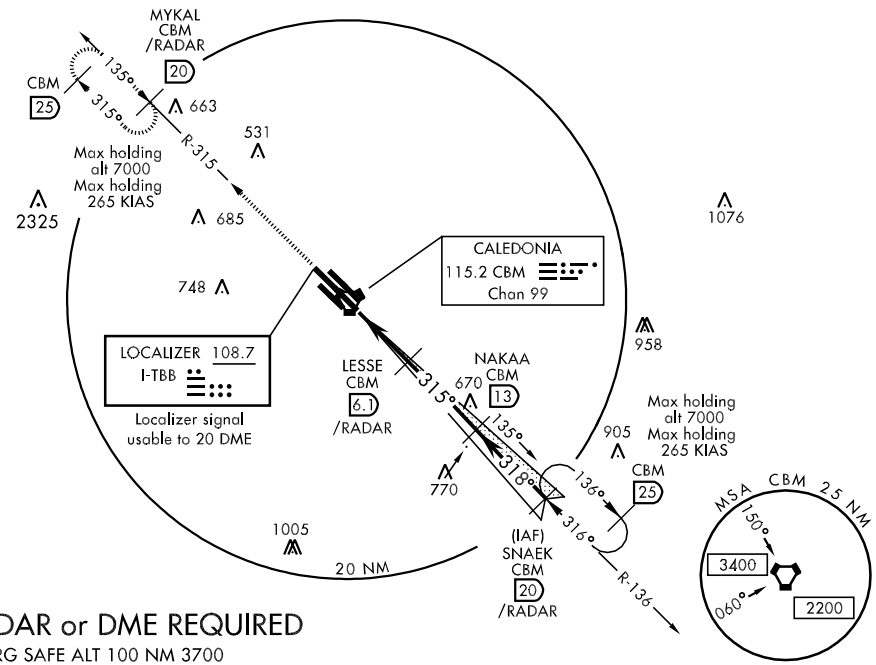
▼*When ALS inop, incr CAT ABCDE RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

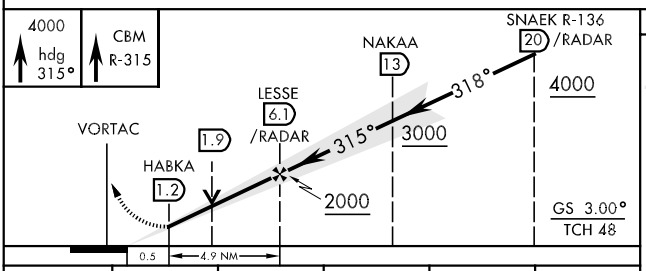
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

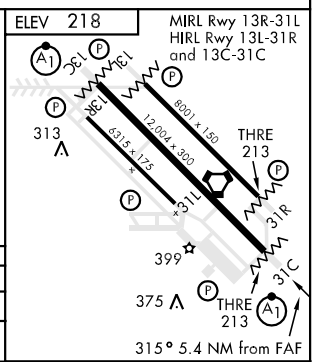
***CAUTION: Runway centerlines separated by 1450 ft.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-ILS 31C *	413/24 200 (200-½)				
S-LOC 31C**	640/24 427 (500-½)		640/40 427 (500-¾)		
SIDESTEP *** RWY 31R	640/55 427 (500-1)		640-1¼ 427 (500-1¼)		
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	N/A
090°	THRE	N/A
	Arpt Elev	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

ATIS	COLUMBUS APP CON		COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025	291.65	126.65 379.925	121.9 275.8	269.55
	SW 135.6	323.275			
	N 126.075	239.25			

FOR USE BY 14 FTW ACFT ONLY

2310

CALEDONIA
115.2 CBM
Chan 99

775

(IAF)
GOMAZ

4000

2000
090°
(5)

BABSE

2000
090°
(8)

595

749

(FAF)
JUPAD

GOVNE

630

5 NM

Max holding
alt 7000
Max holding
265 KIAS

049°

229°

JOLLI

803

MSA CBM 25 NM

3400

1005

RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 218

352

090° 6.0 NM
from FAF

13C
13R
31L
31R
31C

8001 x 150

12,004 x 300

6315 x 175

399

375

MIRL Rwy 13R-31L
HIRL 13L-31R and 13C-31C

3000

JOLLI

GOMAZ

4000

090°

BABSE

JUPAD

VORTAC

2000

2000

GOVNE

5.0 NM

1.0 NM

CATEGORY	A	B	C
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	N/A
359°	THRE	N/A
	Arpt Elev	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

ATIS	COLUMBUS APP CON		COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE	132.025 291.65	126.65 379.925	121.9 275.8	269.55
	SW	135.6 323.275			
	N	126.075 239.25			

CALEDONIA
115.2 CBM
Chan 99

FOR USE BY 14 FTW ACFT ONLY

748

605

HILUN

236

649

RUDBE

630

5NM

Max holding alt 7000
Max holding 265 KIAS

039°

219°

(FAF) WESIS

371

JOLLI

2000

359°

(8)

803

MSA CBM 25 NM

3400

585

CUDEN

1005

522

3000

359°

(5)

4000

(IAF) BALDD

RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

570

ELEV 218

352

399

375

MIRL Rwy 13R-31L
HIRL 13L-31R
and 13C-31C

359°6.5 NM from FAF

3000

JOLLI

BALDD

CUDEN

359°

4000

3000

WESIS

VORTAC

RUDBE

HILUN

2000

1600

1.5 | 2.7 NM | 2.3 NM

CATEGORY	A	B	C
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)

SC-4, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy ldg	12,004
135°	THRE	192
	Arpt Elev	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

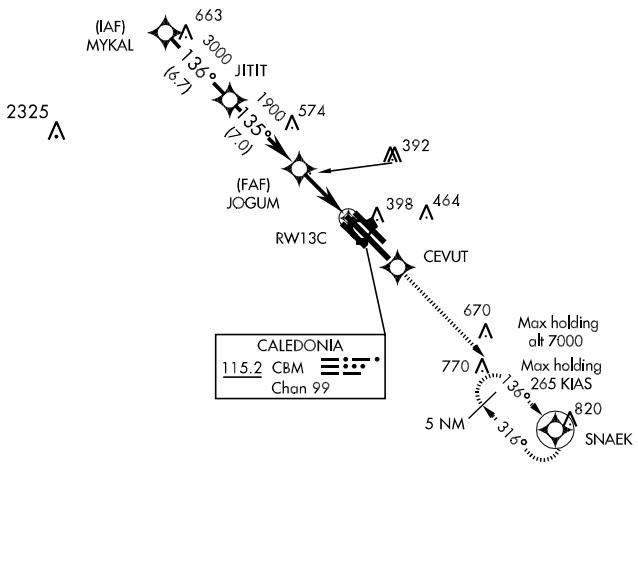
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.

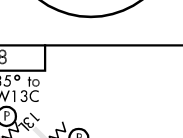
ALSF-1

MISSED APPROACH: Climb to 4000 direct CEVUT, direct track to SNAEK and hold as published.

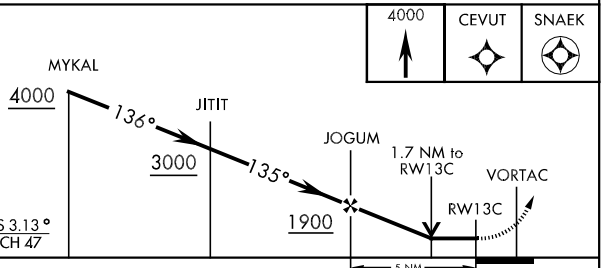
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

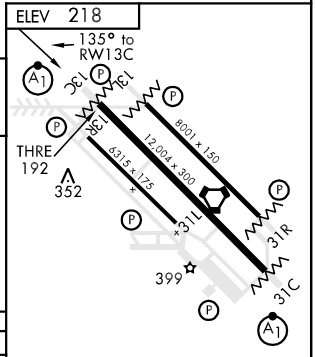
DME/DME RNP-0.3 NA





EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
LNAV MDA *	780/40 588 (600-¾)		780-1¼ 588 (600-1¼)		
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31C

APCH CRS	Rwy ldg	12,004
315°	THRE	213
	Arpt Elev	218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

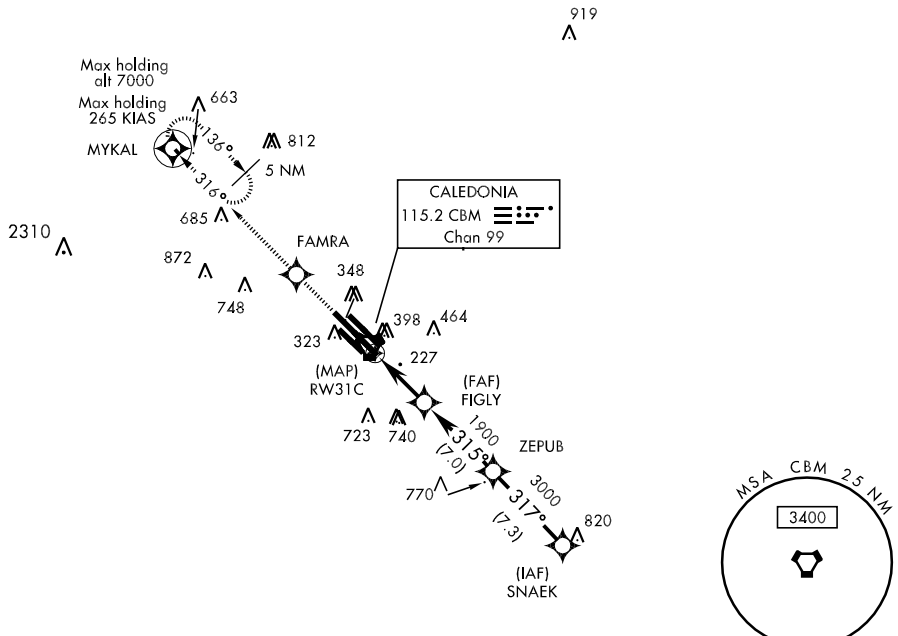
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.

ALSF-1

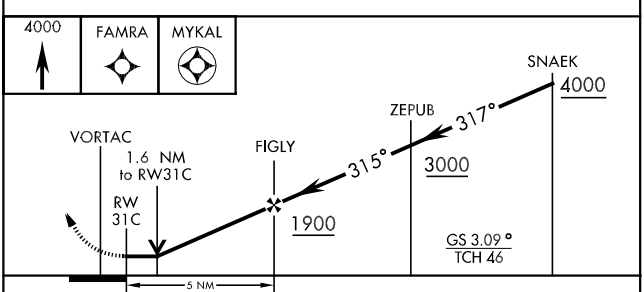
MISSED APPROACH: Climb to 4000 direct FAMRA, direct MYKAL and hold as published.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

DME/DME RNP-0.3 NA

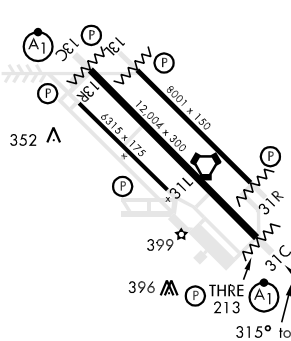


EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
LNAV MDA *	780/24 567 (600-½)		780-1¼ 567 (600-1¼)		
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

ELEV 218



MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC CBM 115.2 Chan 99	APCH CRS 090°	Rwy Idg N/A THRE N/A Arpt Elev 218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing right turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

FOR USE BY 14 FTW ACFT ONLY

2310

CALEDONIA 115.2 CBM Chan 99

(IAF) GOMAZ CBM 20

775

BABSE CBM 15

749

JUPAD CBM 7

398

4000

2000

R-270

090°

090°

270° Max holding alt 7000 Max holding 265 KIAS

CBM 25

TURUE

LR-262

595

3000

WODID

R-247

CBM 15 Arc

4000

Missed approach requires use of RNAV or ATC radar monitoring

10 NM

(IAF) JOLLI CBM 15

776

803

044°

224°

Max holding alt 7000 Max holding 265 KIAS

R-224

CBM 20

EMERG SAFE ALT 100 NM 3700

MSA CBM 25 NM

150°

3400

060°

2200

ELEV 218

352

090°6 NM from FAF

13R

13C

13L

8001 x 150

12,004 x 300

6915 x 175

31L

31R

31C

399

375

3000 CBM R-224

JOLLI CBM 15

JOLLI 15

WODID CBM R-247

TURUE CBM R-262

BABSE 15

JUPAD 7

4000

4000

3000

2000

090°

2000

Arc 15

GOVNE 2

VORTAC

5 NM

1 NM

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

CATEGORY	A	B	C
CIRCLING	840-1	622 (700-1)	840-1¾ 622 (700-1¾)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC CBM 115.2 Chan 99	APCH CRS 359°	Rwy Idg N/A THRE N/A Arpt Elev 218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing left turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

FOR USE BY 14 FTW ACFT ONLY

CALEDONIA 115.2 CBM Chan 99

RUDBE CBM 4.7

WESIS CBM 7

(IAF) JOLLI CBM 15 4000

Max holding alt 7000 Max holding 265 KIAS

10 NM

R-224

R-205

LR 187

CUDEN CBM 15 3000

WIBER CBM 15

WELTO CBM 15

(IAF) BALDD CBM 20 4000

Max holding alt 7000 Max holding 265 KIAS

CBM 25

CBM 20

MSA CBM 25 NM

150° 3400

060° 2200

EMERG SAFE ALT 100 NM 3700

ELEV 218

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

8001 x 150

12,004 x 300

6315 x 175

Missed approach requires use of RNAV or ATC radar monitoring

3000 CBM R-224 JOLLI CBM 15

VORTAC HILUN 2 RUDBE 4.7 WESIS 7 CUDEN 15 WELTO CBM R-187 WIBER CBM R-205 JOLLI 15

1500 2000 3000 3000 4000 4000 Arc 15

1.5 5 NM

359°6.5 NM from FAF

CATEGORY	A	B	C
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)

SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 13C

VORTAC CBM	APCH CRS	Rwy ldg 12,004
115.2	133°	THRE 192
Chan 99		Arpt Elev 218

AL-91 [USAF]

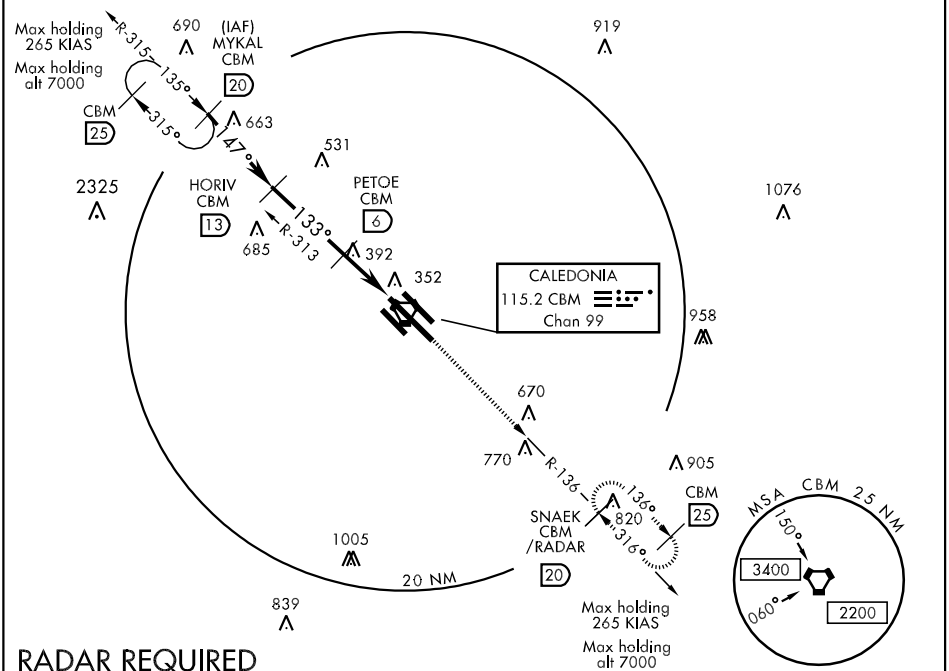
COLUMBUS AFB (KCBM)

*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.

ALSF-1

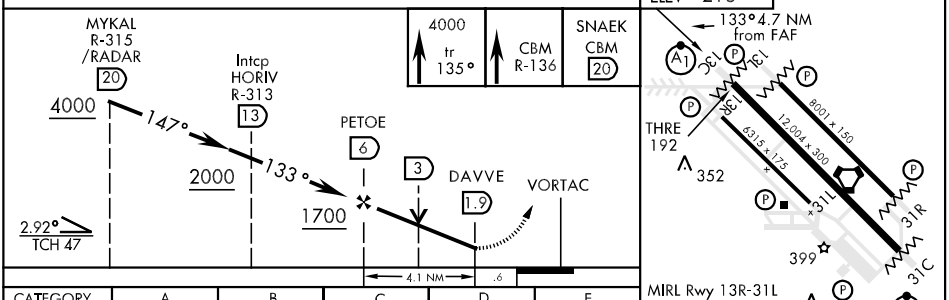
MISSED APPROACH: Climb heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

ATIS	COLUMBUS APP CON		COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE	132.025 291.65	126.65 379.925	121.9 275.8	269.55
	SW	135.6 323.275			
	N	126.075 239.25			



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-13C *	780/40 588 (600-¾)		780-1¼ 588 (600-1¼)		
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180	200
Min:Sec	4:06	2:44	2:03	1:38	1:22	1:14

SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 13L

VORTAC CBM	APCH CRS	Rwy Idg	8001
115.2	142°	THRE	193
Chan 99		Arpt Elev	218

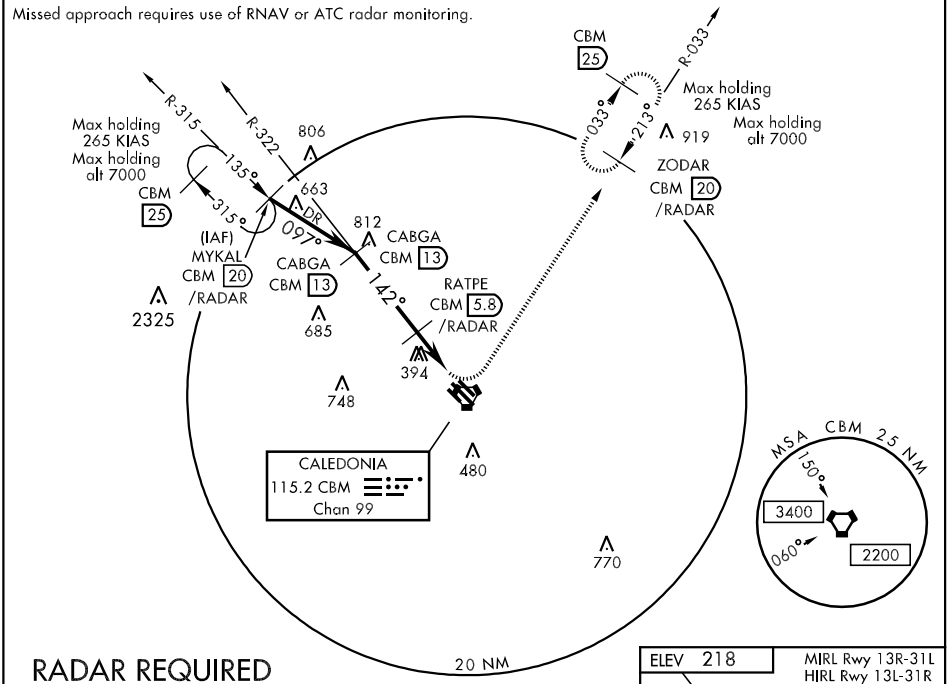
AL-91 [USAF]

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing left turn to intercept the CBM R-033 outbound to ZODAR (CBM R-033/20) and hold. Maintain 4000.

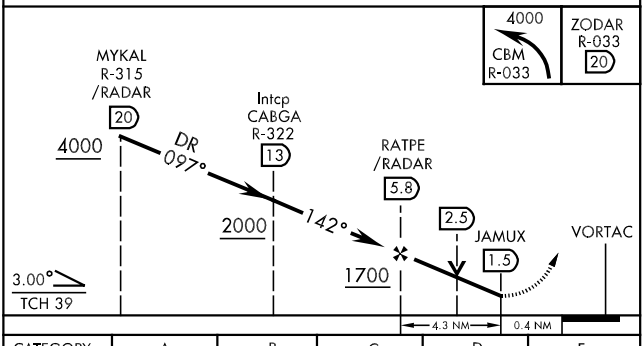
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

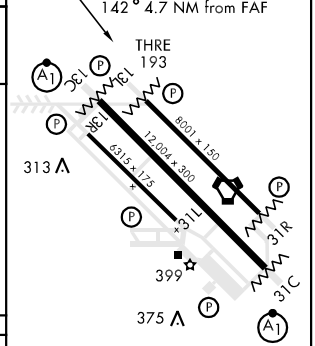
Missed approach requires use of RNAV or ATC radar monitoring.



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-13L	740/55 547 (600-1)		740-1⅝ 547 (600- 1⅝)		
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1081 (1100-3)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 31C

VORTAC CBM	APCH CRS	Rwy ldg 12,004
115.2	317°	THRE 213
Chan 99		Arpt Elev 218

AL-91 [USAF]

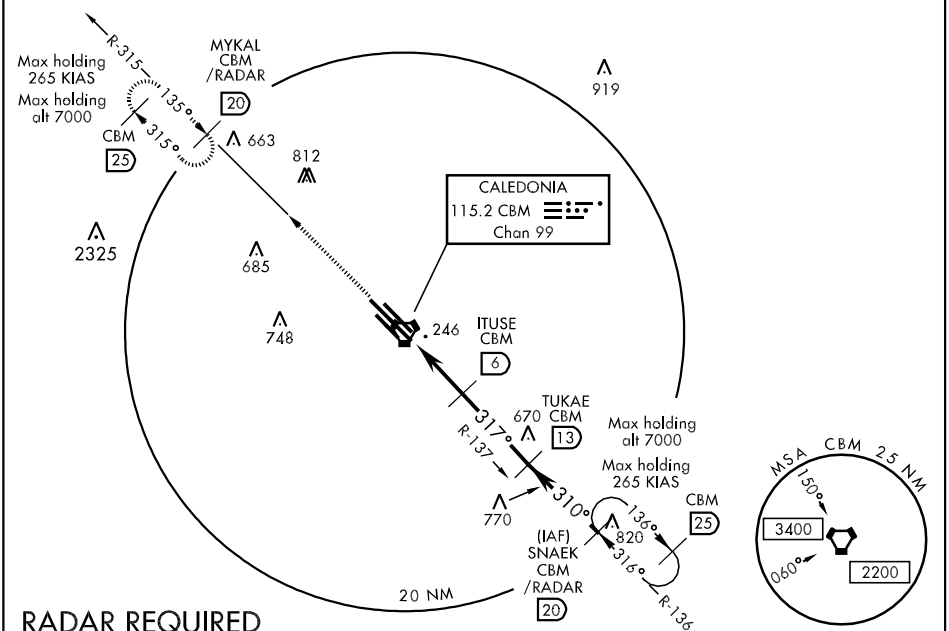
COLUMBUS AFB (KCBM)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1

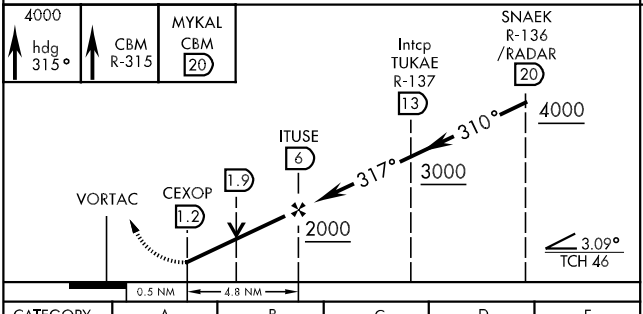
MISSED APPROACH: Climb heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

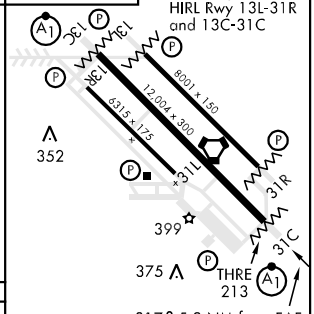
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-31C *	660/24 447 (500-½)		660/45 447 (500-⅞)		
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 31R

VORTAC CBM	APCH CRS	Rwy Idg	8001
115.2	302°	THRE	213
Chan 99		Arpt Elev	218

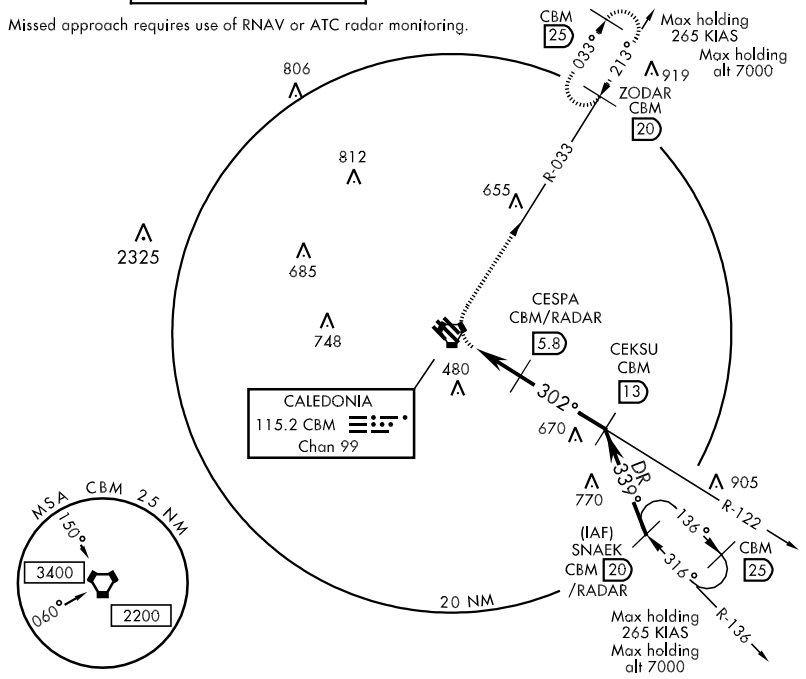
AL-91 [USAF]

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing right turn to intercept the CBM R-033 outbound to ZODAR (CBM R-033/20) and hold. Maintain 4000.

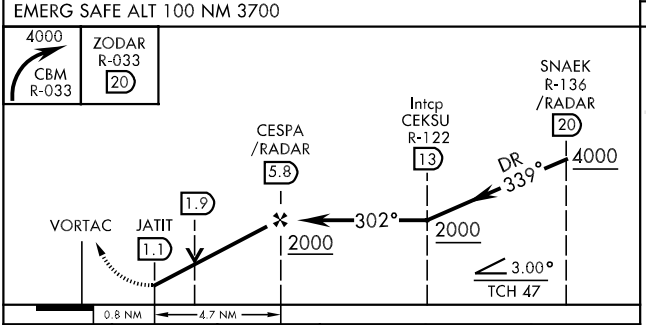
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 132.025 291.65 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

Missed approach requires use of RNAV or ATC radar monitoring.



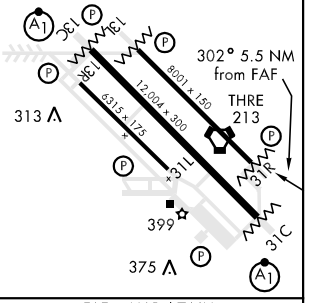
RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700



ELEV 218

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C



CATEGORY	A	B	C	D	E
S-31R	780/55 567 (600-1)		780-1⅝ 567 (600-1⅝)		
CIRCLING	840-1 622 (700-1)		840-1¾ 622 (700-1¾)	840-2 622 (700-2)	1300-3 1082 (1100-3)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WEST POINT ONE RWY 13R/31L DEPARTURE

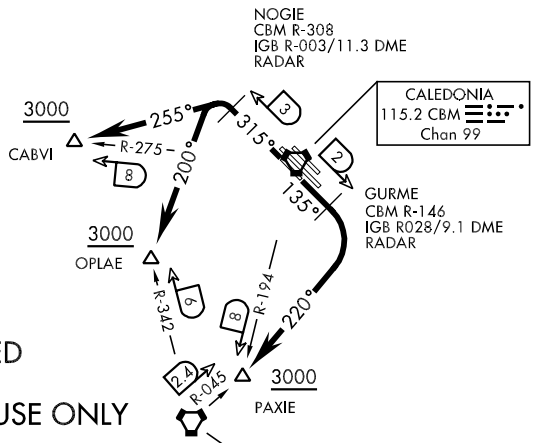
SHL-91 [USAF]
COLUMBUS, MISSISSIPPI

ATIS 115.2 273.5
CLNC DEL
126.25 269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925
COLUMBUS DEP CON
132.025 291.65

978

Rwy		Knots	60	120	180	240	300	360
13R	ⓐ	V/V(fpm)	340	680	1010	1350	1680	2020
31L	ⓑ	V/V(fpm)	400	800	1200	1600	2000	2400

ATC Climb Rate
ⓐ to PAXIE or 3000
ⓑ to CABVI / OPLAE or 3000



RADAR REQUIRED

14 FTW AIRCRAFT USE ONLY

Procedure not authorized for CAT E aircraft.

Rwy 13R: Do not exceed 220 KIAS until PAXIE
Rwy 31L: Do not exceed 220 KIAS until CABVI / OPLAE

L-18, H-6

DEPARTURE ROUTE DESCRIPTION (BIGBEE)

TAKE-OFF RWY 13R: Cross DER at least 35' AGL/229 MSL. Climb on track 135° to GURME (IGB VORTAC R-028/9.1 DME) then turn right heading 220° to PAXIE (IGB R-045/2.4 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35' AGL/225 MSL. Climb on track 315° to NOGIE (IGB VORTAC R-003/11.3 DME) then turn left heading 200° to OPLAE (IGB R-342/6 DME). Cross OPLAE at or above 3000, then via assigned route or ATC instructions..

DEPARTURE ROUTE DESCRIPTION (CALEDONIA)

TAKE-OFF RWY 13R: Cross DER at least 35' AGL/229 MSL. Climb on track 135° to GURME (CBM VORTAC R-146/2 DME) then turn right heading 220° to PAXIE (CBM R-194/8 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35' AGL/225 MSL. Climb on track 315° to NOGIE (CBM VORTAC R-308/3 DME) then turn left heading 255° to CABVI (CBM R-275/8 DME). Cross CABVI at or above 3000, then via assigned route or ATC instructions..

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

COLUMBUS-LOWNDES COUNTY (UBS)

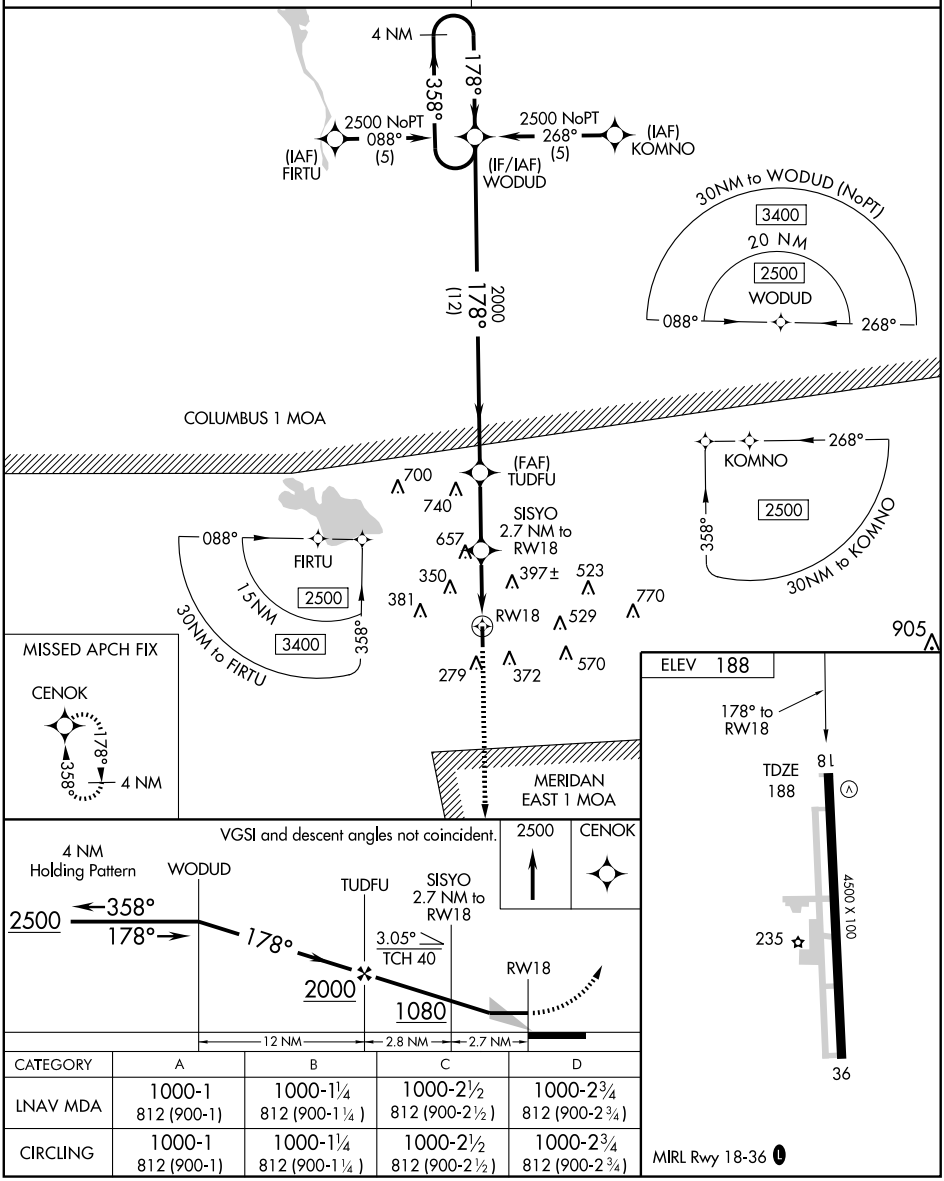
APP CRS	Rwy Idg	4500
178°	TDZE	188
	Apt Elev	188

DME/DME RNP-0.3 NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2500 direct CENOK and hold.

COLUMBUS APP CON ★ 135.6 323.275

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1000-1 812 (900-1)	1000-1¼ 812 (900-1¼)	1000-2½ 812 (900-2½)	1000-2¾ 812 (900-2¾)
CIRCLING	1000-1 812 (900-1)	1000-1¼ 812 (900-1¼)	1000-2½ 812 (900-2½)	1000-2¾ 812 (900-2¾)

MIRL Rwy 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4500
358°	TDZE	187
	Apt Elev	188

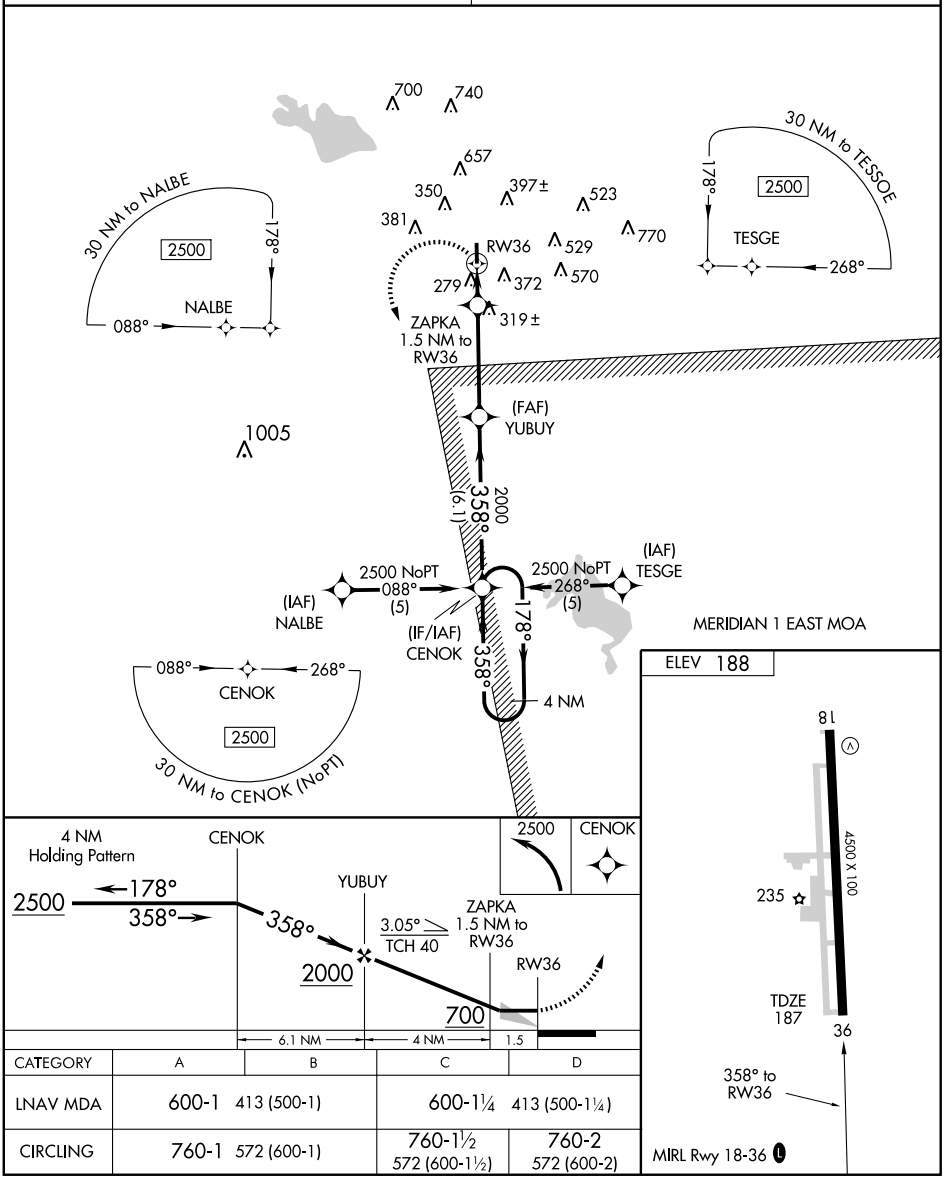
RNAV (GPS) RWY 36

COLUMBUS-LOWNDES COUNTY (UBS)

DME/DME RNP-0.3 NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet, LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 direct CENOK and hold.

COLUMBUS APP CON ★	UNICOM
135.6 323.275	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 413 (500-1)		600-1¼ 413 (500-1¼)	
CIRCLING	760-1 572 (600-1)		760-1½ 572 (600-1½)	760-2 572 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC IGB 116.2 Chan 109	APP CRS 097°	Rwy Idg N/A TDZE N/A Apt Elev 188

VOR-A

COLUMBUS-LOWNDES COUNTY (UBS)

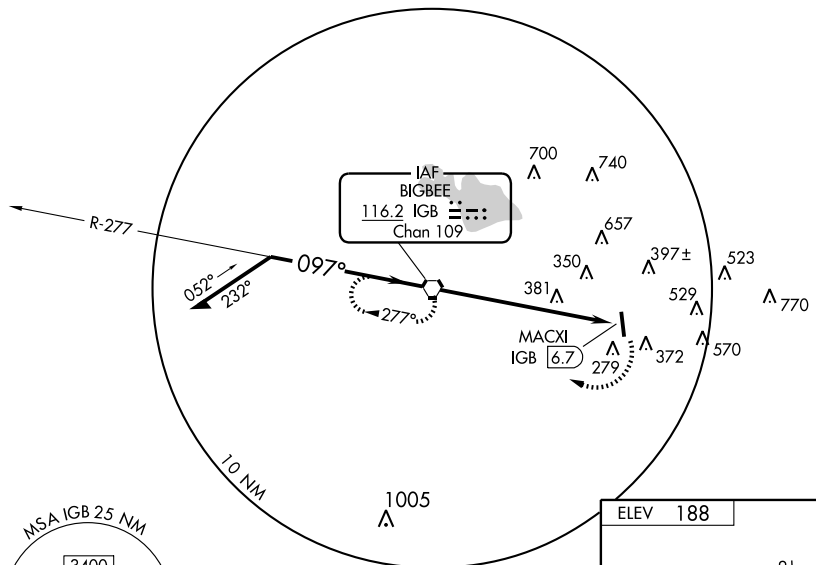
Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet, Cat C visibility ¼ mile.

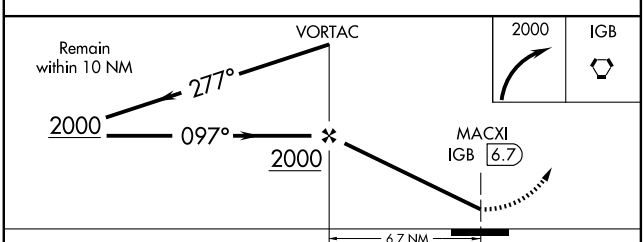
NA

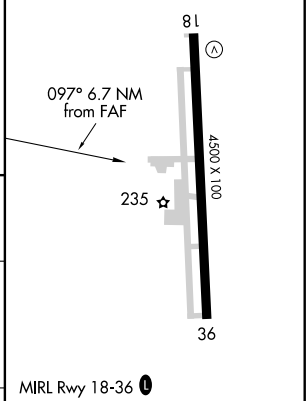
MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.

COLUMBUS APP CON ★	UNICOM
135.6 323.275	122.8 (CTAF) L

SC-4, 21 OCT 2010 to 18 NOV 2010





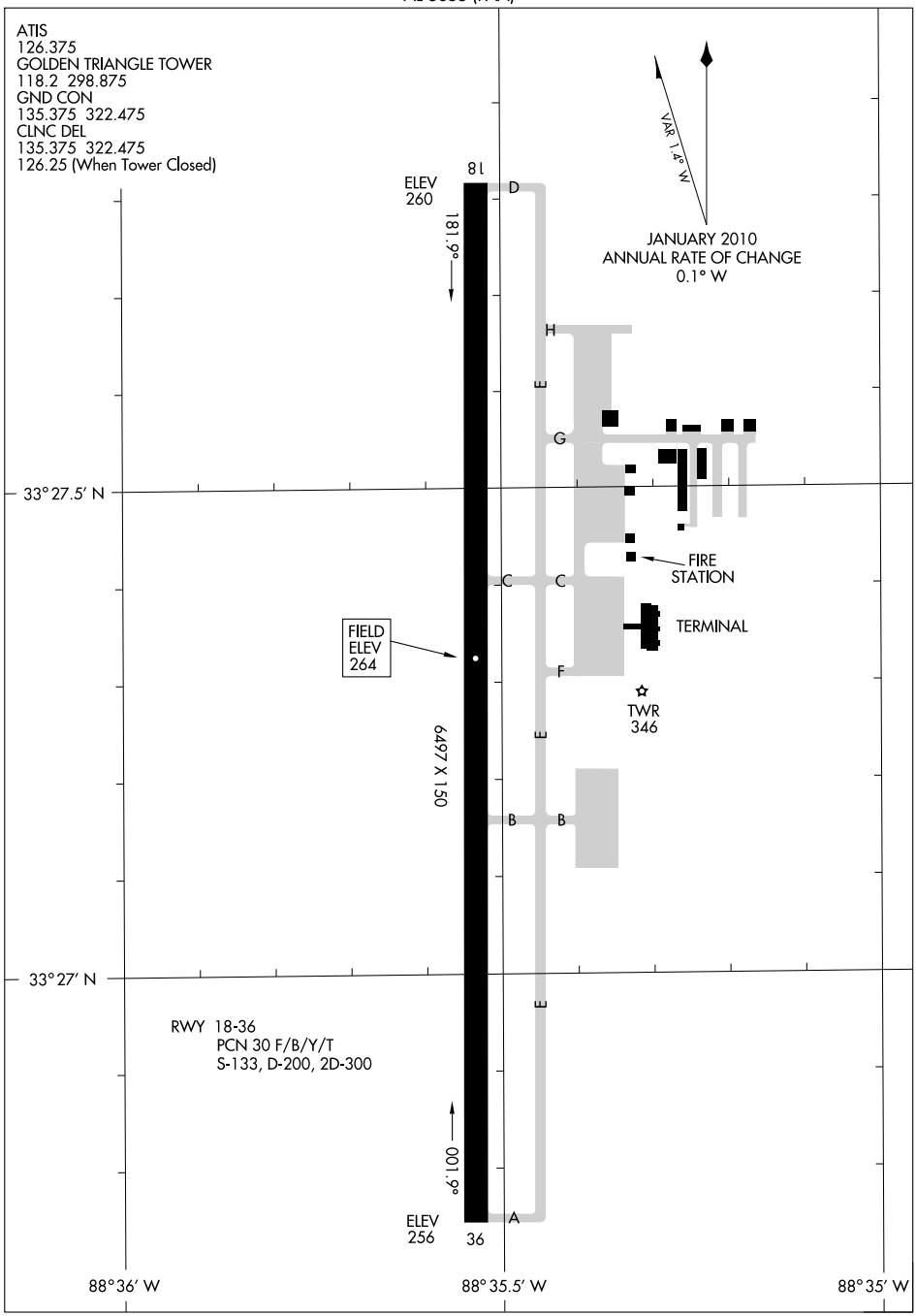


CATEGORY	A	B	C	D
CIRCLING	780-1 592 (600-1)		780-1½ 592 (600-1½)	780-2 592 (600-2)

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

AIRPORT DIAGRAM

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)
COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI
AL-5855 (FAA)



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI
COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

10210

LOC I-GTR	APP CRS	Rwy Idg	6497
110.7	179°	TDZE	264
		Apt Elev	264

ILS or LOC RWY 18

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

If local altimeter setting not received, use Tupelo Rgnl altimeter setting and increase DA to 590 feet and all MDAs 140 feet.

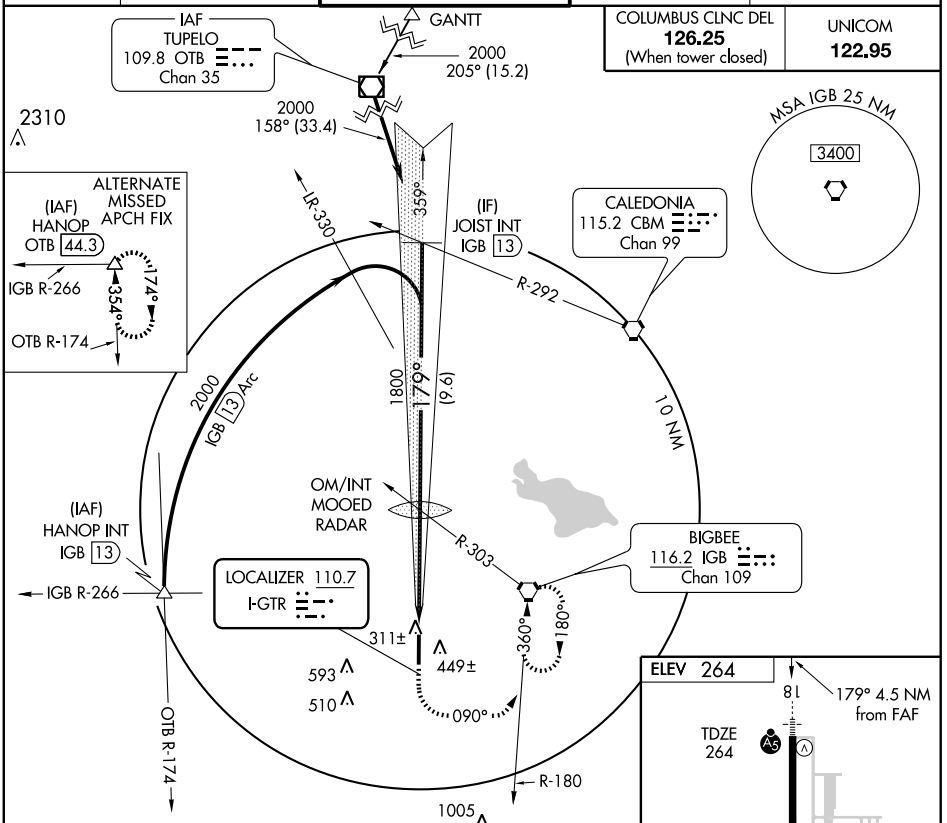
MALSR

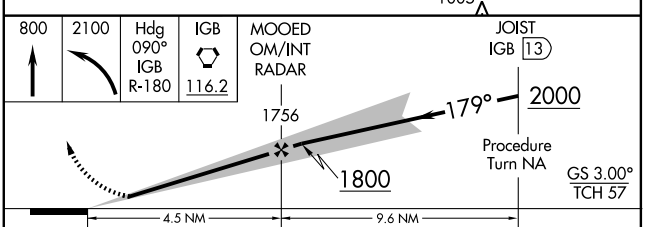
MISSED APPROACH: Climb to 800 then climbing left turn to 2100 via Heading 090° and IGB R-180 to IGB VORTAC and hold.

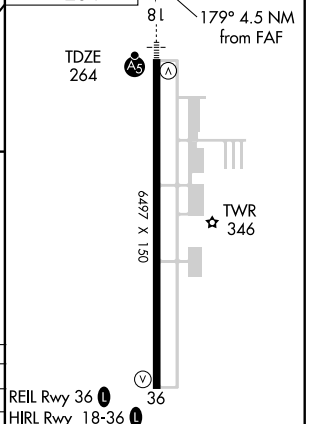
ATIS	COLUMBUS APP CON ★	GOLDEN TRIANGLE TOWER ★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

COLUMBUS CLNC DEL 126.25 (When tower closed)

UNICOM 122.95







CATEGORY	A	B	C	D
S-ILS 18	464-½ 200 (200-½)			
S-LOC 18	640-½ 376 (400-½)			640-¾ 376 (400-¾)
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	820-2 556 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RVT	APP CRS	Rwy Idg 6497
111.15	359°	TDZE 264
Chan 48 (Y)		Apt Elev 264

LOC RWY 36

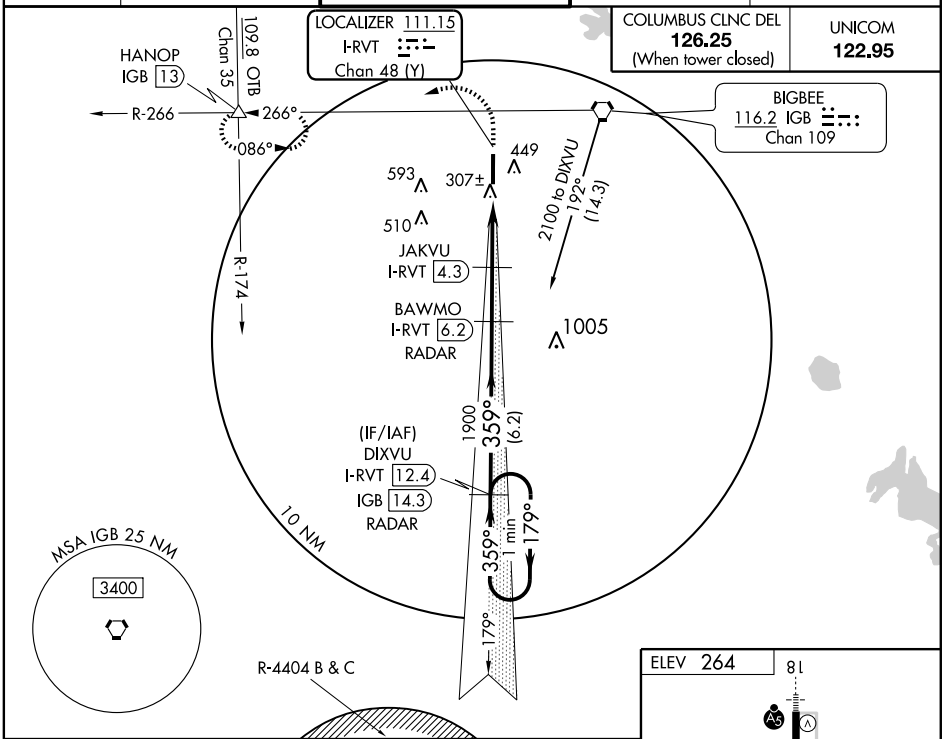
COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

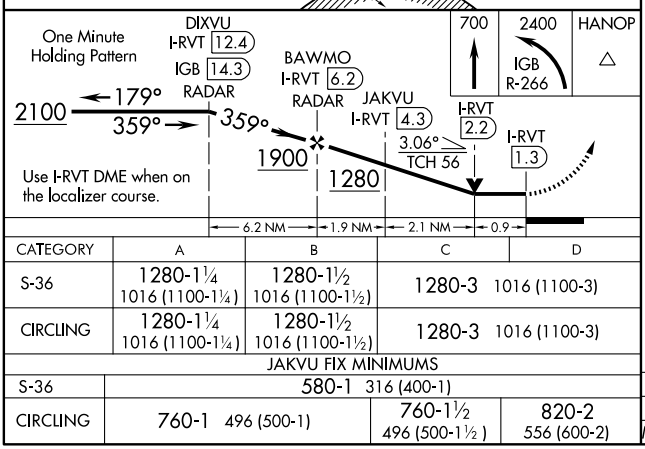
DME or Radar Required. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 40 feet; increase JAKVU Fix Minimums S-36 Cat D visibility ¼ mile.
VDP NA when using Columbus AFB altimeter setting.

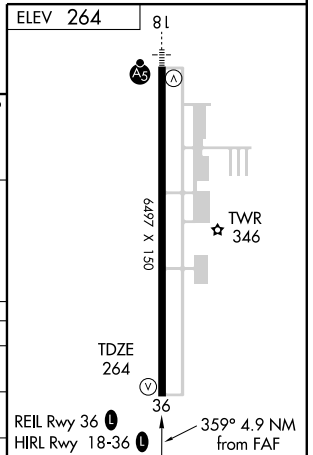
MISSED APPROACH: Climb to 700 then climbing left turn to 2400 via IGB VORTAC R-266 to HANOP INT/IGB 13 DME and hold.

ATIS	COLUMBUS APP CON★	GOLDEN TRIANGLE TOWER★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

COLUMBUS CLNC DEL 126.25 (When tower closed) | UNICOM 122.95







CATEGORY	A	B	C	D
S-36	1280-1¼ 1016 (1100-1¼)	1280-1½ 1016 (1100-1½)	1280-3 1016 (1100-3)	
CIRCLING	1280-1¼ 1016 (1100-1¼)	1280-1½ 1016 (1100-1½)	1280-3 1016 (1100-3)	
JAKVU FIX MINIMUMS				
S-36	580-1 316 (400-1)			
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	820-2 556 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6497
CH 63203	179°	TDZE	264
W18A		Apt Elev	264

RNAV (GPS) RWY 18

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Tupelo Rgnl altimeter setting. When local altimeter setting not received, use Tupelo Regional altimeter setting and increase all DA/MDA 140 feet; LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. For inoperative MALSR, when using Tupelo Rgnl altimeter setting, increase LPV all Cats visibility to 1¼ mile.

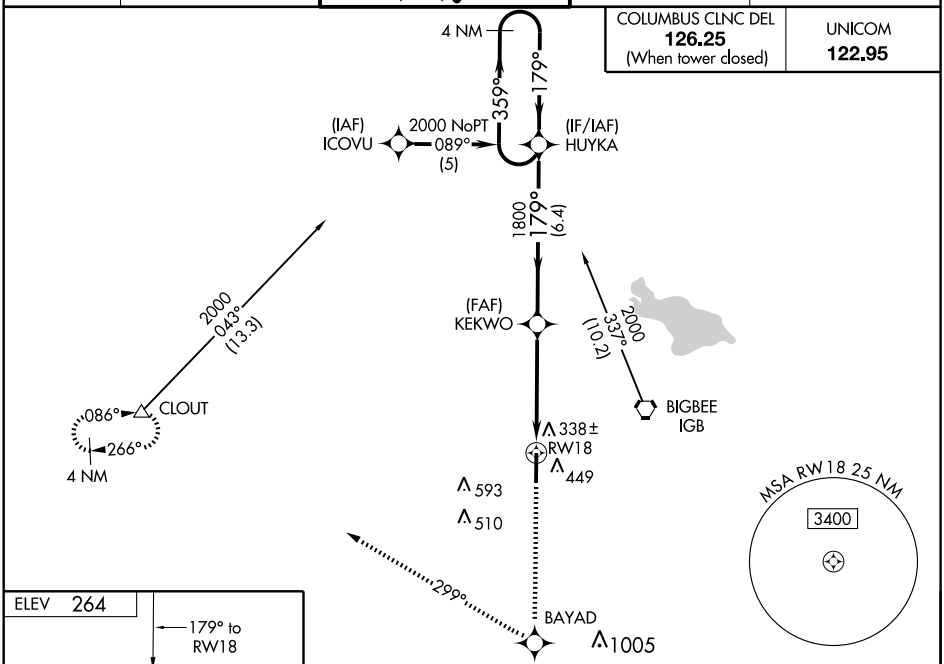
MALSR

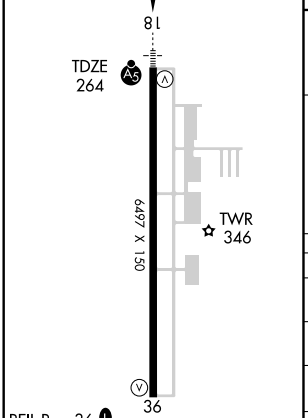
MISSED APPROACH: Climb to 2400 direct BAYAD and right turn via 299° track to CLOUT and hold.

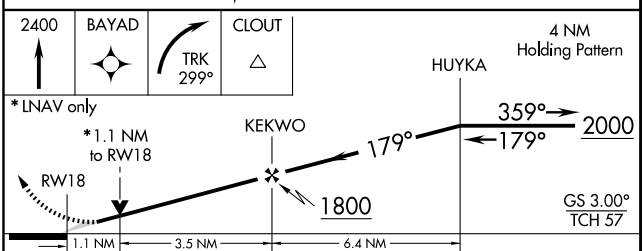
ATIS	COLUMBUS APP CON★	GOLDEN TRIANGLE TOWER★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

COLUMBUS CLNC DEL 126.25 (When tower closed)

UNICOM 122.95







CATEGORY	A	B	C	D
LPV DA	514-½ 250 (300-½)			
LNAV/VNAV DA	667-1 403 (500-1)			
LNAV MDA	660-½ 396 (400-½)			660-1 396 (400-1)
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	820-2 556 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 99600 W36A	APP CRS 359°	Rwy Idg 6497 TDZE 264 Apt Elev 264

RNAV (GPS) RWY 36

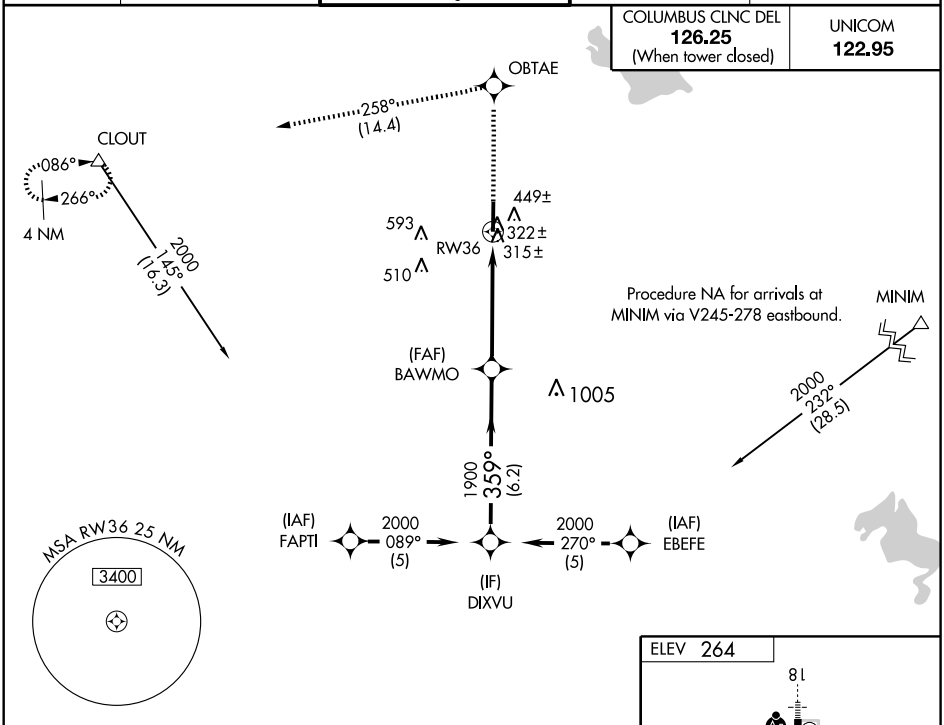
COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

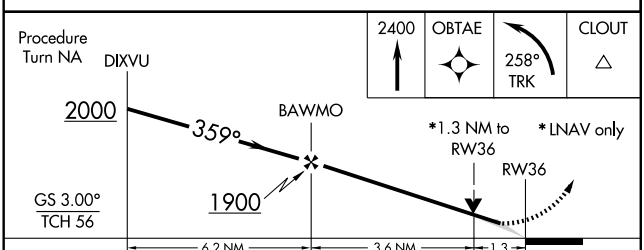
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbus AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2400 direct OBTAE and left turn via 258° track to CLOUT and hold.

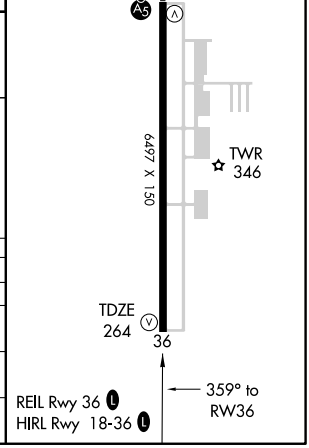
ATIS	COLUMBUS APP CON★	GOLDEN TRIANGLE TOWER★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

COLUMBUS CLNC DEL 126.25 (When tower closed) | UNICOM 122.95





CATEGORY	A	B	C	D
LPV DA	518-¾ 254 (300-¾)			
LNAV/VNAV DA	616-1¼ 352 (400-1¼)			
LNAV MDA	720-1 456 (500-1)		720-1¼ 456 (500-1¼)	720-1½ 456 (500-1½)
CIRCLING	800-1¼ 536 (600-1¼)		800-1½ 536 (600-1½)	820-2 556 (600-2)



SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-UUR	APP CRS	Rwy Idg	6500
111.1	176°	TDZE	414
		Apt Elev	425

ILS or LOC RWY 18

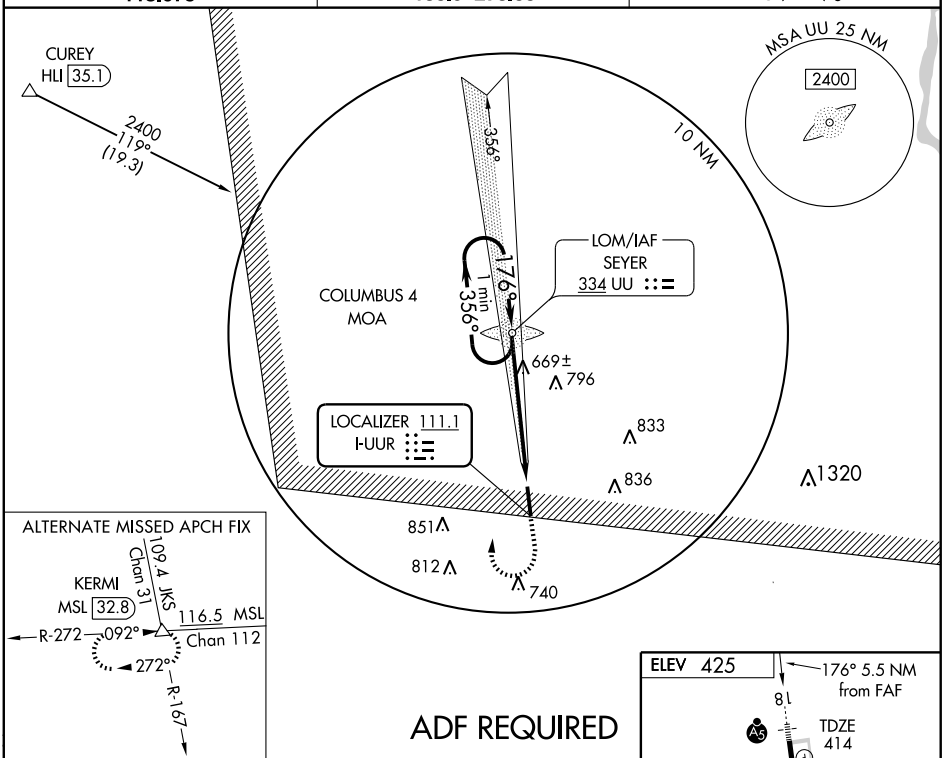
CORINTH/ROSCOE TURNER (CRX)

When local altimeter setting not received, use Selmer altimeter setting and increase S-ILS 18 DA to 682, and all MDAs 80 feet; increase S-LOC 18 Cat D visibility ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase S-ILS 18 all Cats visibility to 1 mile. ADF required.

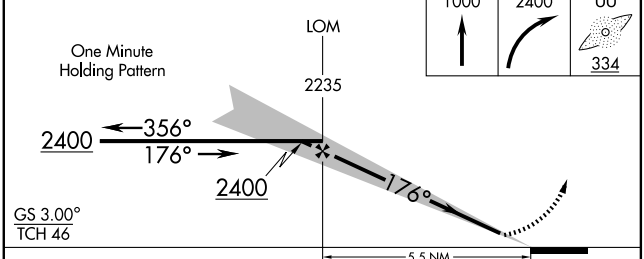
MALSR

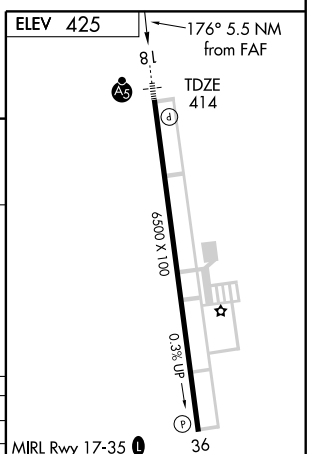
MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF)



ADF REQUIRED





CATEGORY	A	B	C	D
S-ILS 18	614-½ 200 (200-½)			
S-LOC 18	920-½ 506 (500-½)		920-1 506 (500-1)	
CIRCLING	920-1 495 (500-1)		920-1½ 495 (500-1½)	980-2 555 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS Chan 72806 W18A	APP CRS 176°	Rwy Idg 6500 TDZE 414 Apt Elev 425

RNAV (GPS) RWY 18

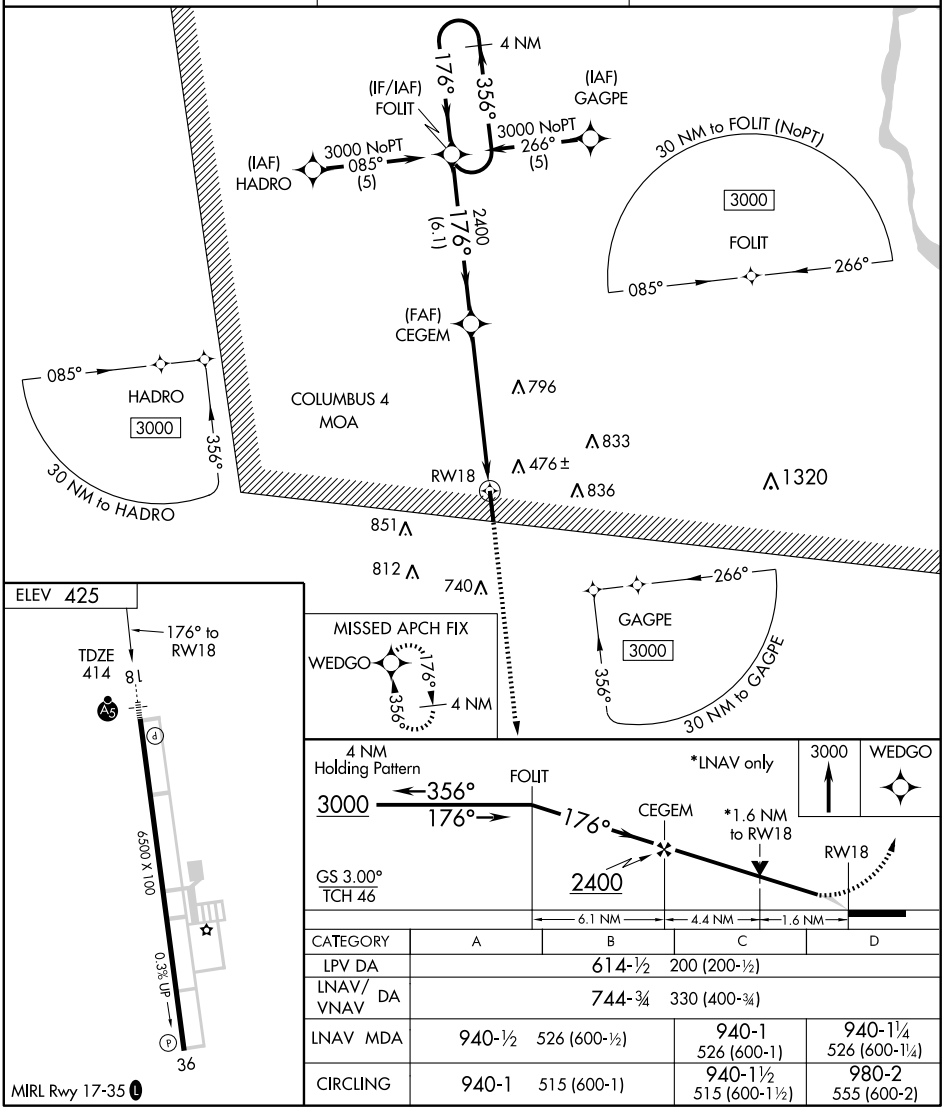
CORINTH/ROSCOE TURNER (CRX)

▼ BARO-VNAV NA when using Selmer altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682, LNAV/VNAV DA to 812, and all MDAs 80 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and circling Cat C visibilities ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase LPV visibilities to 1 mile all Cats.

MALSR (A5)

MISSED APPROACH: Climb to 3000 direct WEDGO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	614-½ 200 (200-½)			
LNAV/VNAV DA	744-¾ 330 (400-¾)			
LNAV MDA	940-½ 526 (600-½)		940-1 526 (600-1)	940-1¼ 526 (600-1¼)
CIRCLING	940-1 515 (600-1)		940-1½ 515 (600-1½)	980-2 555 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
356°	Rwy Idg	6500
	TDZE	425
	Apt Elev	425

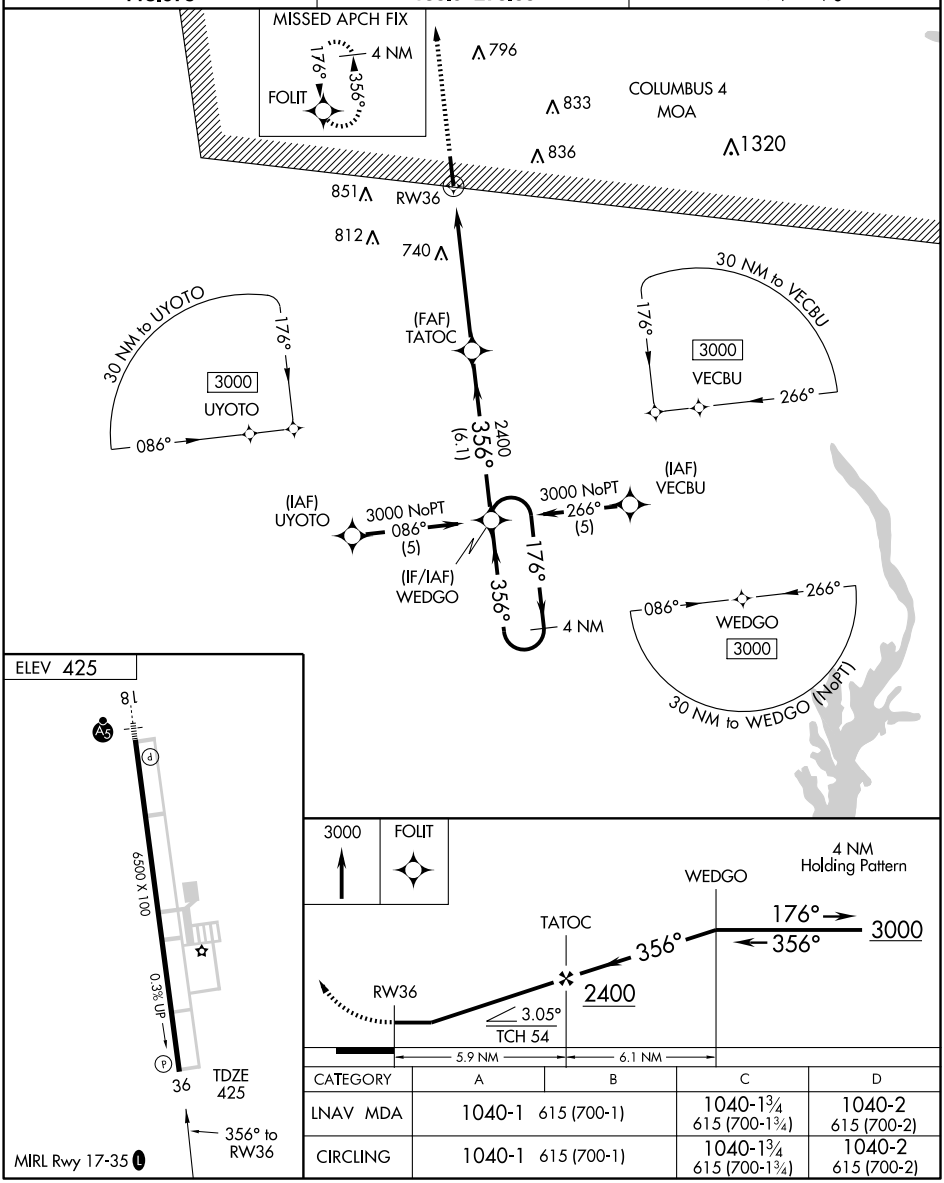
RNAV (GPS) RWY 36

CORINTH/ROSCOE TURNER (CRX)

When VGSI inoperative, straight-in/circling Rwy 36 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Selmer altimeter setting and increase all MDAs 80 feet; increase all Cat C and D visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FOLIT and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1040-1 615 (700-1)		1040-1¾ 615 (700-1¾)	1040-2 615 (700-2)
CIRCLING	1040-1 615 (700-1)		1040-1¾ 615 (700-1¾)	1040-2 615 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SQS	APP CRS	Rwy Idg	N/A
114.7	324°	TDZE	N/A
Chan 94		Apt Elev	137

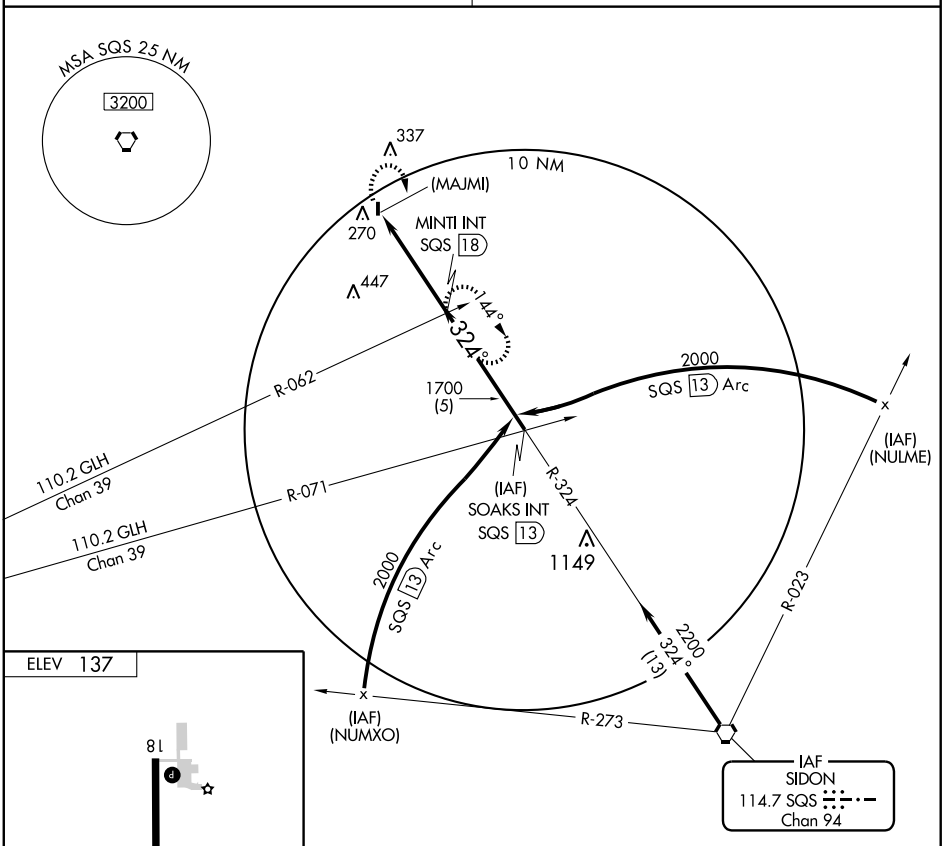
VOR or GPS-A

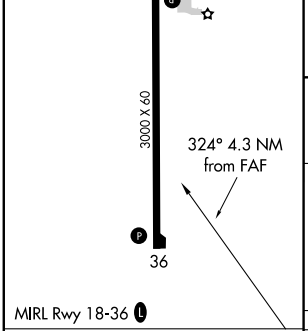
DREW/RULEVILLE-DREW (M37)

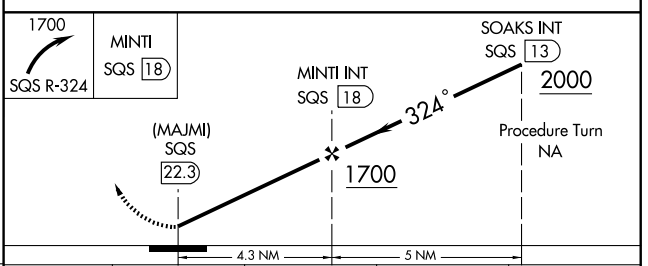
T A NA — Use Greenwood altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via SQS R-324 to MINTI Int and hold.

MEMPHIS CENTER	CTAF
135.875 269.35	122.9 L







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
CIRCLING	740-1 603 (700-1)	740-1¼ 603 (700-1¼)	740-1¾ 603 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE/MID DELTA RGNL (GLH)
GREENVILLE, MISSISSIPPI

GREENVILLE TOWER ★
119.0 256.9
GND CON
121.8 256.9
ASOS 125.525

RWY 18L-36R
S-75, D-112, 2S-142, 2D-182, 2D/2D2-540
RWY 18R-36L
S-29, D-47, 2D-78

33° 30′ N

18L
ELEV 129
179.7°

ELEV 128
18R
179.7°

VAR 0.3° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

PARKING APRON

7019 X 150

8001 X 150

33° 29′ N

FIRE DEPARTMENT
TERMINAL
298
CONTROL TOWER
GENERAL AVIATION

359.7°
359.7°

36L
36R
ELEV 129

FIELD ELEV 130

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

91° 00′ W
90° 59′ W

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-GLH	APP CRS	Rwy Idg	8001
109.1	177°	TDZE	129
		Apt Elev	131

ILS OR LOC RWY 18L

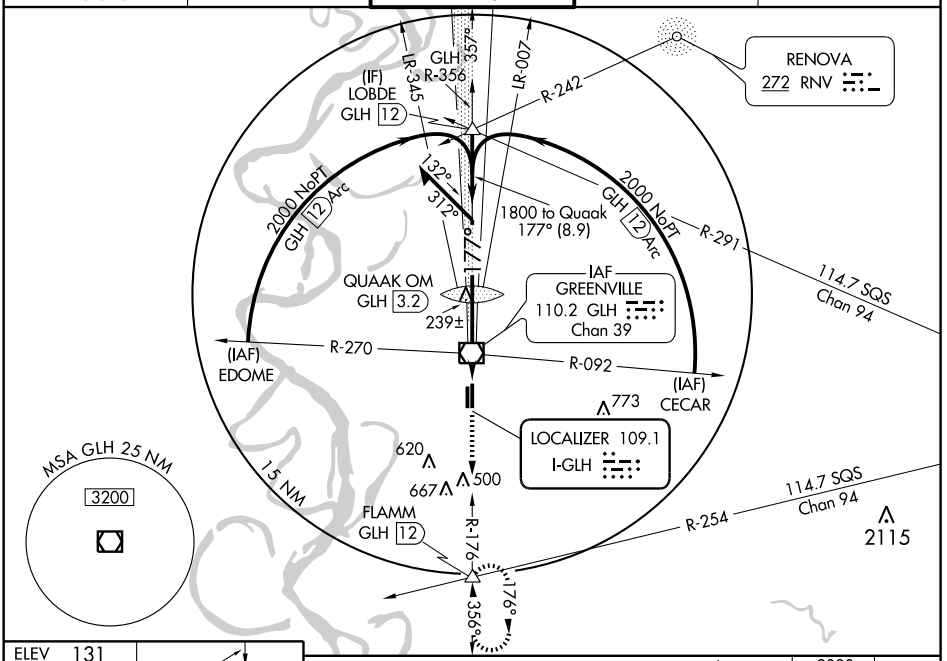
GREENVILLE/MID DELTA RGNL (GLH)

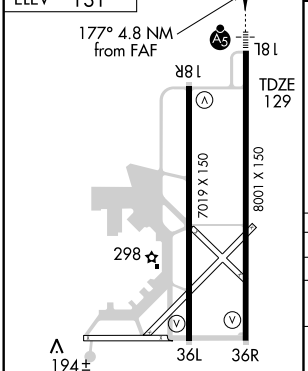
When control tower closed, except for operators with approved weather reporting service, use Greenwood altimeter setting.
Greenwood Altimeter Setting Minimums: Inoperative table does not apply. S-ILS and S-LOC visibility increase ½ mile for inoperative MALSR. When local altimeter setting not received, use Greenwood altimeter setting.

MALSR

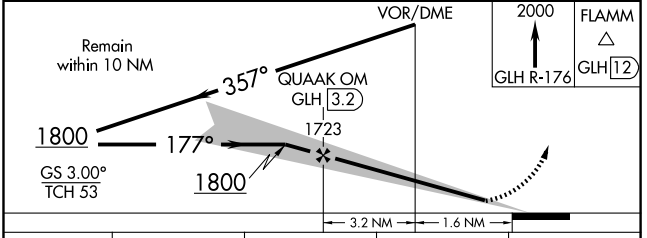
MISSED APPROACH: Climb to 2000 via GLH R-176 to FLAMM Int/ GLH 12 DME and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 18L	329-½ 200 (200-½)			
S-LOC 18L	500-½ 371 (400-½)			500-¾ 371 (400-¾)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)
GREENWOOD ALTIMETER SETTING MINIMUMS				
S-ILS 18L	529-¾ 400 (400-¾)			
S-LOC 18L	700-¾ 571 (600-¾)		700-1 571 (600-1)	700-1¼ 571 (600-1¼)
CIRCLING	800-1¼ 669 (700-1¼)		800-2 669 (700-2)	800-2¼ 669 (700-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8001
CH 97411	177°	TDZE	129
W18A		Apt Elev	131

RNAV (GPS) RWY 18L

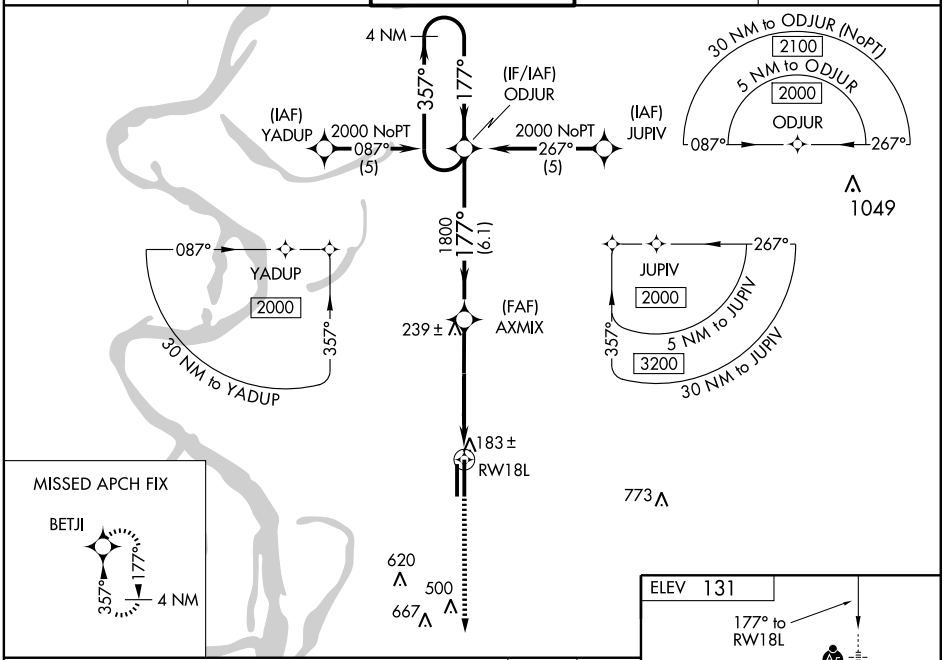
GREENVILLE/MID DELTA RGNL (GLH)

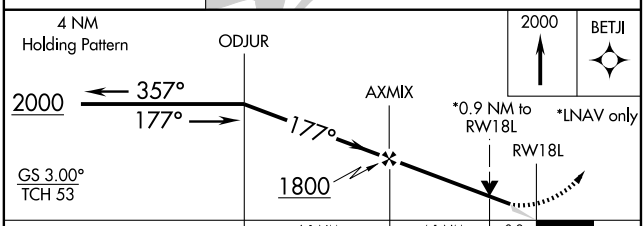
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 548, increase all MDA 120 feet, increase LNAV/VNAV Cats A, B, and C visibility ½ mile, Cat D visibility ¼ mile, increase LNAV Cat C visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting. For inoperative MALSR, increase LNAV/VNAV visibility all Cats to 1 mile. When using Greenwood altimeter setting, for inoperative MALSR increase LPV visibility all Cats to 1 mile.

MALSR

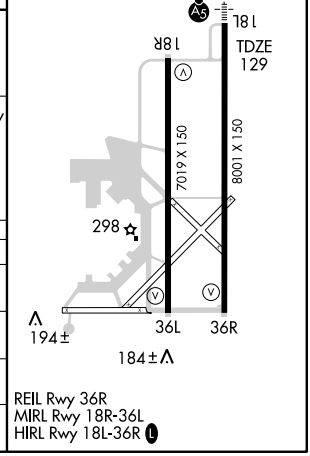
MISSED APPROACH: Climb to 2000 direct BETJI and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER*	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





CATEGORY	A	B	C	D
LPV DA	329-½ 200 (200-½)			
LNAV/VNAV DA	439-½ 310 (400-½)			439-¾ 310 (400-¾)
LNAV MDA	460-½ 331 (400-½)			460-1 331 (400-1)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7019
CH 70411	177°	TDZE	128
W18B		Apt Elev	131

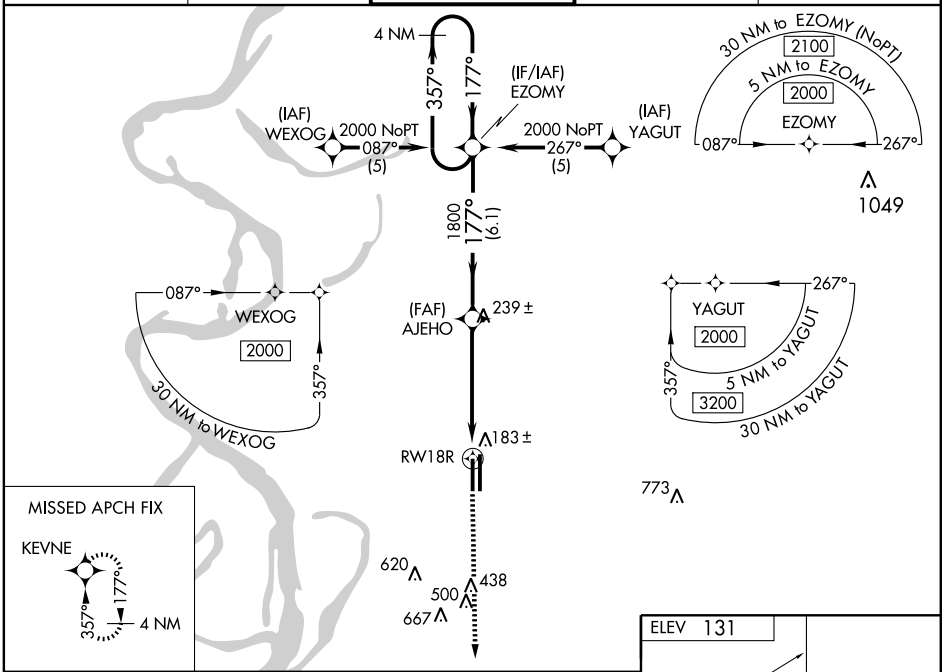
RNAV (GPS) RWY 18R

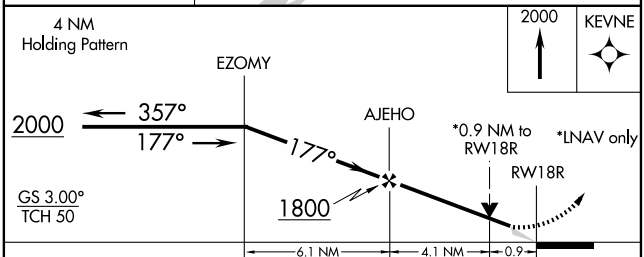
GREENVILLE/MID DELTA RGNL (GLH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 487, increase LNAV/VNAV DA to 555, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

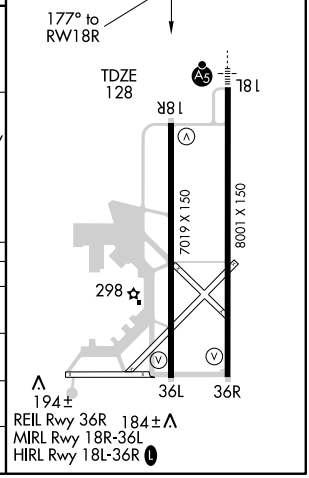
MISSED APPROACH: Climb to 2000 direct KEVNE and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





CATEGORY	A	B	C	D
LPV DA	378-1 250 (300-1)			
LNAV/VNAV DA	446-1 318 (400-1)			
LNAV MDA	480-1 352 (400-1)			480-1¼ 352 (400-1¼)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7019
CH 77611	357°	TDZE	130
W36A		Apt Elev	131

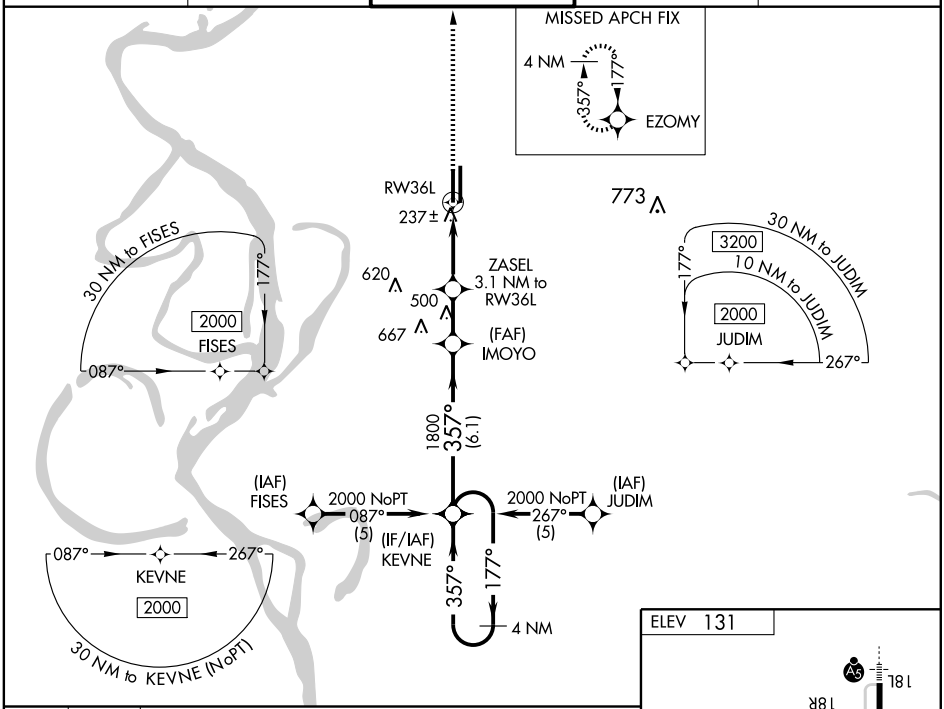
RNAV (GPS) RWY 36L

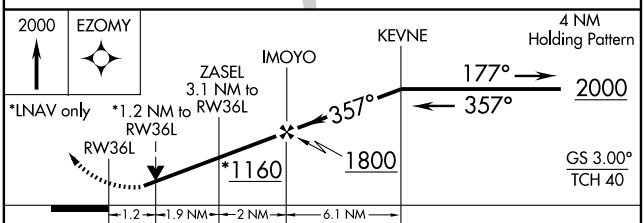
GREENVILLE/MID DELTA RGNL (GLH)

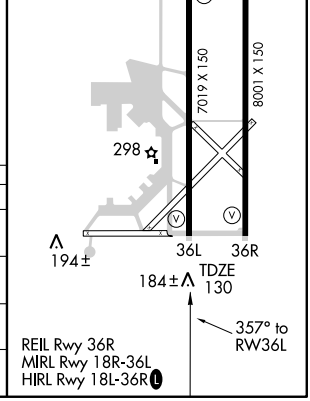
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 576, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct EZOMY and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95







CATEGORY	A	B	C	D
LPV DA	467-1¼ 337 (400-1¼)			
LNAV/VNAV DA	512-1¼ 382 (400-1¼)			
LNAV MDA	540-1 410 (500-1)		540-1¼ 410 (500-1¼)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8001
CH 81911	357°	TDZE	129
W36B		Apt Elev	131

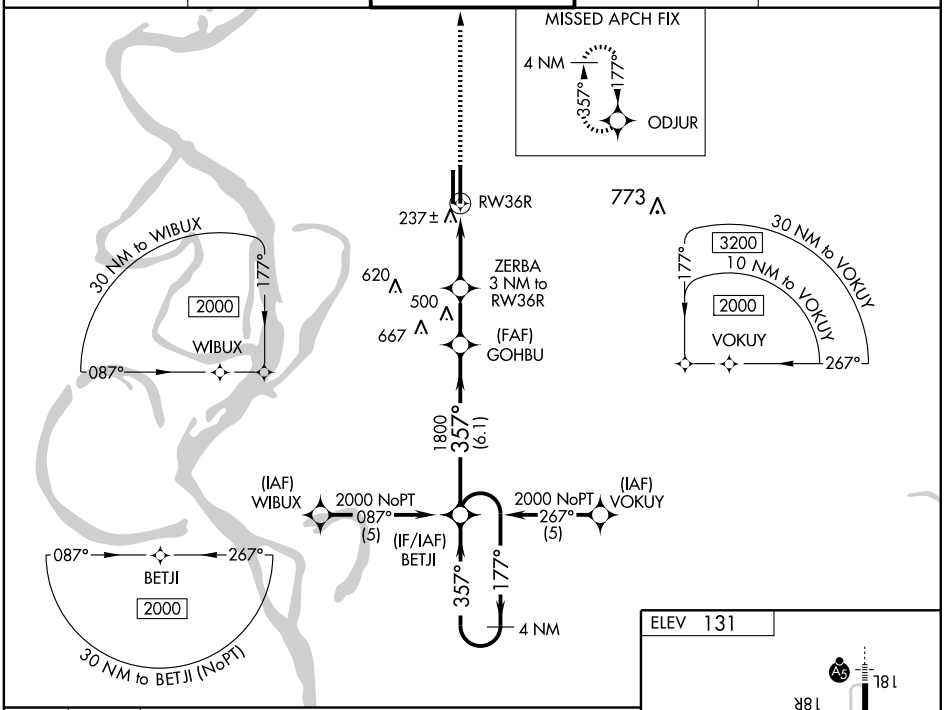
RNAV (GPS) RWY 36R

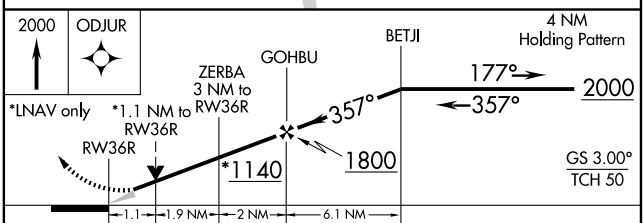
GREENVILLE/MID DELTA RGNL (GLH)

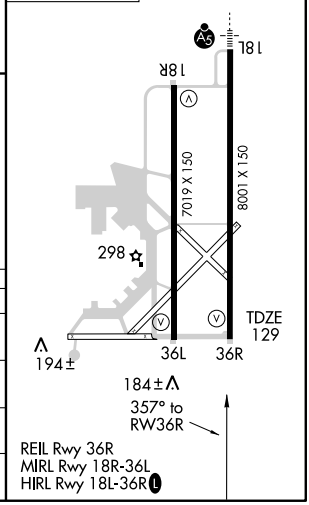
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 488, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cat C ¼ mile, Cat D ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct ODJUR and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95







CATEGORY	A	B	C	D
LPV DA	379-1 250 (300-1)			
LNAV/VNAV DA	512-1¼ 383 (400-1¼)			
LNAV MDA	540-1 411 (500-1)		540-1¼ 411 (500-1¼)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME GLH	APP CRS	Rwy Idg	8001
110.2	175°	TDZE	129
Chan 39		Apt Elev	131

VOR/DME RWY 18L

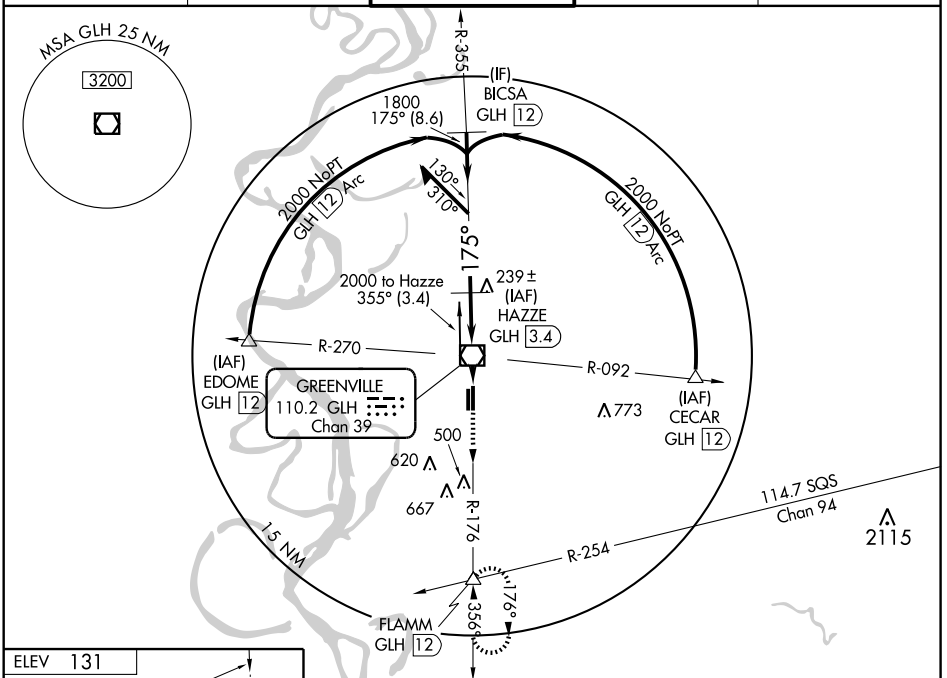
GREENVILLE/MID DELTA RGNL (GLH)

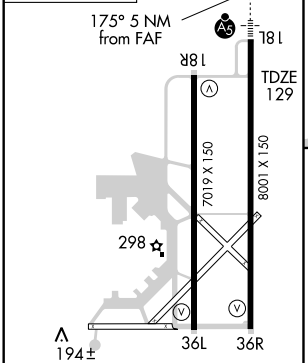
If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

MALSR

MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

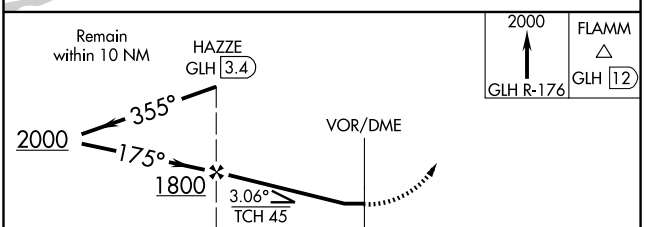
ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18L	500-1½ 371 (400-1½)			
CIRCLING	600-2 469 (500-2)			700-2 569 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME GLH	APP CRS	Rwy Idg 7019
110.2	183°	TDZE 128
Chan 39		Apt Elev 131

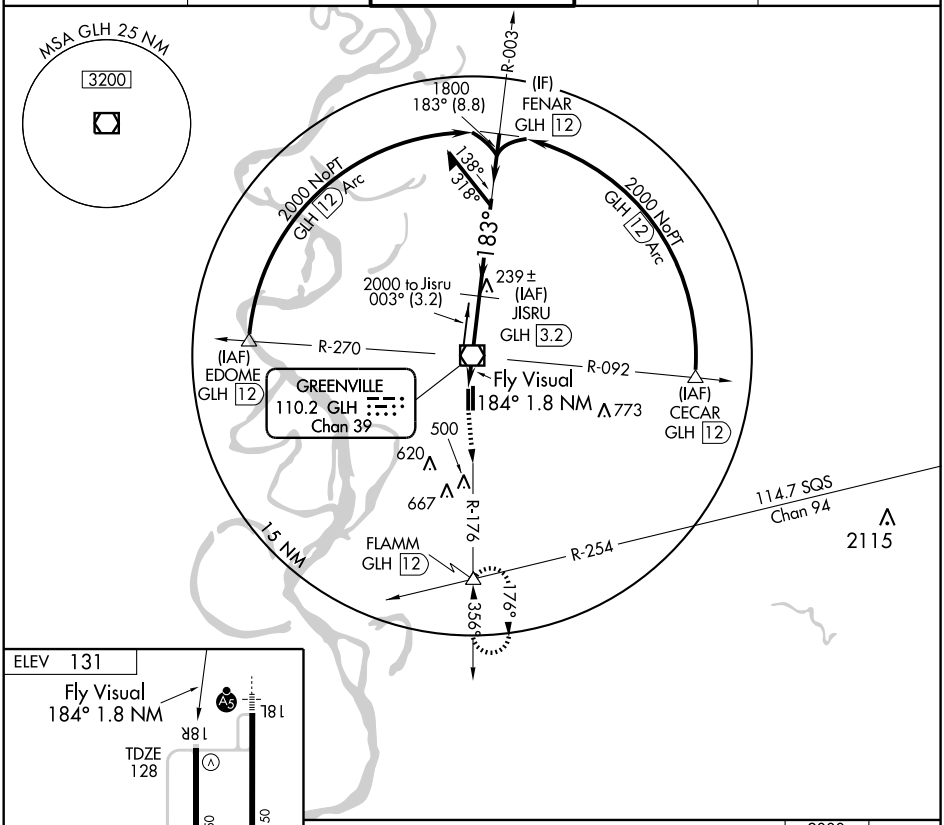
VOR/DME RWY 18R

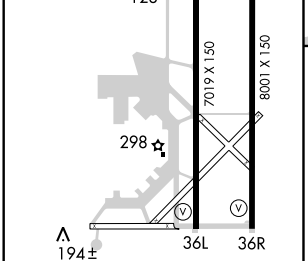
GREENVILLE/MID DELTA RGNL (GLH)

If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

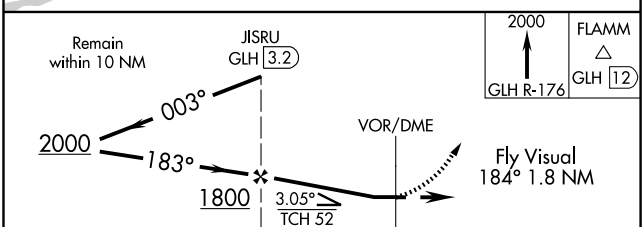
MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER*	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18R	500-2 372 (400-2)			
CIRCLING	600-2 469 (500-2)			700-2 569 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-GWO	APP CRS	Rwy Idg	6503
111.3	179°	TDZE	145
		Apt Elev	162

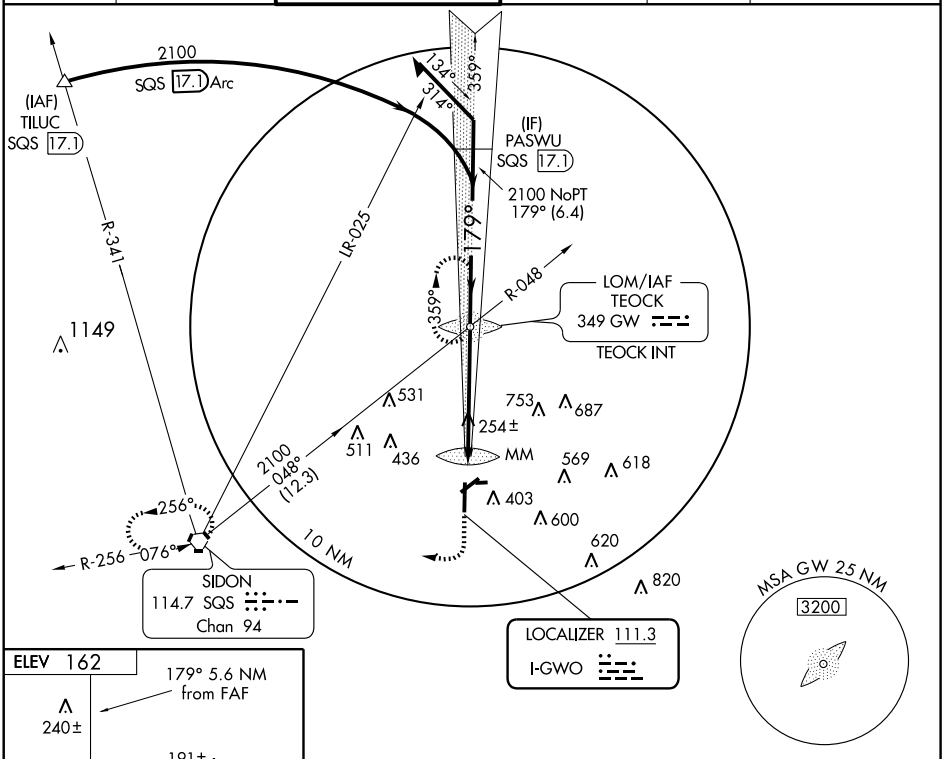
ILS or LOC RWY 18
GREENWOOD-LEFLORE (GWO)

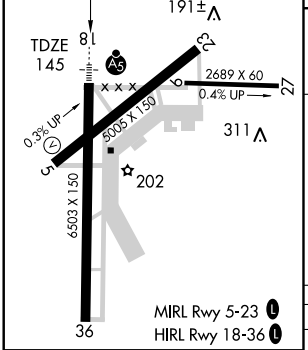
For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile.

MALSR

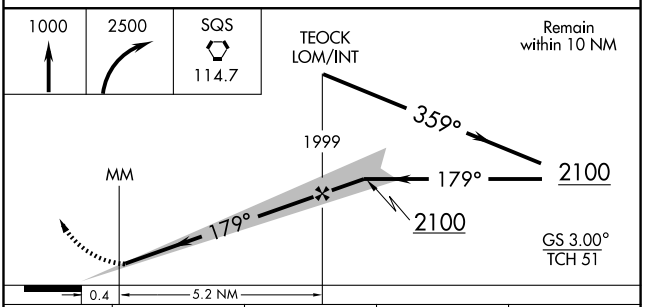
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER*	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95





FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 18	345-½ 200 (200-½)			
S-LOC 18	520-¾ 375 (400-¾)			
CIRCLING	760-1 598 (600-1)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

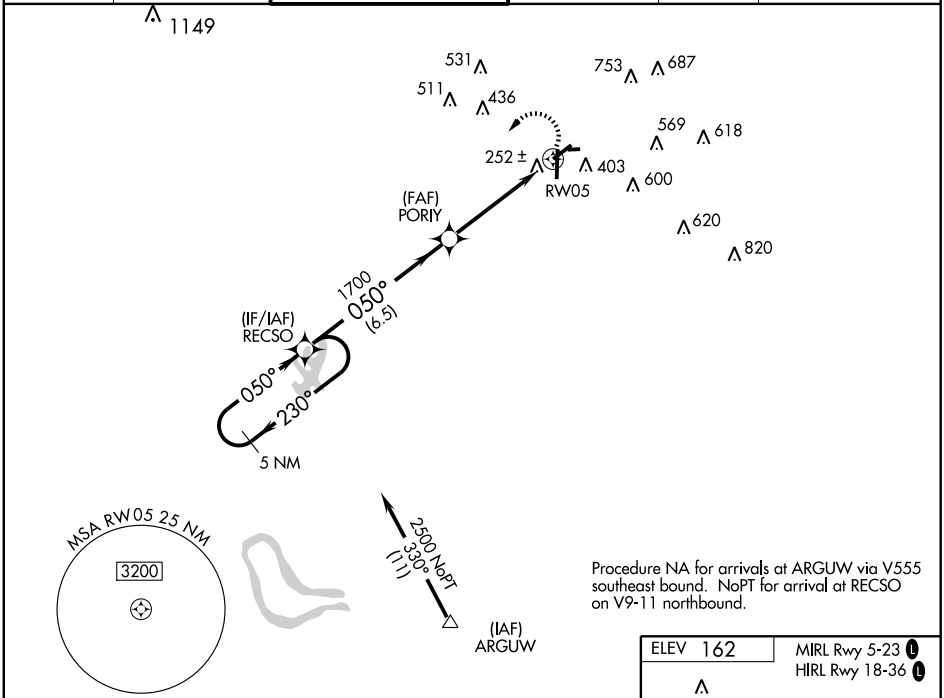
APP CRS	Rwy Idg	5005
050°	TDZE	149
	Apt Elev	162

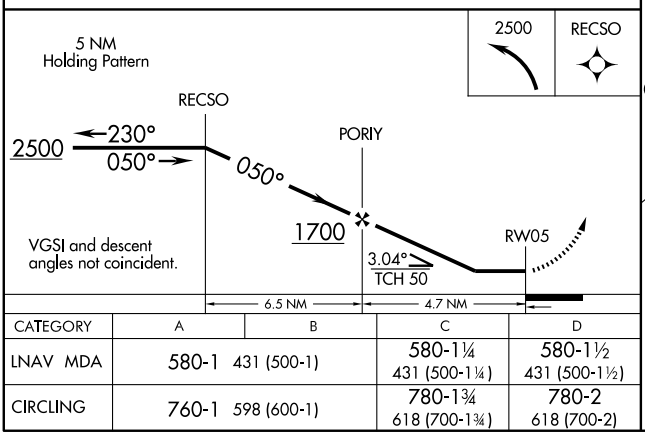
RNAV (GPS) RWY 5
GREENWOOD-LEFLORE (GWO)

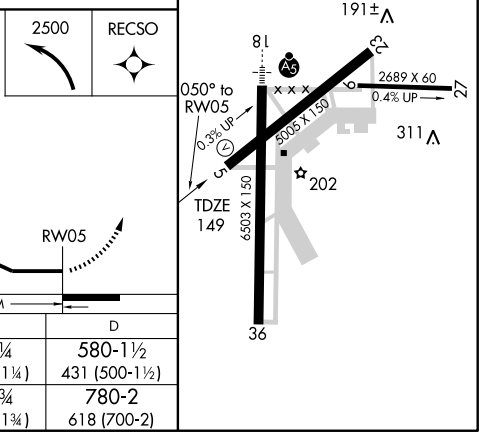
DME/DME RNP-0.3 NA.

MISSED APPROACH: Left turn to 2500 direct RECSO and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95







CATEGORY	A	B	C	D
LNAV MDA	580-1 431 (500-1)		580-1¼ 431 (500-1¼)	580-1½ 431 (500-1½)
CIRCLING	760-1 598 (600-1)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50199 W18A	APP CRS 179°	Rwy Idg 6503 TDZE 145 Apt Elev 162

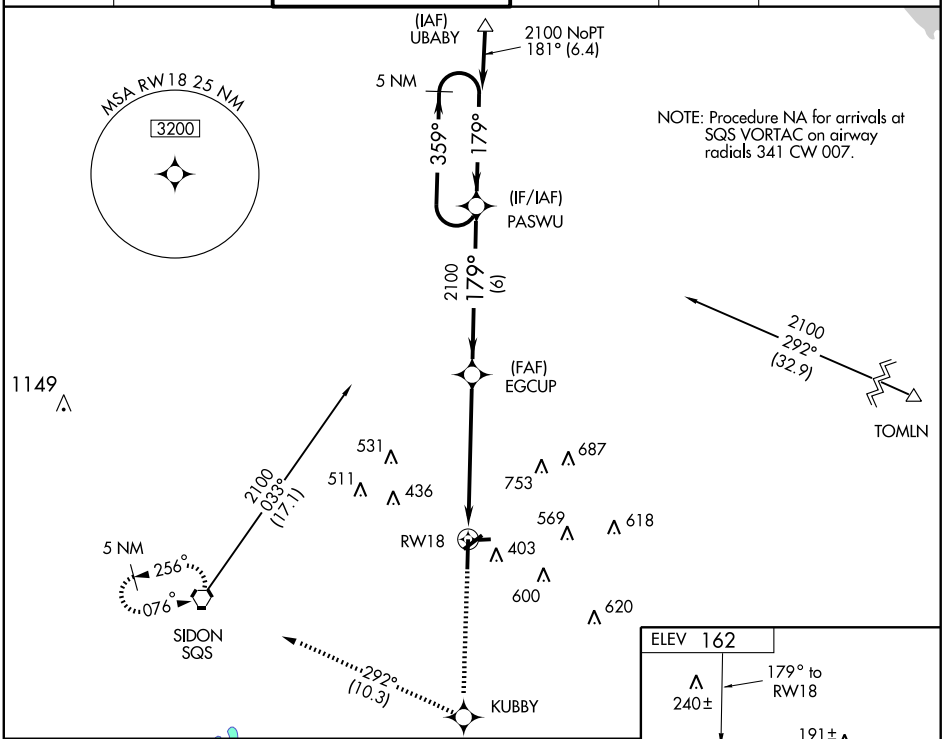
RNAV (GPS) RWY 18
GREENWOOD-LEFLORE (GWO)

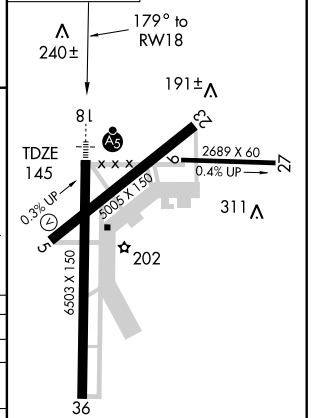
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV visibility Cats A and B to 1.

MALSR

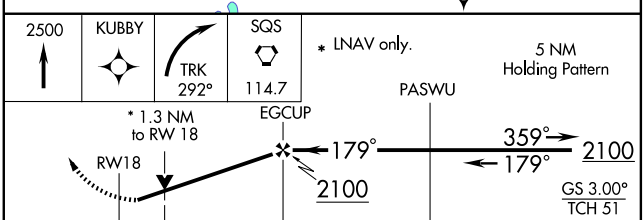
MISSED APPROACH: Climb to 2500 direct KUBBY and right turn via 292° track to SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95





MIRL Rwy 5-23 L
HIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	450-¾ 305 (300-¾)			
LNAV/VNAV DA	515-¾ 370 (400-¾)			
LNAV MDA	600-¾ 455 (500-¾)			600-1 455 (500-1)
CIRCLING	760-1¼ 598 (600-1¼)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

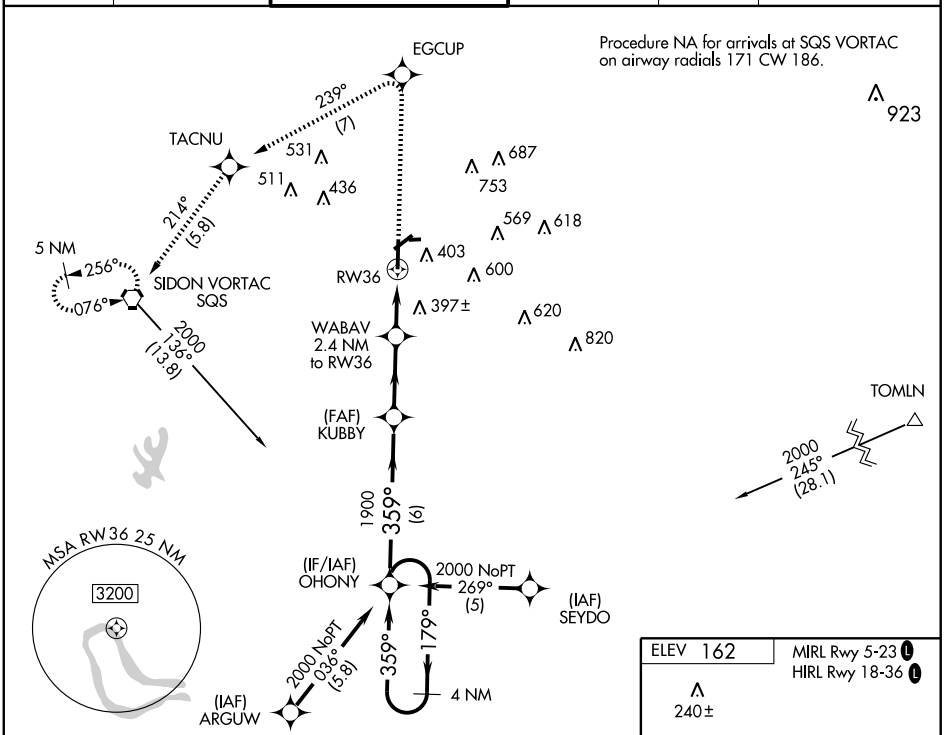
APP CRS	Rwy Idg	6503
359°	TDZE	145
	Apt Elev	162

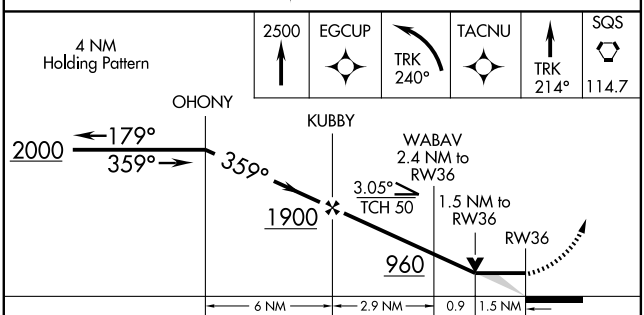
RNAV (GPS) RWY 36
GREENWOOD-LEFLORE (GWO)

DME/DME RNP-0.3 NA.

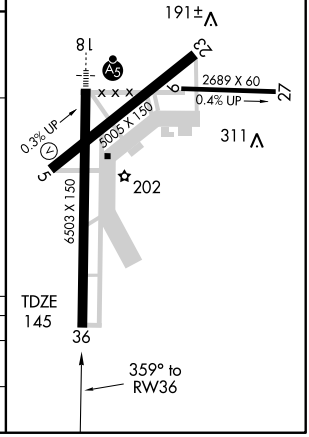
MISSED APPROACH: Climb to 2500 direct EGCUP and left turn via 240° track to TACNU and via 214° track to SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95





CATEGORY	A	B	C	D
LNAV MDA	660-1 518 (600-1)		660-1½ 518 (600-1½)	660-1¾ 518 (600-1¾)
CIRCLING	760-1 598 (600-1)		780-1¾ 618 (700-1¾)	780-2 618 (700-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

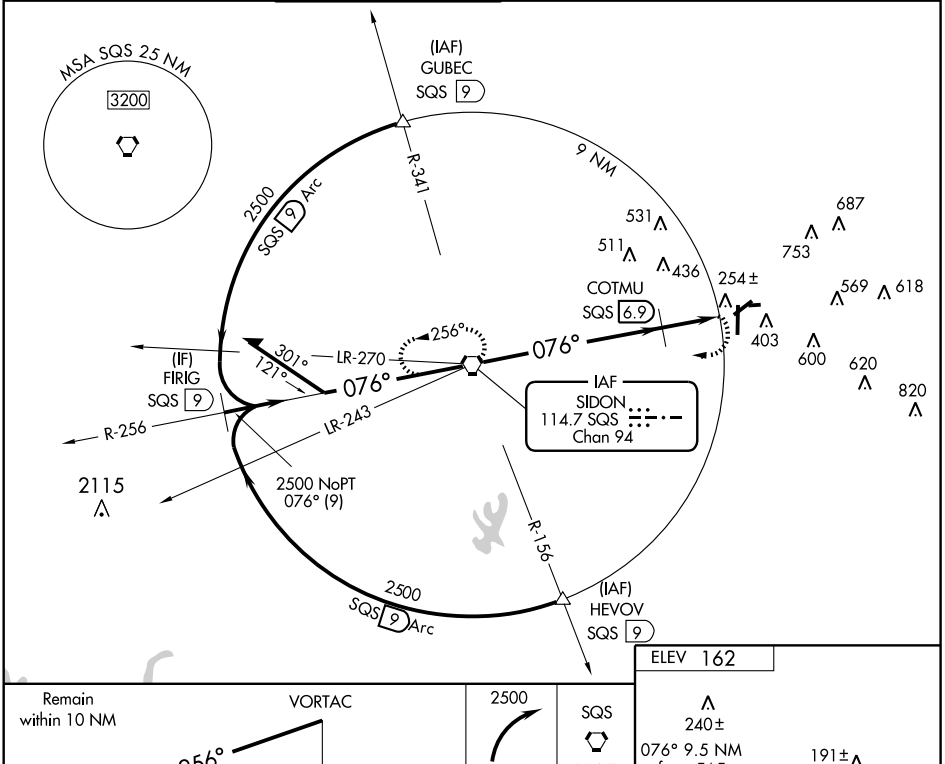
VORTAC SQS 114.7 Chan 94	APP CRS 076°	Rwy Idg 5005 TDZE 149 Apt Elev 162

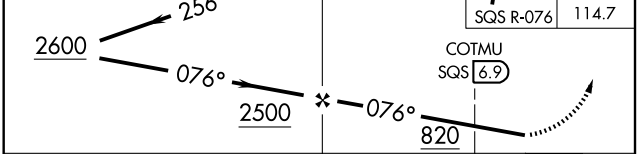
VOR RWY 5

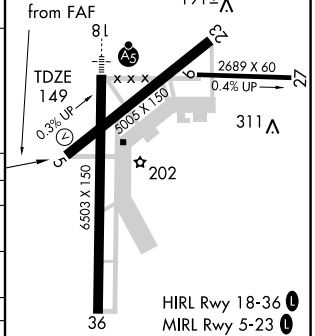
GREENWOOD-LEFLORE (GWO)

MISSED APPROACH: Climbing right turn to 2500 via SQS R-076 to SQS VORTAC and hold.

ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER* 118.35 (CTAF) L 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95







CATEGORY	A	B	C	D
S-5	820-1	671 (700-1)	820-2 671 (700-2)	820-2 ¼ 671 (700-2¼)
CIRCLING	820-1	658 (700-1)	820-2 658 (700-2)	820-2 ¼ 658 (700-2¼)
COTMU FIX MINIMUMS				
S-5	600-1	451 (500-1)	600-1¼ 451 (500-1¼)	600-1½ 451 (500-1½)
CIRCLING	760-1	598 (600-1)	780-1¾ 618 (700-1¾)	780-2 618 (700-2)

FAF to MAP 9.5 NM

Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GNF	APP CRS	Rwy Idg	7000
110.9	131°	TDZE	208
Chan 46		Apt Elev	208

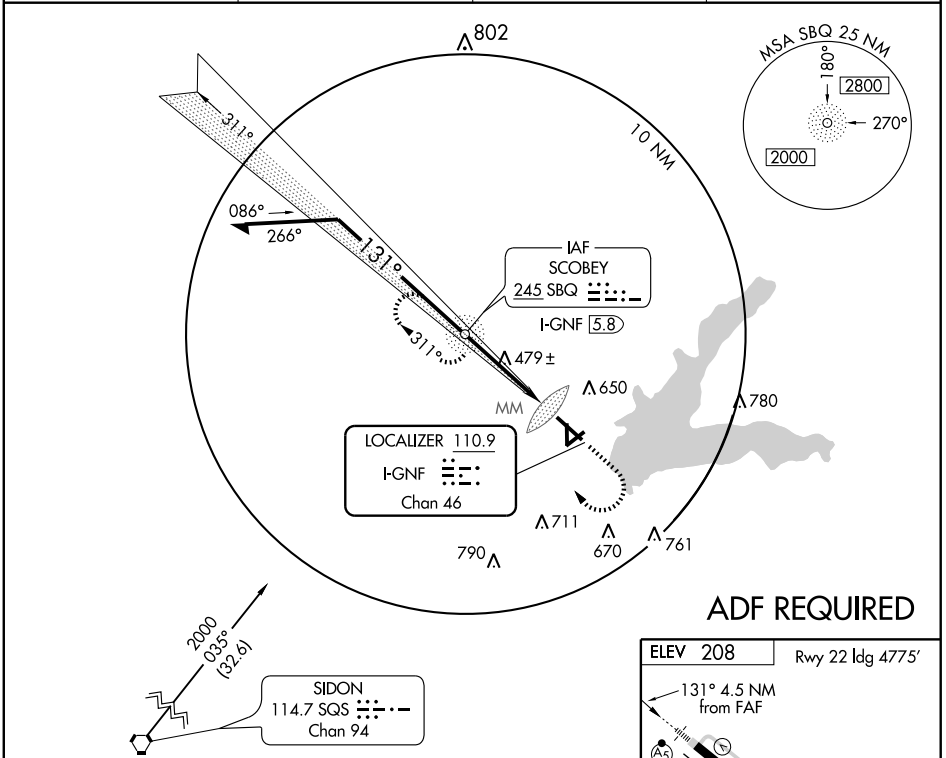
ILS or LOC RWY 13
GRENADA MUNI (GNF)

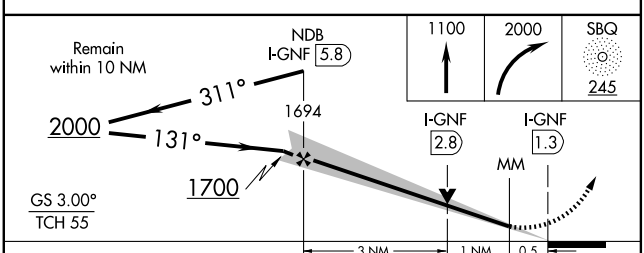
If local altimeter setting not received, use Greenwood-LeFlore altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Greenwood-LeFlore altimeter setting. Autopilot coupled approach not authorized.

MALSR

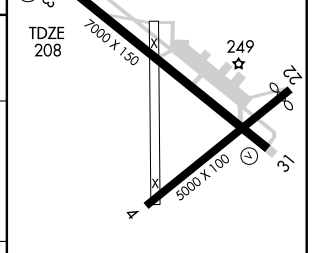
MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct SBQ NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)





CATEGORY	A	B	C	D
S-ILS-13	408-½ 200 (200-½)			
S-LOC-13	740-½ 532 (600-½)		740-1 532 (600-1)	740-1¼ 532 (600-1¼)
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)



MIRL Rwy 13-31

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB SBQ 245	APP CRS 131°	Rwy Idg 7000 TDZE 208 Apt Elev 208

NDB RWY 13
GRENADA MUNI (GNF)

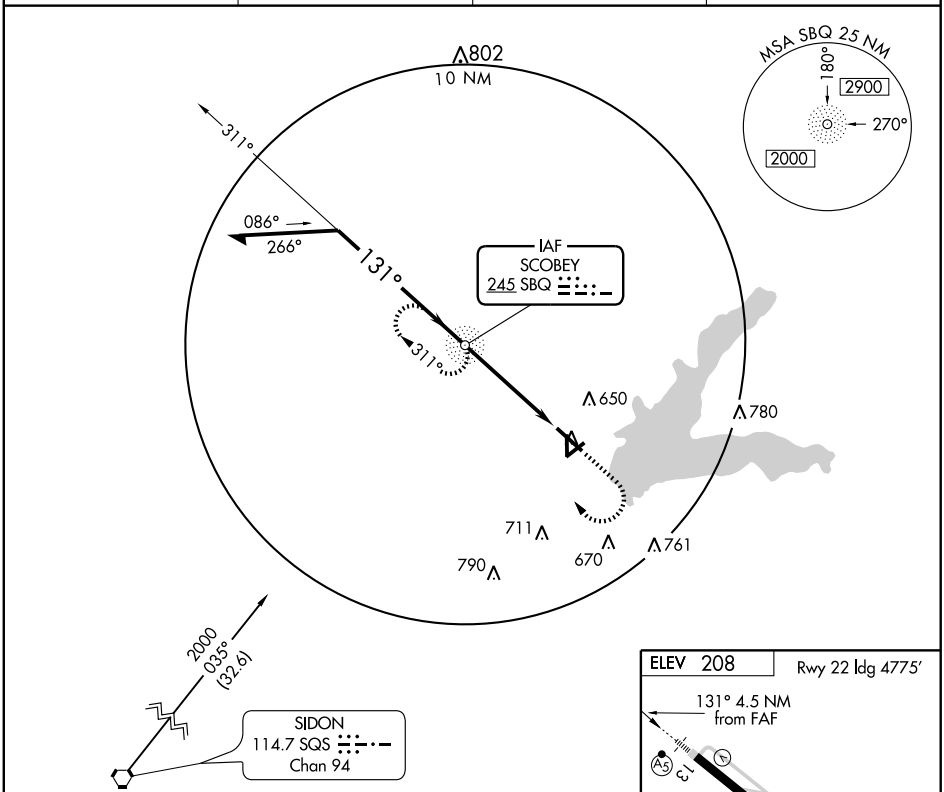
When local altimeter setting not received, use Greenwood altimeter setting.

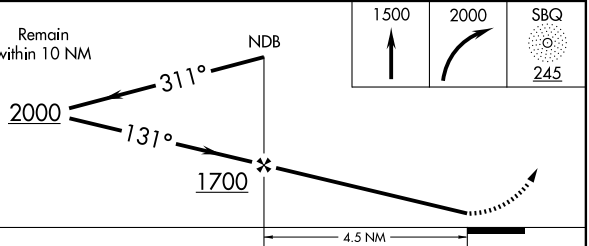
NA

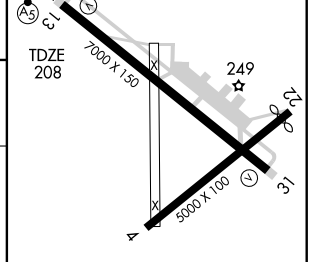
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SBQ NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)







MIRL Rwy 13-31

CATEGORY	A	B	C	D
S-13	1020-1 812 (900-1)	1020-1¼ 812 (900-1¼)	1020-2½ 812 (900-2½)	NA
CIRCLING	1080-1 872 (900-1)	1080-1¼ 872 (900-1¼)	1080-2½ 872 (900-2½)	NA

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

GRENADA MUNI (GNF)

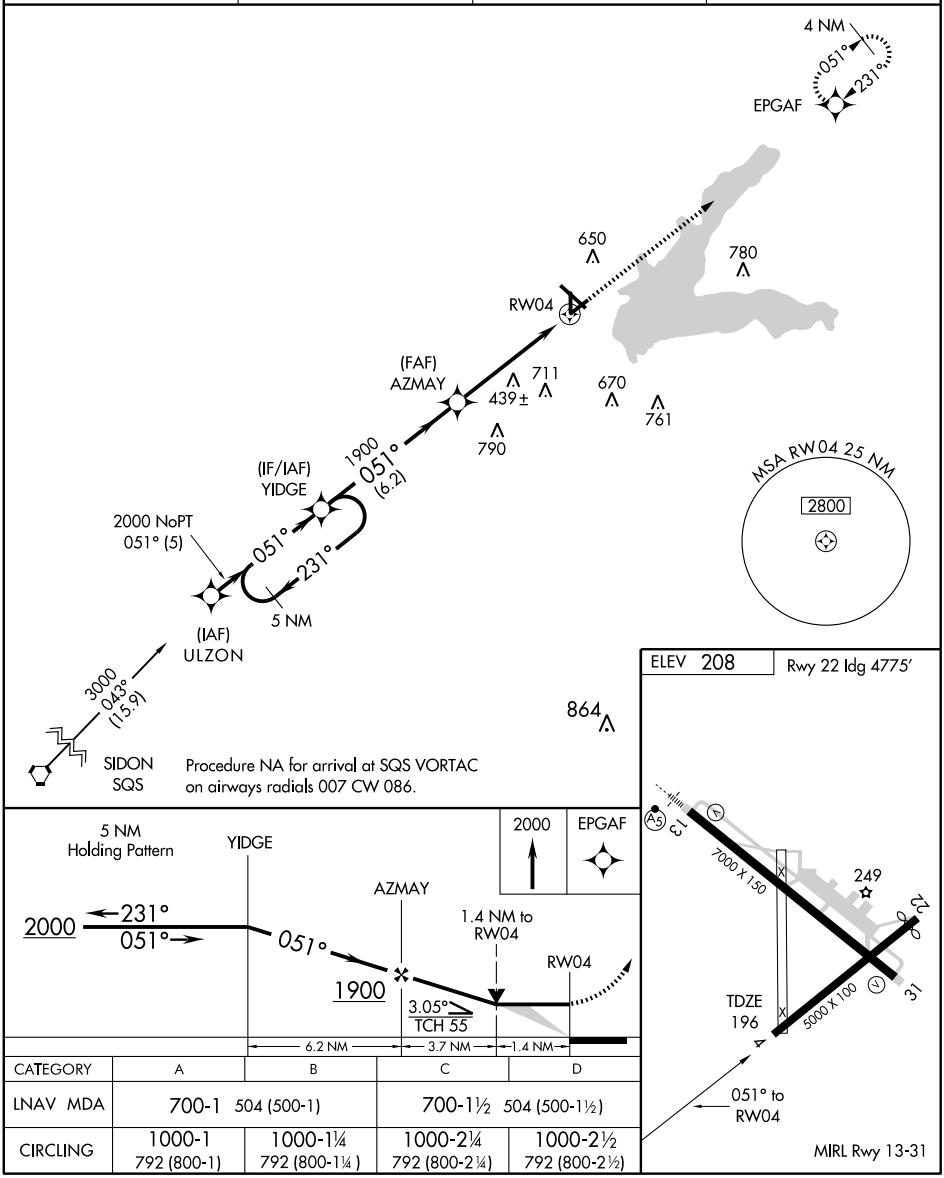
APP CRS	Rwy Idg	5000
051°	TDZE	196
	Apt Elev	208

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase MDAs 80 feet. VDP NA with Greenwood altimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct EPGAF and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	700-1 504 (500-1)		700-1½ 504 (500-1½)	
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

GRENADA MUNI (GNF)

WAAS	APP CRS	Rwy Idg	7000
CH 97328	131°	TDZE	208
W13A		Apt Elev	208

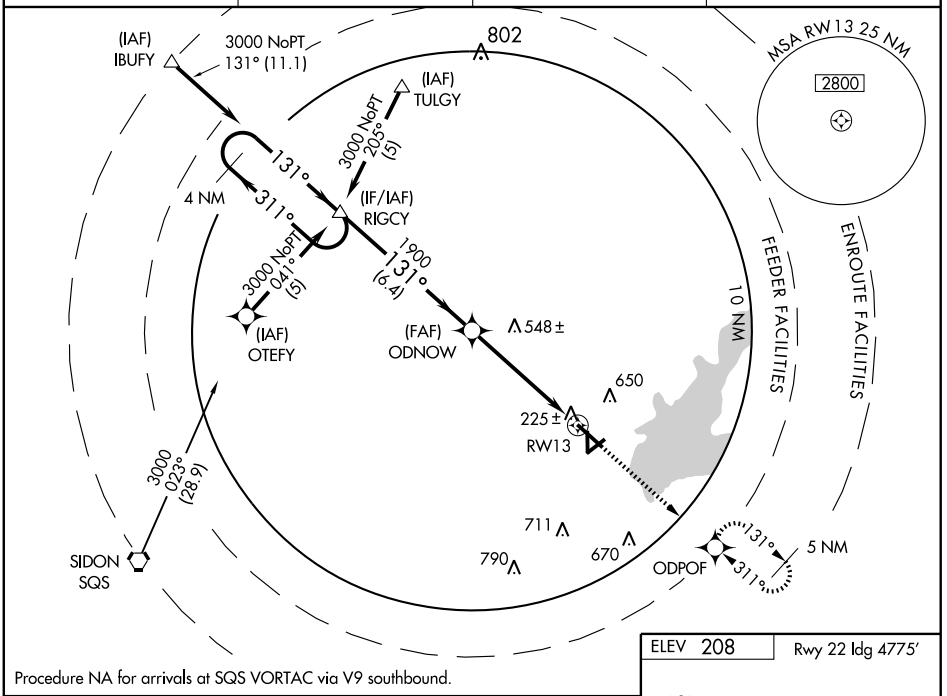
DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to ¾ all Cats. If local altimeter setting not received, use Greenwood altimeter setting and increase all DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

NA

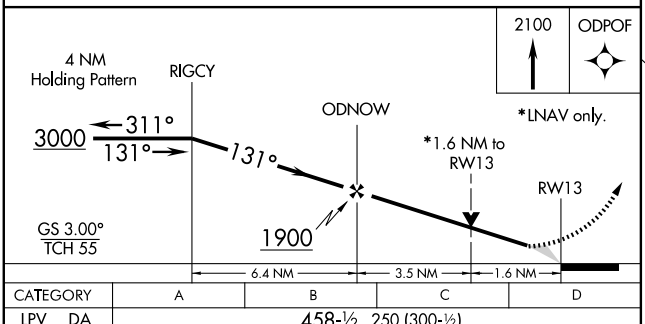
MALSR

MISSED APPROACH: Climb to 2100 direct ODPOF and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)

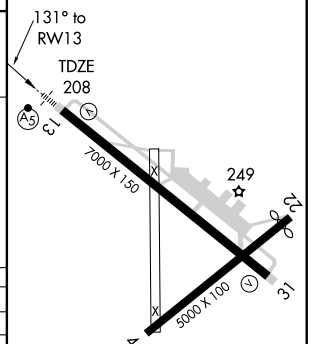


Procedure NA for arrivals at SQS VORTAC via V9 southbound.



CATEGORY	A	B	C	D
LPV DA	458-½ 250 (300-½)			
LNAV/VNAV DA	769-1½ 561 (600-1½)			
LNAV MDA	780-½ 572 (600-½)		780-1 572 (600-1)	780-1¼ 572 (600-1¼)
CIRCLING	1000-2 792 (800-2)		1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

ELEV 208 Rwy 22 ldg 4775'



MIRL Rwy 13-31

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

GRENADA MUNI (GNF)

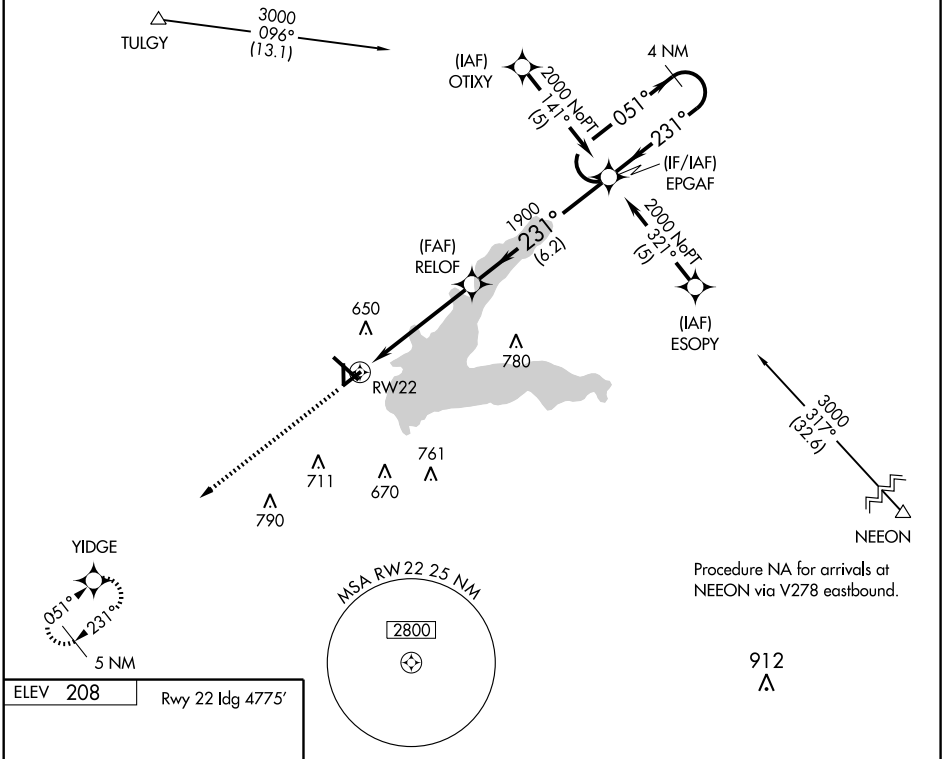
APP CRS	Rwy Idg	4775
231°	TDZE	201
	Apt Elev	208

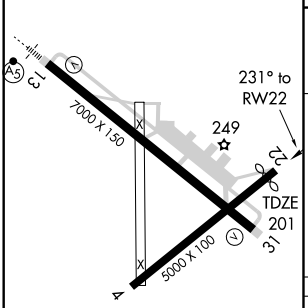
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 80 feet. VDP NA with Greenwood altimeter setting.

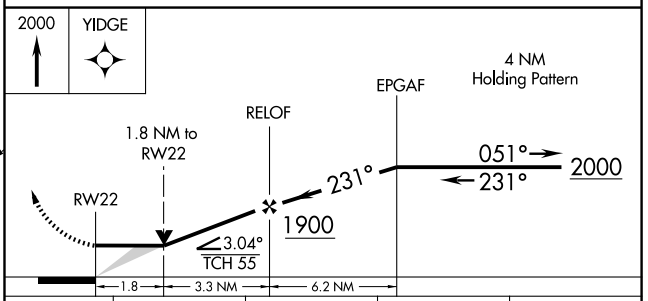
NA

MISSED APPROACH: Climb to 2000 direct YIDGE and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	840-1 639 (700-1)		840-1¾ 639 (700-1¾)	840-2 639 (700-2)
CIRCLING	1000-1 792 (800-1)	1000-1¼ 792 (800-1¼)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

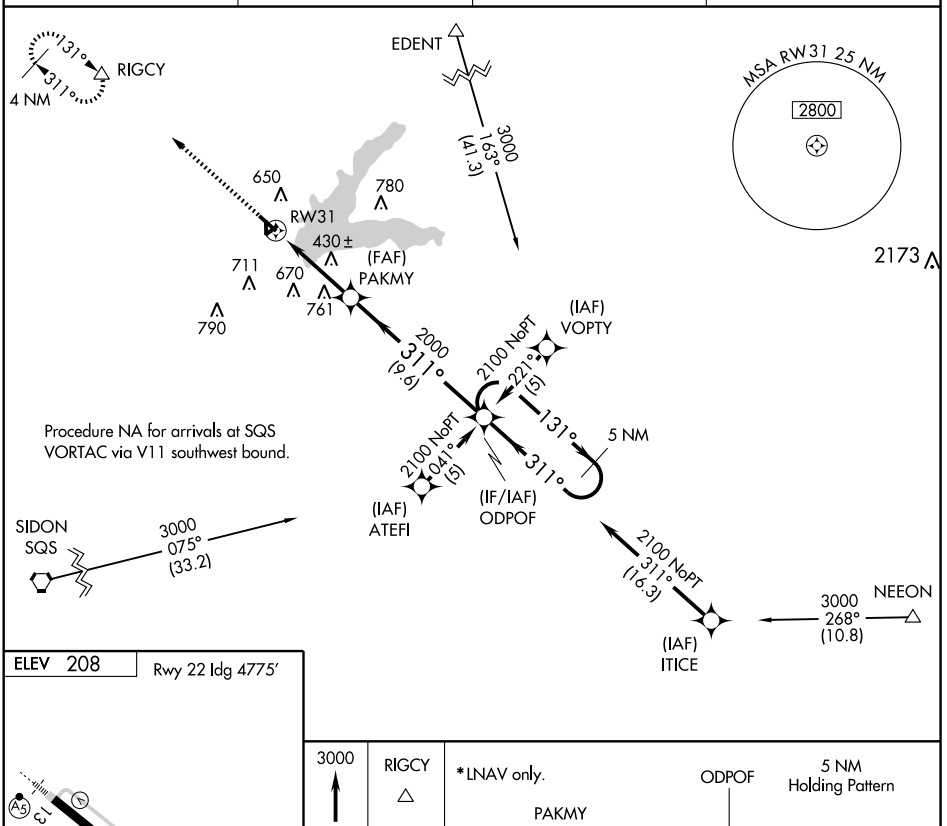
GRENADA MUNI (GNF)

WAAS	APP CRS	Rwy Idg	7000
CH 40029	311°	TDZE	202
W31A		Apt Elev	208

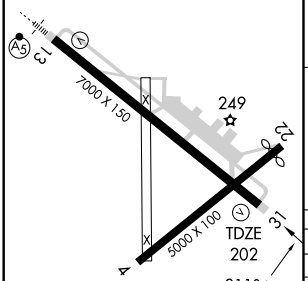
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting increase DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 3000 direct RIGCY and hold.

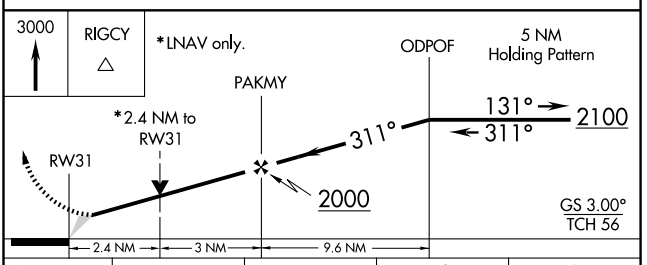
AWOS-3	MEMPHIS CENTER	GCO	UNICOM
118.025	128.5 381.4	121.72	122.8 (CTAF)



ELEV 208 Rwy 22 Idg 4775'



MIRL Rwy 13-31



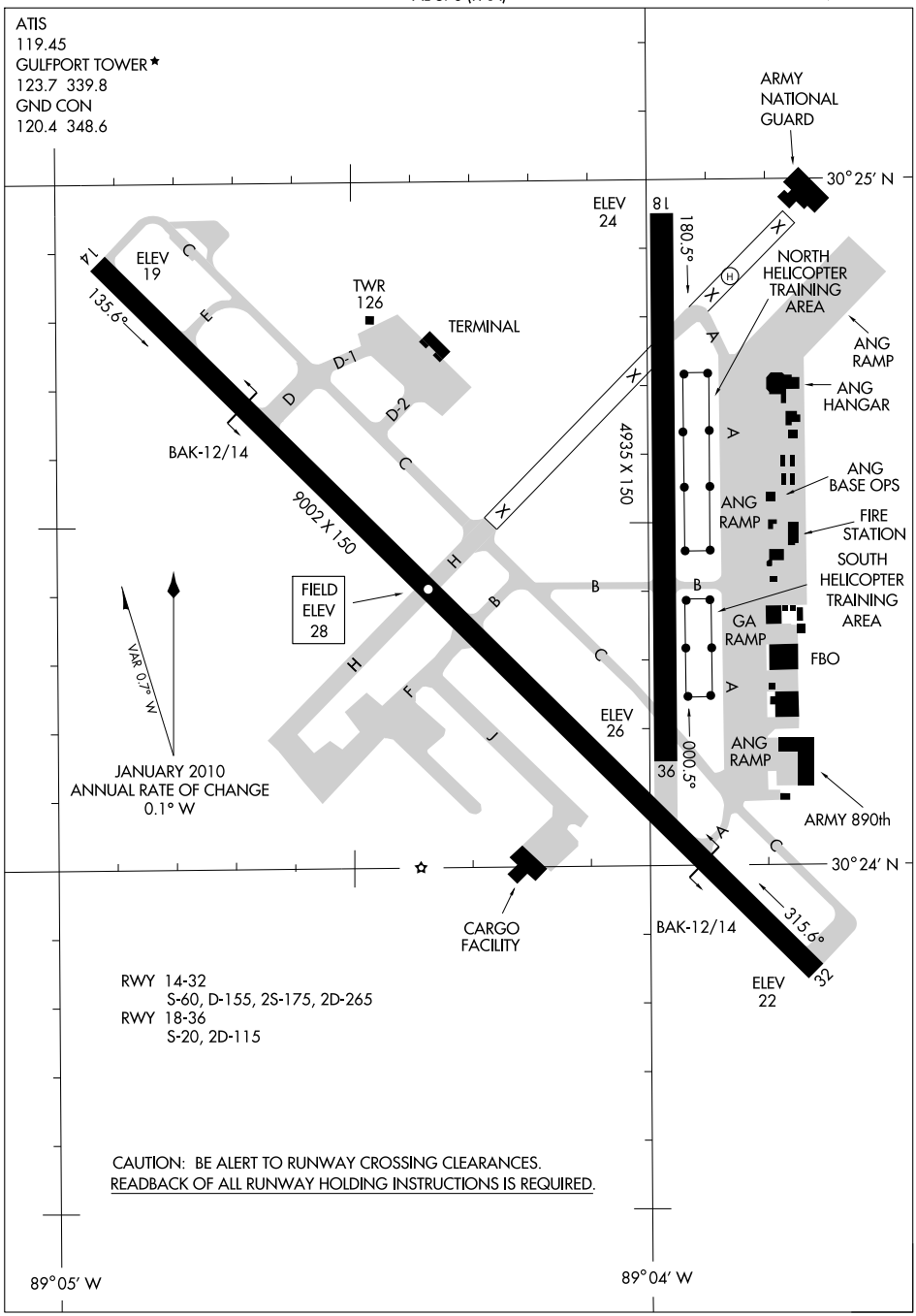
CATEGORY	A	B	C	D
LPV DA	452-¾ 250 (300-¾)			
LNAV/VNAV DA	698-1¾ 496 (500-1¾)			
LNAV MDA	1020-1 818 (900-1)	1020-1¼ 818 (900-1¼)	1020-2½ 818 (900-2½)	1020-2¾ 818 (900-2¾)
CIRCLING	1020-1¾ 812 (900-1¾)		1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)
GULFPORT, MISSISSIPPI



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GULFPORT, MISSISSIPPI
GULFPORT-BILOXI INTL (GPT)

10210

LOC I-GPT	APCH CRS	Rwy ldg 9002 / TDZE 27 / Arpt Elev 28
110.9	133°	

JAL-576 [USAF]

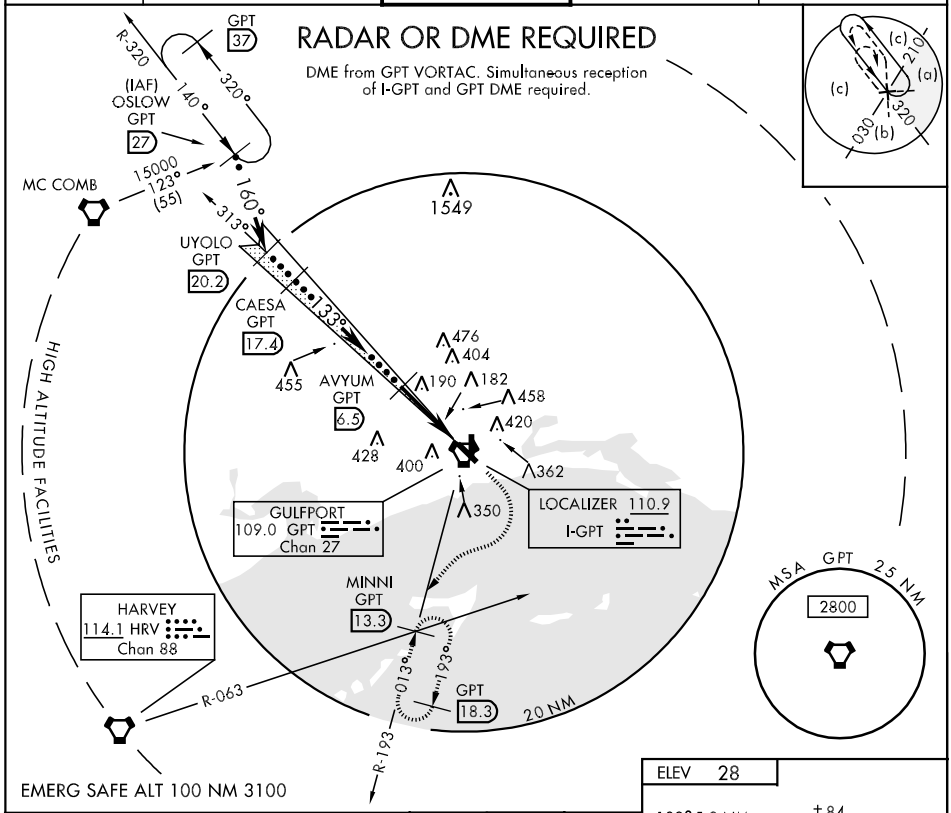
GULFPORT-BILOXI INTL (KGPT)

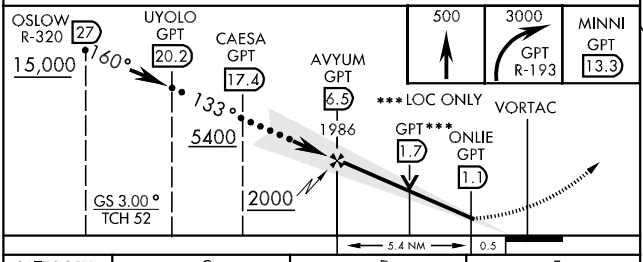
▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

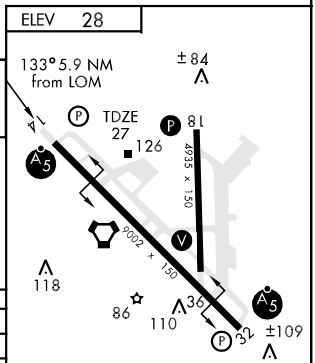
MALSR

MISSED APPROACH: Climb to 500, then climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

ATIS *	GULFPORT APP CON	GULFPORT TOWER*	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF (L) 339.8	120.4 348.6	







CATEGORY	C	D	E
S-ILS 14 *	227/24	200	(200-½)
S-LOC 14 **	440/40 413	(500-¾)	440/50 413 (500-1)
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

LOC I-UXI	APCH CRS	Rwy ldg	TDZE	Arpt Elev
108.3	313°	9002	28	28

JAL-576 [USAF]

GULFPORT-BILOXI INTL (KGPT)

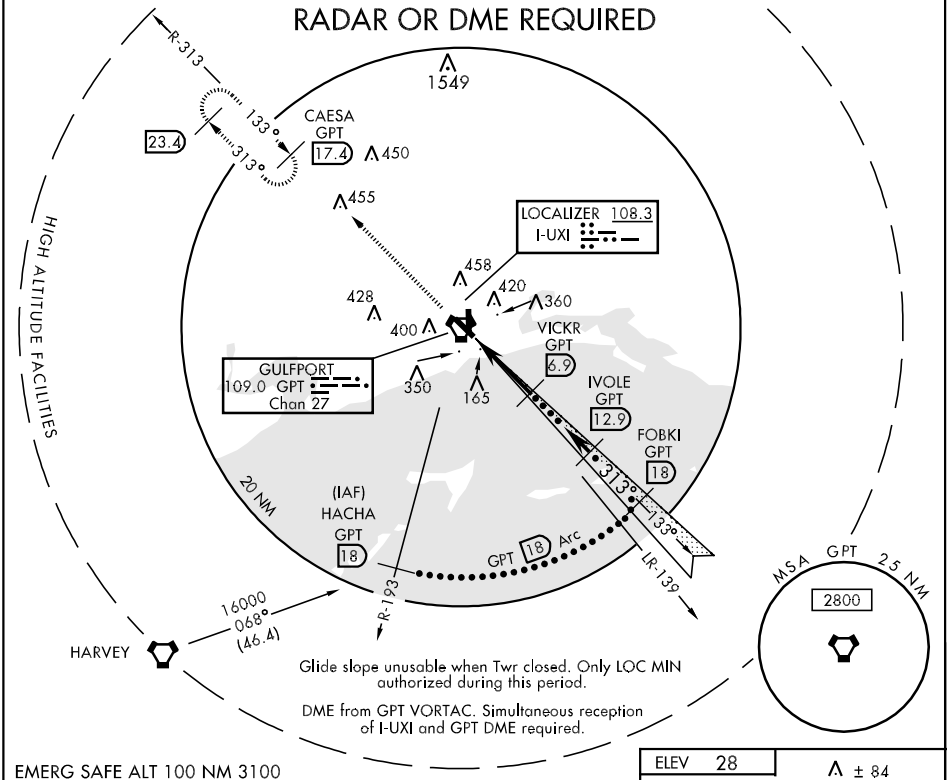
▼ * When ALS inop, increase CAT C RVR vis to 40 and CAT DE RVR to 60.

MALSR

MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA 17.4 DME and hold.

ATIS *	GULFPORT APP CON	GULFPORT TOWER*	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF (L) 339.8	120.4 348.6	

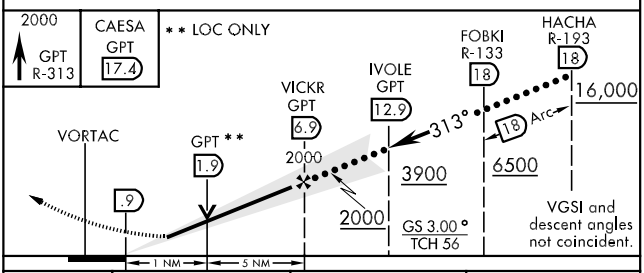
RADAR OR DME REQUIRED

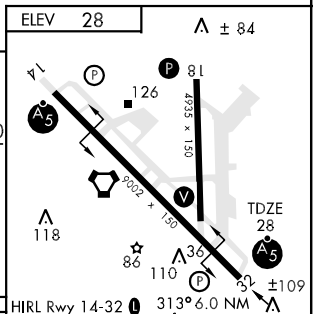


Glide slope unusable when Twr closed. Only LOC MIN authorized during this period.

DME from GPT VORTAC. Simultaneous reception of I-UXI and GPT DME required.

EMERG SAFE ALT 100 NM 3100





HIRL Rwy 14-32 (L)
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36 (L)

313° 6.0 NM from FAF

CATEGORY	C	D	E
S-ILS 32	228/40	200	(200-¾)
S-LOC 32 *	380/40	352	(400-¾)
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

FAF to MAP 6.0 NM

Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48

HI-TACAN RWY 14

VORTAC GPT	APCH CRS	Rwy ldg 9002
109.0	140°	TDZE 27
Chan 27		Arpt Elev 28

JAL-576 [USAF]

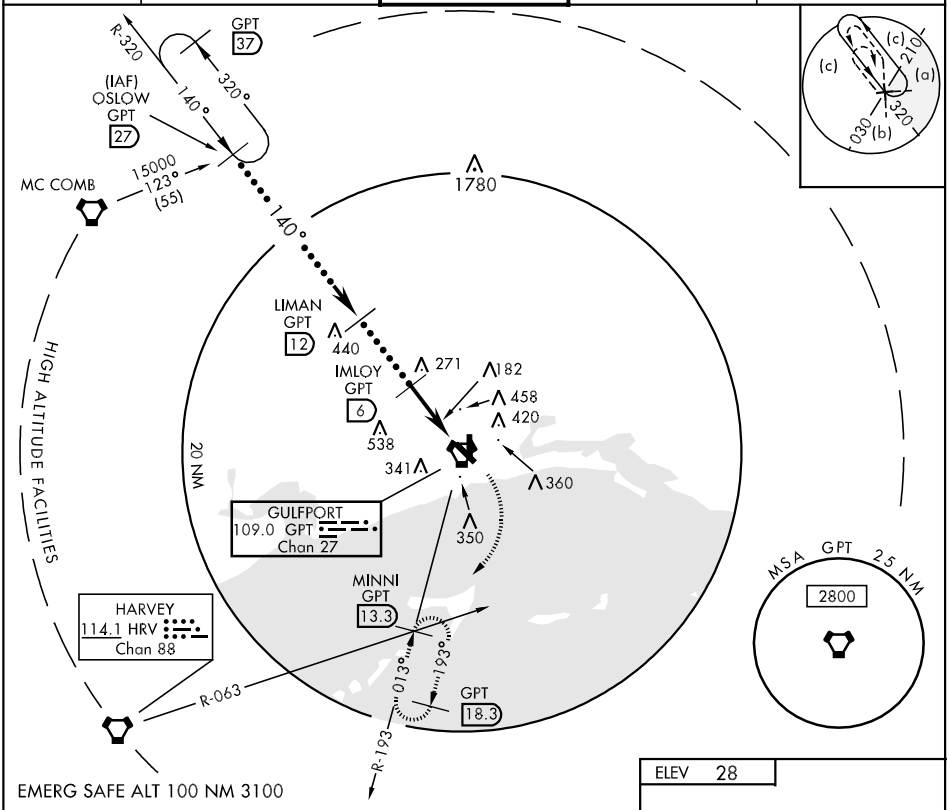
GULFPORT-BILOXI INTL (KGPT)

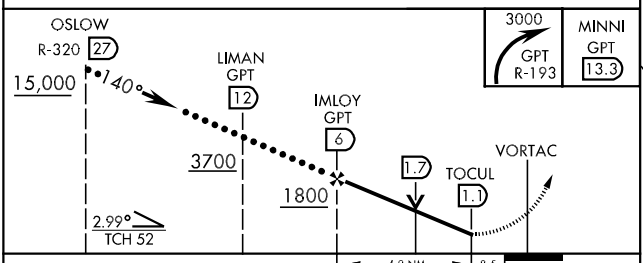
* When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.

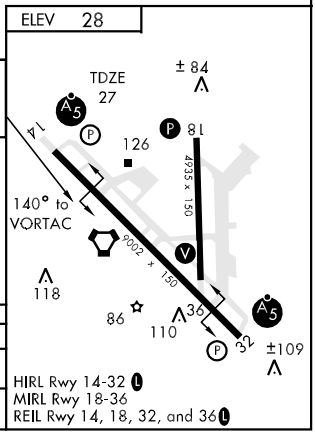
MALSR

MISSED APPROACH: Climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

ATIS *	GULFPORT APP CON	GULFPORT TOWER *	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF (L) 339.8	120.4 348.6	







CATEGORY	C	D	E
S-14 *	440/40 413 (500-¾)	440/50 413 (500-1)	
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC GPT	APCH CRS	Rwy ldg 9002
109.0	307°	TDZE 28
Chan 27		Arpt Elev 28

JAL-576 [USAF]

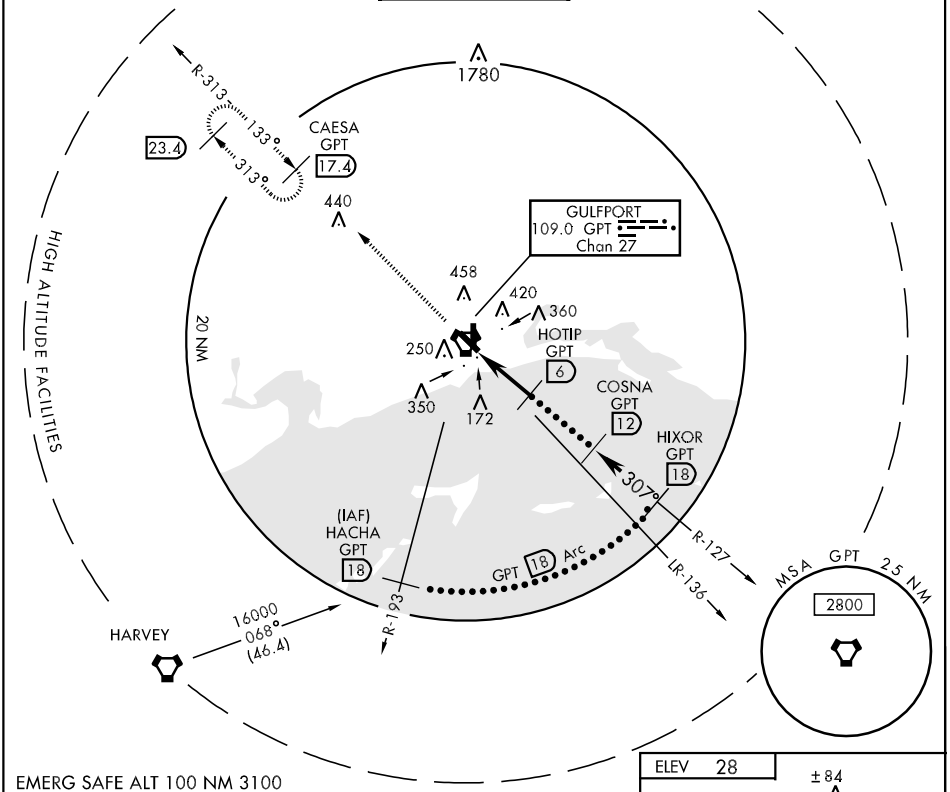
GULFPORT-BILOXI INTL (KGPT)

* When ALS inop, increase CAT CD RVR to 60 and CAT E vis to 1½ miles.

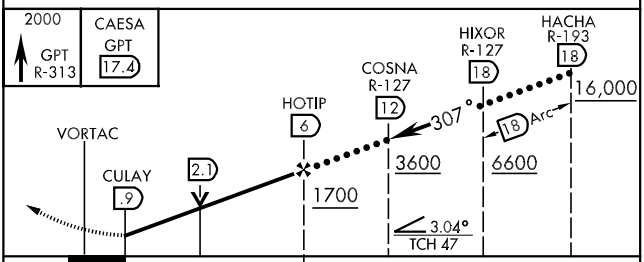
MALSR

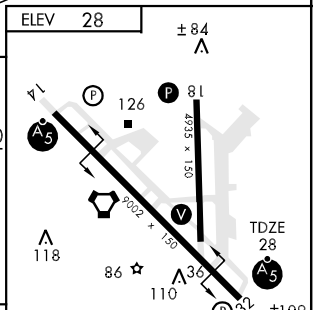
MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA INT 17.4 DME and hold.

ATIS *	GULFPORT APP CON	GULFPORT TOWER*	GND CON	ASR
119.45	130°-309° 124.6 354.1 310°-129° 127.5 254.25	123.7 CTAF (L) 339.8	120.4 348.6	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-32 *	440/40 412 (500-¾)	440/50 412 (500-¾)	
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

HIRL Rwy 14-32 (L)
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36 (L)

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-UXI	APP CRS	Rwy Idg	9002
108.3	313°	TDZE	28
		Apt Elev	28

ILS or LOC/DME RWY 32

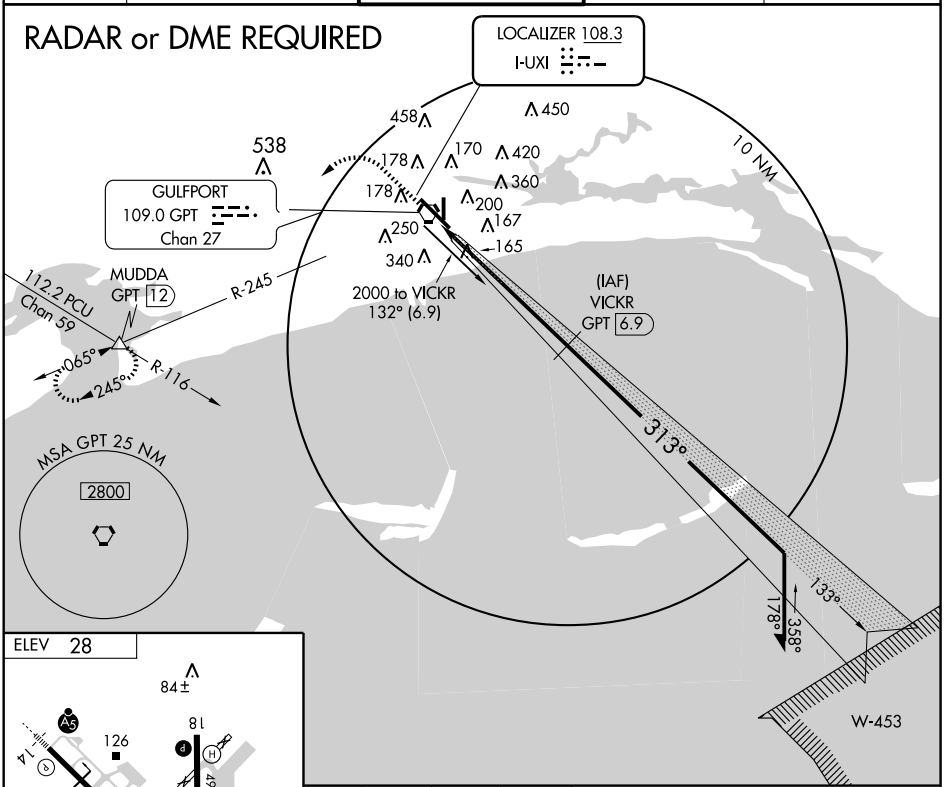
GULFPORT-BILOXI INTL (GPT)

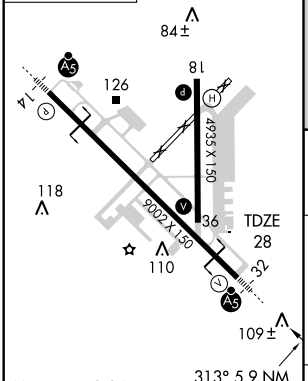
ASR Inoperative table does not apply to MALSR S-ILS 32. For inoperative MALSR increase S-LOC 32 Cat A, B, C visibility to RVR 5000, and Cat E to 6000. DME from GPT VOR/DME. Simultaneous reception of I-UXI and GPT DME Required.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via GPT R-245 to MUDDA INT/GPT 12 DME and hold.

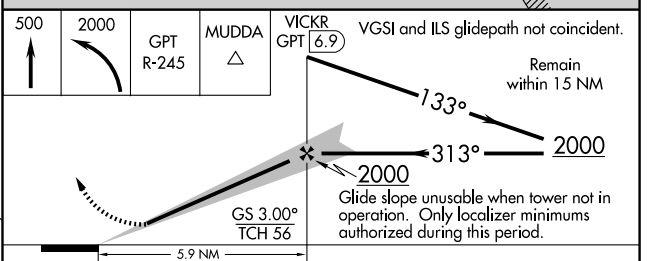
ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-ILS 32	228/40 200 (200-¾)				
S-LOC 32	380/40 352 (400-¾)				
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-GPT	APP CRS	Rwy Idg	9002
110.9	133°	TDZE	27
		Apt Elev	28

ILS or LOC RWY 14
GULFPORT-BILOXI INTL (GPT)

ASR For inoperative MALSR increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON *	GULFPORT TOWER *	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95

Procedure NA for arrivals at CAESA via V522 Westbound.

1549

MSA GP 25 NM 2800

(IAF) CAESA GPT 17.4

313°

2000 NoPT

133° (10.9)

088° 268°

MINDO GPT 14.1

2000 182° (8.9)

10 NM

133°

GULFPORT 109.0 GPT Chan 27

ALTERNATE MISSED APCH FIX BAYOU GP 134° 314°

LOM/IAF BAYOU 360 GP GPT 6.5

458 450 178 170 420 360 200 167 250 340 165

2000 to BAYOU 314° (6.5)

112.2 PCU Chan 59

R-116

2000 033° (11.4)

MUDDA GPT 12

R-245

065° 245°

LOCALIZER 110.9 I-GPT

ELEV 28

133° 5.9 NM from FAF

TDZE 27

84± 81 126 118 110 109±

4935 X 150

9002 X 150

14 32 36

Remain within 15 NM

LOM GPT 6.5

500 2000

GPT R-245

MUDDA

313° 133° 2000 1989

GS 3.00° TCH 52

5.9 NM

MIRL Rwy 18-36

HIRL Rwy 14-32 L

CATEGORY	A	B	C	D	E
S-ILS 14	*227/24 200 (200-½)				
S-LOC 14	440/24 413 (500-½)		440/40 413 (500-¾)		440/50 413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9002
CH 97301	133°	TDZE	27
W14A		Apt Elev	28

RNAV (GPS) RWY 14

GULFPORT-BILOXI INTL (GPT)

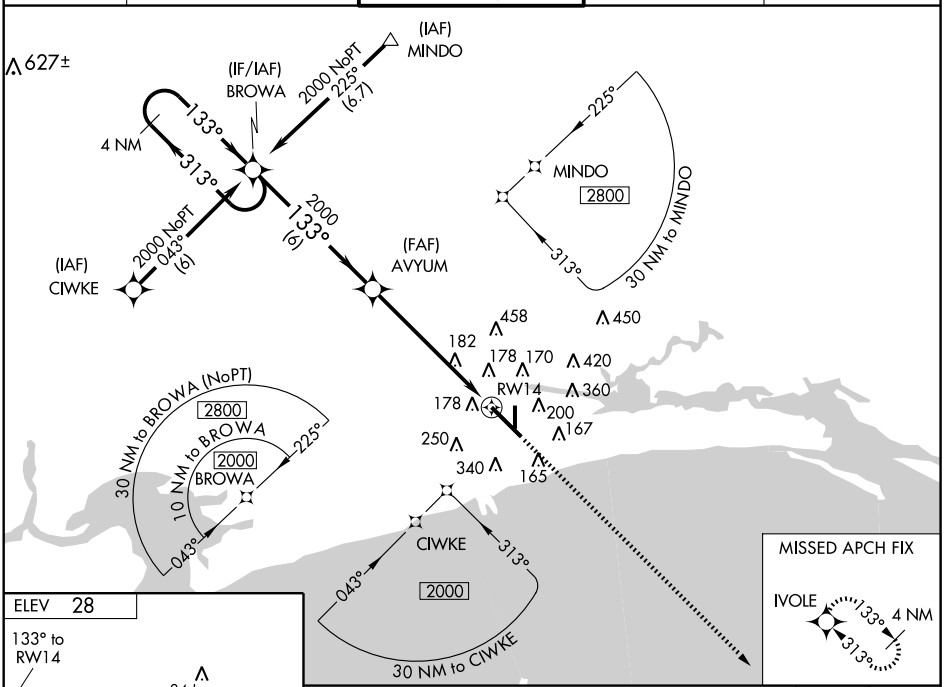
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to RVR 6000 and increase Circling Cat C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Pascagoula altimeter setting, increase LPV visibility all Cats to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

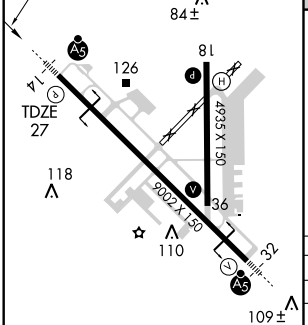
ASR

MALSR

MISSED APPROACH: Climb to 2000 direct IVOLE and hold.

ATIS	GULFPORT APP CON *	GULFPORT TOWER *	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95

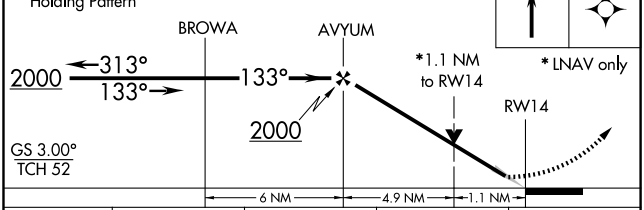




MIRL Rwy 18-36
HIRL Rwy 14-32 L

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident.



2000 IVOLE

* LNAV only

CATEGORY	A	B	C	D
LPV DA	227/24	200 (200-½)		
LNAV/VNAV DA	464/50	437 (500-1)		
LNAV MDA	440/24	413 (500-½)	440/40 413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4935
CH 69512	178°	TDZE 27
W18A		Apt Elev 28

RNAV (GPS) RWY 18

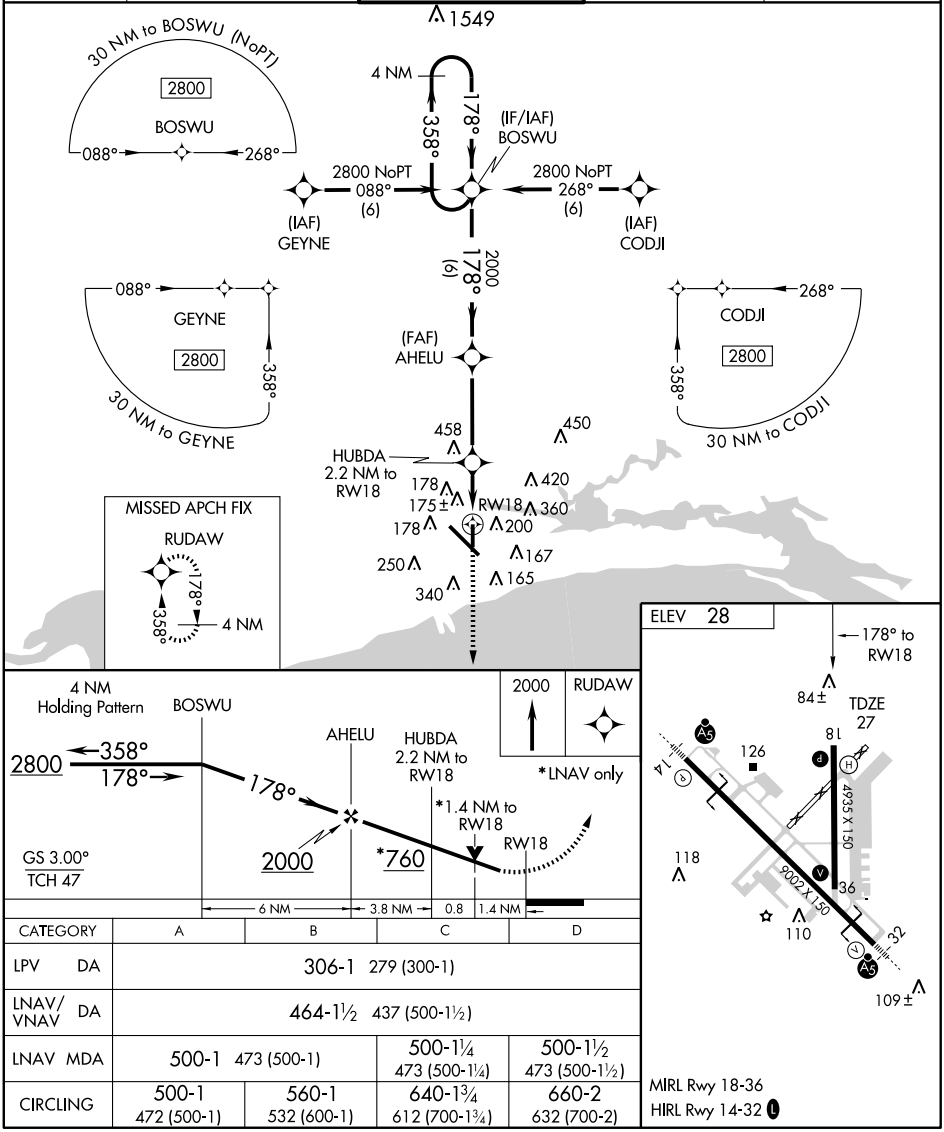
GULFPORT-BILOXI INTL (GPT)

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and circling MDA 80 feet and increase LPV and LNAV/VNAV all Cats and Circling Cat C and D visibility ¼ mile. LNAV minimums NA when using Pascagoula altimeter setting. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH: Climb to 2000 direct RUDAW and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95



CATEGORY	A	B	C	D
LPV DA	306-1 279 (300-1)			
LNAV/VNAV DA	464-1½ 437 (500-1½)			
LNAV MDA	500-1 473 (500-1)		500-1¼ 473 (500-1¼)	500-1½ 473 (500-1½)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9002
CH 56207	313°	TDZE	28
W32A		Apt Elev	28

RNAV (GPS) RWY 32

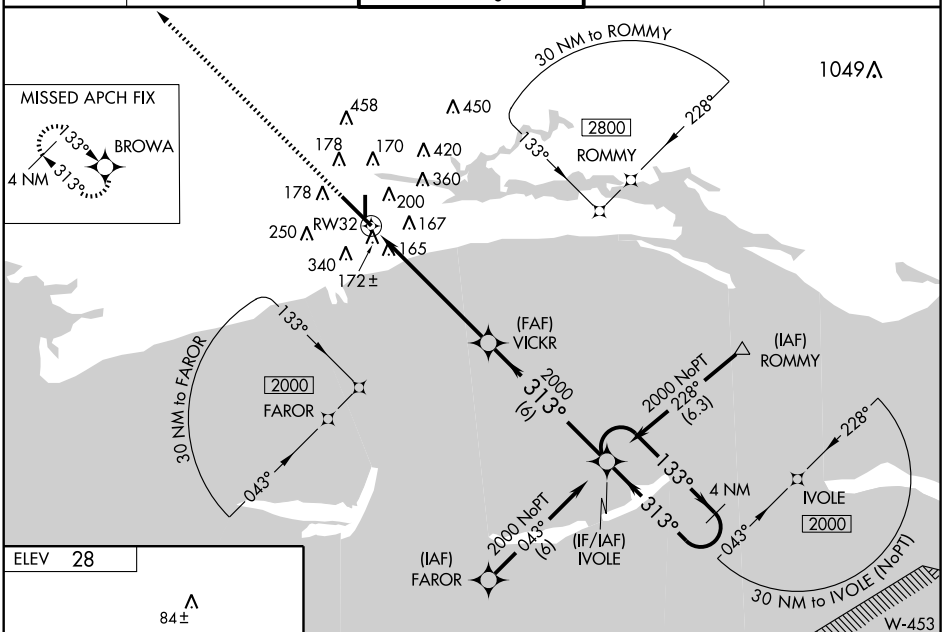
GULFPORT-BILOXI INTL (GPT)

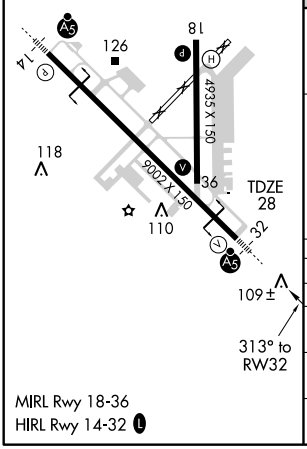
T A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to 1½ mile, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, increase Circling visibility Cat C to 2 and Cat D to 2¼ mile. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR when using Pascagoula altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MALSR (A5)

MISSED APPROACH: Climb to 2000 direct BROWA and hold.

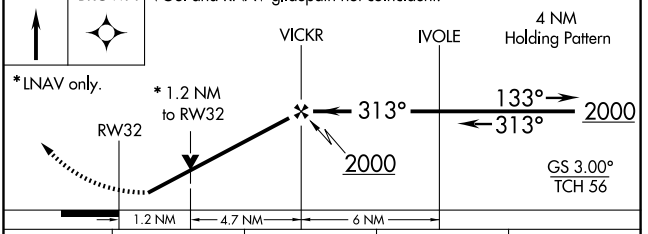
ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32 L

2000 BROWA VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	228/40 200 (200-¾)			
LNAV/VNAV DA	525/60 497 (500-1¼)			
LNAV MDA	460/40 432 (500-¾)			460/50 432 (500-1)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42812 W36A	APP CRS 358°	Rwy Idg 4935 TDZE 28 Apt Elev 28

RNAV (GPS) RWY 36

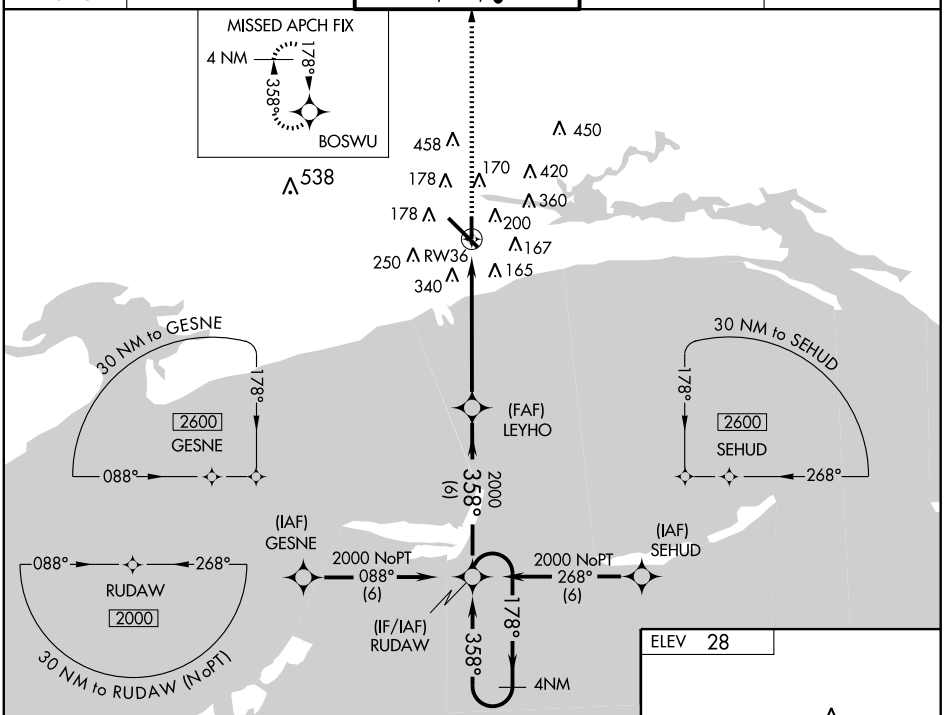
GULFPORT-BILOXI INTL (GPT)

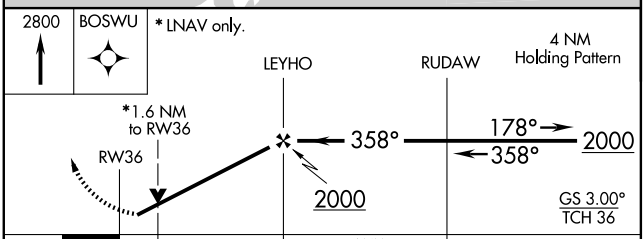
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

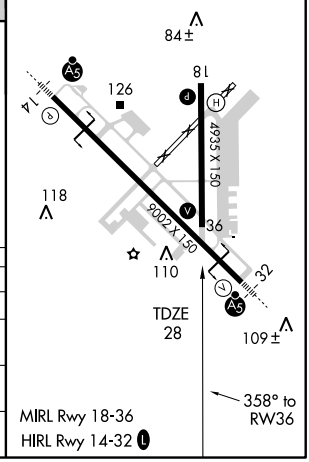
ASR

MISSED APPROACH: Climb to 2800 direct BOSWU and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	328-1 300 (300-1)			
LNAV/VNAV DA	660-2¼ 632 (700-2¼)			
LNAV MDA	580-1 552 (600-1)		580-1½ 552 (600-1½)	580-1¾ 552 (600-1¾)
CIRCLING	580-1 552 (600-1)		640-1¾ 612 (700-1¾)	660-2 632 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC GPT 109.0 Chan 27	APP CRS 140°	Rwy Idg 9002 TDZE 27 Apt Elev 28

VOR/DME or TACAN RWY 14

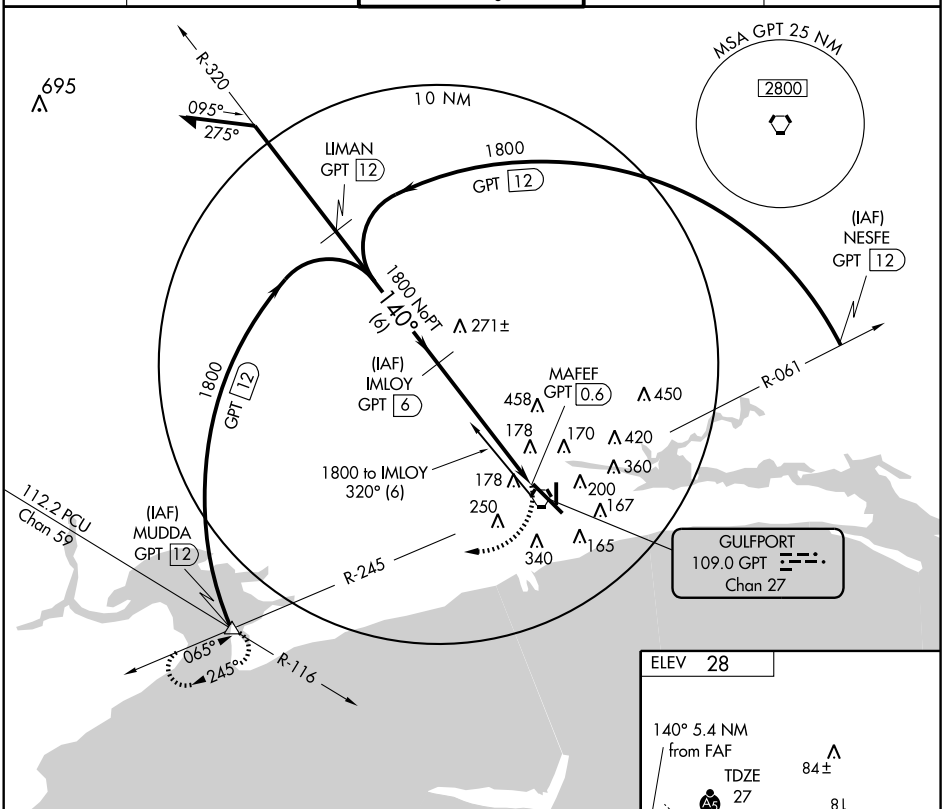
GULFPORT-BILOXI INTL (GPT)

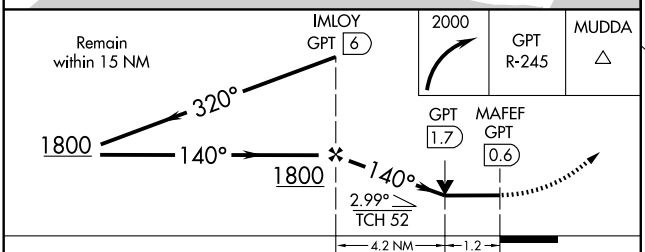
ASR — For inoperative MALSR increase S-14 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

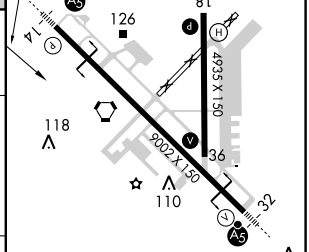
MALSR (A5)

MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D	E
S-14	440/24	413 (500-½)	440/40 413 (500-¾)	440/50	413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC GPT 109.0 Chan 27	APP CRS 307°	Rwy Idg 9002 TDZE 28 Apt Elev 28

VOR/DME or TACAN RWY 32

GULFPORT-BILOXI INTL (GPT)

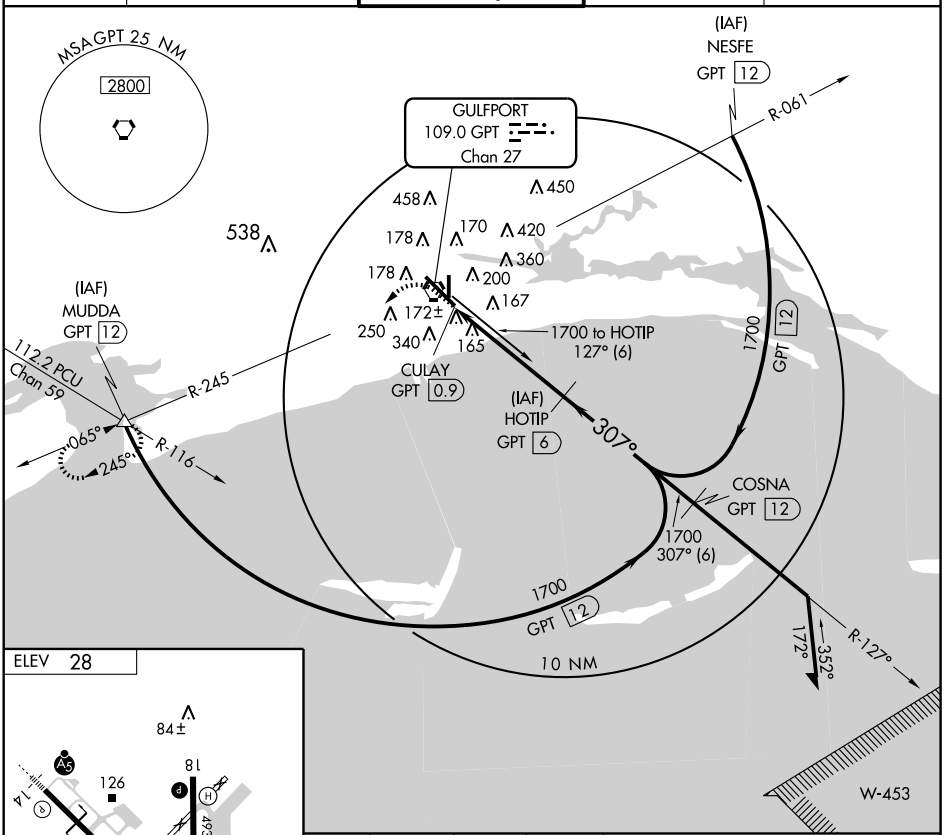
ASR

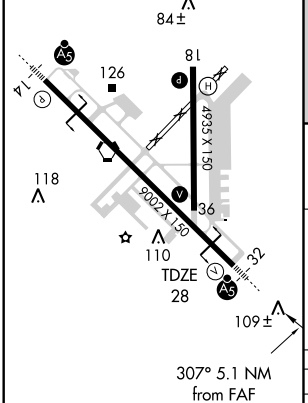
For inoperative MALSR increase S-32 Cats A, B visibility to RVR 5000, Cat D to RVR 6000 and Cat E to 1½ miles.

MALSR

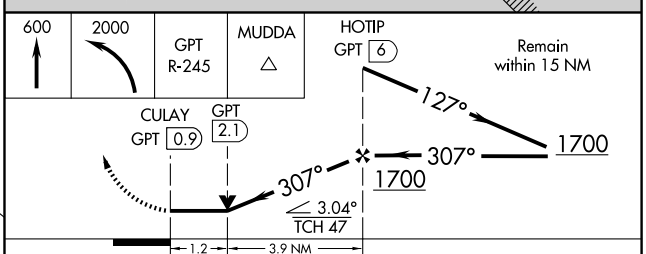
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via GPT R-245 to MUDDA INT/GPT 12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) Ⓛ 339.8	120.4 348.6	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32 Ⓛ



CATEGORY	A	B	C	D	E
S-32	440/40 412 (500-¾)			440/50 412 (500-1)	
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	820-2¾ 792 (800-2¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC GPT 109.0 Chan 27	APP CRS 136°	Rwy Idg 9002 TDZE 27 Apt Elev 28

VOR RWY 14

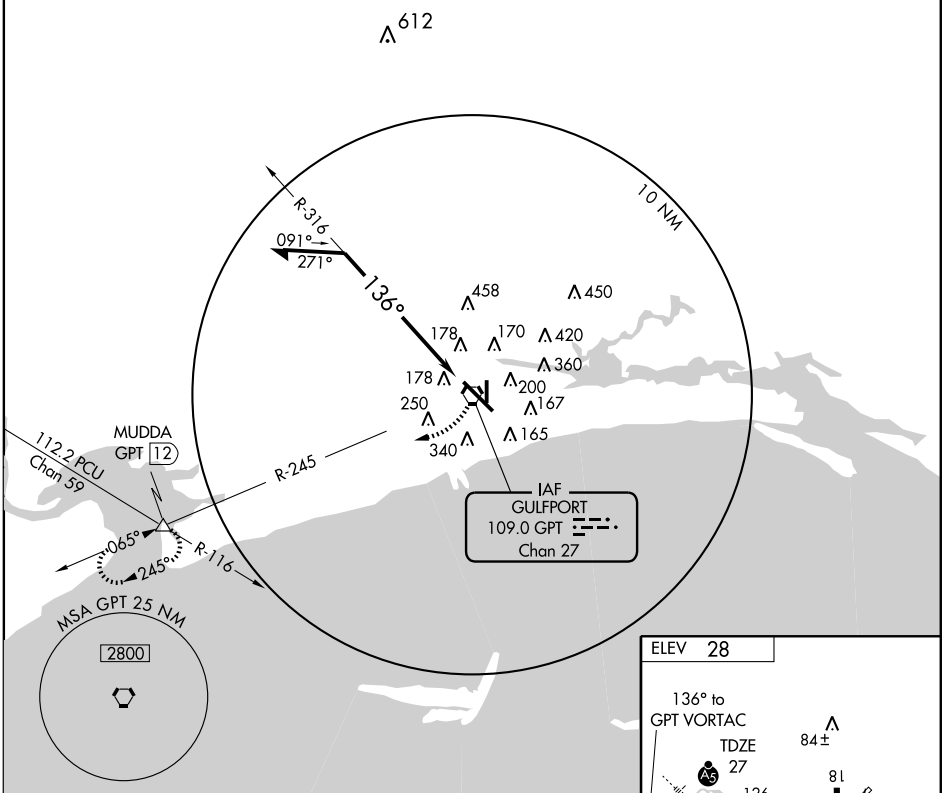
GULFPORT-BILOXI INTL (GPT)

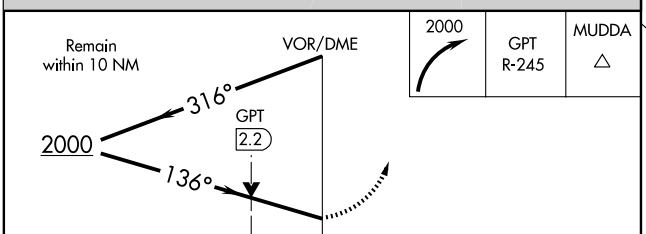
ASR

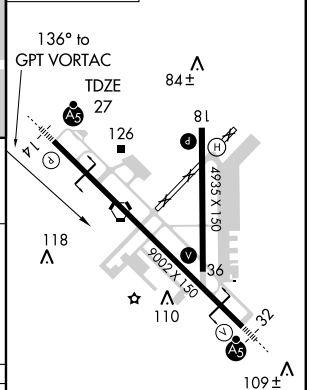
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D
S-14	580/24 553 (600-½)		580/50 553 (600-1)	580/60 553 (600-1¼)
CIRCLING	580-1 552 (600-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC GPT 109.0 Chan 27	APP CRS 308°	Rwy Idg 9002 TDZE 28 Apt Elev 28

VOR RWY 32

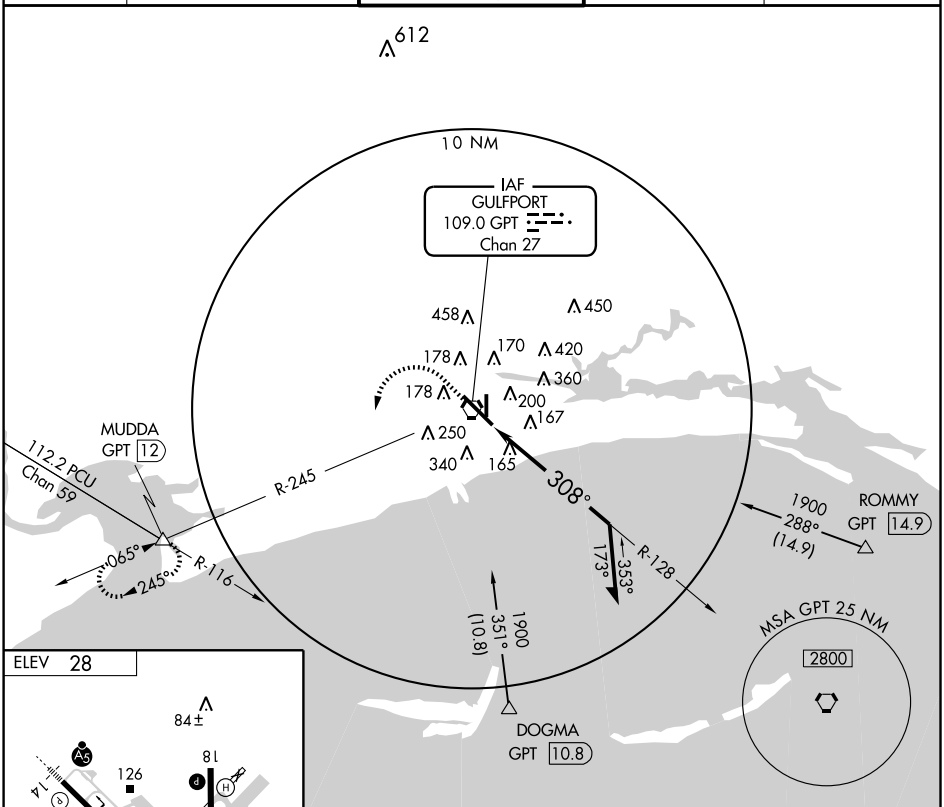
GULFPORT-BILOXI INTL (GPT)

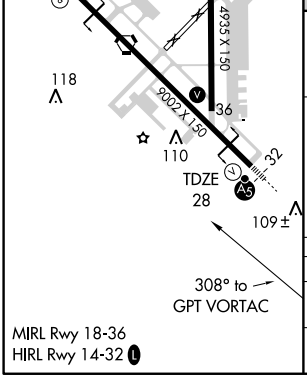
ASR — For inoperative MALSR increase S-32 Cats A and B visibility to RVR 5000.

MALSR

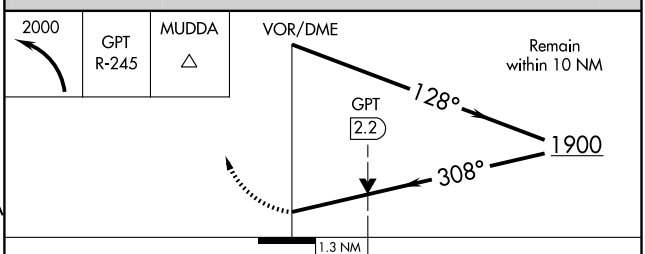
MISSED APPROACH: Climbing left turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	124.6 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32 L



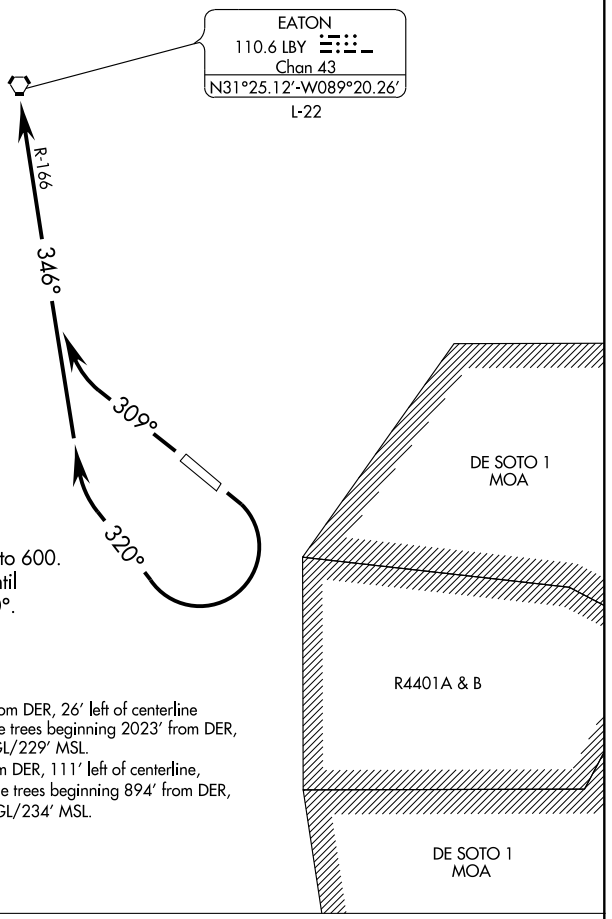
CATEGORY	A	B	C	D
S-32	480/40 452 (500-¾)			480/50 452 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

EATON ONE DEPARTURE

SC-4, 21 OCT 2010 to 18 NOV 2010

ASOS 135.425
HOUSTON CENTER
126.8 327.8
CTAF 122.8



TAKEOFF MINIMUMS:
Rwy 13, ATC climb of 300' per NM to 600.
Rwy 13, Do not exceed 230 knots until established on heading 320°.
Rwy 31, Standard.

TAKE-OFF OBSTACLES:
Rwy 13: Numerous trees beginning 1184' from DER, 26' left of centerline up to 111' AGL/251' MSL. Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229' MSL.
Rwy 31: Numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climbing right turn heading 320° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .
TAKE-OFF RUNWAY 31: Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .

. . . . Maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

APP CRS	Rwy Idg	5098
129°	TDZE	151
	Apt Elev	151

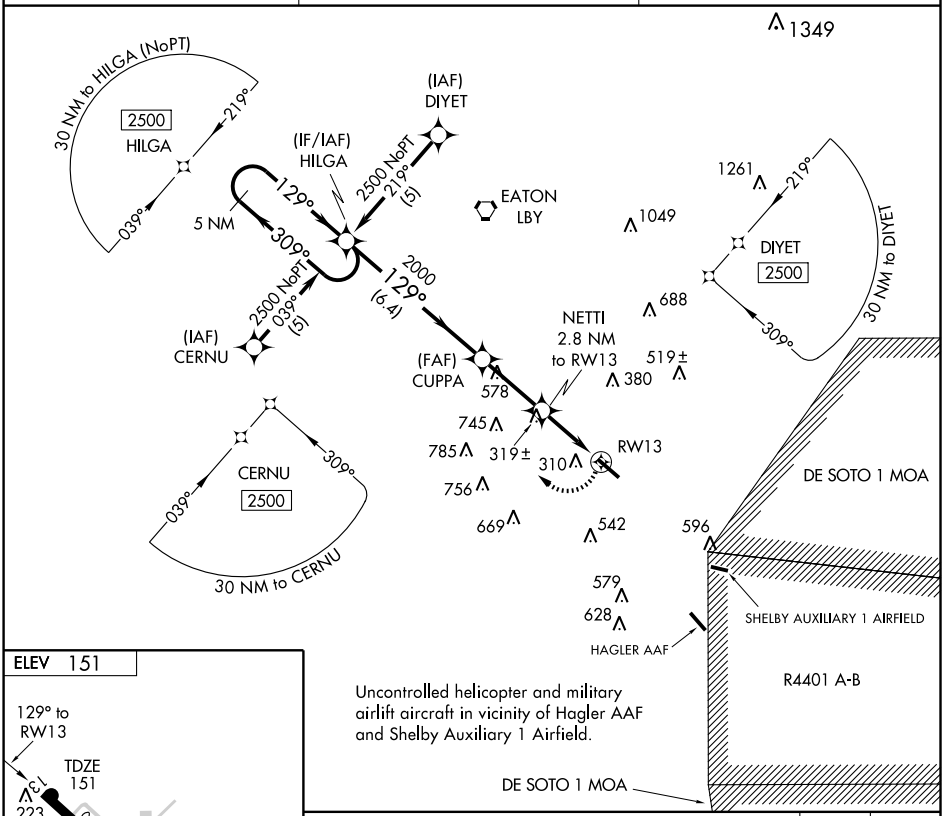
RNAV (GPS) Y RWY 13

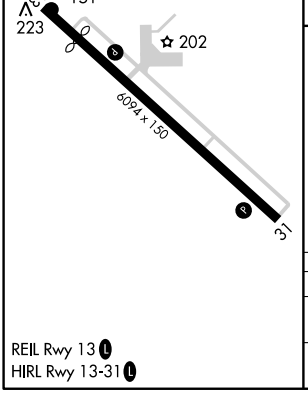
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

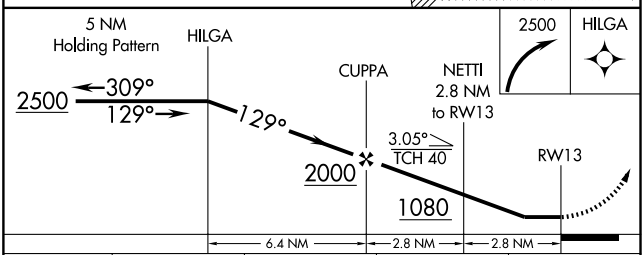
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct HILGA and hold.

ASOS	HOUSTON CENTER	UNICOM
135.425	126.8 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 429 (500-1)		580-1¼ 429 (500-1¼)	580-1½ 429 (500-1½)
CIRCLING	680-1 529 (600-1)	700-1 549 (600-1)	720-1½ 569 (600-1½)	720-2 569 (600-2)

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5098
CH 86403	129°	TDZE 151
W13A		Apt Elev 151

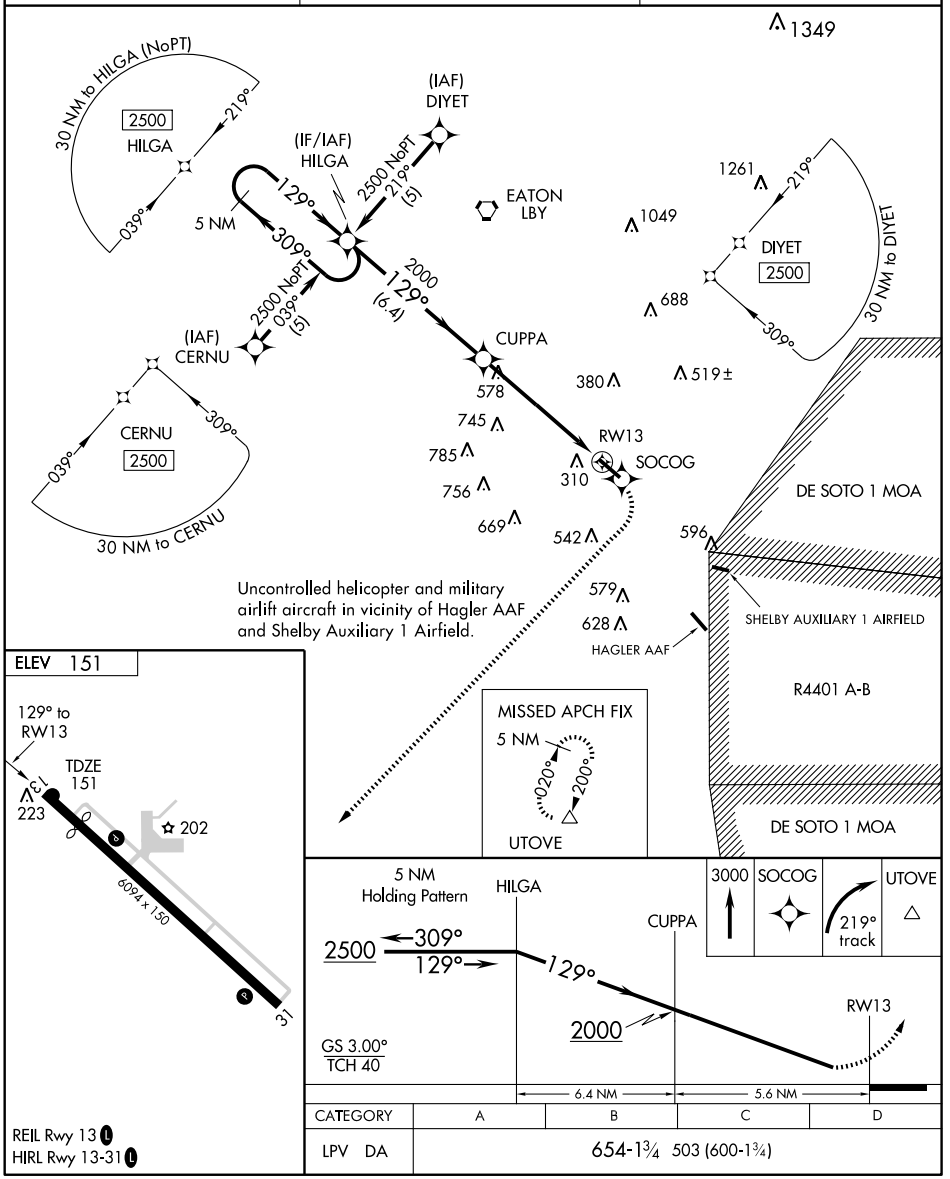
RNAV (GPS) Z RWY 13

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase DA to 705 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct SOCOG and right turn via 219° track to UTOVE and hold.

ASOS	HOUSTON CENTER	UNICOM
135.425	126.8 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	654-1¾ 503 (600-1¾)			

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LBY	APP CRS	Rwy Idg	5098
110.6	151°	TDZE	151
Chan 43		Apt Elev	151

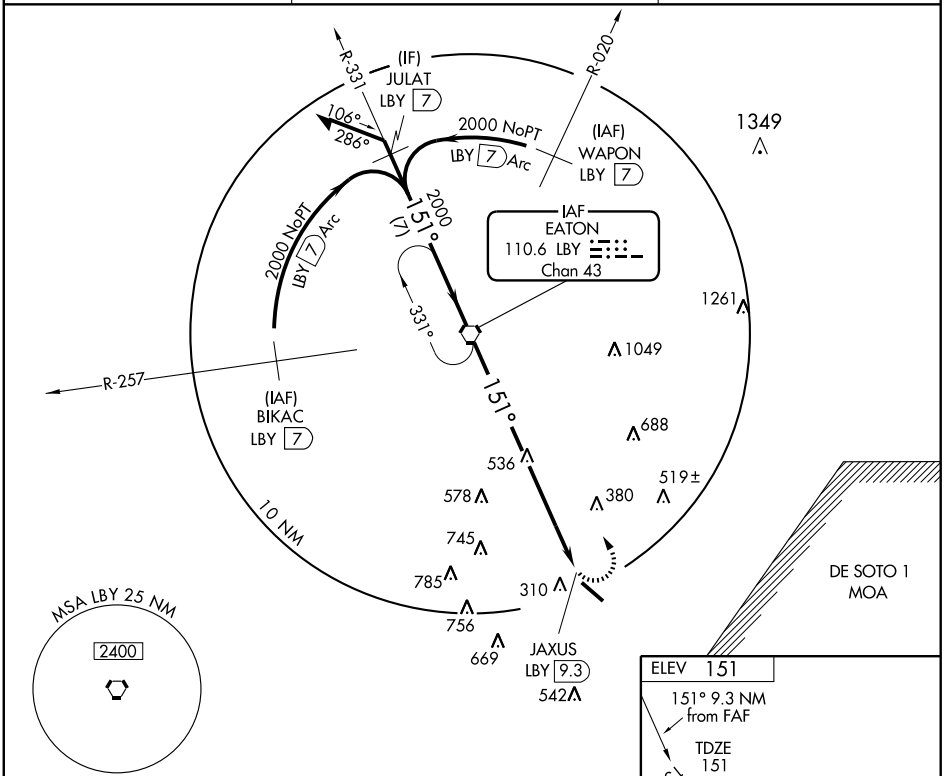
VOR RWY 13

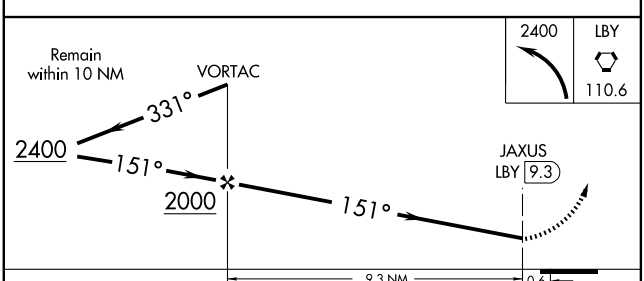
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

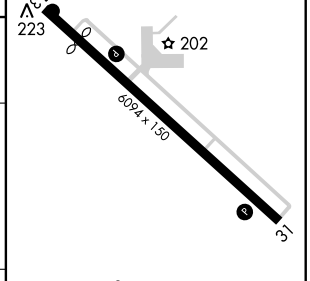
▼ When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2400 direct LBY VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
135.425	126.8 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)	
CIRCLING	2000-1¼ 1849 (1900-1¼)	2000-1½ 1849 (1900-1½)	2000-3 1849 (1900-3)	

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-PIB	APP CRS	Rwy Idg	6501
109.5	181°	TDZE	298
		Apt Elev	298

ILS or LOC RWY 18

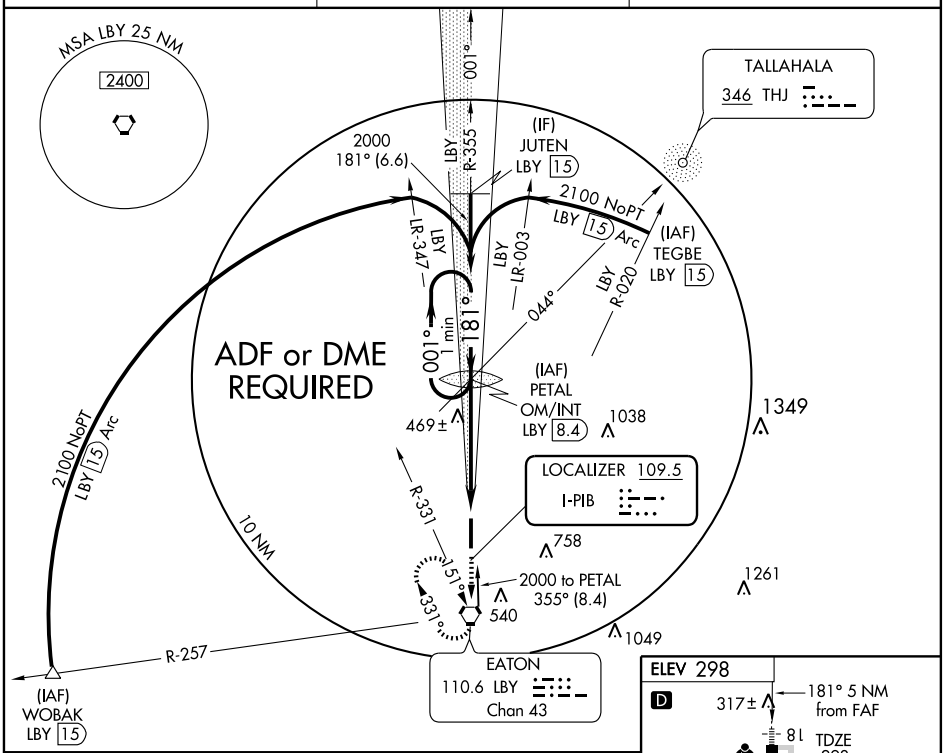
HATTIESBURG-LAUREL RGNL (PIB)

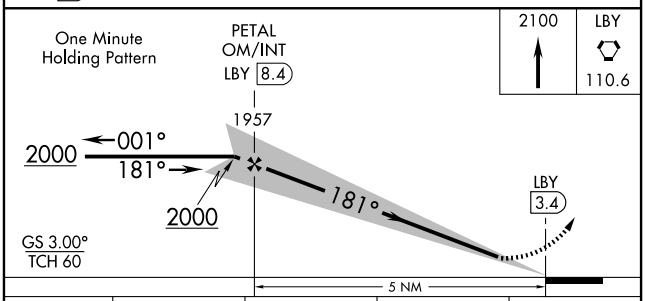
When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase S-LOC 18 Cat D ¼ mile.

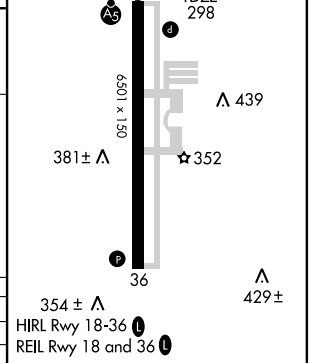
MALSR

MISSED APPROACH: Climb to 2100 direct LBY VORTAC and hold, continue climb-in-hold to 2100.

AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18	498-½ 200 (200-½)			
S-LOC 18	720-½ 422 (500-½)		720-¾ 422 (500-¾)	
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 6501
CH 49201	181°	TDZE 298
W18A		Apt Elev 298

RNAV (GPS) RWY 18

HATTIESBURG-LAUREL RGNL (PIB)

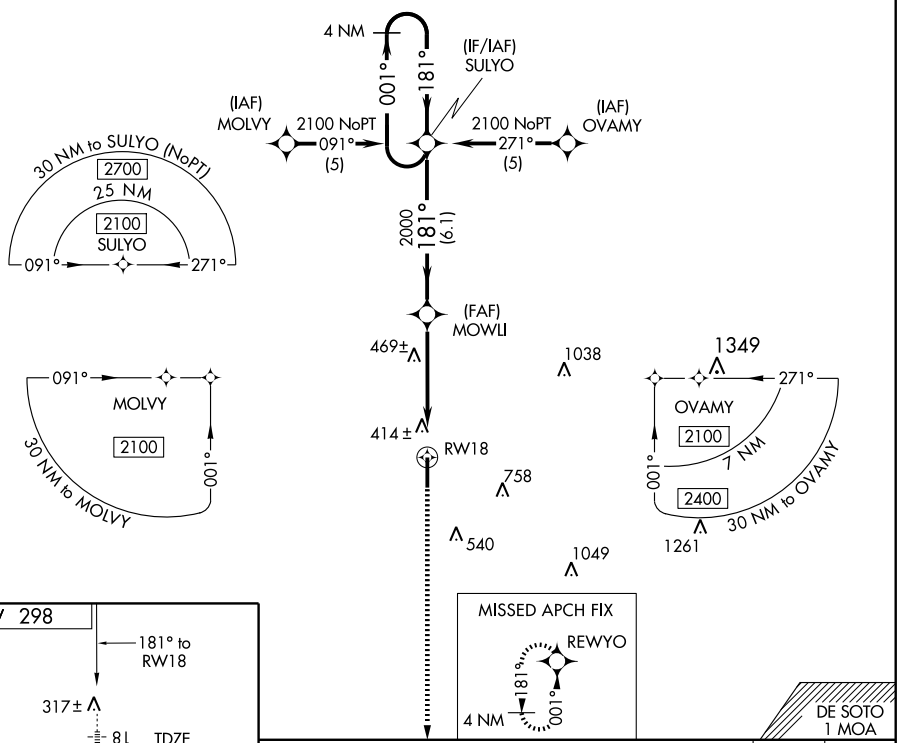
T For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Baro-VNAV NA when using Bobby L. Chain Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

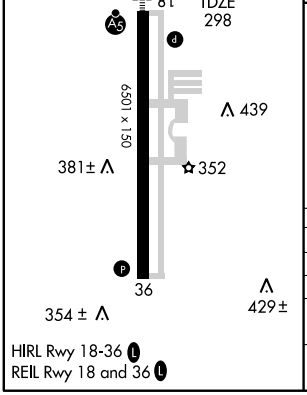
A When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Bobby L. Chain Muni altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct REWYO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	498-½ 200 (200-½)			
LNAV/VNAV DA	691-¾ 393 (400-¾)			
LNAV MDA	720-½ 422 (500-½)		720-¾ 422 (500-¾)	720-1 422 (500-1)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6501
CH 93901	001°	TDZE 296
W36A		Apt Elev 298

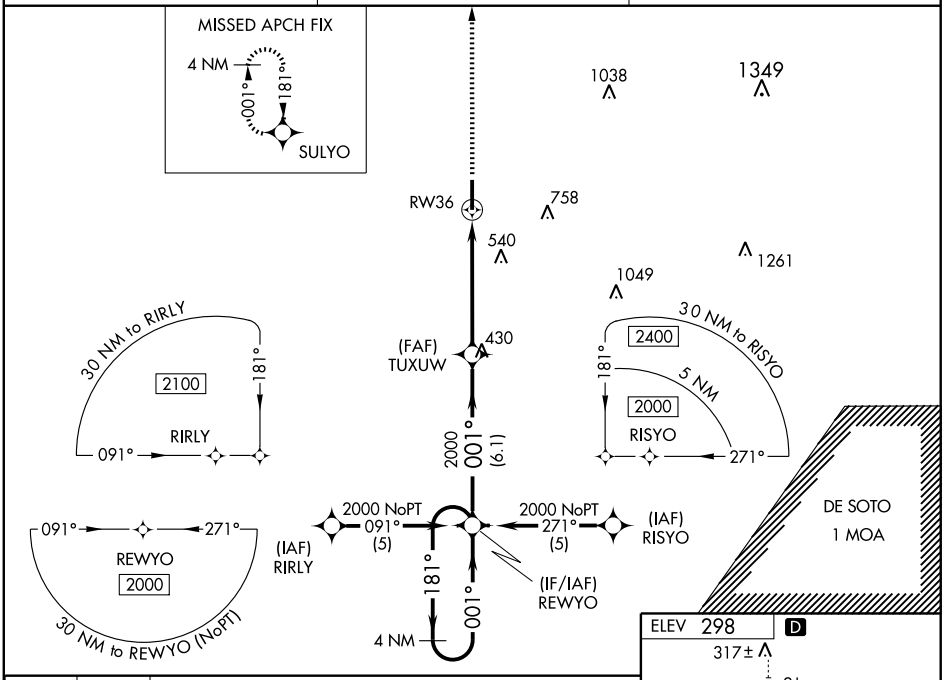
RNAV (GPS) RWY 36

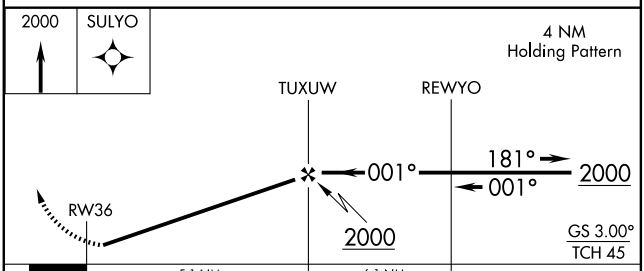
HATTIESBURG-LAUREL RGNL (PIB)

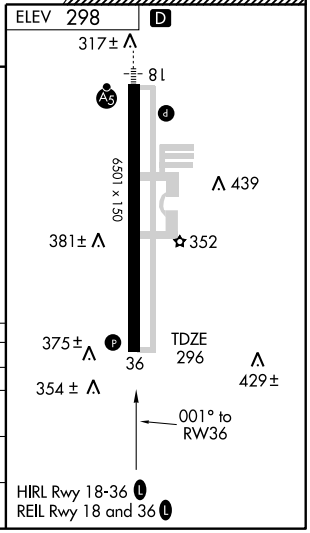
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV MDA Cat C and D visibility ¼ mile. Baro-VNAV NA when using Hattiesburg Bobby L. Chain Muni altimeter setting.

MISSED APPROACH: Climb to 2100 direct SULYO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	546-1 250 (300-1)			
LNAV/VNAV DA	625-1¼ 329 (400-1¼)			
LNAV MDA	680-1 384 (400-1)			680-1¼ 384 (400-1¼)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LBY	APP CRS	Rwy Idg	N/A
110.6	356°	TDZE	N/A
Chan 43		Apt Elev	298

AL-6134 (FAA)

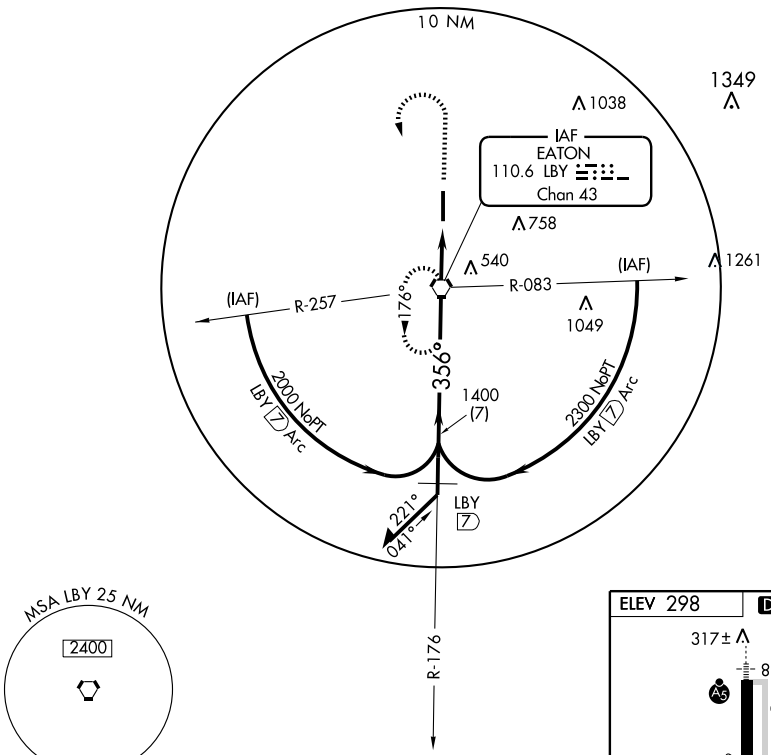
VOR-A

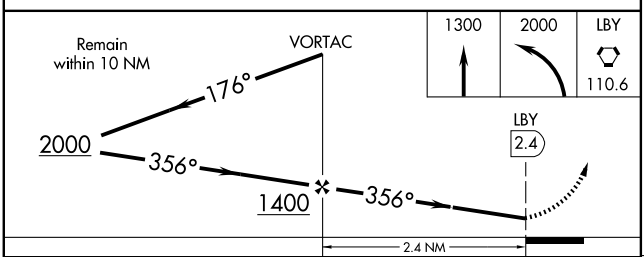
HATTIESBURG-LAUREL RGNL (PIB)

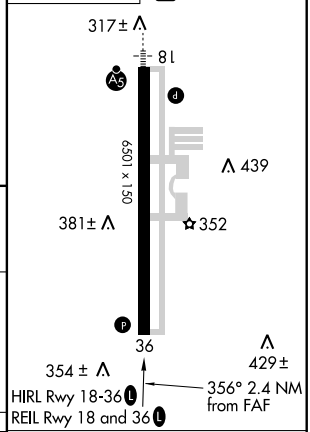
MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct LBY VORTAC and hold.

AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L

SC-4, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

VORTAC HLI	APP CRS	Rwy Idg	3201
112.4	152°	TDZE	553
Chan 71		Apt Elev	553

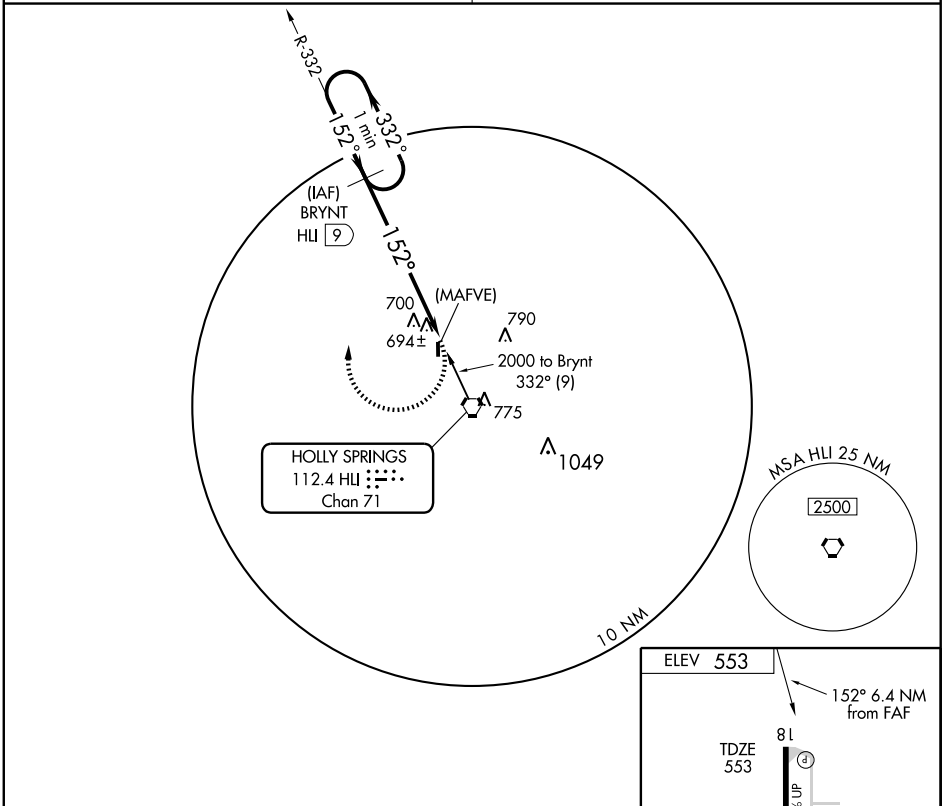
VOR/DME or GPS RWY 18

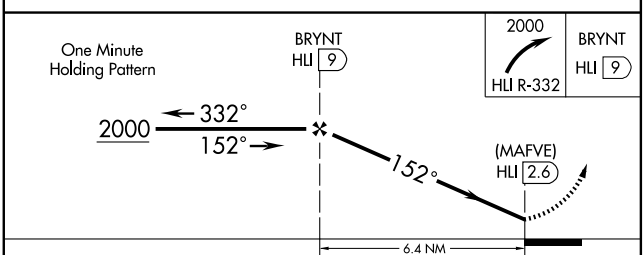
HOLLY SPRINGS-MARSHALL COUNTY (M41)

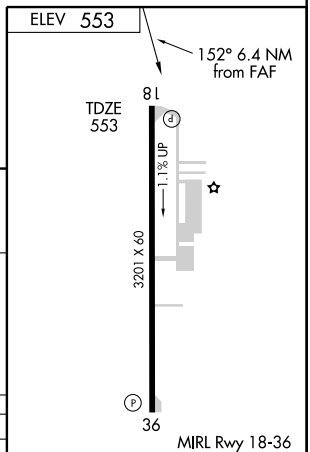
Use Memphis altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 2000 via HLI R-332 to BRYNT HLI 9 DME and hold.

MEMPHIS APP CON	UNICOM
125.8 338.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-18	1080-1 527 (600-1)		1080-1½ 527 (600-1½)	NA
CIRCLING	1120-1 567 (600-1)	1140-1 587 (600-1)	1140-1½ 587 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

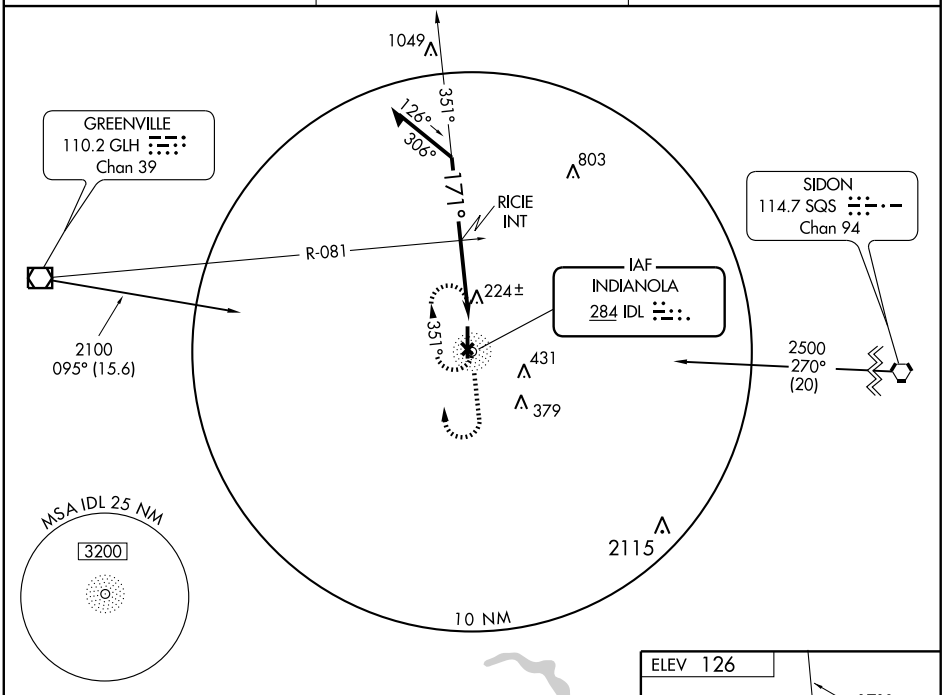
NDB IDL 284	APP CRS 171°	Rwy Idg 7004 TDZE 126 Apt Elev 126

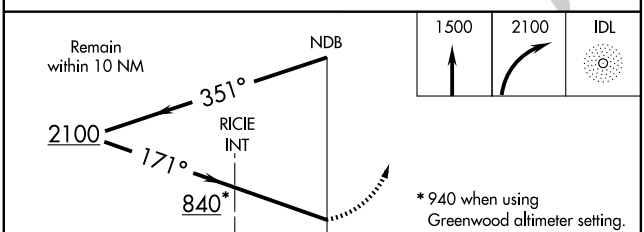
NDB RWY 18
INDIANOLA MUNI (IDL)

T
NA Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct IDL NDB and hold.

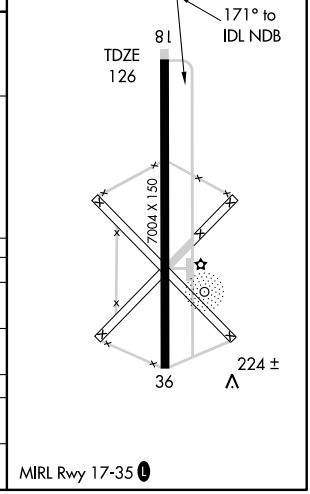
GREENVILLE ASOS	MEMPHIS CENTER	UNICOM
125.525	135.875 269.35	122.8 (CTAF) L





* 940 when using Greenwood altimeter setting.

CATEGORY	A	B	C	D
S-18	840-1	714 (800-1)	840-2 714 (800-2)	840-2¼ 714 (800-2¼)
CIRCLING	840-1	714 (800-1)	840-2 714 (800-2)	840-2¼ 714 (800-2¼)
NDB/VOR MINIMUMS				
S-18	580-1	454 (500-1)	580-1¼ 454 (500-1¼)	580-1½ 454 (500-1½)
CIRCLING	580-1	454 (500-1)	600-1½ 474 (500-1½)	780-2 654 (700-2)



MIRL Rwy 17-35 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB IDL	APP CRS	Rwy Idg	7004
284	007°	TDZE	121
		Apt Elev	126

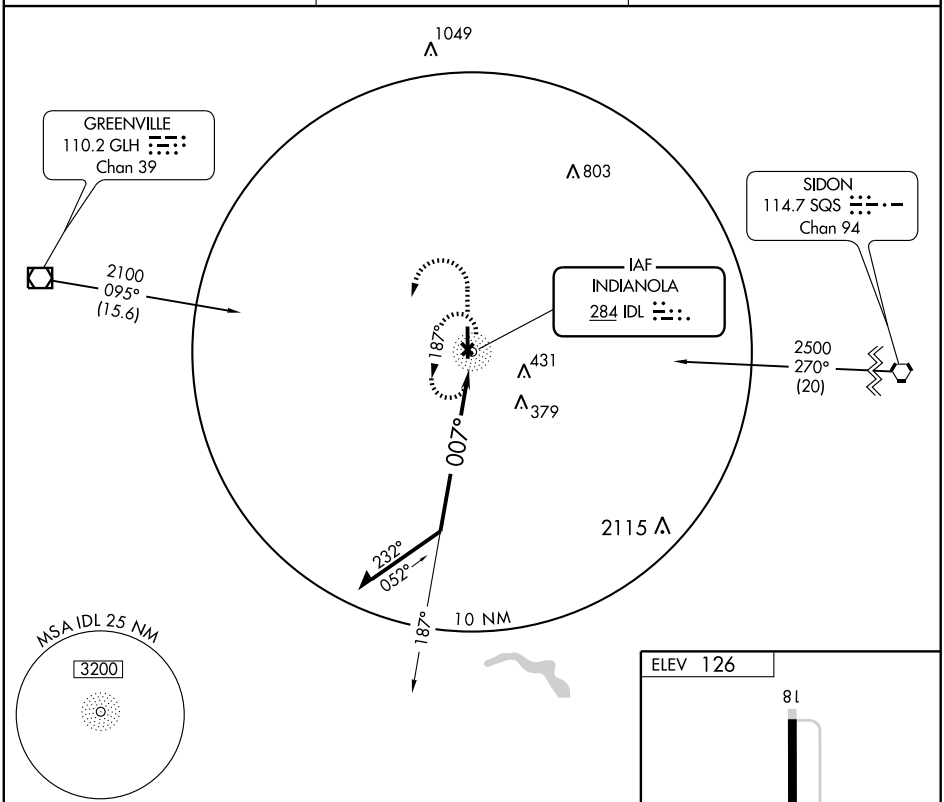
NDB RWY 36
INDIANOLA MUNI (IDL)

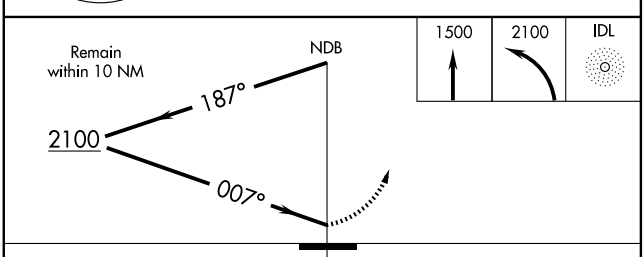
Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

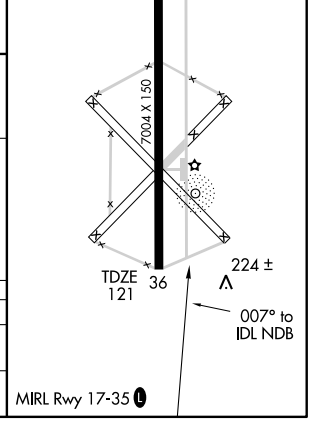
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2100 direct IDL NDB and hold.

GREENVILLE ASOS	MEMPHIS CENTER	UNICOM
125.525	135.875 269.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	740-1 619 (700-1)		740-1¾ 619 (700-1¾)	740-2 619 (700-2)
CIRCLING	740-1 614 (700-1)		740-1¾ 614 (700-1¾)	780-2 654 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

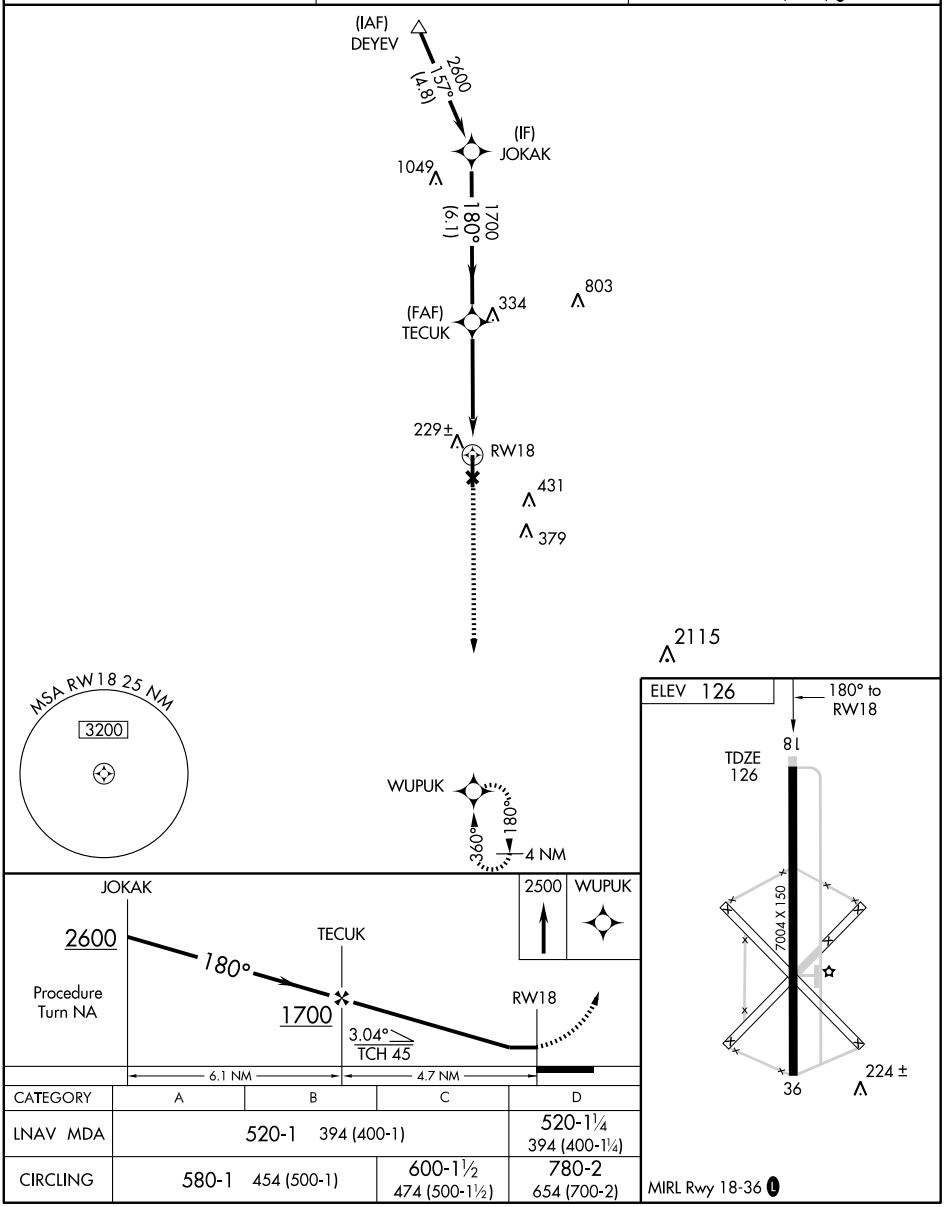
INDIANOLA MUNI (IDL)

APP CRS	Rwy Idg	7004
180°	TDZE	126
	Apt Elev	126

T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet, LNAV Cats C and D and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct WUPUK and hold.

GREENVILLE ASOS	MEMPHIS CENTER	UNICOM
125.525	135.875 269.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	520-1 394 (400-1)			520-1¼ 394 (400-1¼)
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)

MIRL Rwy 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69319 W36A | APP CRS 360° | Rwy Idg 7004 | TDZE 120 | Apt Elev 126

RNAV (GPS) RWY 36

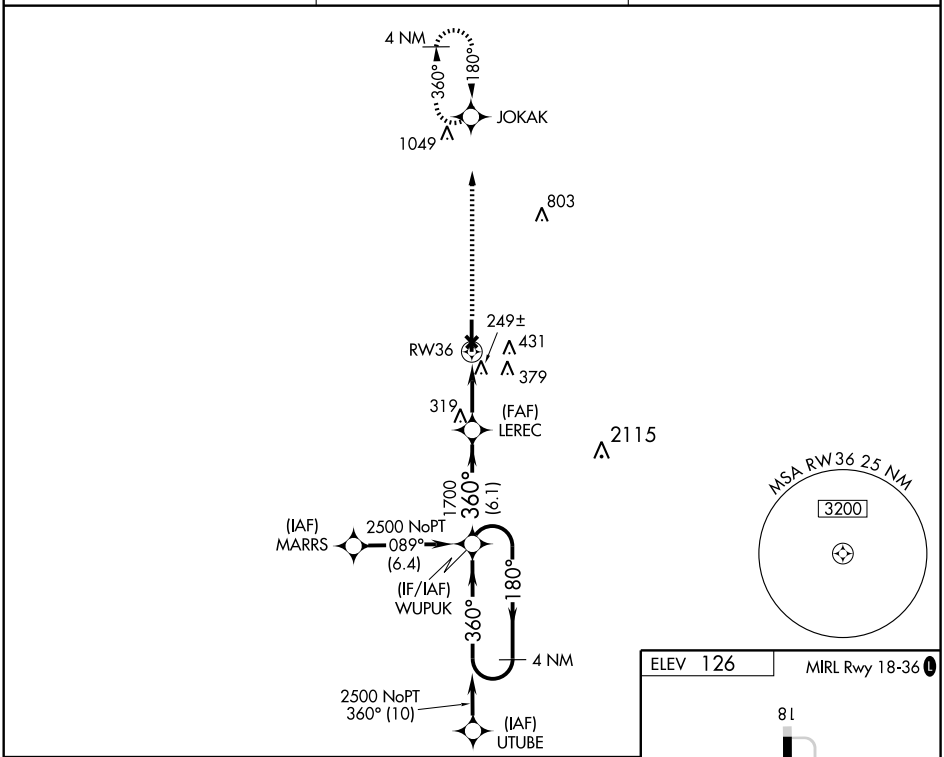
INDIANOLA MUNI (IDL)

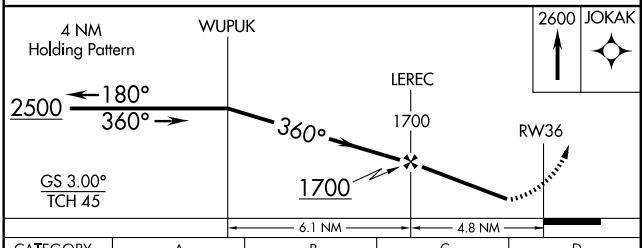
T A NA

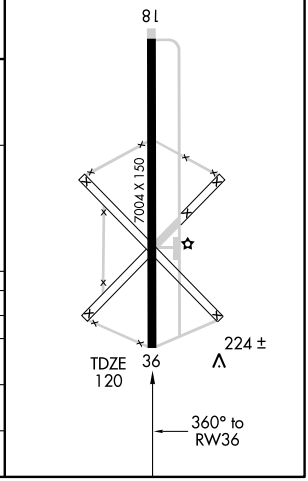
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all DA 37 feet, all MDA 40 feet, LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

GREENVILLE ASOS	MEMPHIS CENTER	UNICOM
125.525	135.875 269.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	432-1 312 (400-1)			
LNAV/VNAV DA	517-1½ 397 (400-1½)			
LNAV MDA	540-1 420 (500-1)		540-1¼ 420 (500-1¼)	
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SQS	APP CRS	Rwy Idg	N/A
114.7	271°	TDZE	N/A
Chan 94		Apt Elev	126

VOR/DME-A

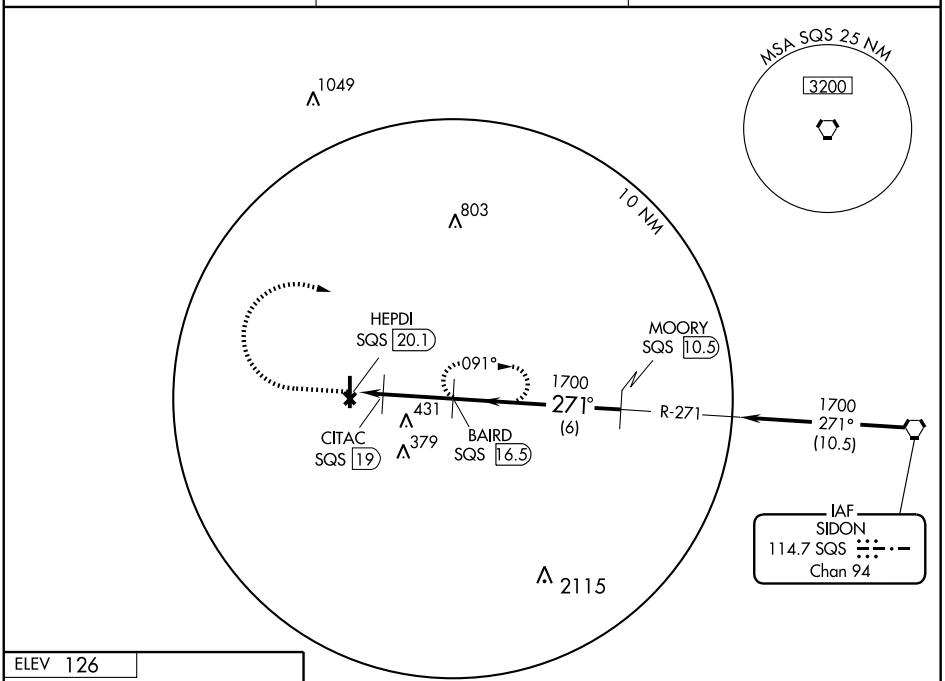
INDIANOLA MUNI (IDL)

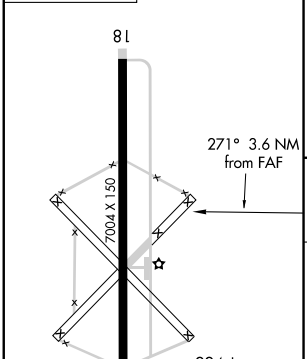
Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile.

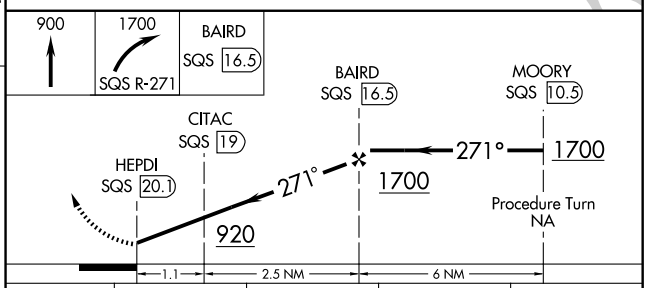
NA

MISSED APPROACH: Climb to 900, then climbing right turn to 1700 on SQS VORTAC R-271 to BAIRD/16.50 DME and hold.

GREENVILLE ASOS	MEMPHIS CENTER	UNICOM
125.525	135.875 269.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	580-1 454 (500-1)	580-1¼ 454 (500-1¼)	600-1½ 474 (500-1½)	780-2 654 (700-2)

MIRL Rwy 17-35 L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

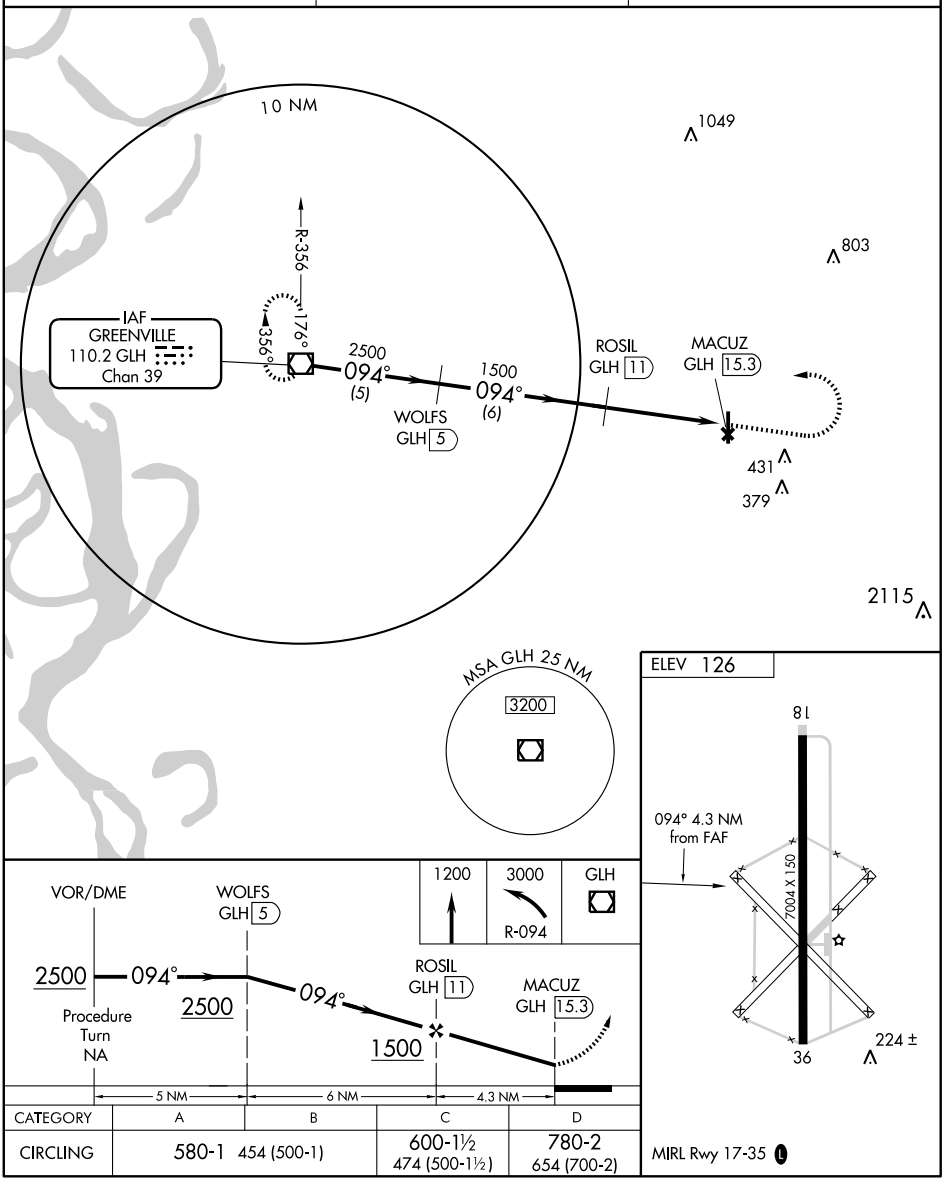
VOR/DME GLH	APP CRS	Rwy Idg	N/A
110.2	094°	TDZE	N/A
Chan 39		Apt Elev	126

VOR/DME-B
INDIANOLA MUNI (IDL)

NA Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on R-094 to GLH VOR/DME and hold.

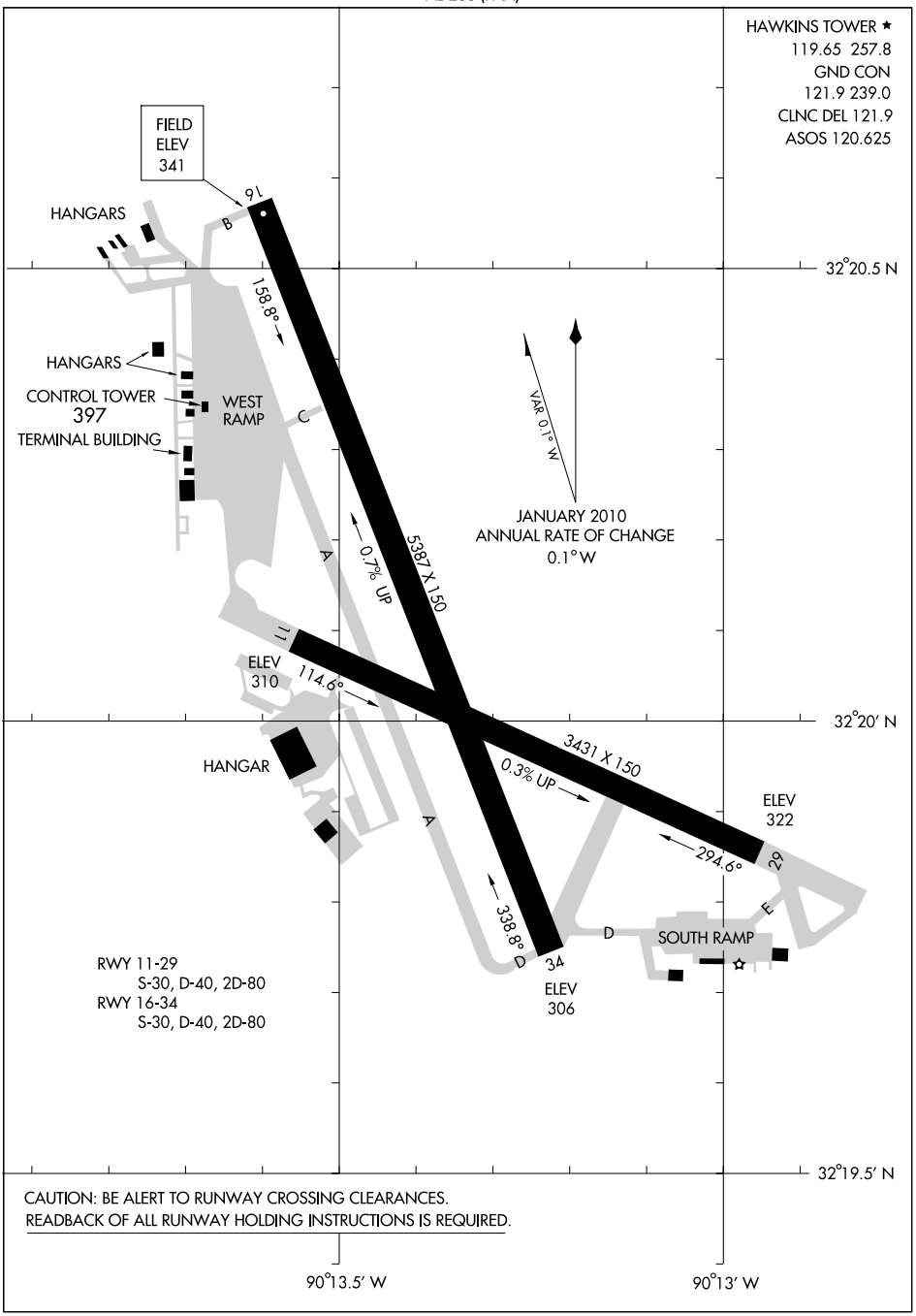
GREENVILLE ASOS	MEMPHIS CENTER	UNICOM
125.525	135.875 269.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)

MIRL Rwy 17-35 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010



SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-JHF	APP CRS	Rwy Idg	5387
111.7	159°	TDZE	341
		Apt Elev	341

ILS or LOC RWY 16

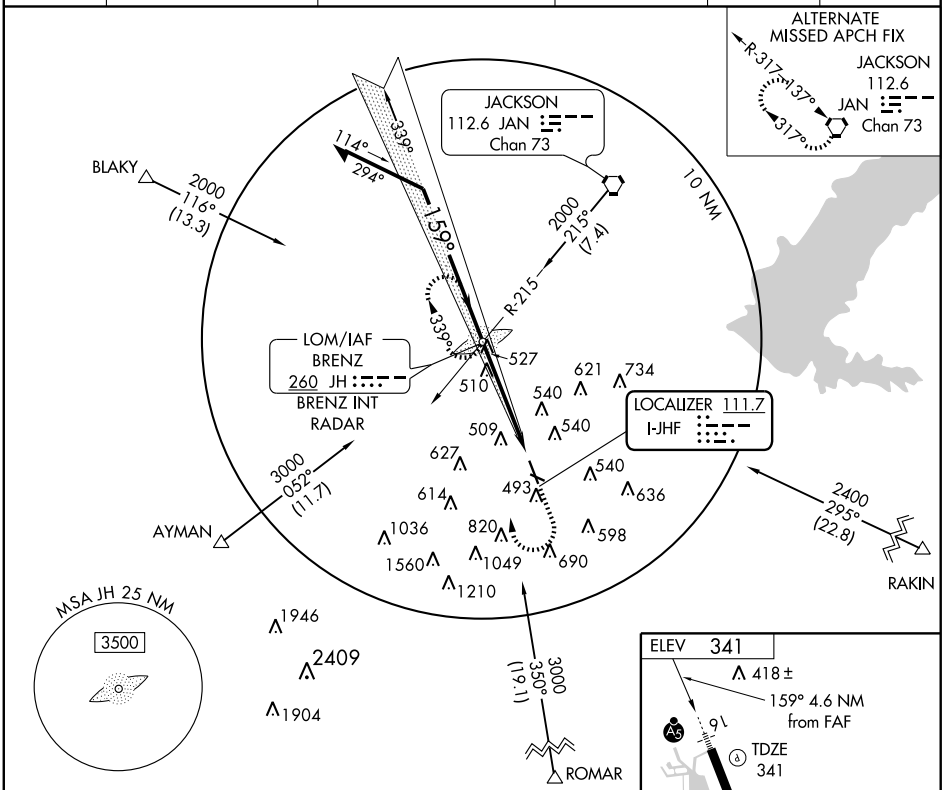
JACKSON/HAWKINS FIELD (HKS)

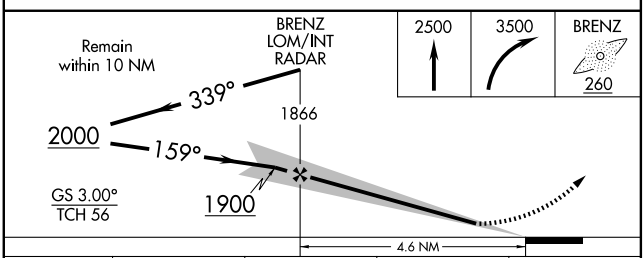
T A When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet and increase S-LOC 16 Cat D visibility ¼ mile. Glideslope unusable when control tower not in operational, only localizer minimums authorized during this period. ADF Required.

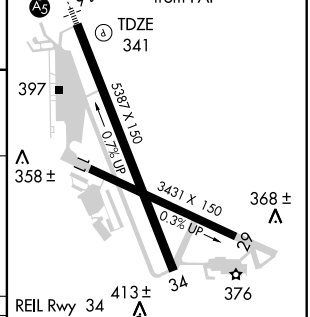
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct BRENZ LOM/Int/RADAR and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) L 257.8	121.9 239.0	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 16	541-½	200 (200-½)		
S-LOC 16	760-½ 419 (500-½)		760-¾ 419 (500-¾)	
CIRCLING	840-1 499 (500-1)		840-1½ 499 (500-1½)	920-2 579 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5387
CH 50316	159°	TDZE	341
W16A		Apt Elev	341

RNAV (GPS) RWY 16

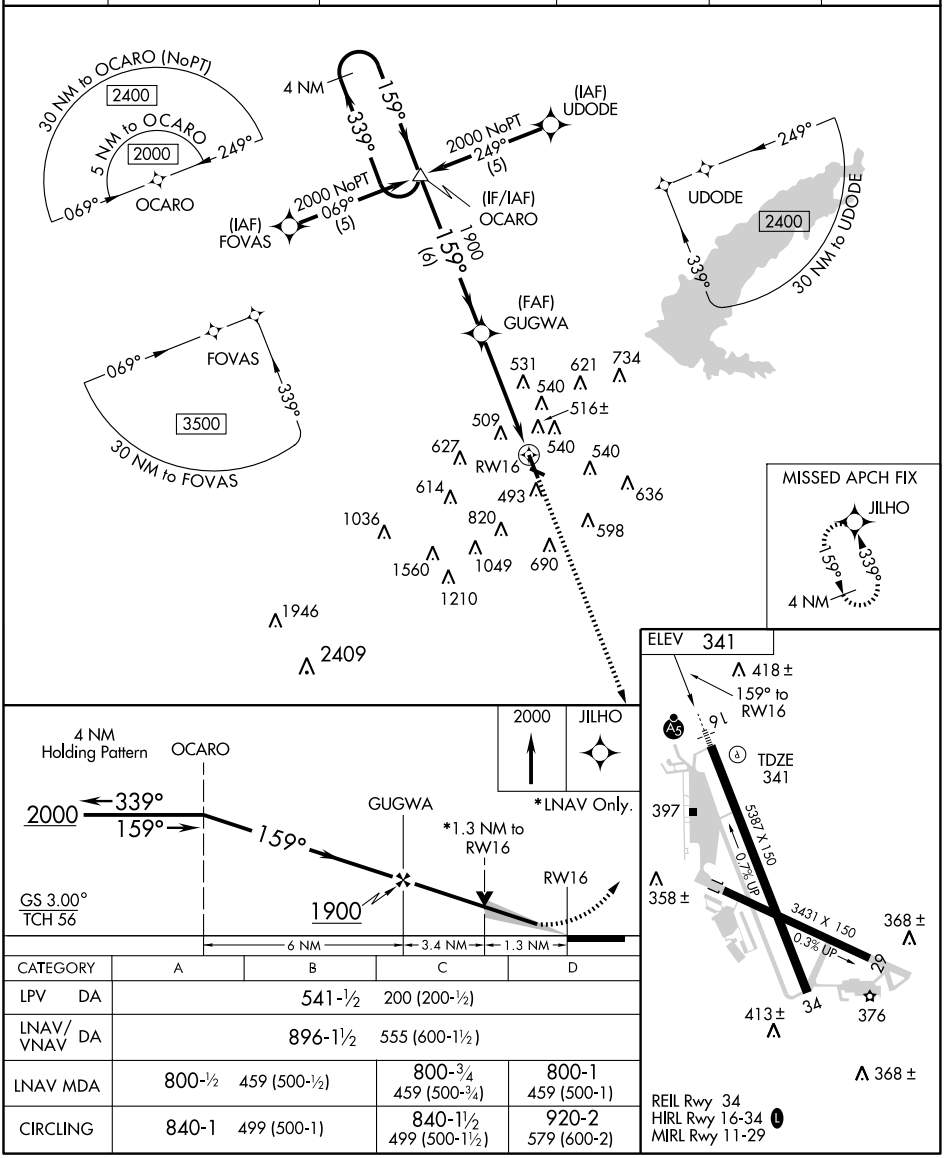
JACKSON/ HAWKINS FIELD (HKS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet. Baro-VNAV and VDP NA when using Jackson-Evers Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct JILHO and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) L 257.8	121.9 239.0	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	541-½ 200 (200-½)			
LNAV/ VNAV DA	896-1½ 555 (600-1½)			
LNAV MDA	800-½ 459 (500-½)		800-¾ 459 (500-¾)	800-1 459 (500-1)
CIRCLING	840-1 499 (500-1)		840-1½ 499 (500-1½)	920-2 579 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5387
CH 56416	339°	TDZE	322
W34A		Apt Elev	341

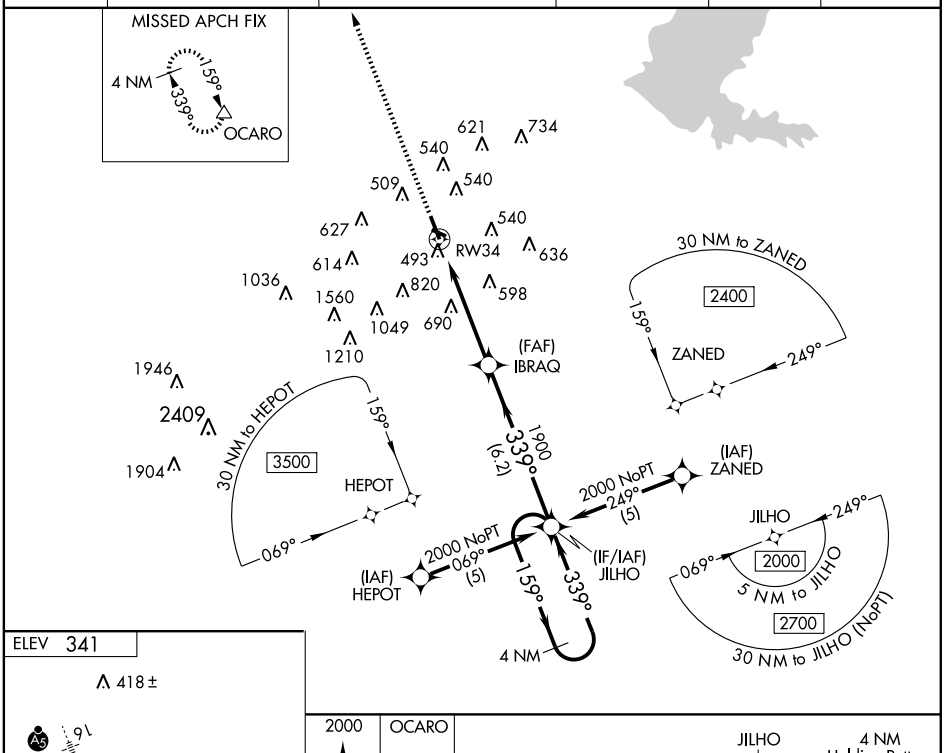
RNAV (GPS) RWY 34

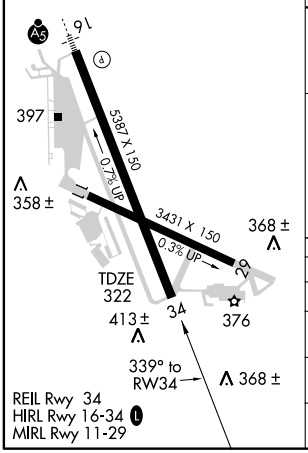
JACKSON/HAWKINS FIELD (HKS)

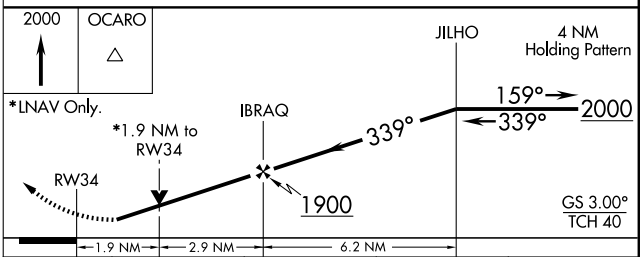
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting; increase all DA 19 feet and all MDA 20 feet. Baro-VNAV and VDP NA when using Jackson-Evers Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct OCARO and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 125.25 319.2	119.65 (CTAF) L 257.8	121.9 239.0	121.9	122.95







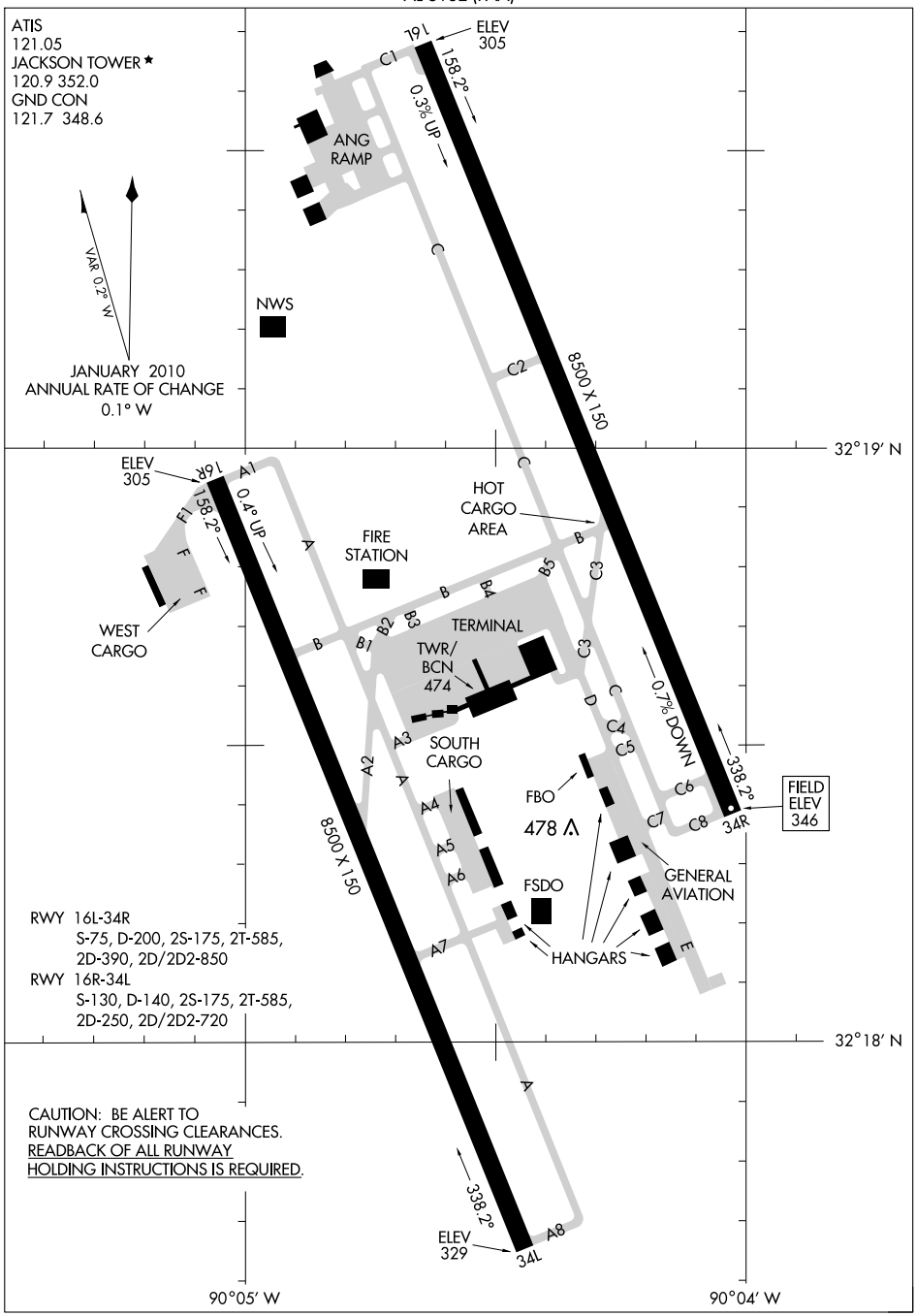
CATEGORY	A	B	C	D
LPV DA	709-1½ 387 (400-1½)			
LNAV/VNAV DA	803-1¾ 481 (400-1¾)			
LNAV MDA	940-1 618 (700-1)		940-1¾ 618 (700-1¾)	940-2 618 (700-2)
CIRCLING	940-1 599 (600-1)		940-1¾ 599 (600-1¾)	940-2 599 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

JACKSON-EVERS INTL (JAN)
JACKSON, MISSISSIPPI

AL-5132 (FAA)



SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

JACKSON, MISSISSIPPI
JACKSON-EVERS INTL (JAN)

10210

LOC I-FRL	APP CRS	Rwy Idg	8500
109.3	338°	TDZE	329
		Apt Elev	346

ILS or LOC RWY 34L

JACKSON-EVERS INTL (JAN)

ASR

When control tower closed inoperative table applies. For inoperative MALSR, increase S-ILS 34L Cat E visibility to RVR 4000 and S-LOC 34L Cat E visibility to 1½.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via JAN R-129 to RAKIN Int/JAN 22.1 DME and hold.

ATIS	JACKSON APP CON★	JACKSON TOWER★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95

DME REQUIRED

Cat E circling NA SW of Rwy 16R-34L. Cat E procedure turn NA-RADAR required.

(IAF) HENSI JAN 25

(IAF) BARAC JAN 25

R-266 R-049

JACKSON 112.6 JAN Chan 73

2100 to Dabey 154° (18)

15 NM

JAN 25 3000 Arc

2400 NoPT JAN 25 Arc

LOCALIZER 109.3 I-FRL

R-200 R-129

638 636 422 496± 928 597 530 641 1570 MM 590± 551 511

BUNDA OM

RAKIN JAN 22.1

129° 309°

(IAF) DABEY JAN 18 /RADAR

338° LR-159 LR-149

MSA JAN 25 NM 3500

1946 2419

1800 to Dabey (7)

R-017

116.7 MCB Chan 114

GABEY JAN 25

2000 NoPT JAN 25 Arc

113° 293° 158°

FAVIN JAN 25

ELEV 346

REIL Rwy 16R L * REIL Rwy 34R L HIRL Rwys 16L-34R and 16R-34L L

0.3% UP 8500 X 150 0.7% DOWN

395± 386± 379 TWR 474 478 494 457± 427±

0.4% UP

TDZE 329

16R 34R 34L

338° 4.4 NM from FAF

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

1200 3000 JAN R-129 RAKIN JAN 22.1

DABEY JAN 18 /RADAR

Remain within 10 NM

158° 338° 2100 1800

JAN 13.6 MM

GS 3.00° TCH 58

0.4 4 NM

CATEGORY	A	B	C	D	E
S-ILS 34L	529/18 200 (200-½)				
S-LOC 34L	780/24 451 (500-½)		780/40 451 (500-¾)	780/50 451 (500-1)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-JAN	APP CRS	Rwy Idg	8500
110.5	158°	TDZE	312
		Apt Elev	346

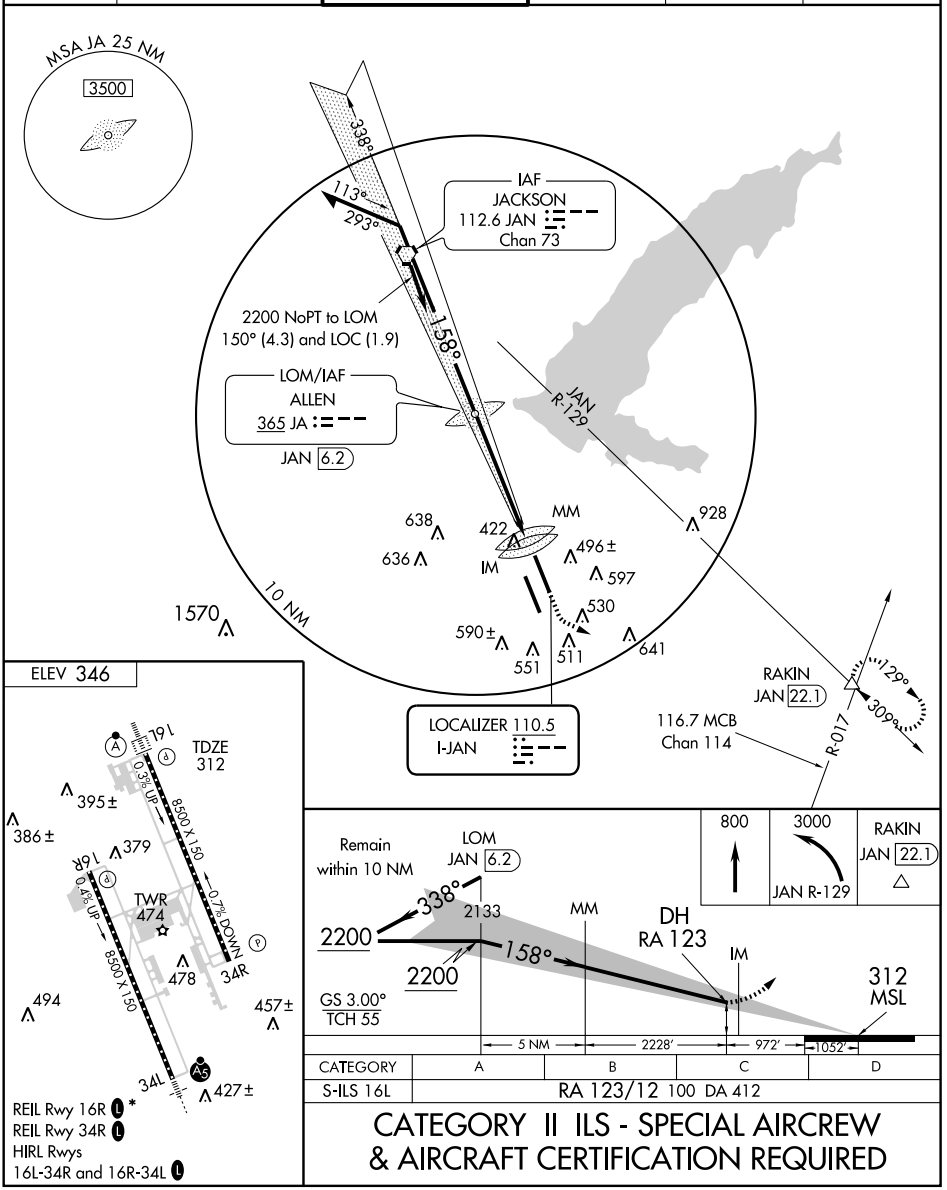
ILS RWY 16L (CAT II)
JACKSON-EVERS INTL (JAN)

ASR — When Control Tower closed Cat II not authorized.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95



CATEGORY	A	B	C	D
S-ILS 16L	RA 123/12 100 DA 412			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-JAN	APP CRS	Rwy Idg	8500
110.5	158°	TDZE	312
		Apt Elev	346

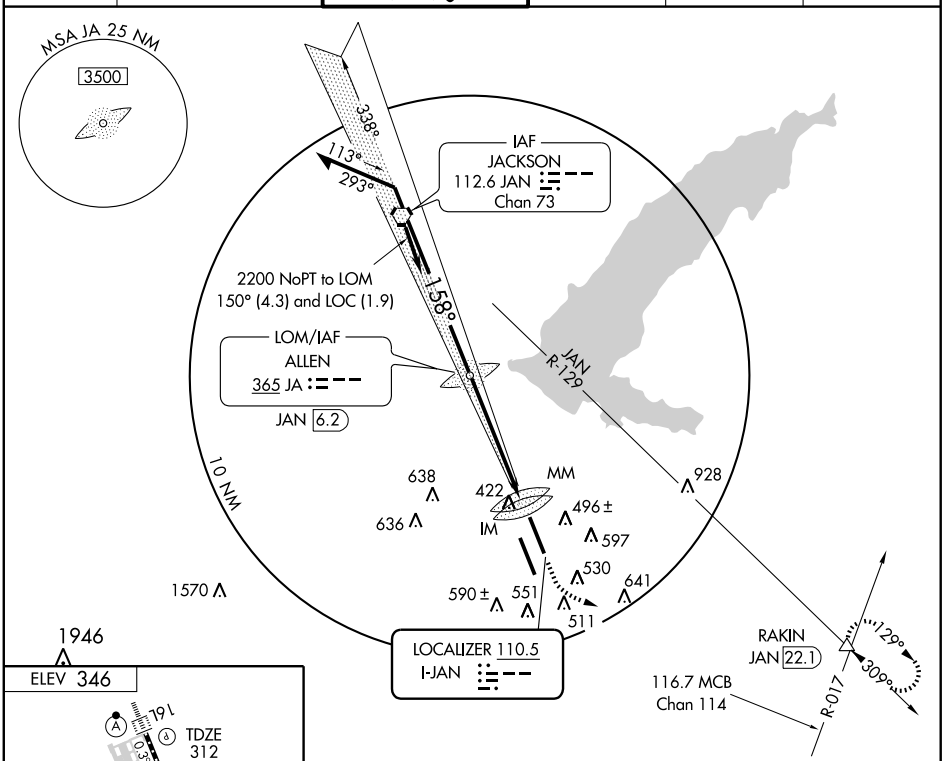
ILS RWY 16L (CAT III)
JACKSON-EVERS INTL (JAN)

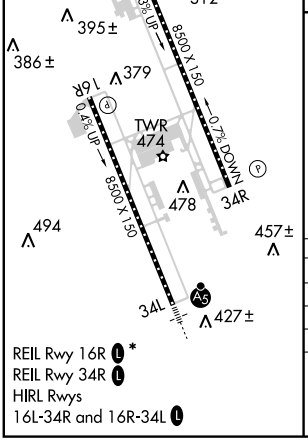
ASR When Control Tower closed Cat IIIA and Cat IIIB not authorized.

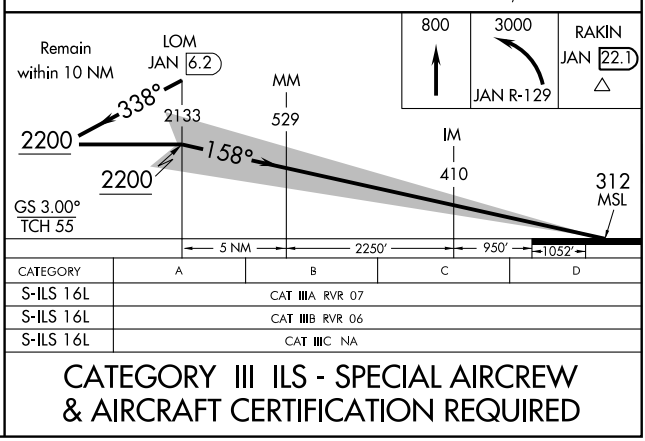
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 ★	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D
S-ILS 16L	CAT IIIA RVR 07			
S-ILS 16L	CAT IIIB RVR 06			
S-ILS 16L	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-JAN	APP CRS	Rwy Idg	8500
110.5	158°	TDZE	312
		Apt Elev	346

ILS RWY 16L
JACKSON-EVERS INTL (JAN)

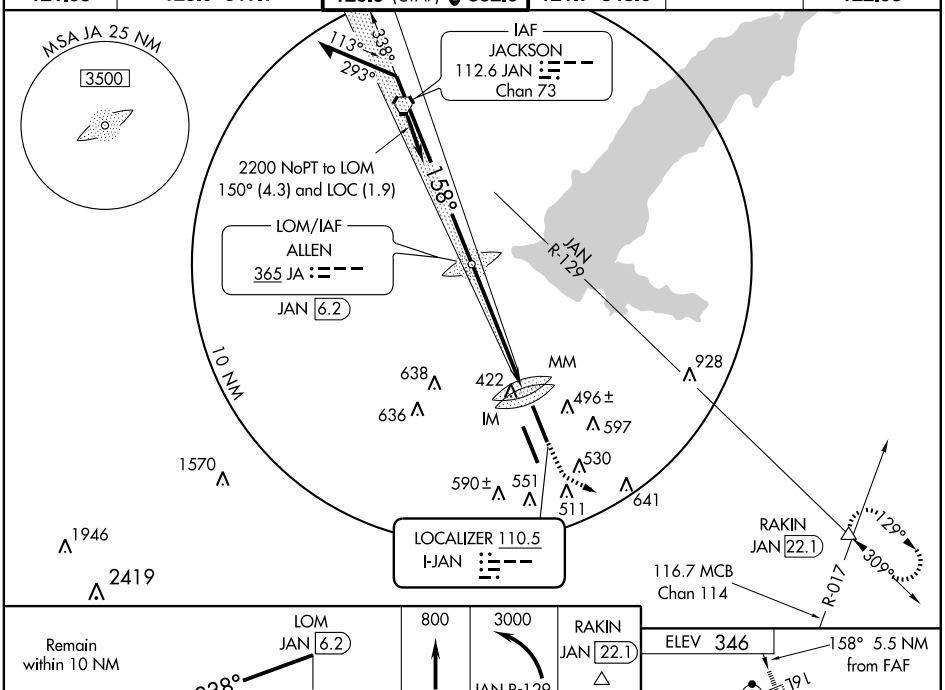
ASR

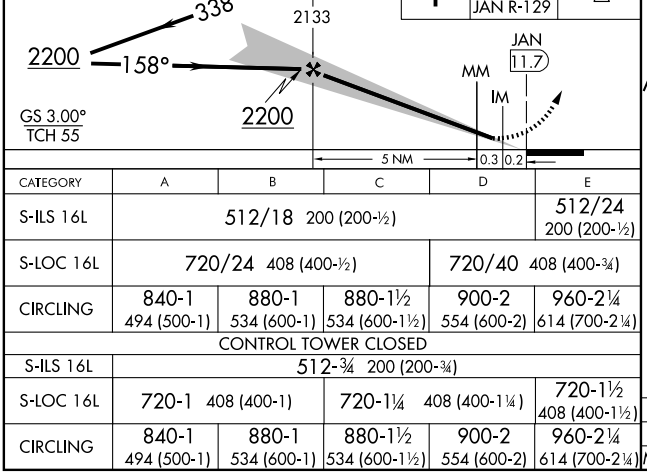
Cat E circling not authorized SW of Rwy 16R-34L. Cat E procedure turn not authorized - RADAR required. Cat E S-ILS 16L DH increased 50 feet and visibility increased to RVR 4000 for inoperative MM. When control tower closed inoperative table does not apply. For inoperative ALSF-2, increase S-ILS 16L Cat E visibility to RVR 4000.

ALSF-2

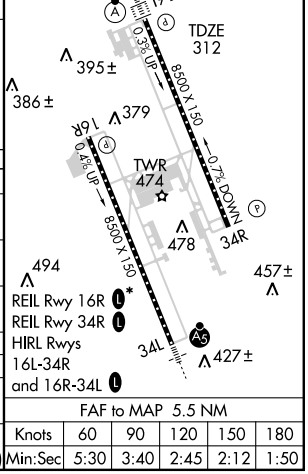
MISSED APPROACH: Climb to 800, then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 ★	UNICOM
121.05	123.9 317.7	120.9 (CTAF) 352.0	121.7 348.6		122.95





CATEGORY	A	B	C	D	E
S-ILS 16L	512/18 200 (200-½)				512/24 200 (200-½)
S-LOC 16L	720/24 408 (400-½)			720/40 408 (400-¾)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)
CONTROL TOWER CLOSED					
S-ILS 16L	512-¾ 200 (200-¾)				
S-LOC 16L	720-1 408 (400-1)		720-1¼ 408 (400-1¼)		720-1½ 408 (400-1½)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

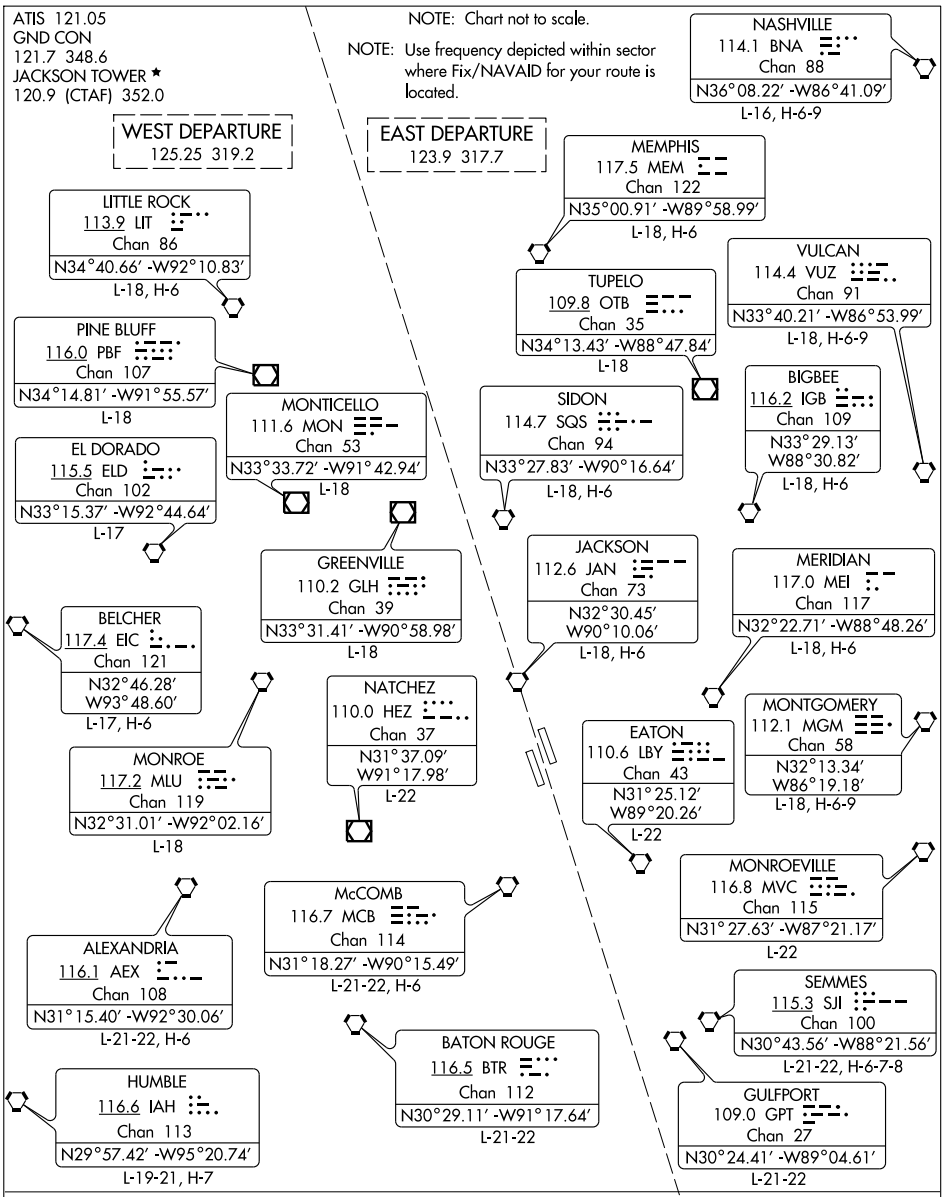
SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

JACKSON FOUR DEPARTURE

SL-5132 (FAA)

JACKSON-EVERS INTL (JAN)
JACKSON, MISSISSIPPI



DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb on runway heading or as assigned for vectors to join filed route. Maintain 5000′ or altitude assigned by ATC. Expect clearance to requested altitude/flight level ten minutes after departure.

WAAS	APP CRS	Rwy Idg	8500
CH 72911	158°	TDZE	312
W16A		Apt Elev	346

RNAV (GPS) RWY 16L

JACKSON-EVERS INTL (JAN)

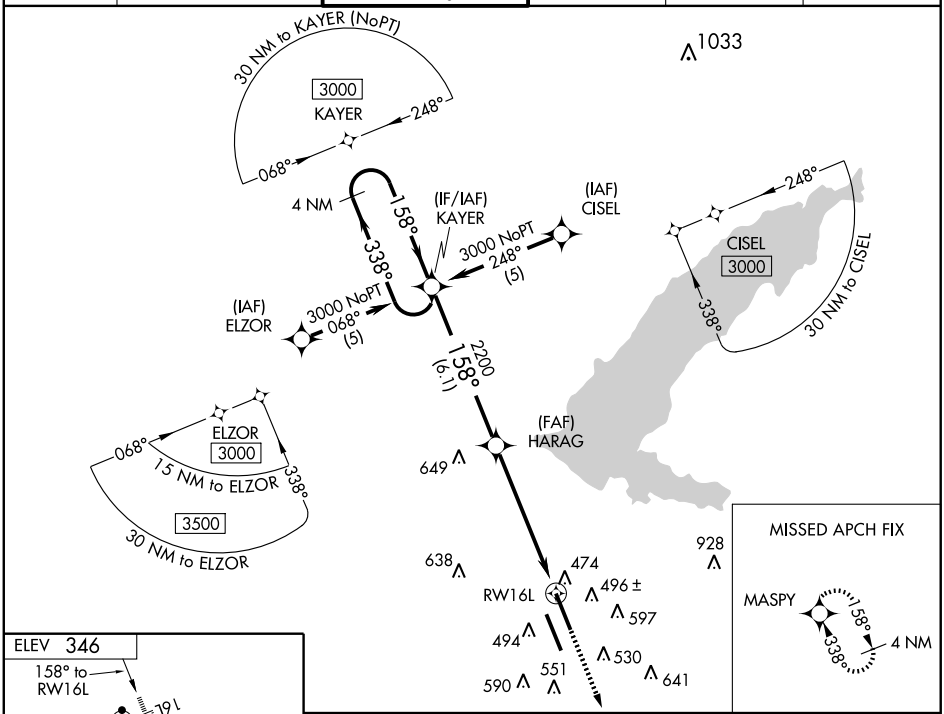
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

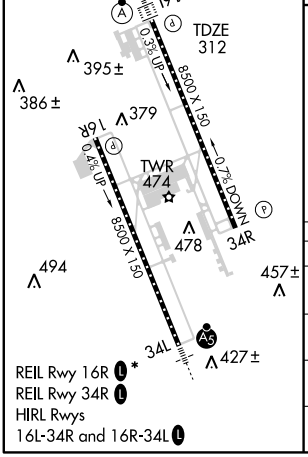
ASR

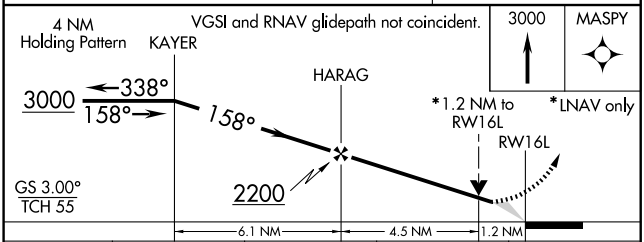
ALSF-2

MISSED APPROACH: Climb to 3000 direct MASPY and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 ★	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D
LPV DA	512/24 200 (200-½)			
LNAV/VNAV DA	724/50 412 (400-1)			
LNAV MDA	760/24 448 (500-½)		760/40 448 (500-¾)	760/50 448 (500-1)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8500
CH 49211	158°	TDZE	319
W16B		Apt Elev	346

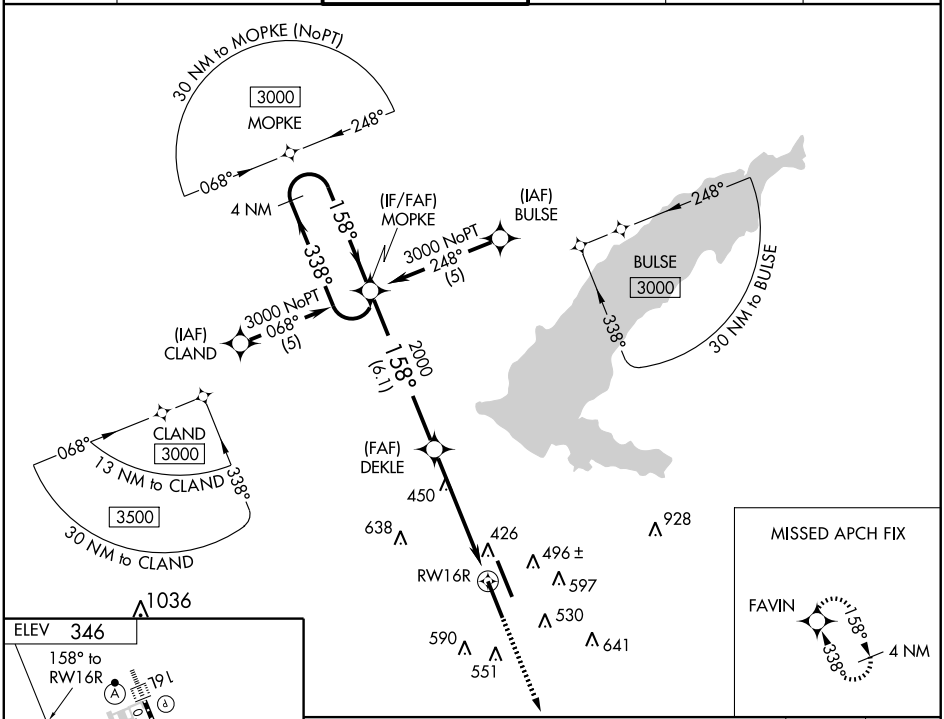
RNAV (GPS) RWY 16R

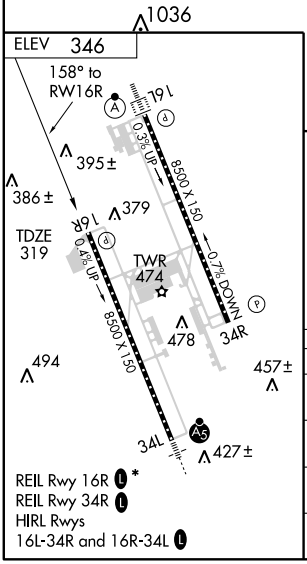
JACKSON-EVERS INTL (JAN)

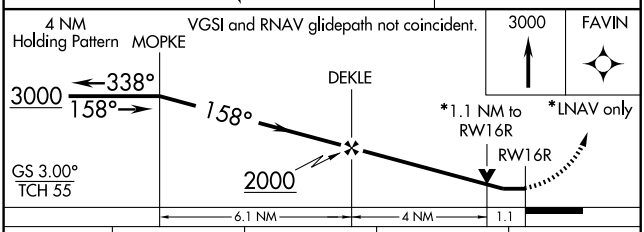
▼ ▲ ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAVIN and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D
LPV DA	656-1¼ 337 (400-1¼)			
LNAV/VNAV DA	758-1½ 439 (500-1½)			
LNAV MDA	720-1 401 (400-1)		720-1¼ 401 (400-1¼)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61301 W34A	APP CRS 338°	Rwy Idg 8500 TDZE 329 Apt Elev 346

RNAV (GPS) RWY 34L

JACKSON-EVERS INTL (JAN)

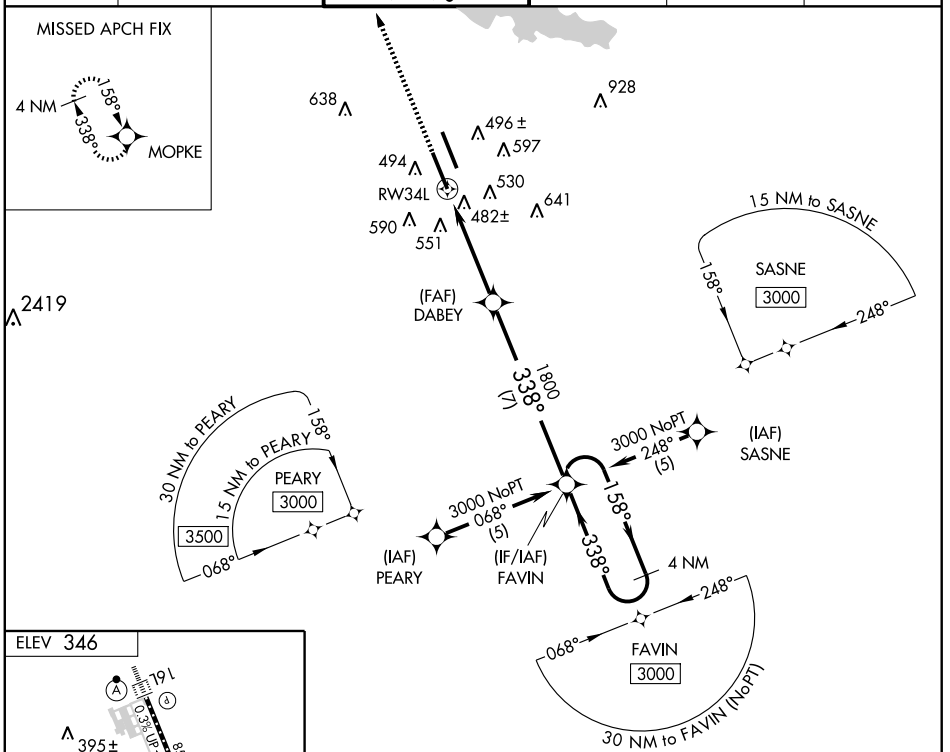
ASR

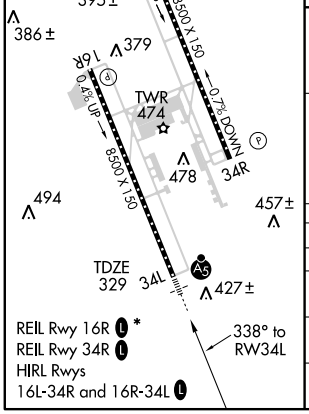
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet.

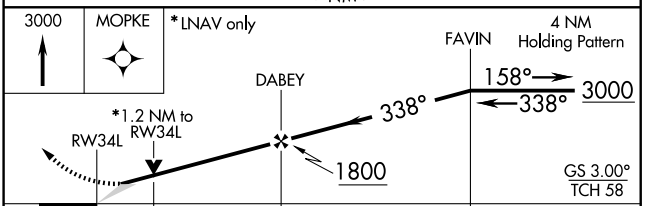
MALSR

MISSED APPROACH: Climb to 3000 direct MOPKE and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D
LPV DA	529/24 200 (200-½)			
LNAV/VNAV DA	875-1½ 546 (600-1½)			
LNAV MDA	780/24 451 (500-½)		780/40 451 (500-¾)	780/50 451 (500-1)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45811 W34B	APP CRS 338°	Rwy Idg 8500 TDZE 346 Apt Elev 346

RNAV (GPS) RWY 34R

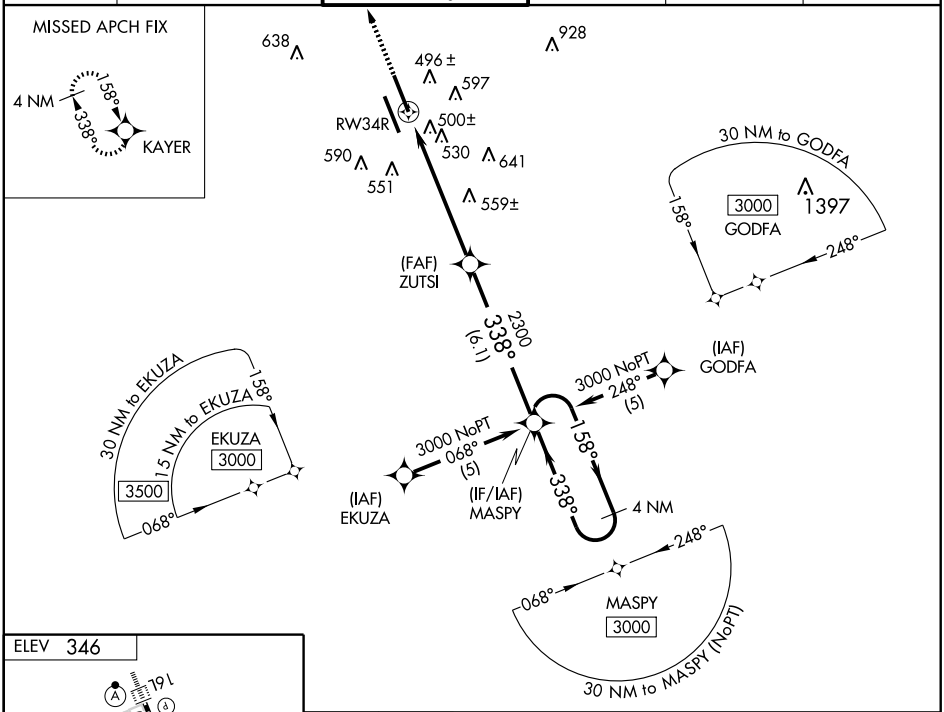
JACKSON-EVERS INTL (JAN)

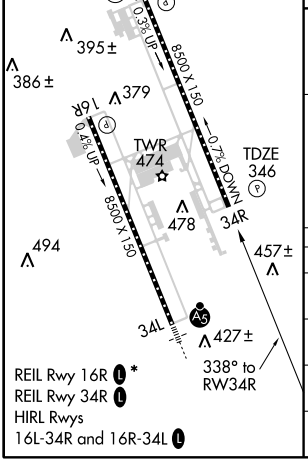
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to 1½ mile. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

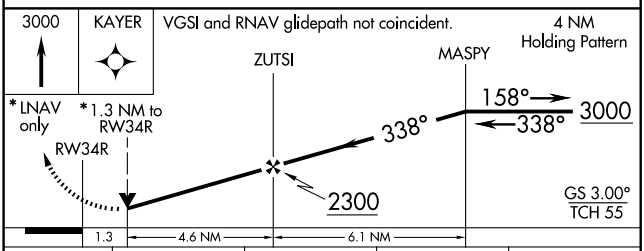
ASR

MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D
LPV DA	738/60 392 (400-1¼)			
LNAV/VNAV DA	846-1¾ 500 (500-1¾)			
LNAV MDA	820/50 474 (500-1)		820/60 474 (500-1¼)	820-1½ 474 (500-1½)
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 16L

VORTAC JAN	APCH CRS	Rwy Idg 8500
112.6	152°	TDZE 311
Chan 73		Arpt Elev 346

AL-5132 [USAF]

JACKSON-EVERS INTL (KJAN)

* CAT E circling not authorized SW of Rwy 16R-34L.

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	

RADAR REQUIRED

R-350 — LR-002

2500 NoPt JAN 10 Arc

(IAF) JONHA JAN 5

170° — 350°

Min holding alt 2000 CAT E holding not authorized

2000 350° (5) to JONHA

170°

R-080

(IAF) JAN 10

IAF JACKSON 112.6 JAN Chan 73

152°

JAN 6.2

10 NM

R-129

MSA JAN 25 NM 3500

638

NoPt for arrivals on JAN VORTAC airway radials 251 clockwise 049.

636

RAKIN JAN 22.1

129° — 309°

500 ±

579

1570

1946

ELEV 346

152° 5.5 NM from FAF

TDZE 311

370 ±

19L 0.5% UP

TWR 474

19R 0.3% UP

8500 x 150

34R 467

491

447 ±

8500 x 150

34L

414 ±

A5

REIL Rwy 16R L* and Rwy 34R L

TDZ/CL Rwy 16L and 34L

HIRL Rwy 16R-34L and 16L-34R L

R-080 10 — R-350 10

2500 — 2500 — 170° — VORTAC

10 Arc

2000 — 2000 — 152°

6.2 — 11.7

6.2 NM — 5.5 NM

3000 JAN R-129 RAKIN INT

CATEGORY	A	B	C	D	E
S-16L	740/24 429 (400-½)		740/40 429 (400-¾)	740/50 429 (400-1)	
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)

TACAN RWY 16L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 16R

JACKSON-EVERS INTL (KJAN)

VORTAC JAN	APCH CRS	Rwy Idg 8500
112.6	155°	TDZE 319
Chan 73		Arpt Elev 346

AL-5132 [USAF]

TV A

* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	

REIL Rwy 16R L* and Rwy 34R L
TDZL/CL Rwy 16L and 34L
HIRL Rwy 16R-34L and 16L-34R L

CATEGORY	A	B	C	D	E
S-16R	760-1 441 (500-1)		760-1¼ 441 (500-1¼)	760-1½ 441 (500-1½)	
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 34L

VORTAC JAN	APCH CRS	Rwy ldg 8500
112.6	335°	TDZE 329
Chan 73		Arpt Elev 346

AL-5132 [USAF]

JACKSON-EVERS INTL (KJAN)

When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet and increase S-34L CATS D and E visibility ¼ mile.

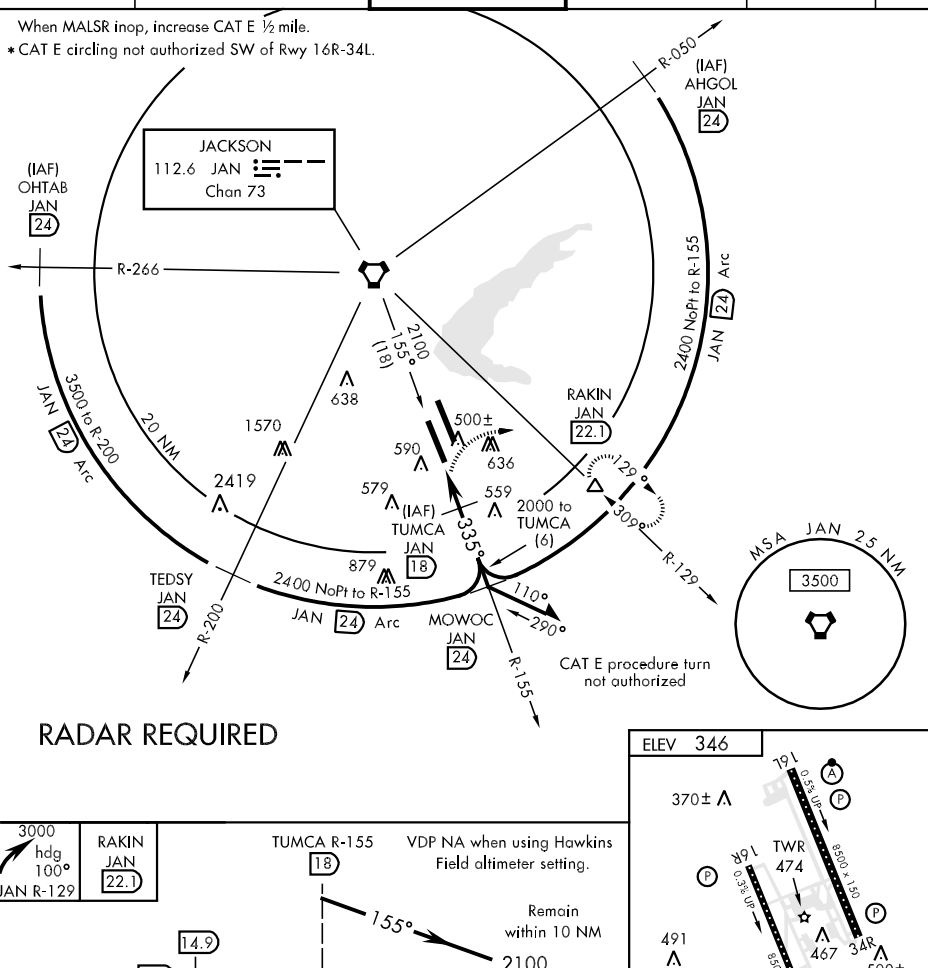
MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 100° and via JAN VORTAC R-129 to RAKIN INT/22.1 DME and hold.

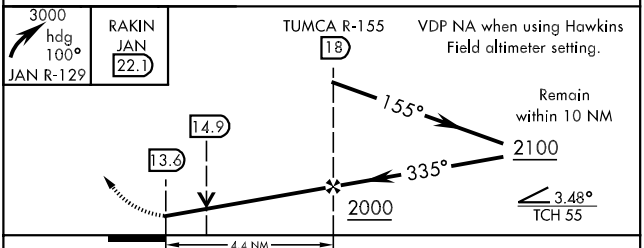
ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) 352.0	121.7 348.6	120.7 *	

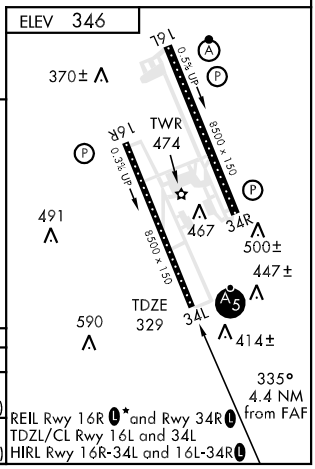
When MALSR inop, increase CAT E ½ mile.

*CAT E circling not authorized SW of Rwy 16R-34L.



RADAR REQUIRED





CATEGORY	A	B	C	D	E
S-34L	840/24 511 (500-½)		840/50 511 (500-1)		840/60 511 (500-1¼)
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)

REIL Rwy 16R * and Rwy 34R
TDZL/CL Rwy 16L and 34L
HIRL Rwy 16R-34L and 16L-34R

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 34R

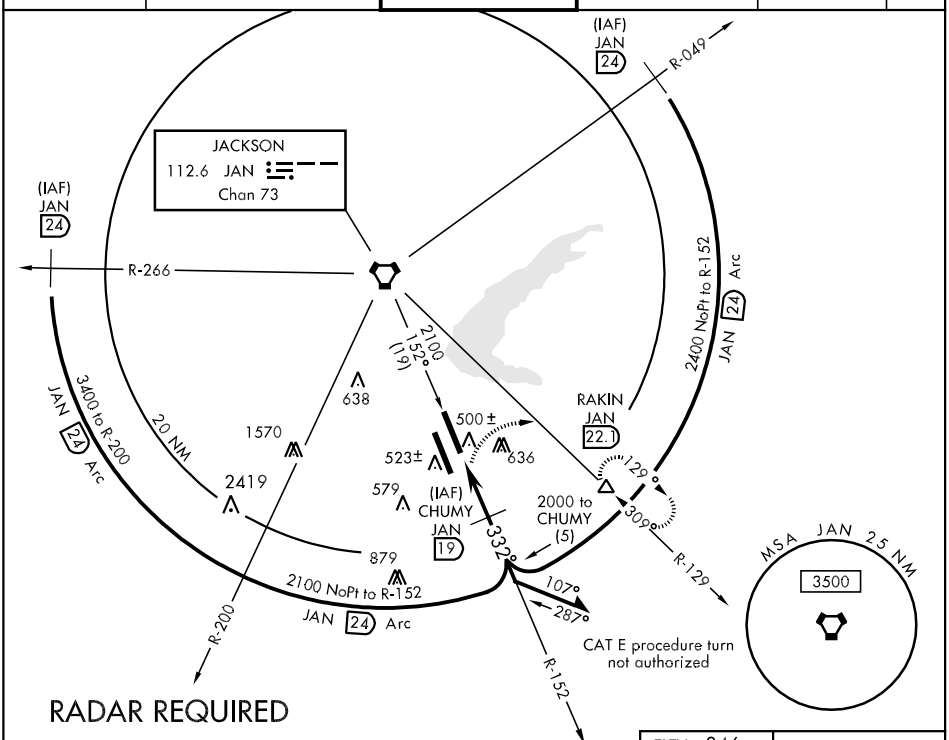
JACKSON-EVERS INTL (KJAN)

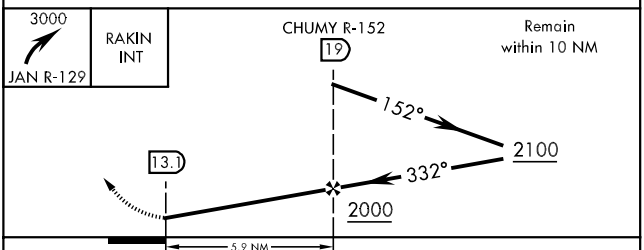
VORTAC JAN 112.6 Chan 73	APCH CRS 332°	Rwy Idg 8500 TDZE 346 Arpt Elev 346	AL-5132 [USAF]

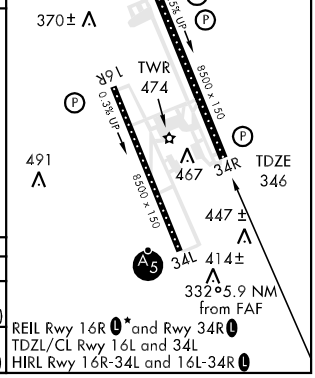
* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing right turn to 3000 via JAN R-129 to RAKIN INT and hold.

ATIS	JACKSON APP CON	JACKSON TOWER	GND CON		ASR
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	







CATEGORY	A	B	C	D	E
S-34R	820/50 474 (500-1)		820/60 474 (500-1¼)	820-1½ 474 (500-1½)	820-1¾ 474 (500-1¾)
CIRCLING*	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	940-2 594 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

KOSCIUSKO-ATTALA COUNTY (OSX)

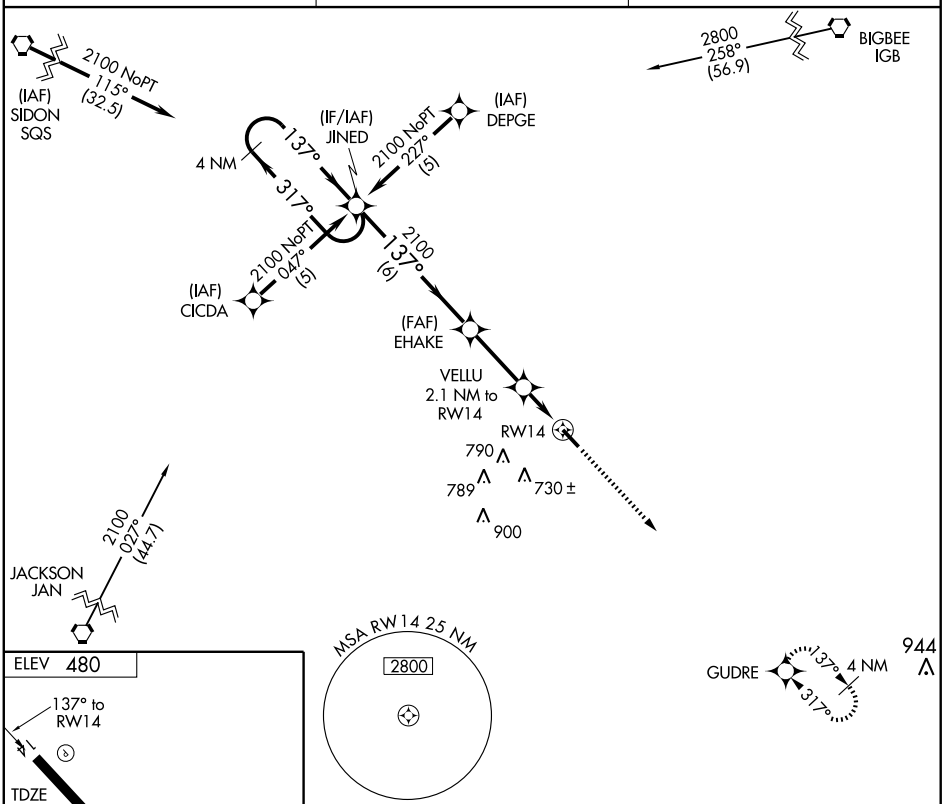
APP CRS	Rwy Idg	5000
137°	TDZE	480
	Apt Elev	480

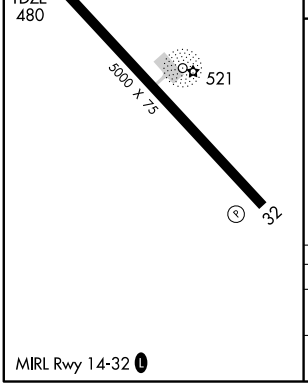
DME/DME RNP-0.3 NA. Procedure not authorized at night. Use Philadelphia altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

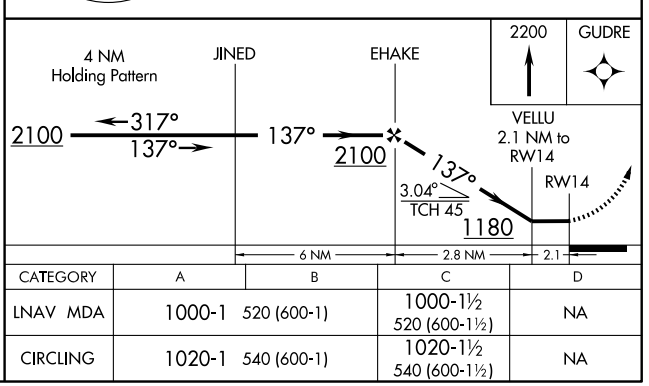
NA

MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

PHILADELPHIA AWOS-3	MEMPHIS CENTER	CTAF
118.725	132.75 263.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1000-1	520 (600-1)	1000-1½ 520 (600-1½)	NA
CIRCLING	1020-1	540 (600-1)	1020-1½ 540 (600-1½)	NA

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SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

KOSCIUSKO-ATTALA COUNTY (OSX)

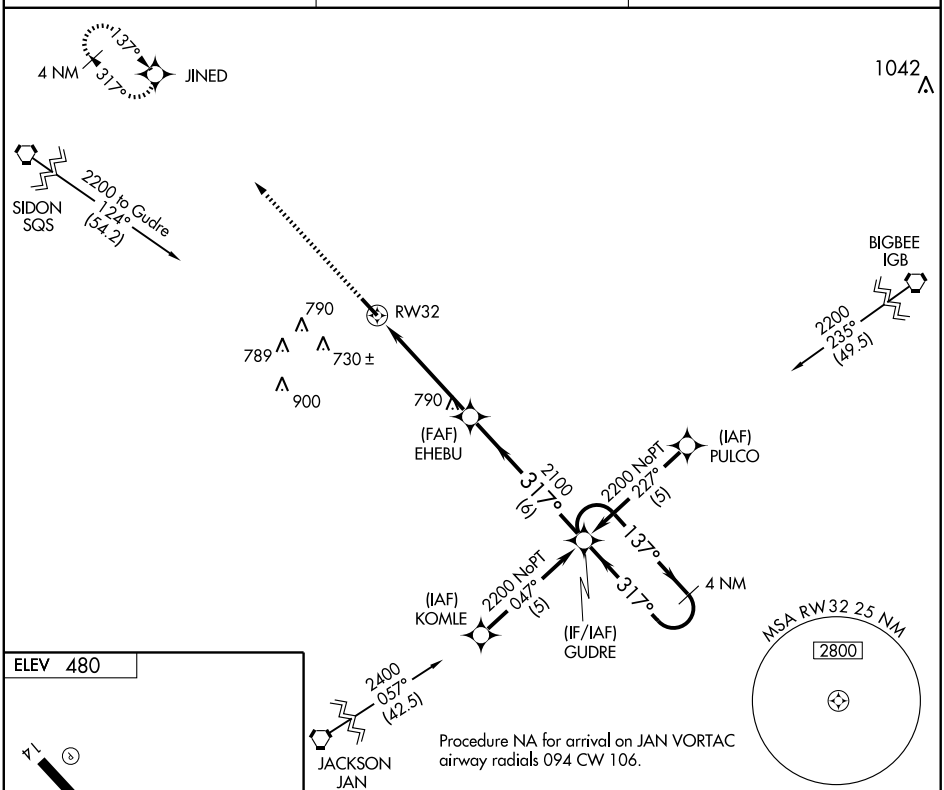
APP CRS	Rwy Idg	5000
317°	TDZE	480
	Apt Elev	480

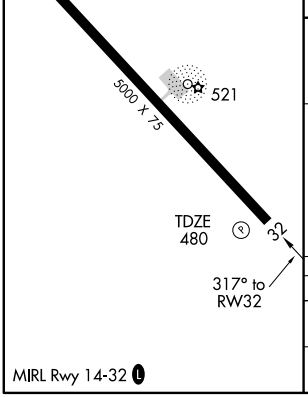
DME/DME RNP-0.3 NA. Procedure not authorized at night. Use Philadelphia altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

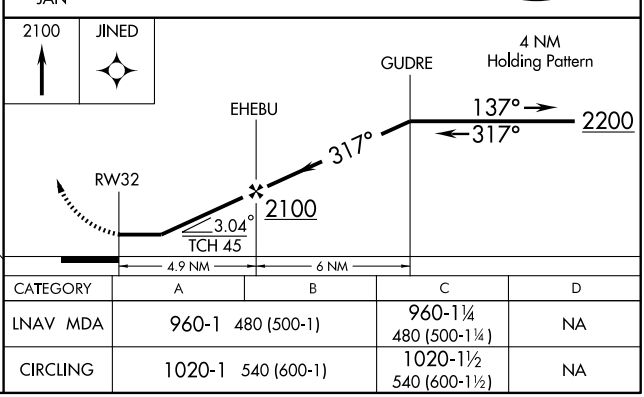
NA

MISSED APPROACH: Climb to 2100 direct JINED and hold.

PHILADELPHIA AWOS-3	MEMPHIS CENTER	CTAF
118.725	132.75 263.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	960-1 480 (500-1)		960-1¼ 480 (500-1¼)	NA
CIRCLING	1020-1 540 (600-1)		1020-1½ 540 (600-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB THJ	APP CRS	Rwy Idg	5513
346	135°	TDZE	238
		Apt Elev	238

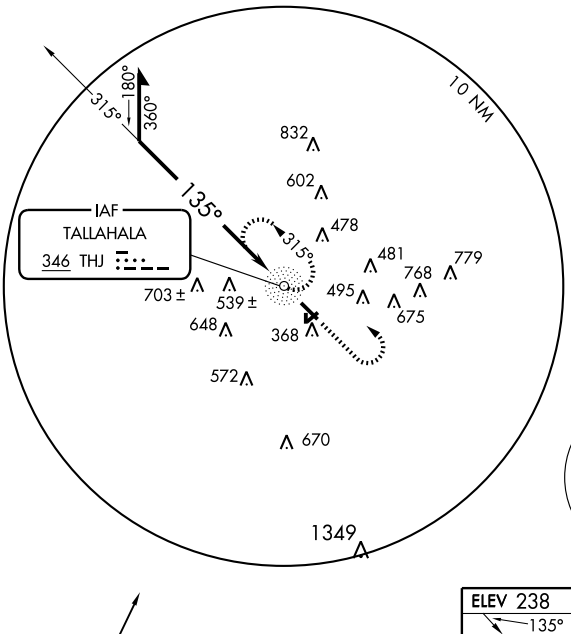
NDB RWY 13

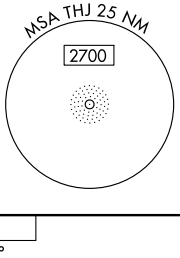
LAUREL/HESLER-NOBLE FIELD (LUL)

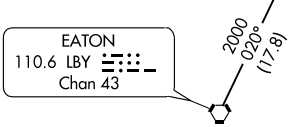
NA

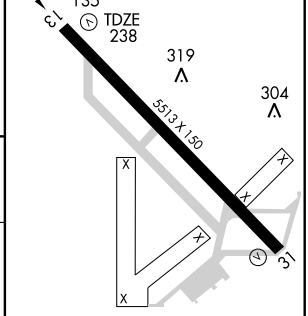
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct THJ NDB and hold.

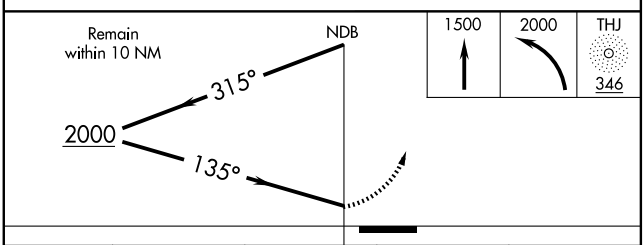
AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L











CATEGORY	A	B	C	D
S-13	900-1 662 (700-1)		900-1¾ 662 (700-1¾)	900-2 662 (700-2)
CIRCLING	900-1 662 (700-1)		900-1¾ 662 (700-1¾)	900-2 662 (700-2)

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5513
CH 45704	135°	TDZE 238
W13A		Apt Elev 238

RNAV (GPS) RWY 13

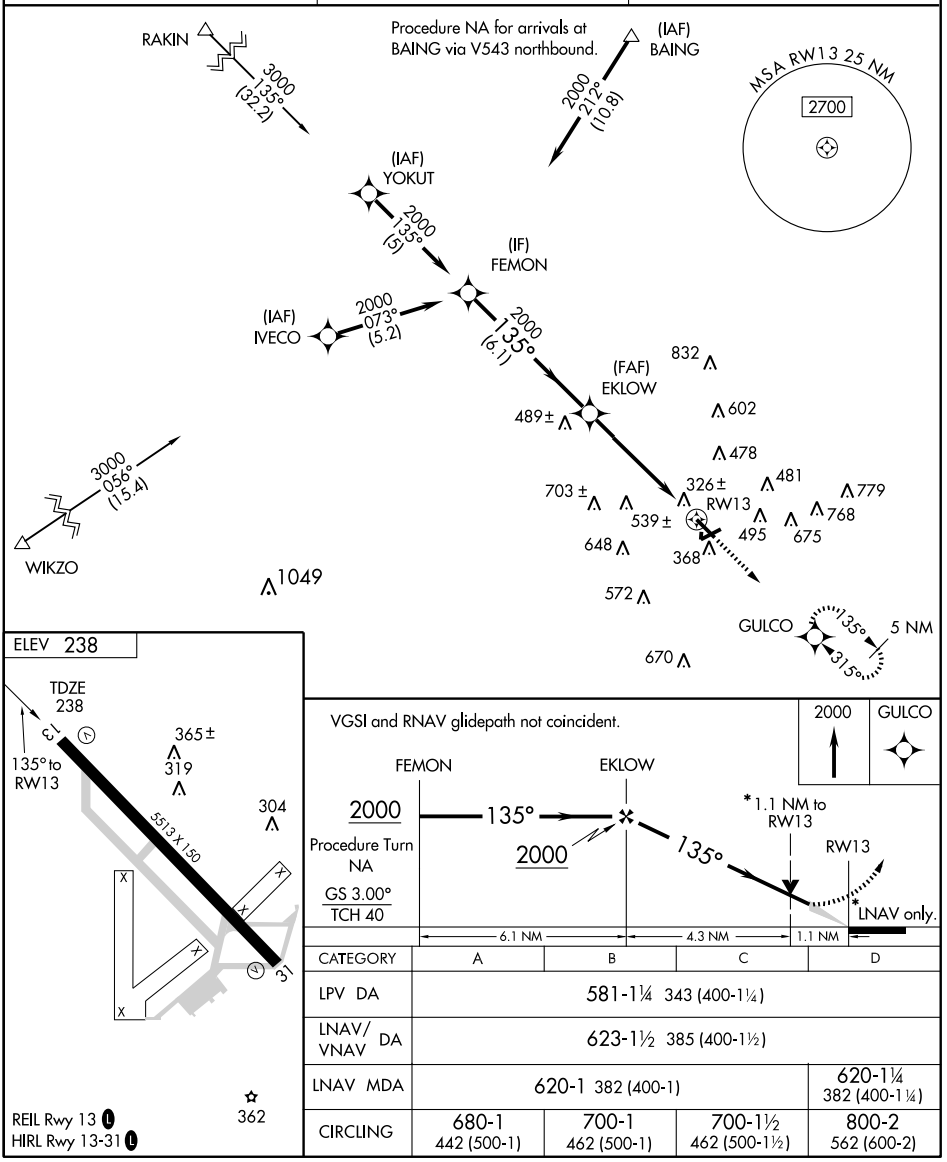
LAUREL/HESLER-NOBEL FIELD (LUL)

If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct GULCO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	581-1¼ 343 (400-1¼)			
LNAV/VNAV DA	623-1½ 385 (400-1½)			
LNAV MDA	620-1 382 (400-1)			620-1¼ 382 (400-1¼)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86404 W31A	APP CRS 315°	Rwy ldg 5513 TDZE 238 Apt Elev 238

RNAV (GPS) RWY 31

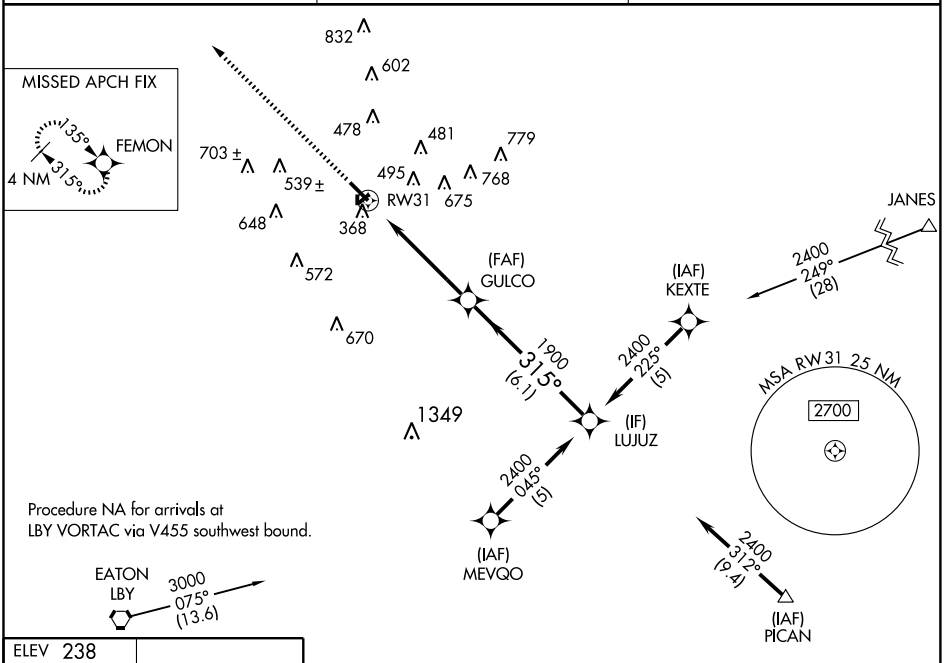
LAUREL/HESLER-NOBEL FIELD (LUL)

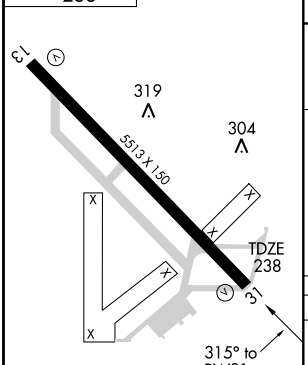
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

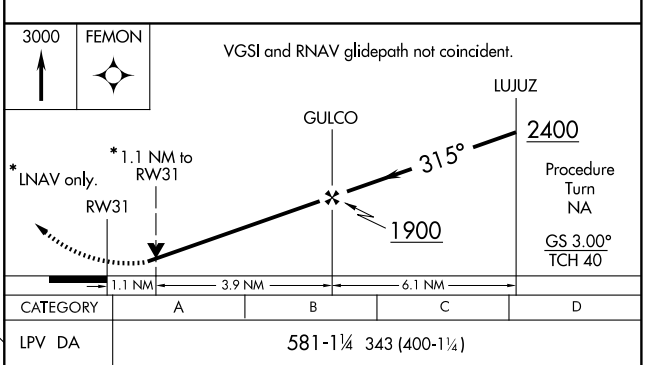
NA

MISSED APPROACH: Climb to 3000 direct FEMON and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	581-1¼ 343 (400-1¼)			
LNAV/VNAV DA	638-1½ 400 (400-1½)			
LNAV MDA	620-1 382 (400-1)			620-1¼ 382 (400-1¼)
CIRCLING	680-1 442 (500-1)	700-1 462 (500-1)	700-1½ 462 (500-1½)	800-2 562 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LBY	APP CRS	Rwy Idg	N/A
110.6	024°	TDZE	N/A
Chan 43		Apt Elev	238

VOR/DME-A

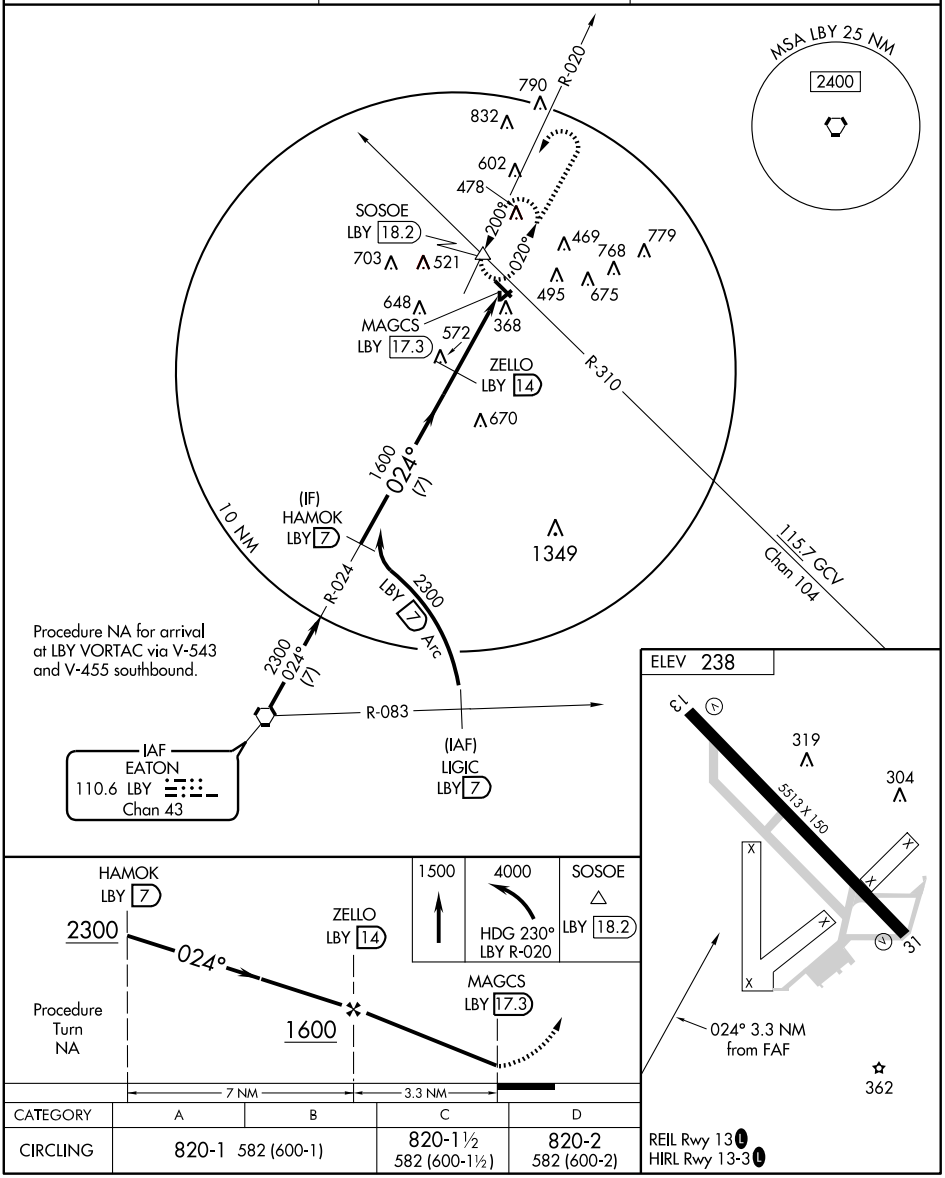
LAUREL/HESLER-NOBLE FIELD (LUL)

When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 60 feet and Cat C visibility to 1¾ mile.

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via heading 230° and LBY R-020 to SOSOE Int/LBY 18.2 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	820-1 582 (600-1)		820-1½ 582 (600-1½)	820-2 582 (600-2)

REIL Rwy 13 L
HIRL Rwy 13-3 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SQS 114.7 Chan 94	APP CRS 145°	Rwy Idg N/A TDZE N/A Apt Elev 340

VOR/DME or GPS-A

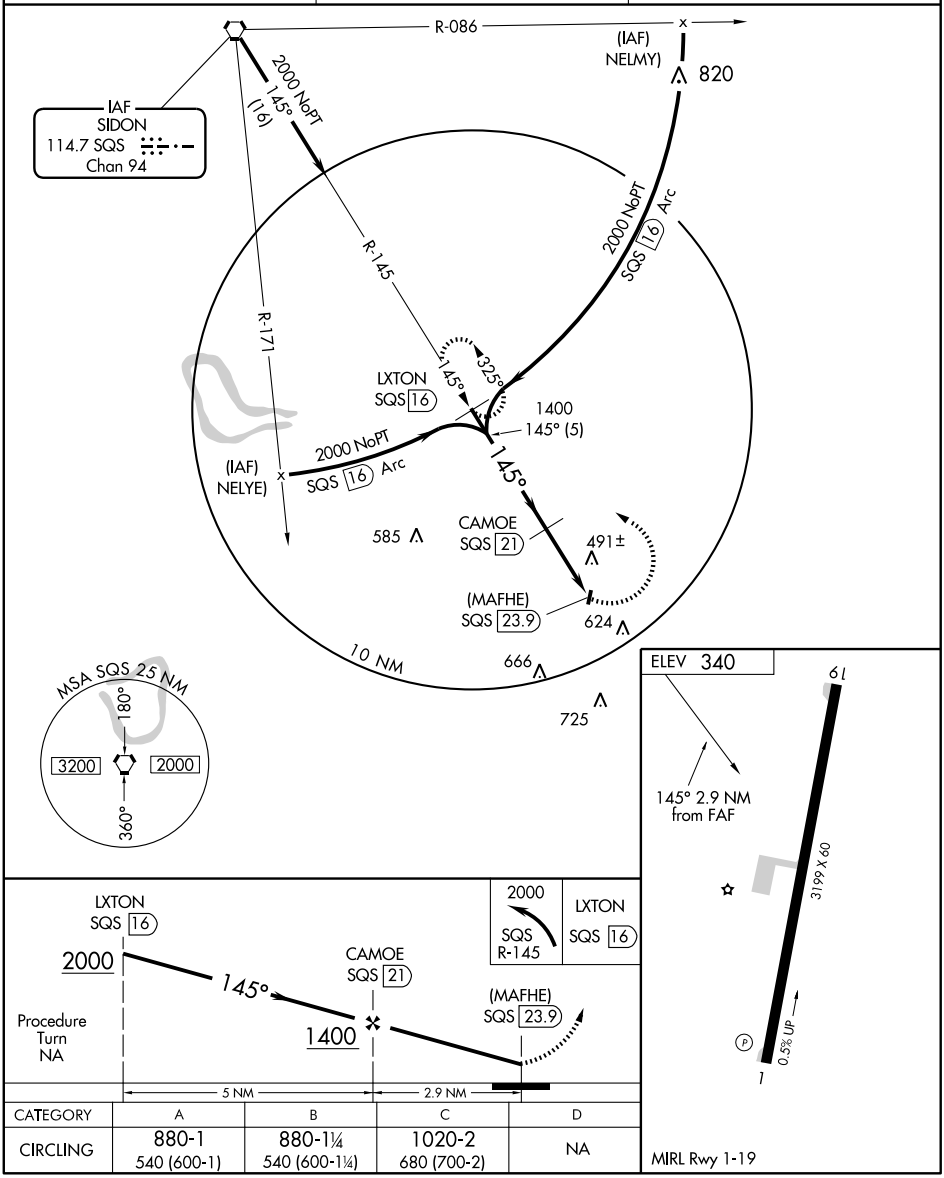
LEXINGTON/ C.A. MOORE (19M)

NA

Use Greenwood altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 on SQS R-145 to LXTON 16 DME and hold.

GREENWOOD ASOS	MEMPHIS CENTER	CTAF
119.975	132.5 259.1	122.9



CATEGORY	A	B	C	D
CIRCLING	880-1 540 (600-1)	880-1¼ 540 (600-1¼)	1020-2 680 (700-2)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
170°	Rwy Idg	4519
	TDZE	575
	Apt Elev	575

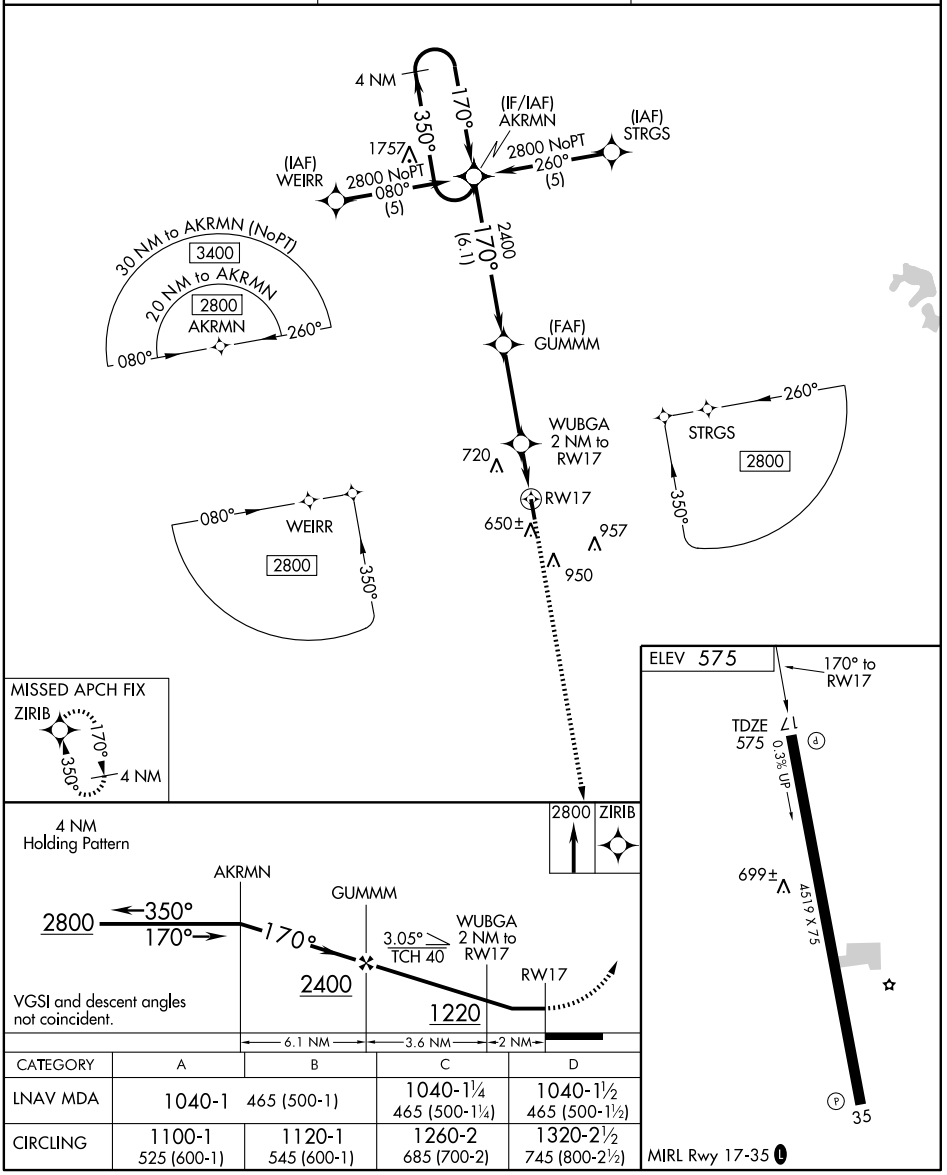
RNAV (GPS) RWY 17

LOUISVILLE-WINSTON COUNTY (LMS)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Philadelphia Muni altimeter setting, when not received use Golden Triangle Rgnl altimeter setting and increase all MDA 60 feet; increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct ZIRIB and hold.

PHILADELPHIA AWOS-3	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1040-1	465 (500-1)	1040-1¼ 465 (500-1¼)	1040-1½ 465 (500-1½)
CIRCLING	1100-1 525 (600-1)	1120-1 545 (600-1)	1260-2 685 (700-2)	1320-2½ 745 (800-2½)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
350°	Rwy Idg	4519
	TDZE	575
	Apt Elev	575

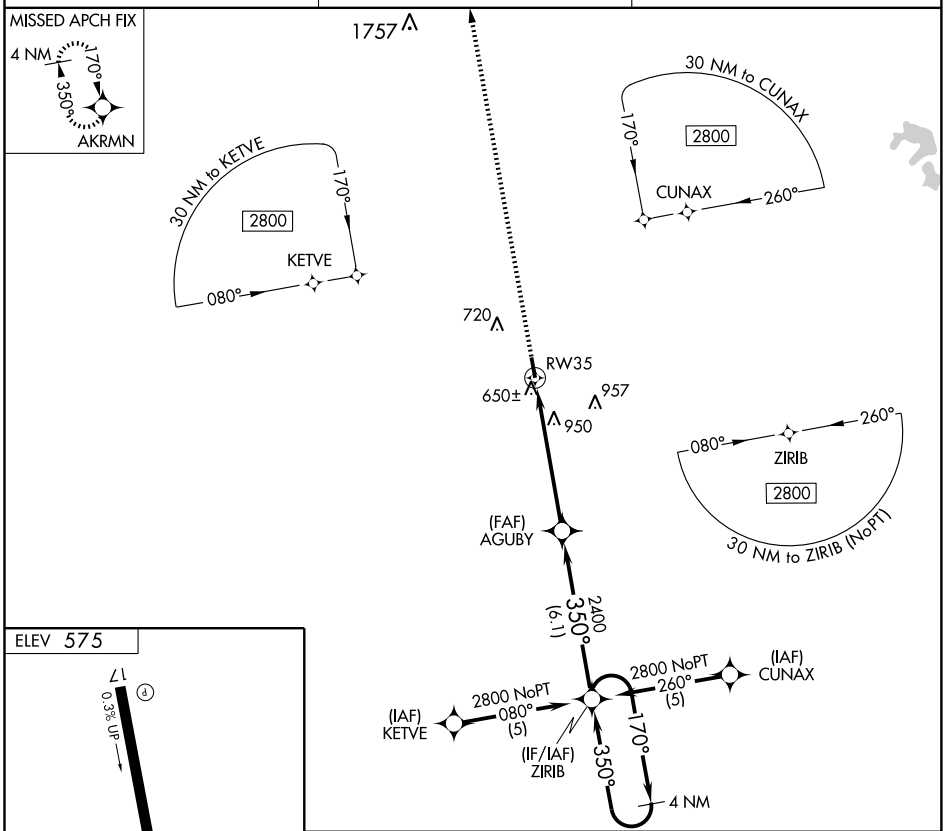
RNAV (GPS) RWY 35

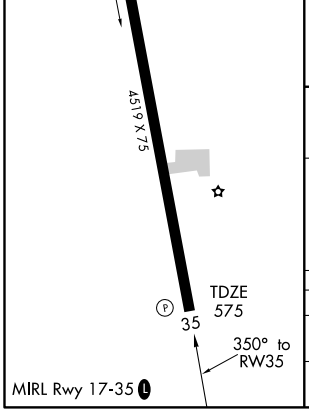
LOUISVILLE-WINSTON COUNTY (LMS)

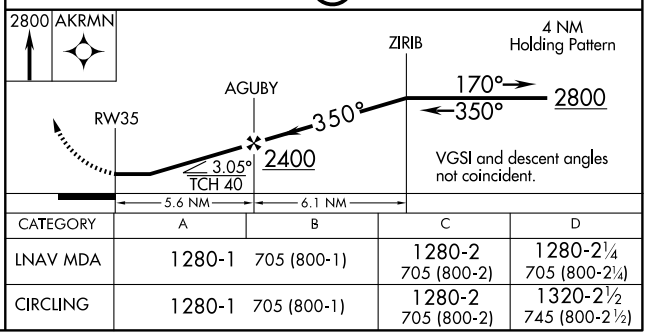
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Philadelphia Muni altimeter setting, when not received use Golden Triangle Rgnl altimeter setting and increase all MDA 60 feet; increase LNAV Cats B/C/D and Circling Cats B/C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct AKRMN and hold.

PHILADELPHIA AWOS-3	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1	705 (800-1)	1280-2 705 (800-2)	1280-2¼ 705 (800-2¼)
CIRCLING	1280-1	705 (800-1)	1280-2 705 (800-2)	1320-2½ 745 (800-2½)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4444
174°	TDZE	326
	Apt Elev	326

RNAV (GPS) RWY 17

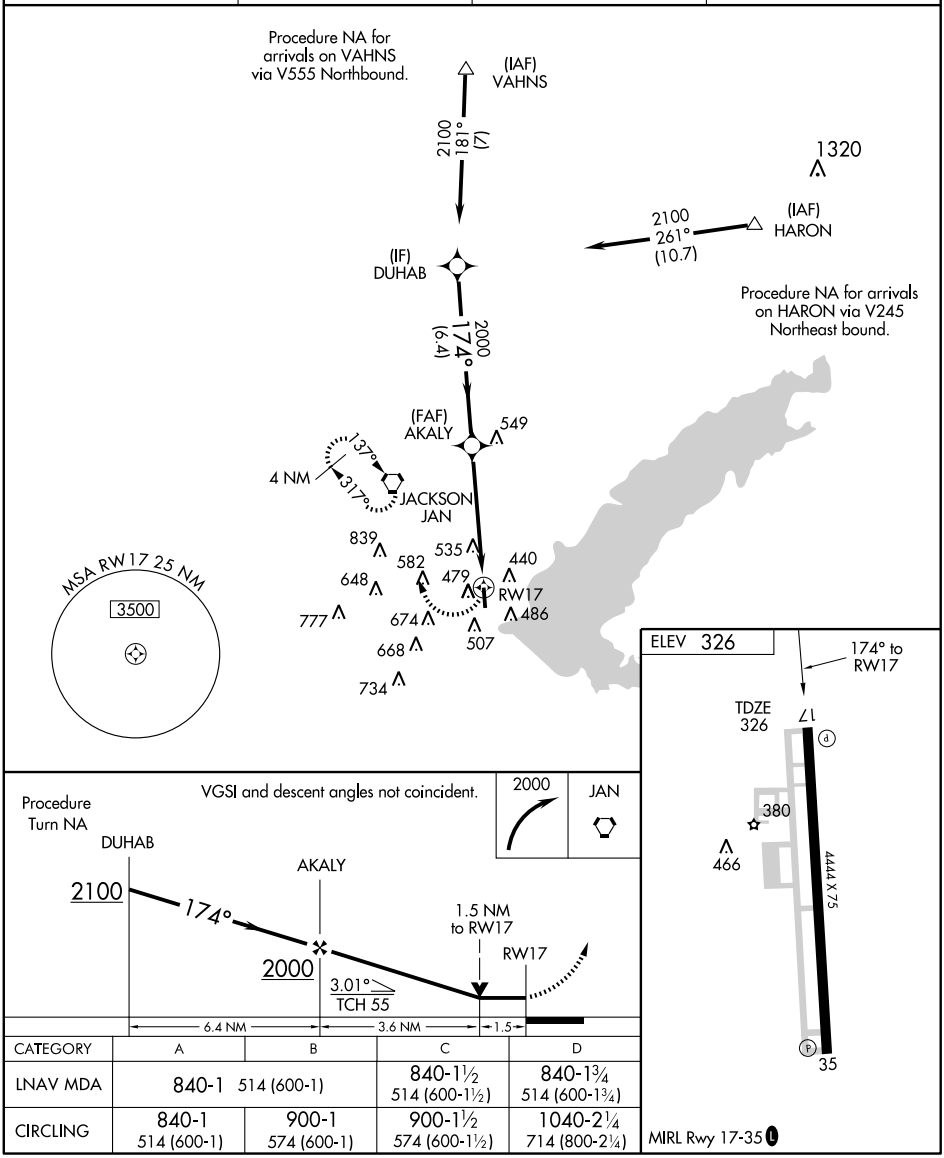
MADISON/ BRUCE CAMPBELL FIELD (MBO)

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDA 40 feet, and increase visibility Circling Cats C and D ¼ mile. VDP NA with Jackson-Evers Intl. altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct JAN VORTAC and hold.

AWOS-3	JACKSON APP CON ★	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1 514 (600-1)		840-1½ 514 (600-1½)	840-1¾ 514 (600-1¾)
CIRCLING	840-1 514 (600-1)	900-1 574 (600-1)	900-1½ 574 (600-1½)	1040-2¼ 714 (800-2¼)

MIRL Rwy 17-35 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC JAN	APP CRS	Rwy Idg	N/A
112.6	137°	TDZE	N/A
Chan 73		Apt Elev	326

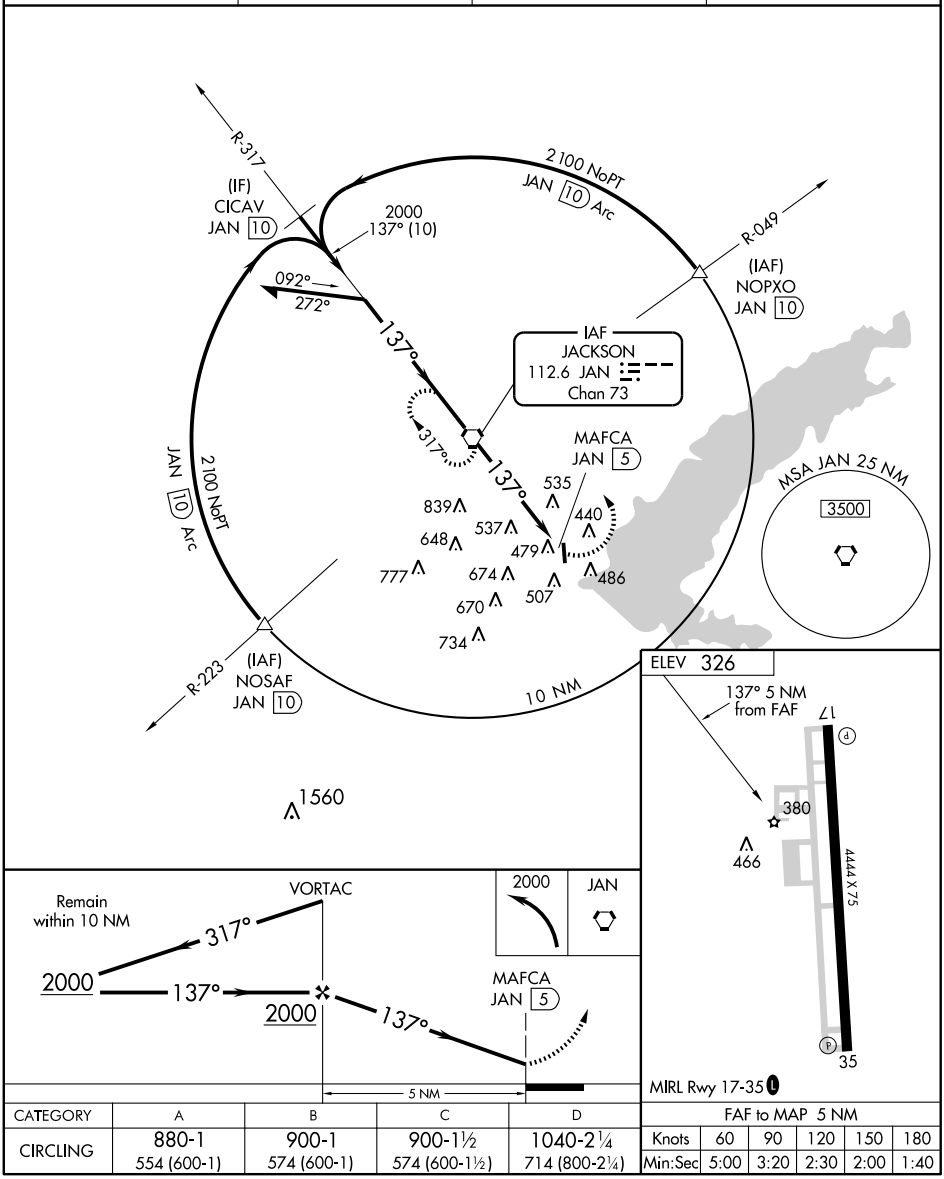
VOR-A

MADISON/ BRUCE CAMPBELL FIELD (MBO)

T NA — When local altimeter setting not received, use Jackson-Evers Intl. altimeter setting and increase all MDA 40 feet, and increase visibility Cat C and D ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct JAN VORTAC and hold.

AWOS-3	JACKSON APP CON ★	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	880-1 554 (600-1)	900-1 574 (600-1)	900-1½ 574 (600-1½)	1040-2¼ 714 (800-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC JAN	APP CRS	Rwy Idg	N/A
112.6	317°	TDZE	N/A
Chan 73		Apt Elev	326

VOR/DME-B

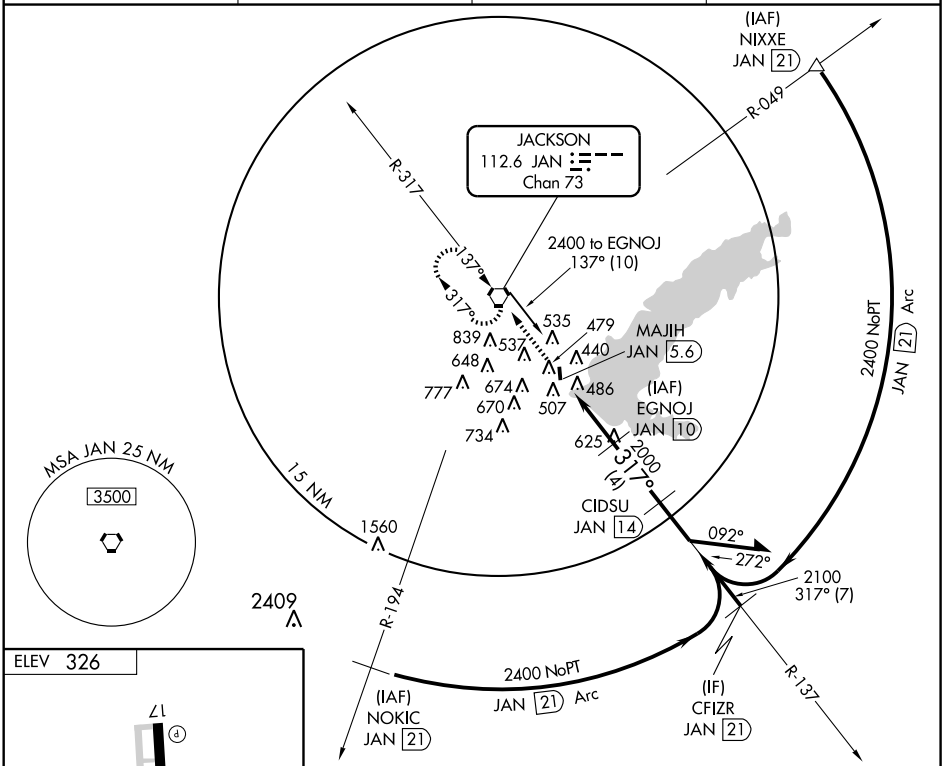
MADISON/ BRUCE CAMPBELL FIELD (MBO)

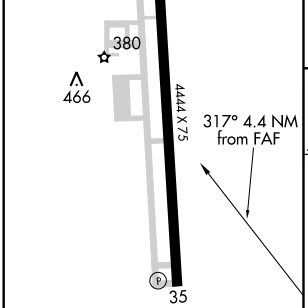
T
NA When local altimeter setting not received, use Jackson-Evers Intl. altimeter setting and increase all MDA 40 feet, and increase visibility Cats C and D ¼ mile.

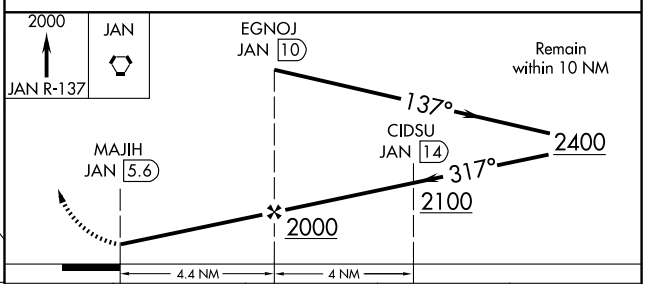
MISSED APPROACH: Climb to 2000 via JAN R-137 to JAN VORTAC and hold.

AWOS-3	JACKSON APP CON *	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L

SC-4, 21 OCT 2010 to 18 NOV 2010







FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	840-1 514 (600-1)	900-1 574 (600-1)	900-1½ 574 (600-1½)	1040-2¼ 714 (800-2¼)

APP CRS	Rwy Idg	3348
016°	TDZE	162
	Apt Elev	162

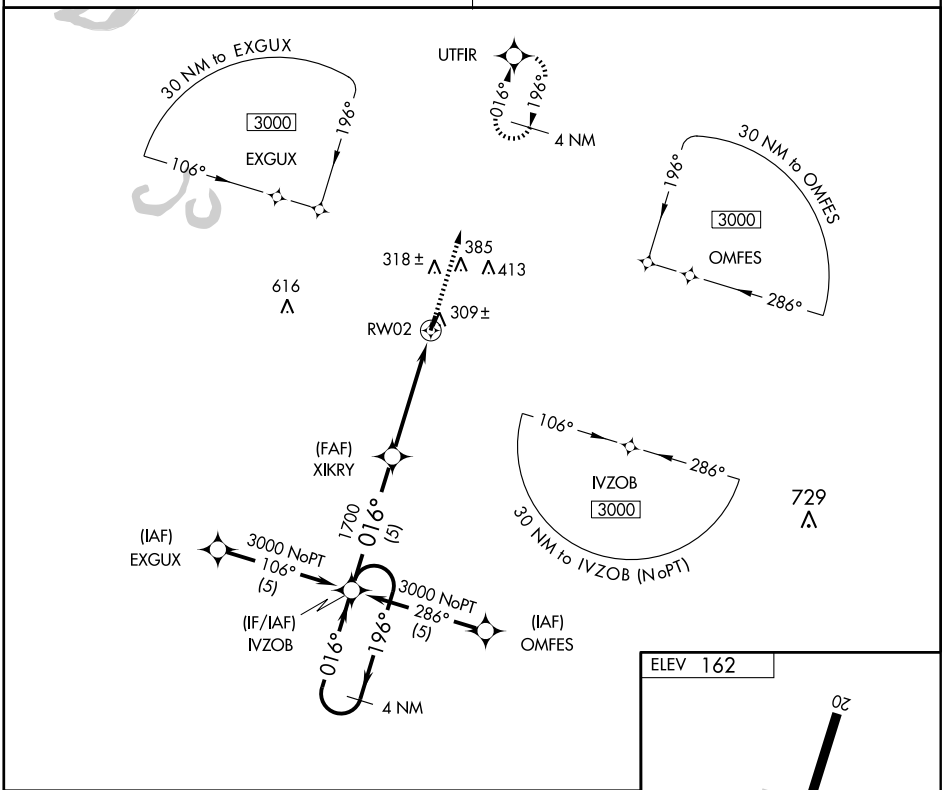
RNAV (GPS) RWY 2

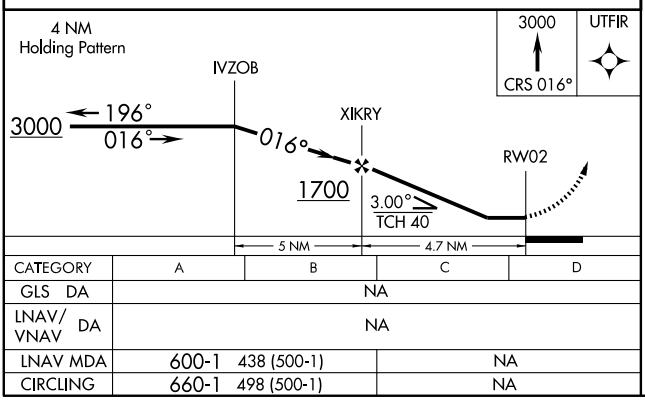
MARKS/SELFS (MMS)

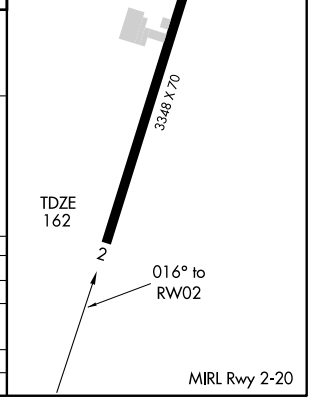
Use Clarksdale altimeter setting, when not received procedure NA.
NA DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 3000 via course 016° to UTFIR WP and hold.

MEMPHIS CENTER	CTAF
135.3 335.8	122.9







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	600-1 438 (500-1)		NA	
CIRCLING	660-1 498 (500-1)		NA	

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

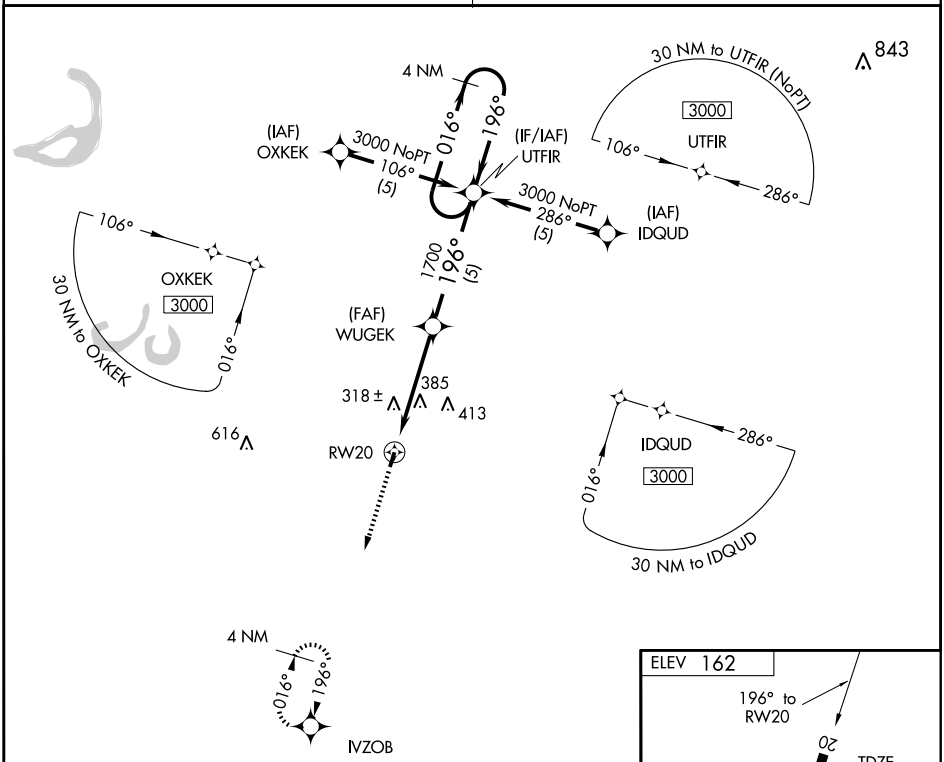
MARKS/SELFS (MMS)

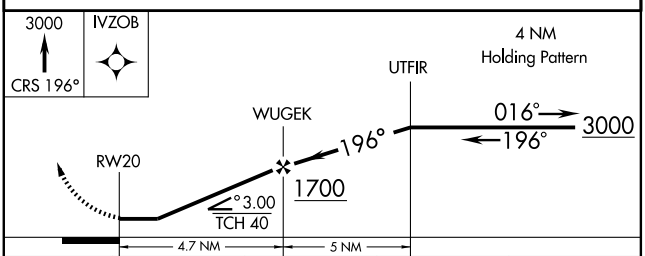
APP CRS	Rwy Idg	3348
196°	TDZE	162
	Apt Elev	162

Use Clarksdale altimeter setting, when not received procedure NA.
NA
DME/DME RNP-0.3 not authorized.

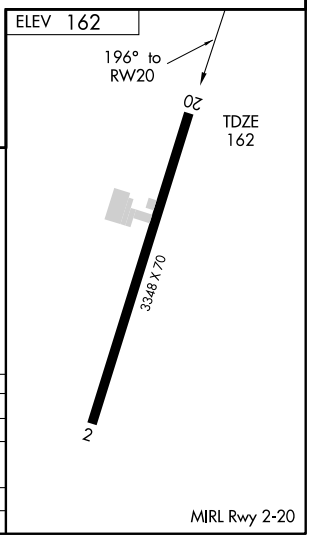
MISSED APPROACH: Climb to 3000 via course 196° to IVZOB WP and hold.

MEMPHIS CENTER	CTAF
135.3 335.8	122.9





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	720-1 558 (600-1)		NA	
CIRCLING	720-1 558 (600-1)		NA	



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-MCB	APP CRS	Rwy Idg	5000
109.1	156°	TDZE	413
		Apt Elev	413

ILS or LOC RWY 15

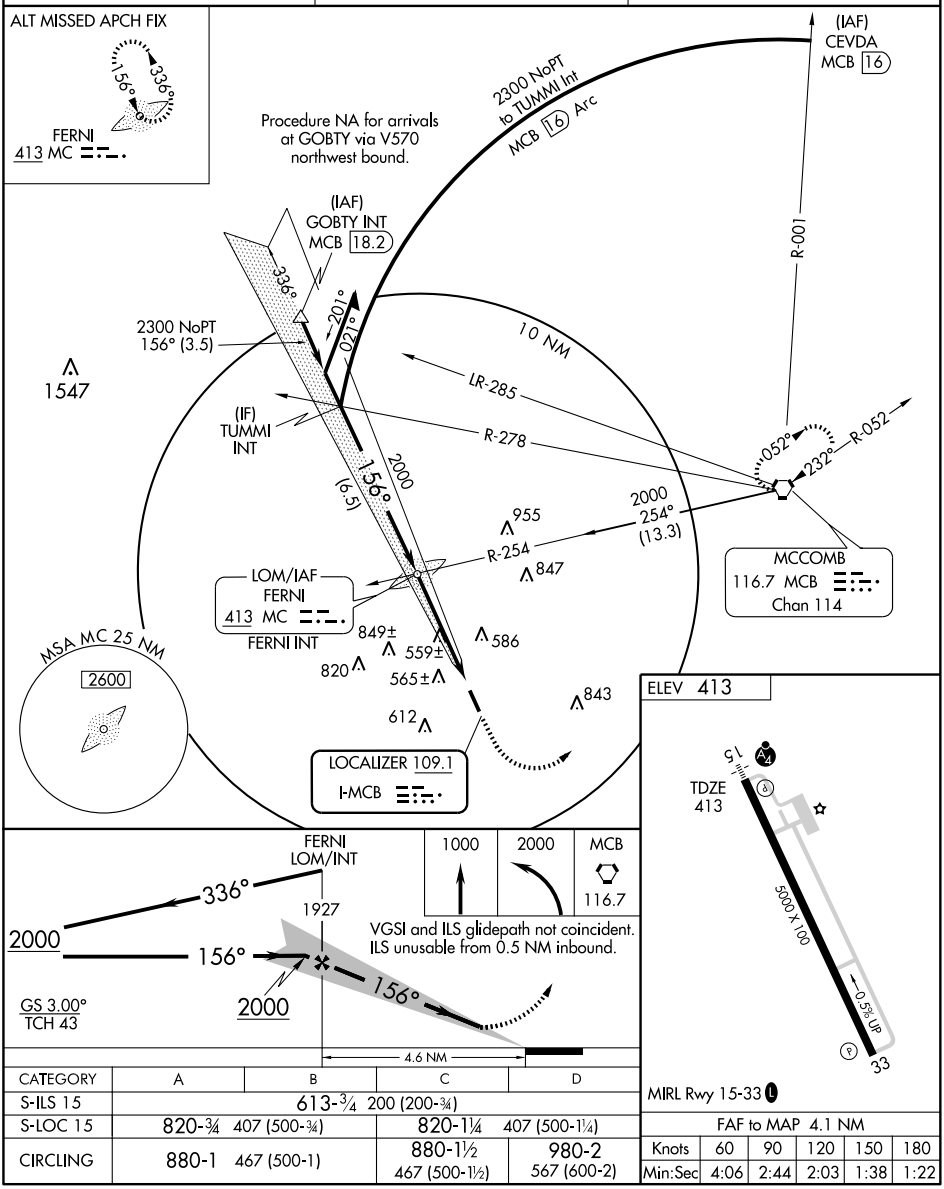
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

Inoperative table does not apply to S-LOC-15 Cat C. When local altimeter setting not received, use Natchez altimeter setting and increase all DA 135 feet, and all MDA 140 feet and increase S-ILS 15 all Cats visibility ½ mile, S-LOC 15 Cat C visibility ¼ mile, and Cat D visibility ½ mile, and circling Cats C and D visibility ¼ mile.

MALSF

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MCB VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 15	613-¾ 200 (200-¾)			
S-LOC 15	820-¾ 407 (500-¾)		820-1¼ 407 (500-1¼)	
CIRCLING	880-1 467 (500-1)		880-1½ 467 (500-1½)	980-2 567 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
153°	TDZE	413
	Apt Elev	413

RNAV (GPS) RWY 15

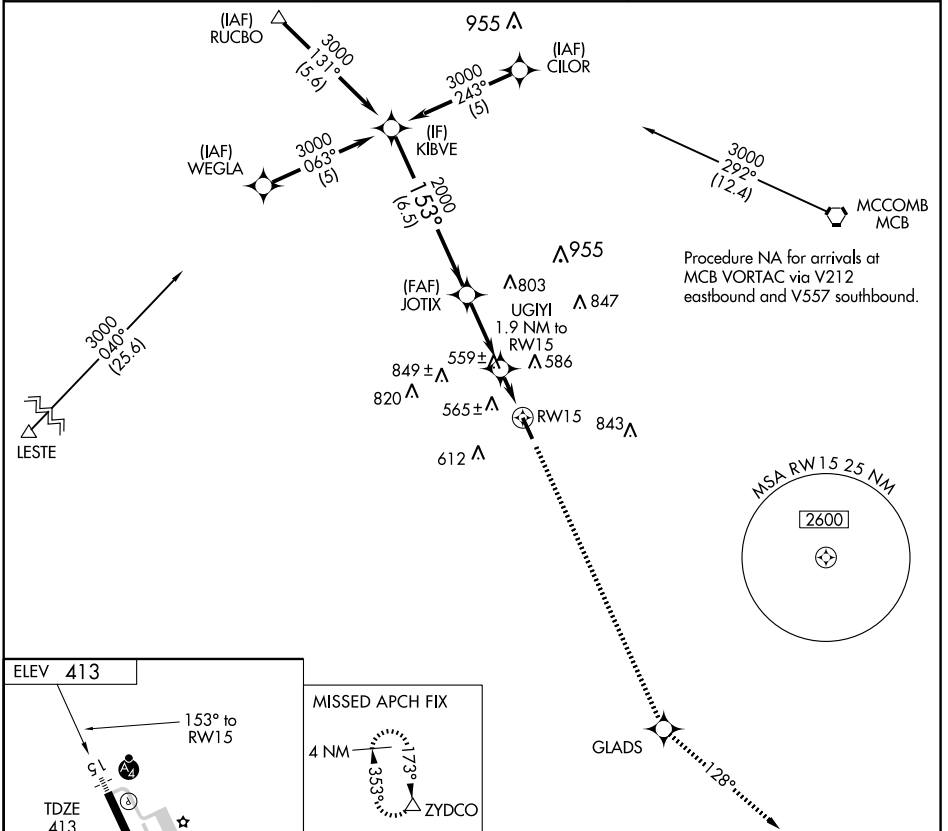
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

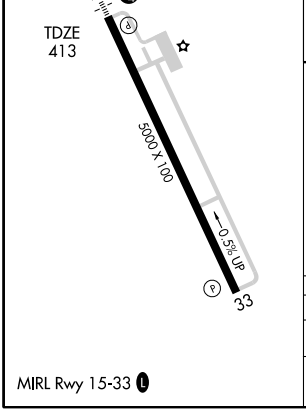
Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all MDA 140 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile, Circling Cat C and D ¼ mile.

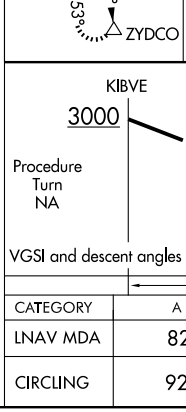
MALSF

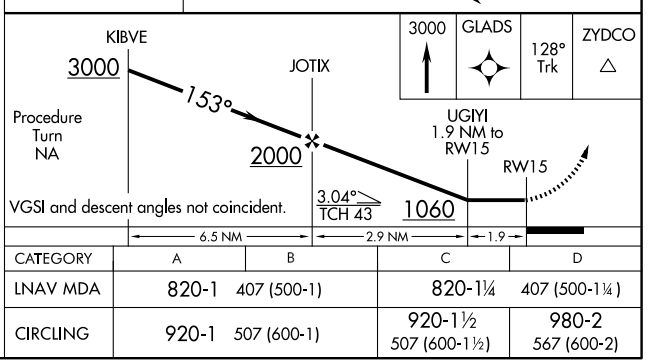
MISSED APPROACH: Climb to 3000 direct GLADS and via 128° track to ZYDCO and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	820-1	407 (500-1)	820-1¼	407 (500-1¼)
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)

MIRL Rwy 15-33 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 77808	333°	TDZE	407
W33A		Apt Elev	413

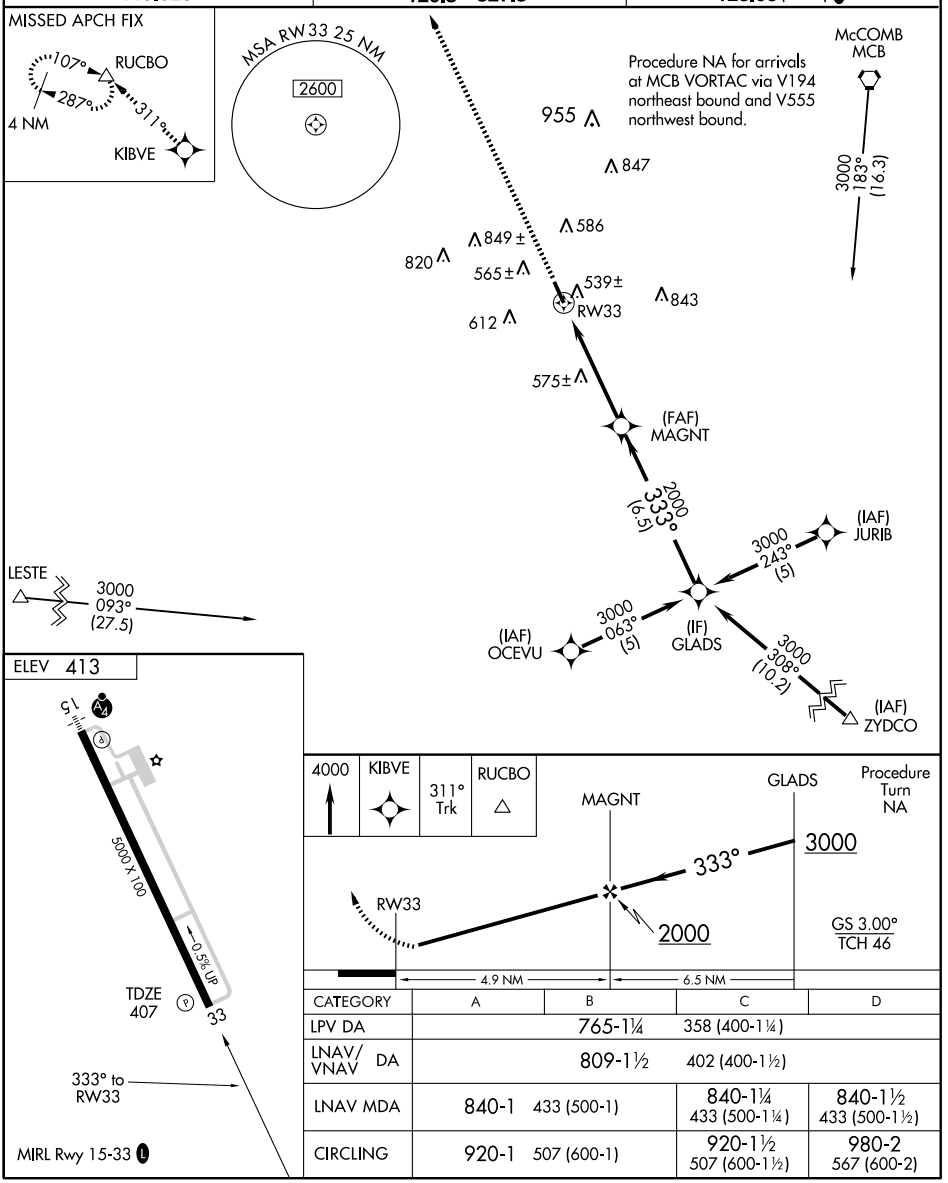
RNAV (GPS) RWY 33

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all DA/MDA 140 feet and visibility LPV ½ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C and D ¼ mile. Baro-VNAV NA when using Natchez altimeter setting.

MISSED APPROACH: Climb to 4000 direct KIBVE and via 311° track to RUCBO and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	765-1¼		358 (400-1¼)	
LNAV/VNAV DA	809-1½		402 (400-1½)	
LNAV MDA	840-1	433 (500-1)	840-1¼ 433 (500-1¼)	840-1½ 433 (500-1½)
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MCB 116.7 Chan 114	APP CRS 233°	Rwy Idg N/A TDZE N/A Apt Elev 413

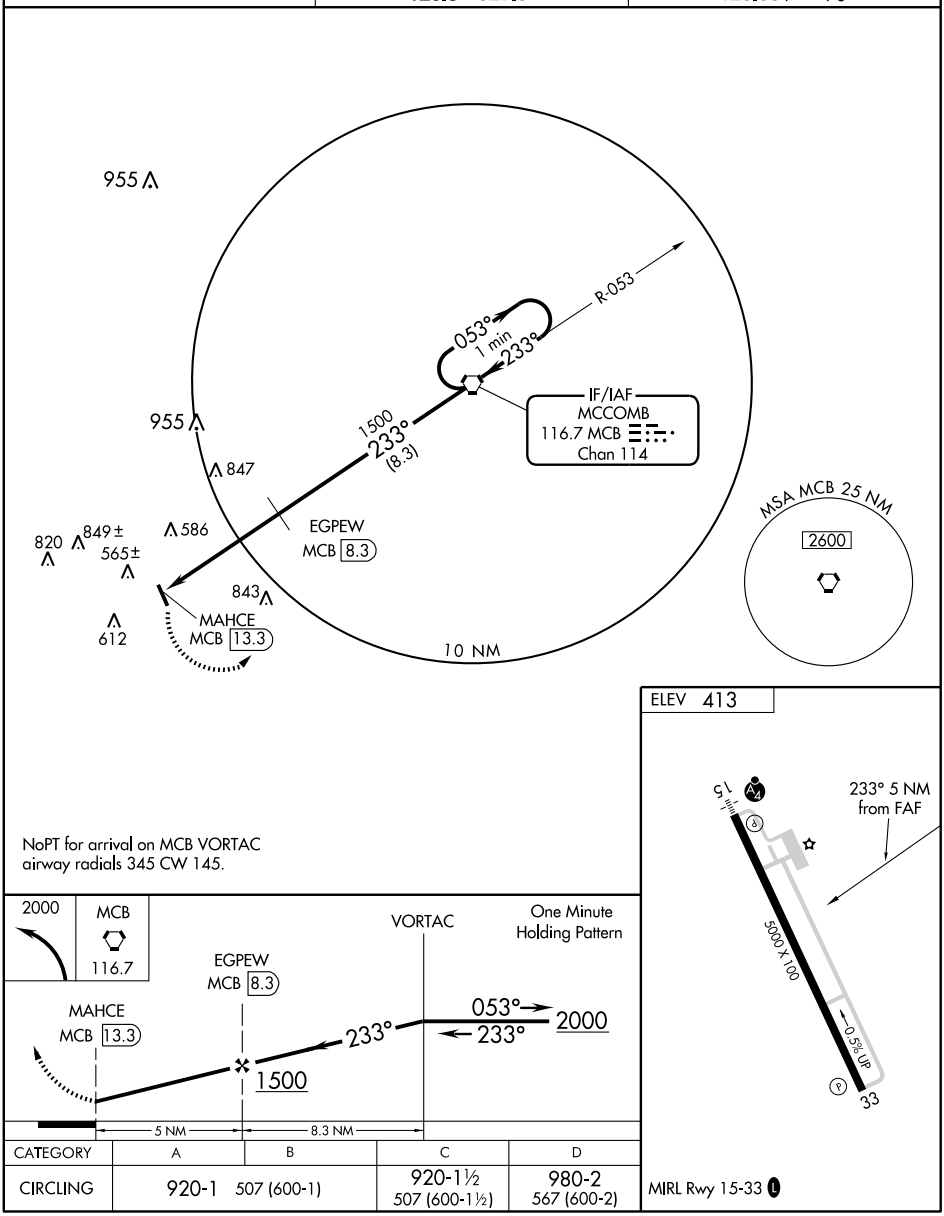
VOR/DME-A

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	920-1 507 (600-1)		920-1½ 507 (600-1½)	980-2 567 (600-2)

MIRL Rwy 15-33 L

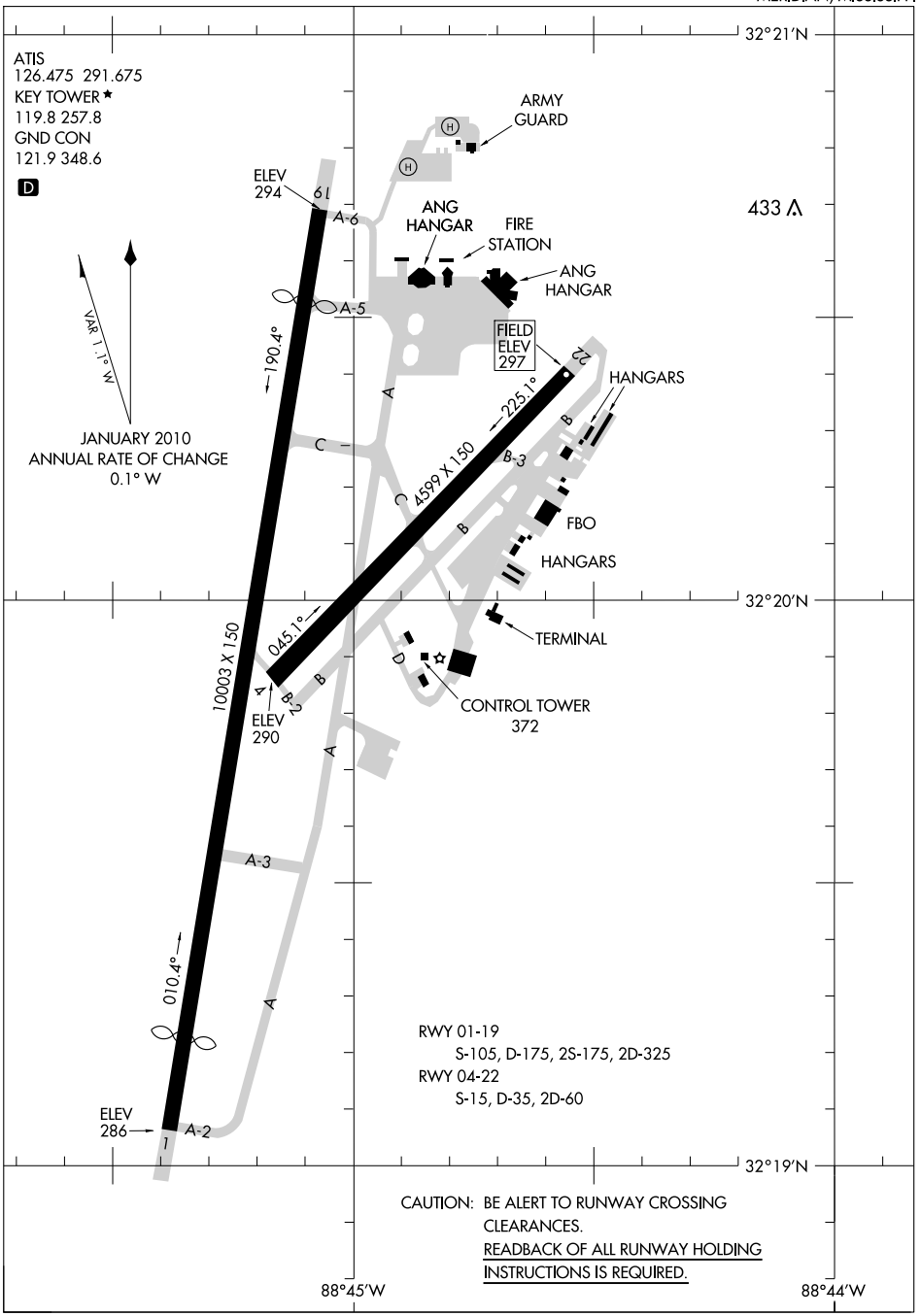
SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-254 (FAA)

MERIDIAN/KEY FIELD (MEI)

MERIDIAN, MISSISSIPPI



SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

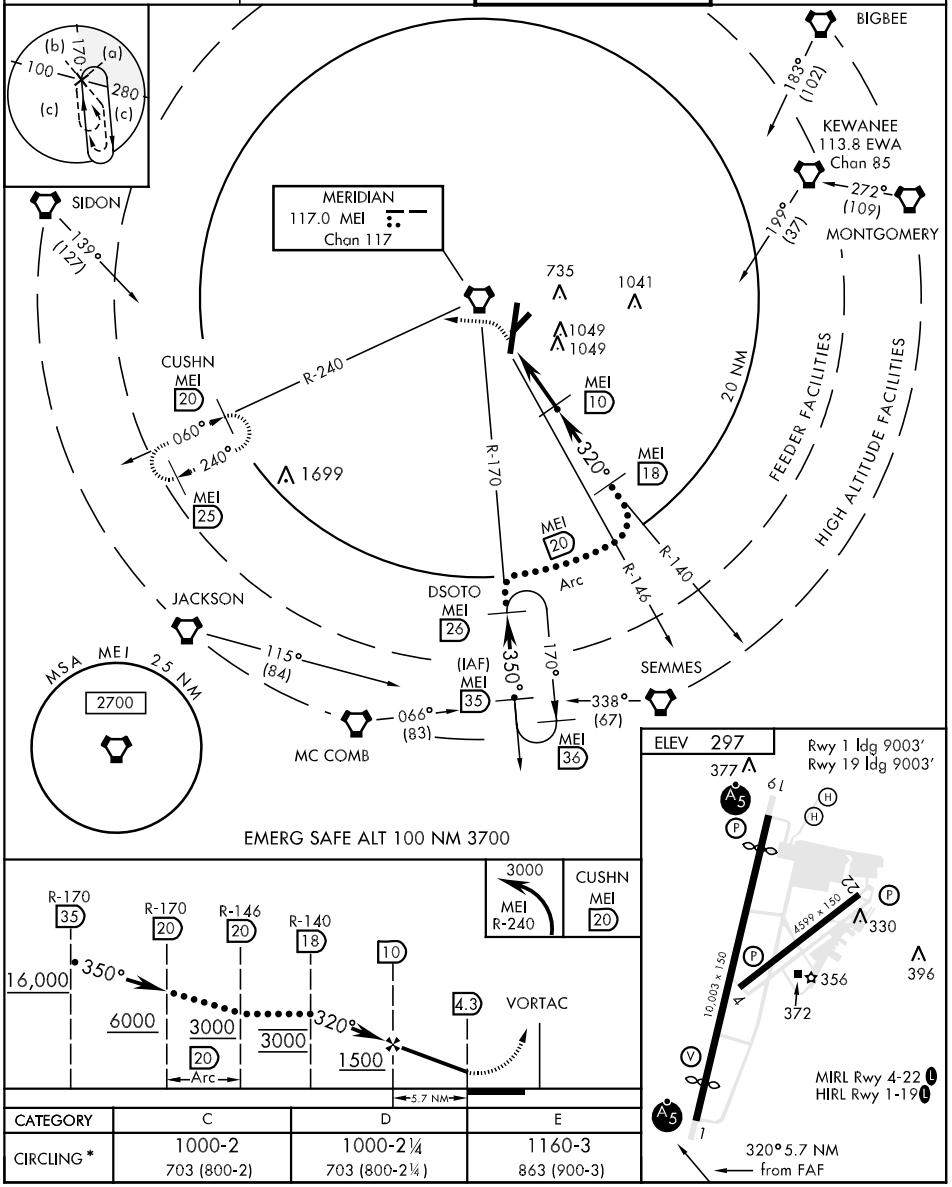
VORTAC MEI 117.0 Chan 117	APCH CRS 320°	Rwy ldg N/A TDZE N/A Arpt Elev 297

JAL-254 [USAF] MERIDIAN/KEY FIELD (KMEI)

* Circling not authorized E of Rwy 1-19.

MISSED APPROACH: Climbing left turn to 3000 via MEI R-240 to CUSHN 20 DME and hold.

ATIS	MERIDIAN APP CON	KEY TOWER ★	GND CON
126.475 291.675	120.5 269.6	119.8 (CTAF) 257.8	121.9 348.6



CATEGORY	C	D	E
CIRCLING *	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)	1160-3 863 (900-3)

LOC I-MEI	APP CRS	Rwy Idg	9003
110.1	008°	TDZE	289
		Apt Elev	297

ILS or LOC RWY 1

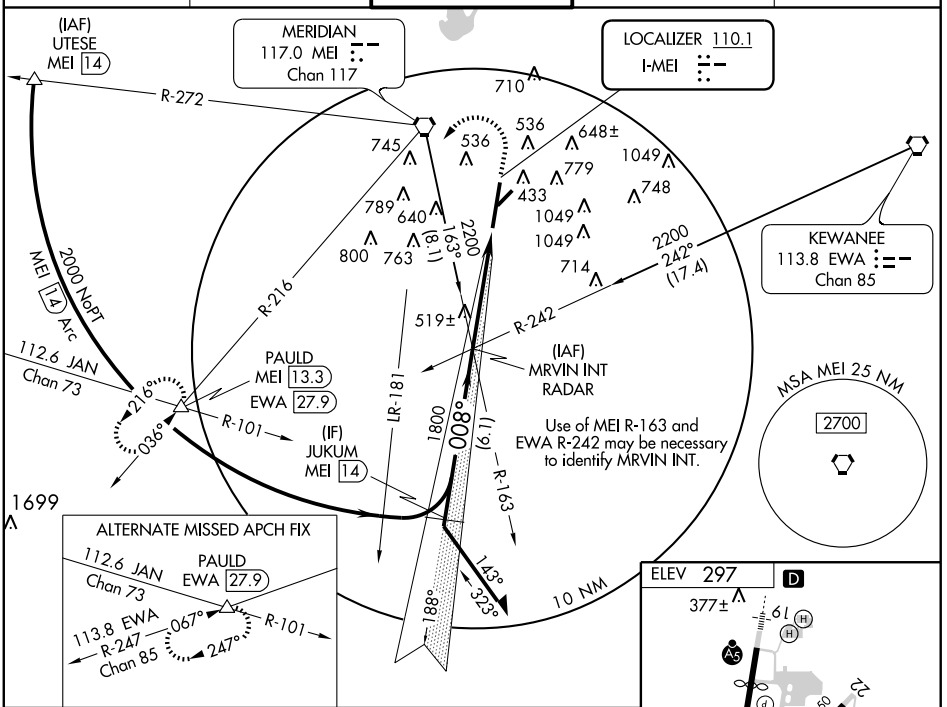
MERIDIAN/KEY FIELD (MEI)

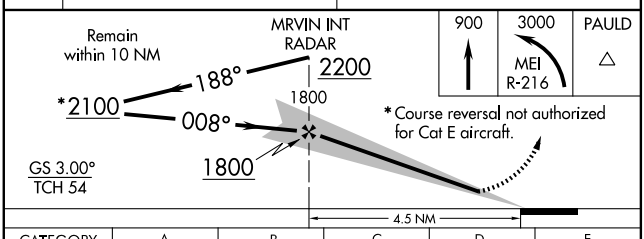
Circling NA SE of Rwys 1 and 22. DME Required. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, S-ILS 1 all Cats visibility to RVR 4000, S-LOC 1 Cat C visibility to RVR 6000, Cat D and E visibility ½ mile, and Circling Cats C and D visibility ½ mile. For inoperative MALSR, when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000, and S-LOC 1 Cat E visibility to 2¼ mile. **RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 1 Cat E visibility to RVR 4000 and S-LOC 1 Cat E to 1¾ miles.

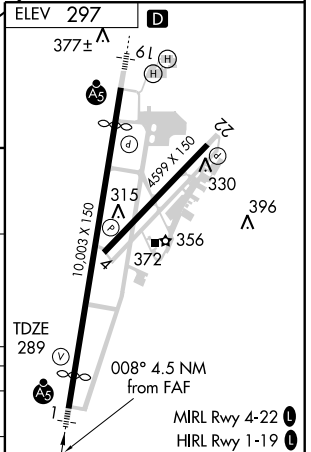
MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-ILS 1	**489/24 200 (200-½)				
S-LOC 1	780/24 491 (500-½)		780/40 491 (500-¾)	780/50 491 (500-1)	780/60 491 (500-1¼)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1160-3 863 (900-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IKQ	APP CRS	Rwy Idg 9003
111.35	188°	TDZE 293
Chan 50 (Y)		Apt Elev 297

ILS or LOC RWY 19

MERIDIAN/KEY FIELD (MEI)

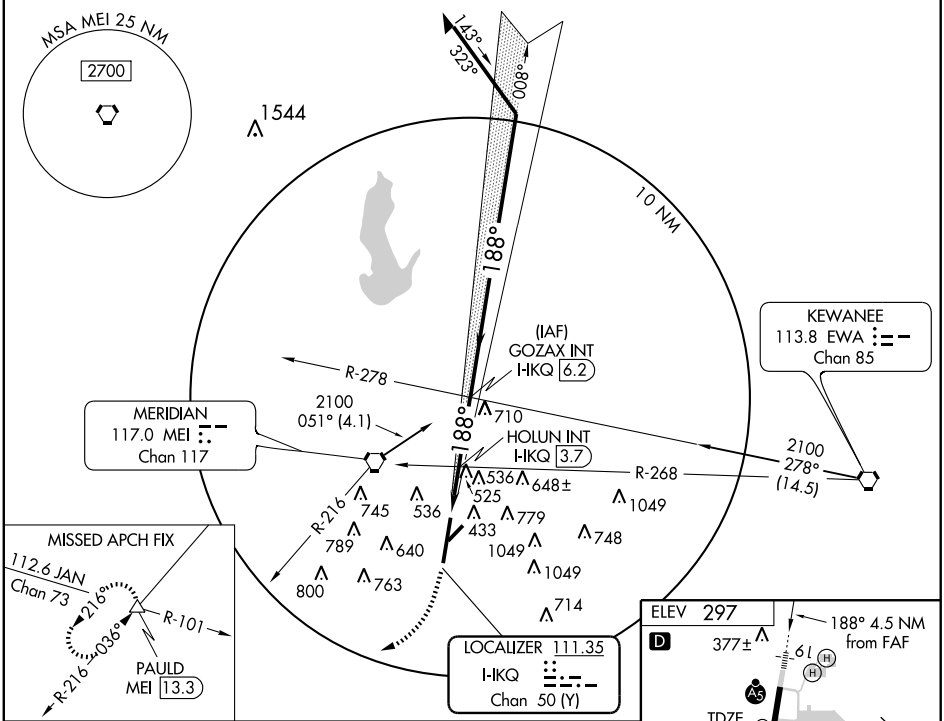
ASR

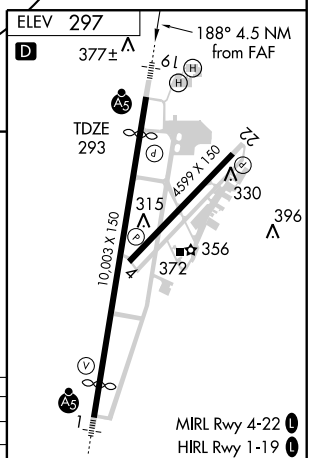
DME Required. Visibility reduction by helicopters NA. Circling NA SE of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 via heading 245° and MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

ATIS	MERIDIAN APP CON★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95

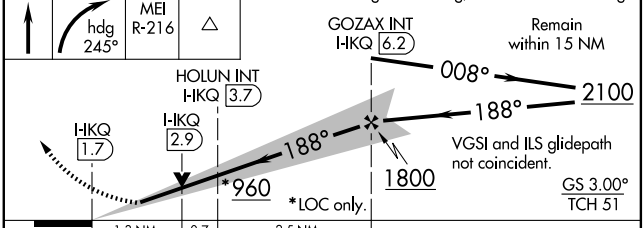




MIRL Rwy 4-22 L
HIRL Rwy 1-19 L

900	3000	MEI	PAULD
	hdg 245°	R-216	△

*1040 when using Hattiesburg/Laurel altimeter setting.



CATEGORY	A	B	C	D	E
S-ILS 19	599-1 306 (400-1)				
S-LOC 19	760-1 467 (500-1)		760-1¼ 467 (500-1¼)	760-1½ 467 (500-1½)	760-1¾ 467 (500-1¾)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1120-3 823 (900-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

MERIDIAN/KEY FIELD (MEI)

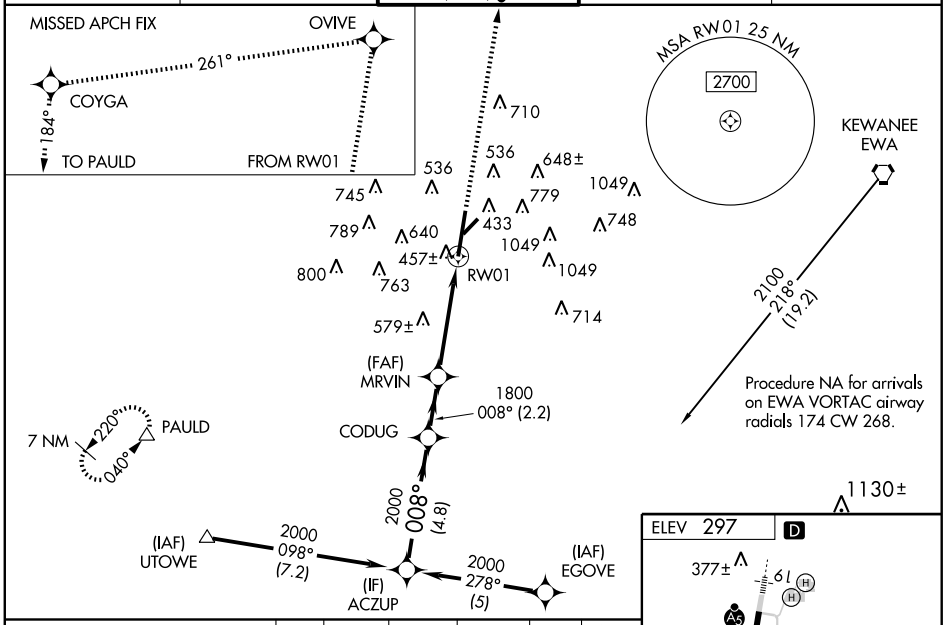
WAAS	APP CRS	Rwy Idg	9003
CH 86500	008°	TDZE	289
W01A		Apt Elev	297

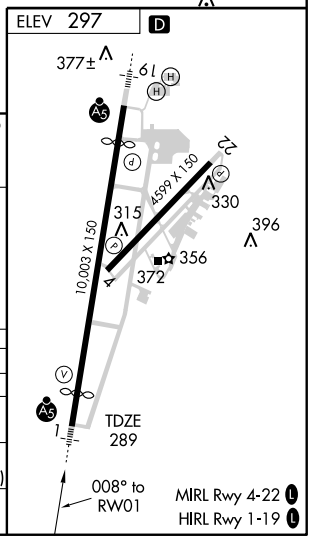
Baro-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling NA SE of Rwys 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to 2¼ mile and LNAV Cats C, D, and E visibility ½ mile, and Circling Cats C and D visibility ½ mile. For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 2¼ miles and LNAV Cat E visibility to 2 miles.
For inoperative MALSR when using Hattiesburg-Laurel Rgnl altimeter setting increase LPV all Cats visibility to RVR 6000, LNAV/VNAV Cat E visibility to 2¾ miles, and LNAV Cat E visibility to 2½ miles.

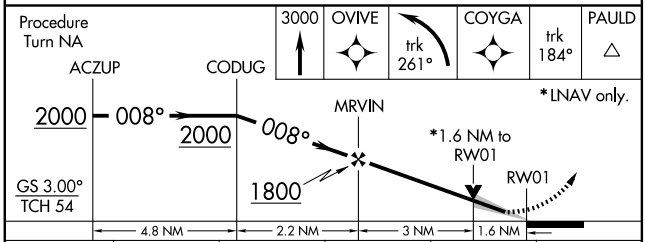
MALSR

MISSED APPROACH: Climb to 3000 direct OVIVE and left turn via track 261° to COYGA and via track 184° to PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	489/24 200 (200-½)				
LNAV/VNAV DA	909-1¾ 620 (700-1¾)				
LNAV MDA	840/24 551 (600-½)		840/50 551 (600-1)	840/60 551 (600-1¼)	840-1½ 551 (600-1½)
CIRCLING	860-1 563 (600-1)	880-1 583 (600-1)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1160-3 863 (900-3)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

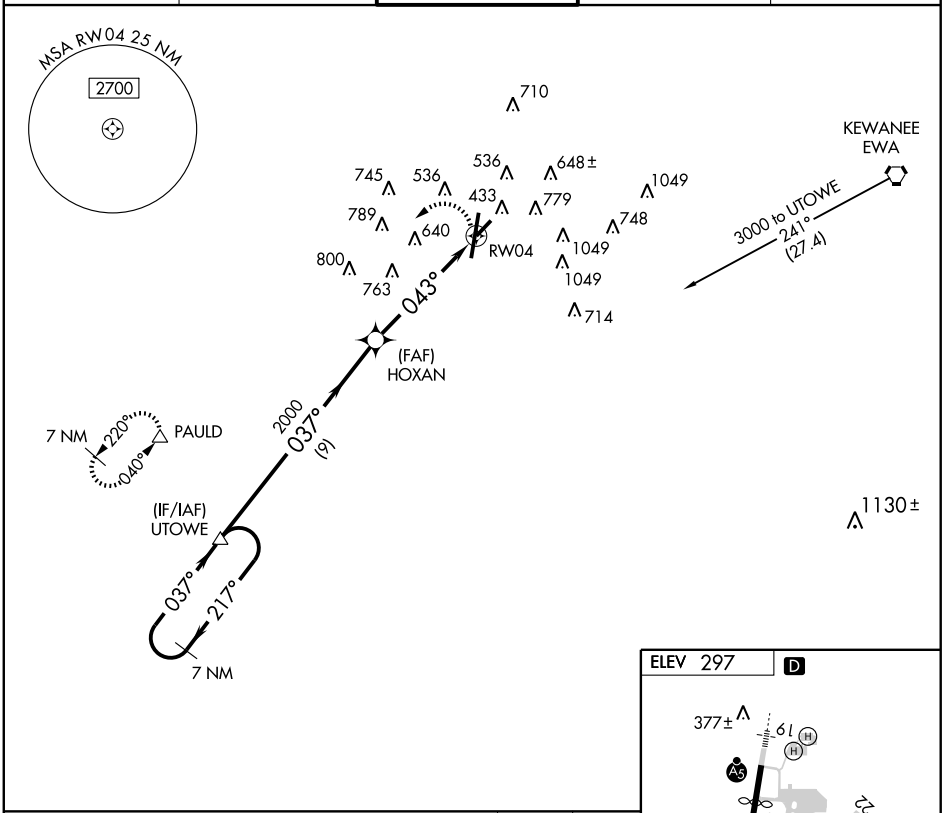
RNAV (GPS) RWY 4
MERIDIAN/KEY FIELD (MEI)

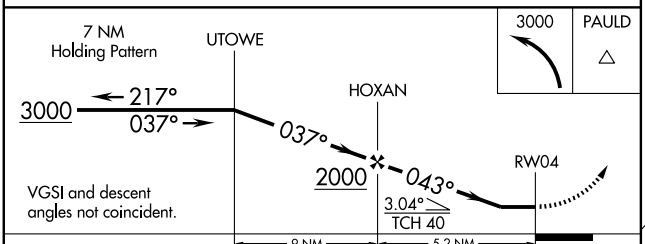
APP CRS	Rwy Idg	4599
043°	TDZE	295
	Apt Elev	297

DME/DME RNP-0.3 NA. Circling NA SE of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, Straight-in/Circling Rwy 4 and Circling Rwy 22 NA at night.

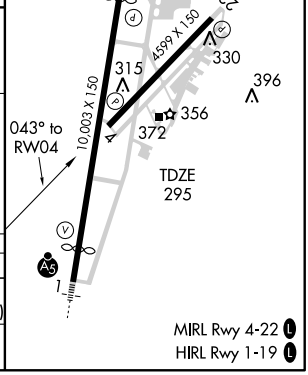
MISSED APPROACH: Climbing left turn to 3000 direct PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95





CATEGORY	A	B	C	D	E
LNAV MDA	920-1	625 (700-1)	920-1¾ 625 (700-1¾)	920-2 625 (700-2)	920-2¼ 625 (700-2¼)
CIRCLING	920-1	623 (700-1)	920-1¾ 623 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9003
CH 61003	188°	TDZE	293
W19A		Apt Elev	297

RNAV (GPS) RWY 19

MERIDIAN/KEY FIELD (MEI)

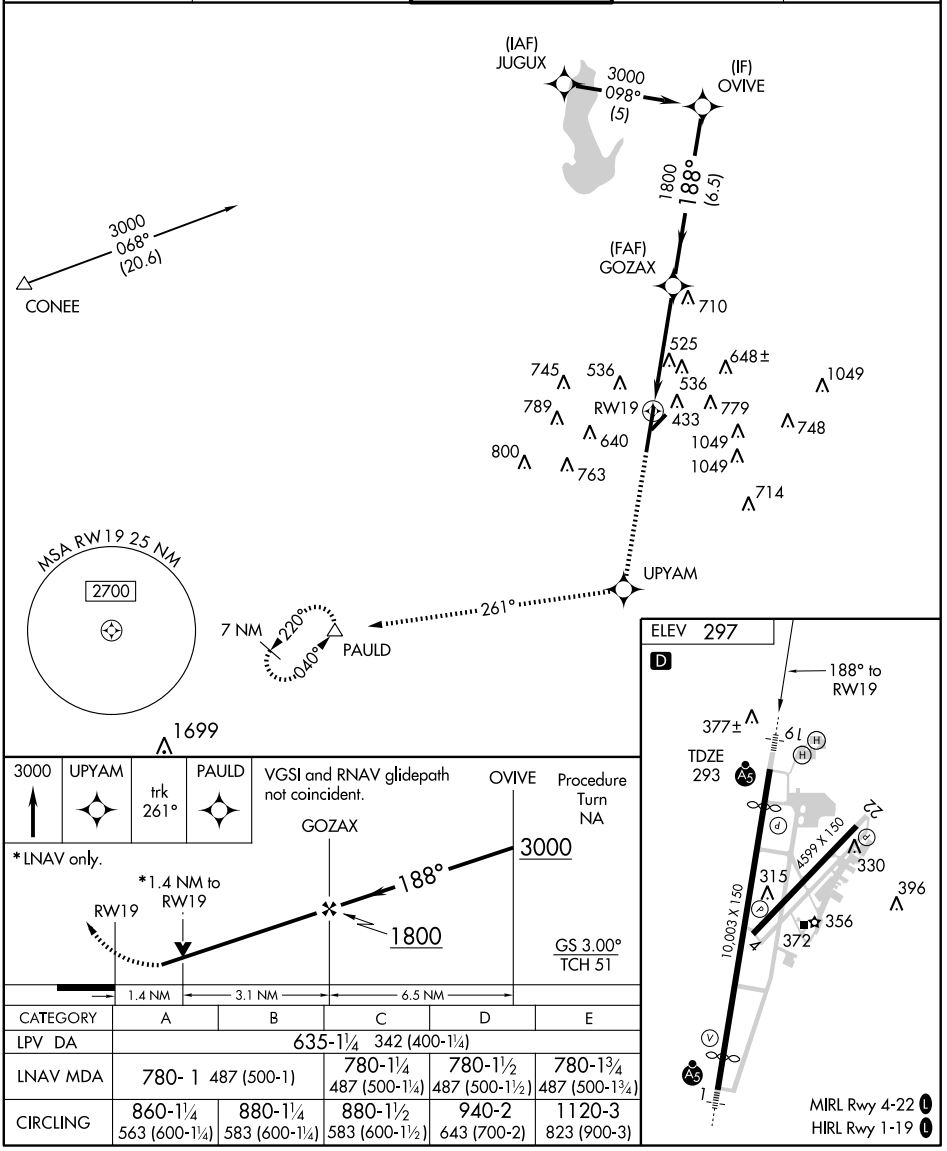
ASR

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA SE of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct UPYAM and via 261° track to PAULD and hold.

ATIS	MERIDIAN APP CON★	KEY TOWER★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95



CATEGORY	A	B	C	D	E
LPV DA	635-1¼ 342 (400-1¼)				
LNAV MDA	780- 1 487 (500-1)		780-1¼ 487 (500-1¼)	780-1½ 487 (500-1½)	780-1¾ 487 (500-1¾)
CIRCLING	860-1¼ 563 (600-1¼)	880-1¼ 583 (600-1¼)	880-1½ 583 (600-1½)	940-2 643 (700-2)	1120-3 823 (900-3)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4599
223°	TDZE	297
	Apt Elev	297

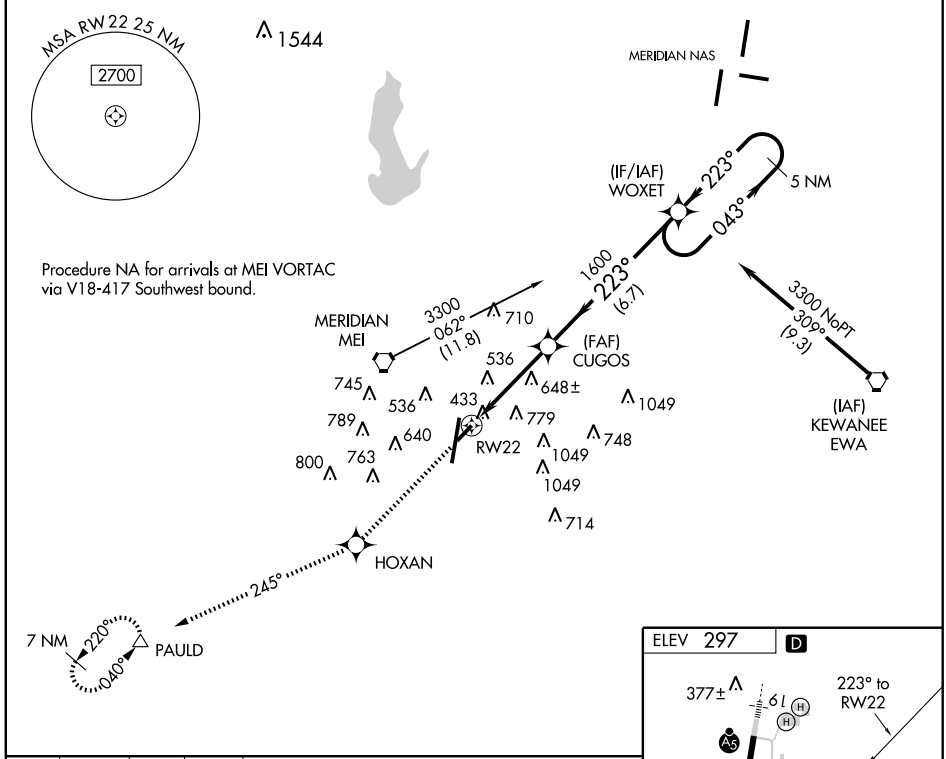
RNAV (GPS) RWY 22

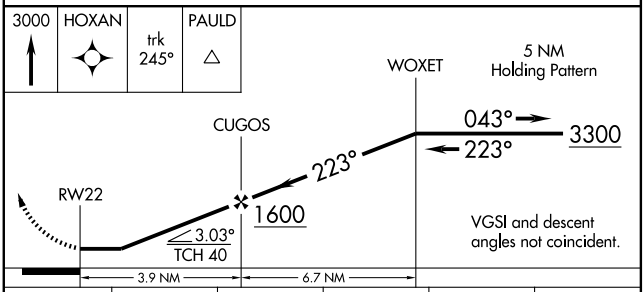
MERIDIAN/KEY FIELD (MEI)

DME/DME RNP-0.3 NA. Circling NA SE of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, Straight-in/Circling Rwy 22 NA at night.

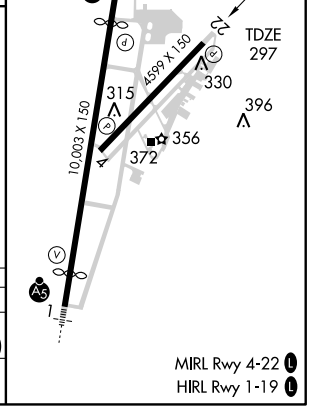
MISSED APPROACH: Climb to 3000 direct HOXAN and via 245° track to PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95





CATEGORY	A	B	C	D	E
LNAV MDA	940-1	643 (700-1)	940-1¾ 643 (700-1¾)	940-2 643 (700-2)	940-2¼ 643 (700-2¼)
CIRCLING	940-1	643 (700-1)	940-1¾ 643 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MEI 117.0 Chan 117	APP CRS 130°	Rwy Idg N/A TDZE N/A Apt Elev 297

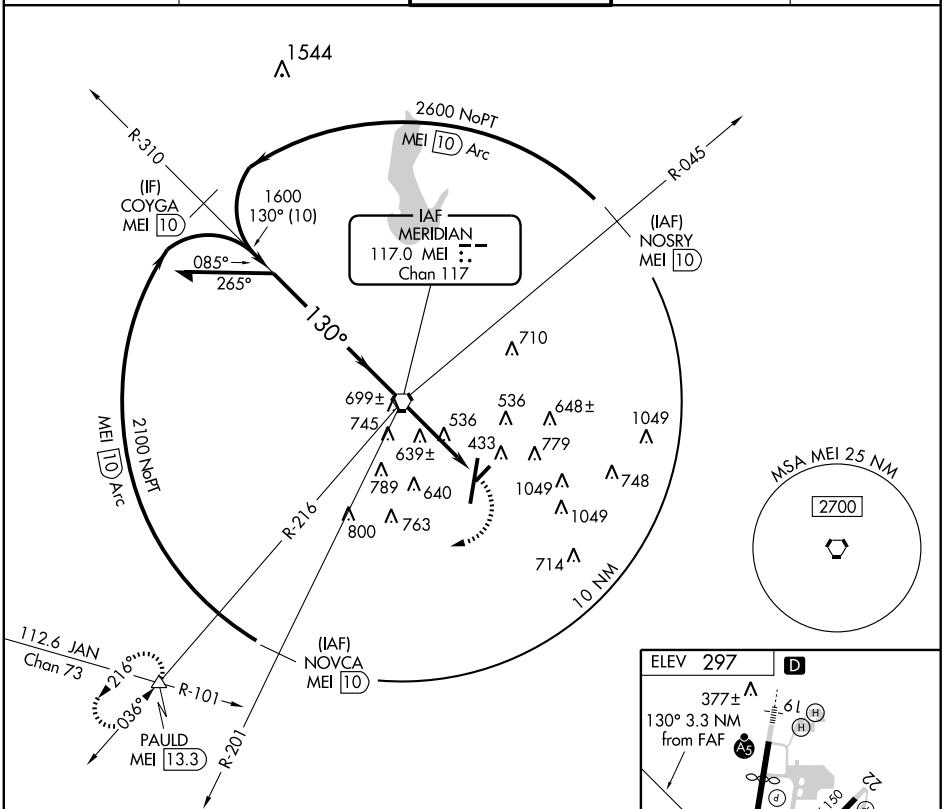
VOR-A

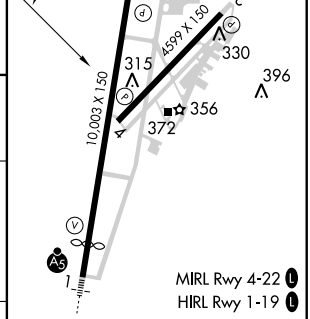
MERIDIAN/ KEY FIELD (MEI)

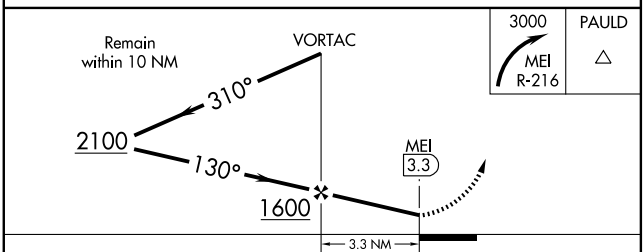
Circling not authorized SE of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. DME Required. Procedure turn NA for Cat E.

MISSED APPROACH: Climbing right turn to 3000 via MEI R-216 to PAULD/MEI 13.3 DME and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	UNICOM
126.475 291.675	120.5 269.6	119.8 (CTAF) L 257.8	121.9 348.6	122.95



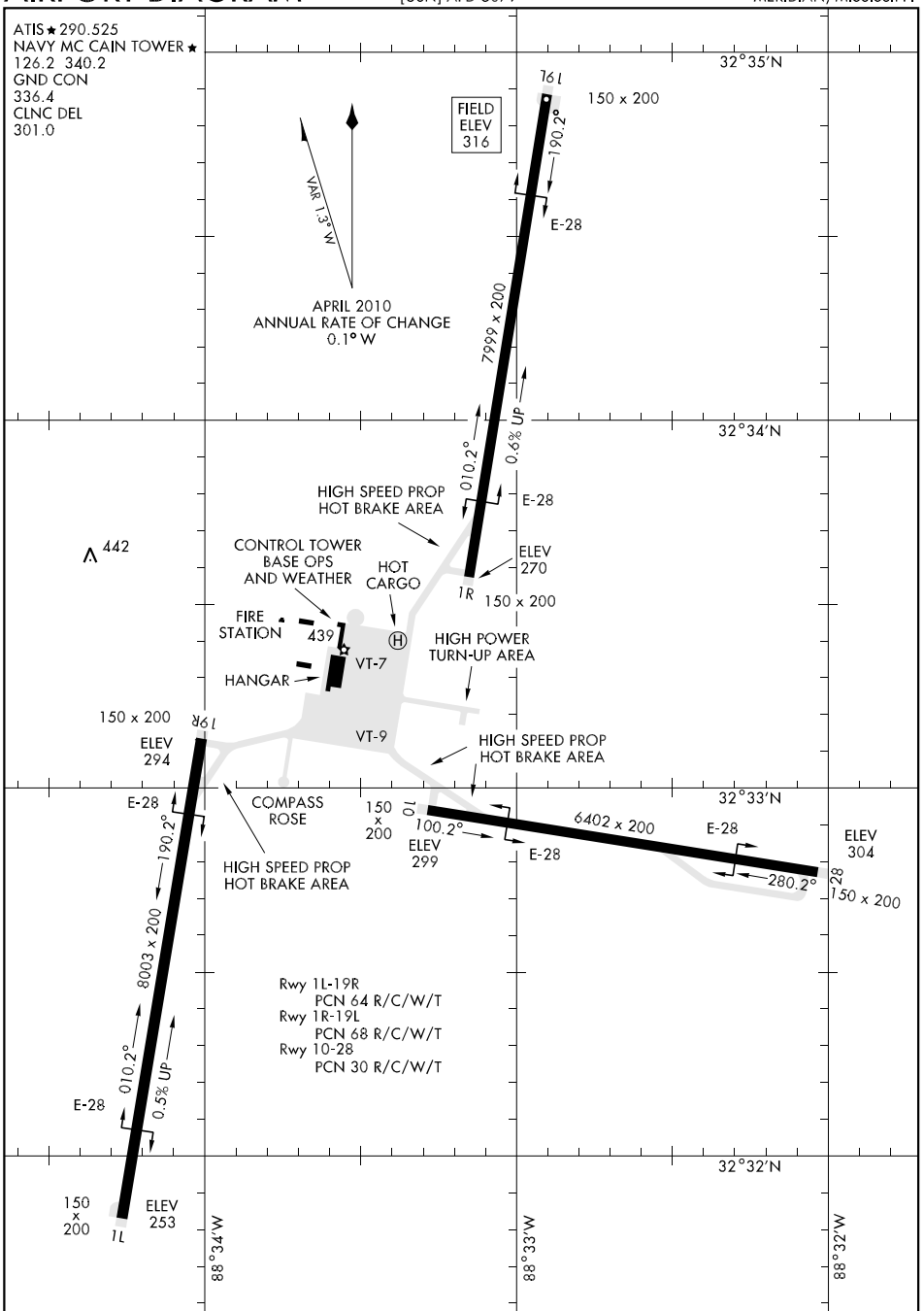




CATEGORY	A	B	C	D	E
CIRCLING	900-1	603 (700-1)	900-1¾ 603 (700-1¾)	940-2 643 (700-2)	1120-3 823 (900-3)

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

HI-ILS OR LOC/DME RWY 19L

LOC I-NMM	APCH CRS	Rwy ldg 7999 TDZE 316 Arpt Elev 316
109.7	188°	

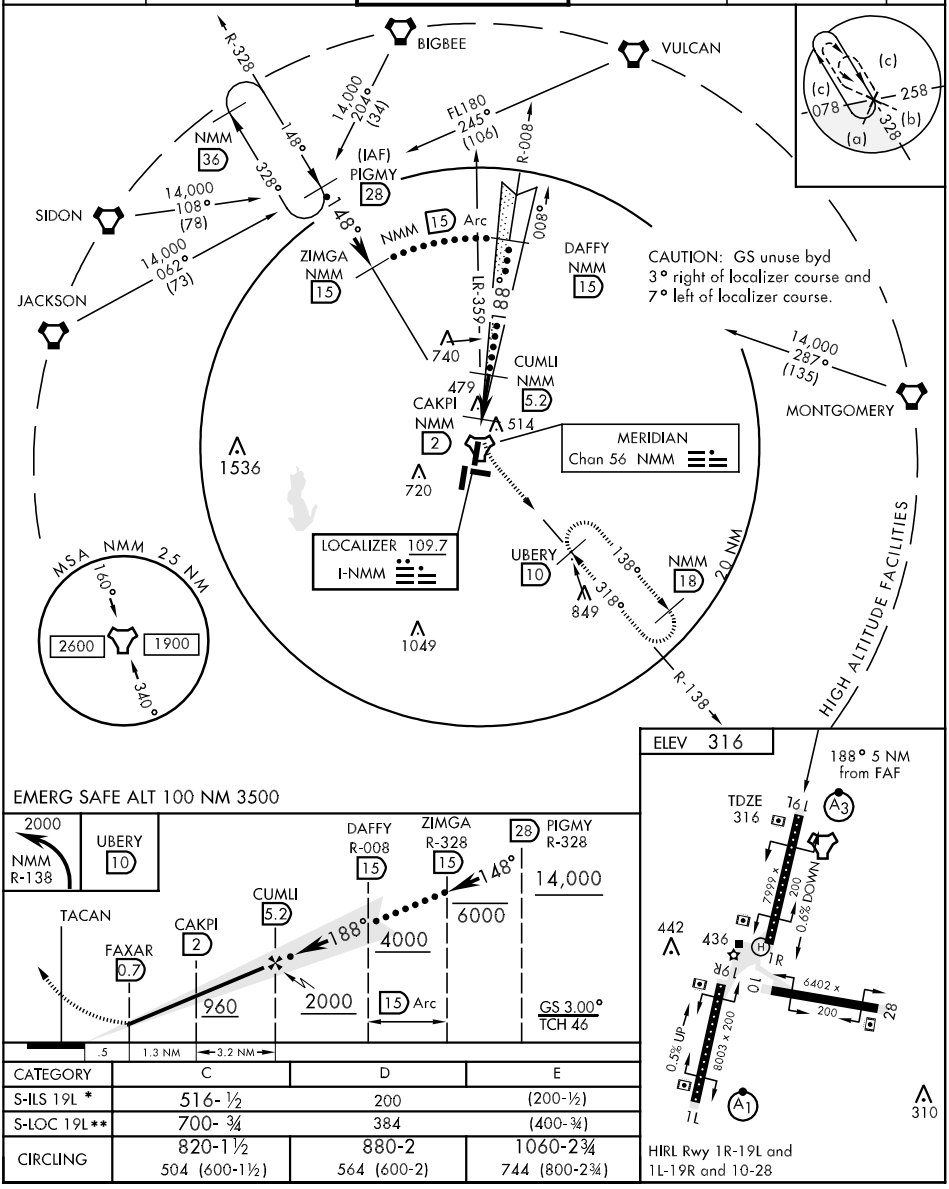
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ *When ALS inop, increase CAT CDE vis to ¾ mile.
**When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

SSALR (A3)

MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/ PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	



EMERG SAFE ALT 100 NM 3500

CATEGORY	C	D	E
S-ILS 19L *	516- ½	200	(200-½)
S-LOC 19L**	700- ¾	384	(400-¾)
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)

HIRL Rwy 1R-19L and 1L-19R and 10-28

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 1L

TACAN	NMM
Chan	56

APCH CRS
022°

Rwy ldg	8003
TDZE	253
Arpt Elev	316

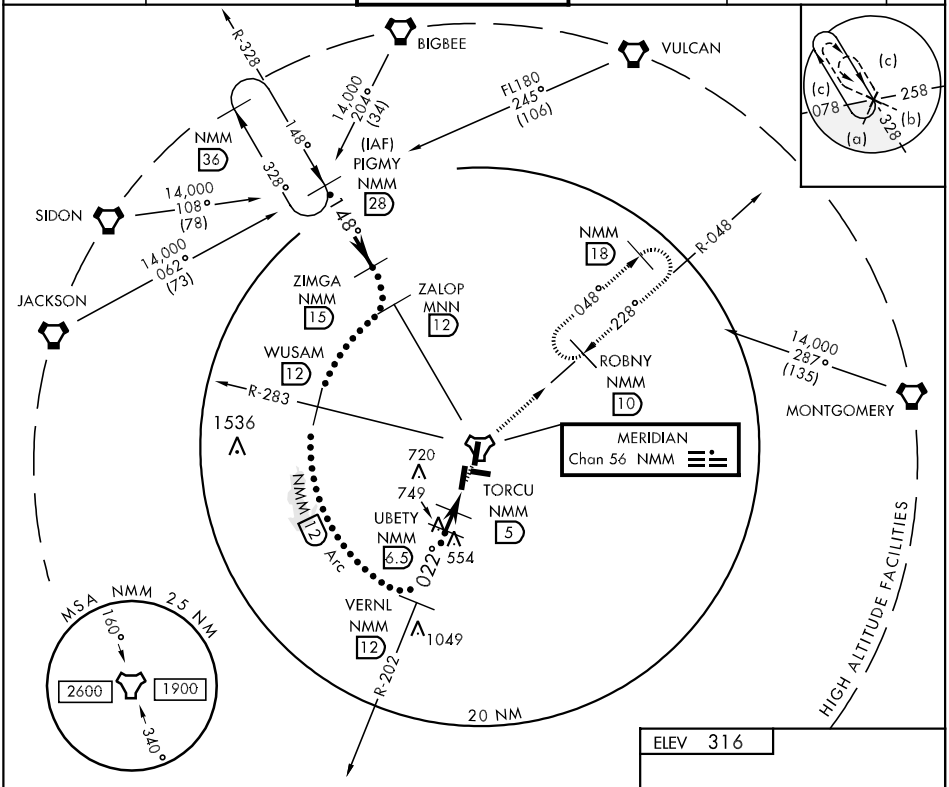
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

* When ALS inop, increase CAT C vis to 1½ miles, CAT DE to 1¾ miles.

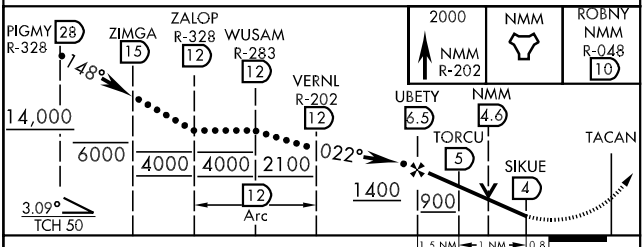
ALSF-1

MISSED APPROACH: Climb to 2000 via NMM R-202 to NMM TACAN then via R-048 to ROBNY and hold.

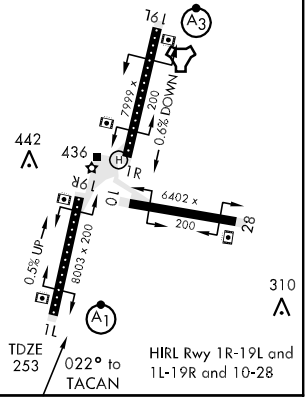
ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/ PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	



EMERG SAFE ALT 100 NM 3500



ELEV 316



CATEGORY	C	D	E
S- 1L *	780-1 527 (500-1)	780-1¼ 527 (500-1¼)	
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 19L

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NMM Chan 56	178°	7999	316	316

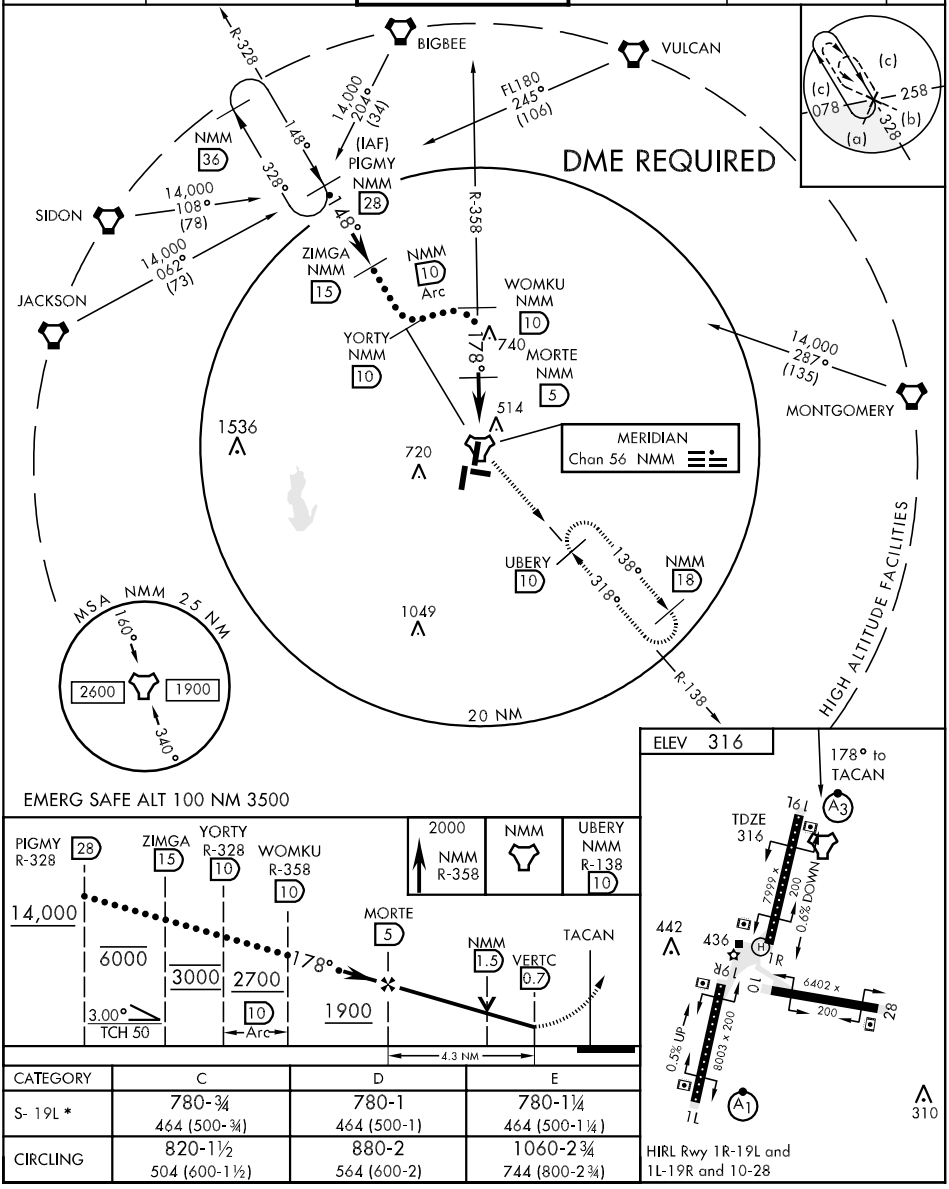
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ * When ALS inop, increase CAT C vis to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.

SSALR A3

MISSED APPROACH: Climb to 2000 via NMM R-358 to TACAN then via R-138 to UBERY and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/ PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	



CATEGORY	C	D	E
S- 19L *	780-¾ 464 (500-¾)	780-1 464 (500-1)	780-1¼ 464 (500-1¼)
CIRCLING	820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 19L

LOC I-NMM	APCH CRS	Rwy ldg 7999
109.7	188°	TDZE 316
		Arpt Elev 316

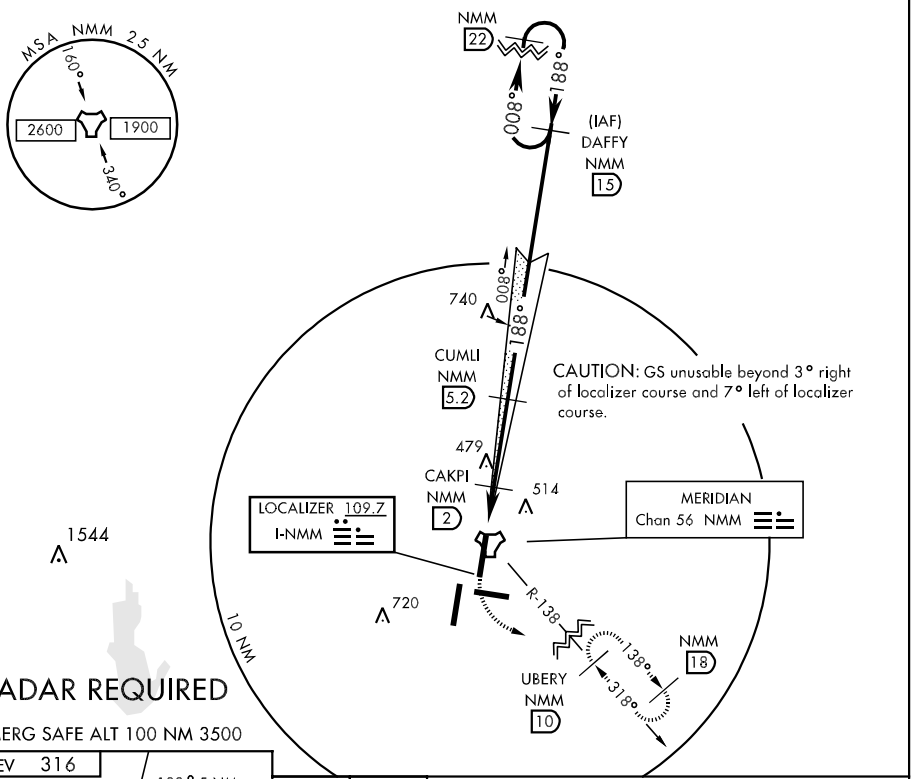
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

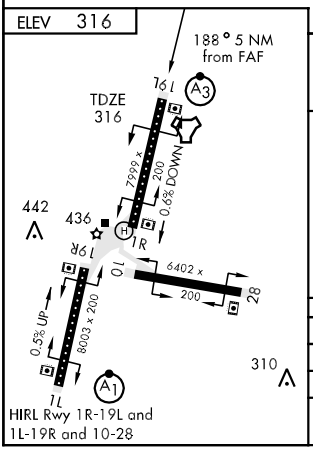
* When ALS inop, increase All CAT vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ miles.

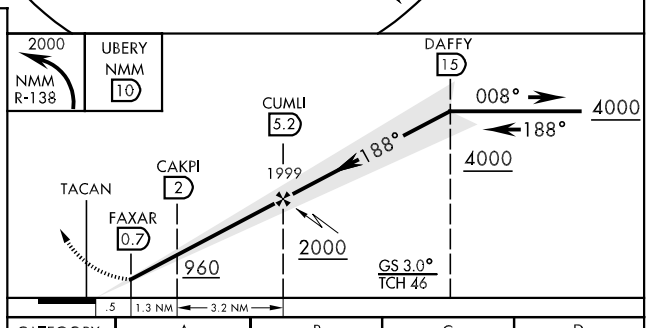
SSALR (A3)

MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	







CATEGORY	A	B	C	D
S-ILS 19L *	516-½ 200 (200-½)			
S-LOC 19L **	700-½ 384 (400-½)		700-¾ 384 (400-¾)	
CIRCLING	820-1 504 (600-1)		820-1½ 504 (600-1½)	880-2 564 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1L

APCH CRS	Rwy Idg	8003
008°	TDZE	253
	Arpt Elev	316

AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

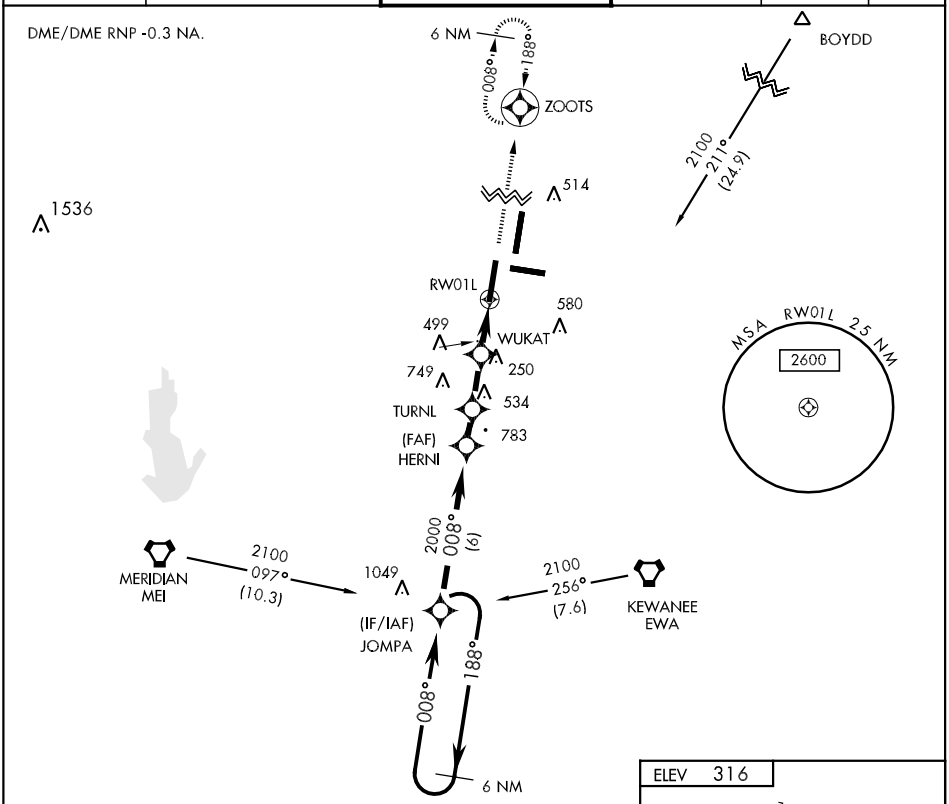
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles.

ALSF-1

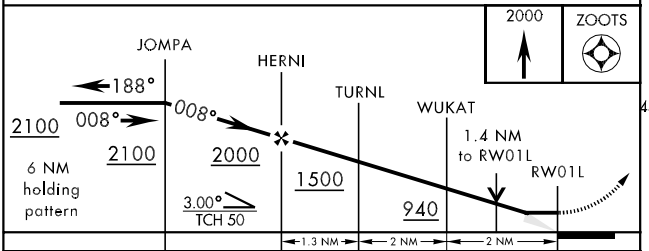
MISSED APPROACH: Climb to 2000 direct ZOOTS and hold.

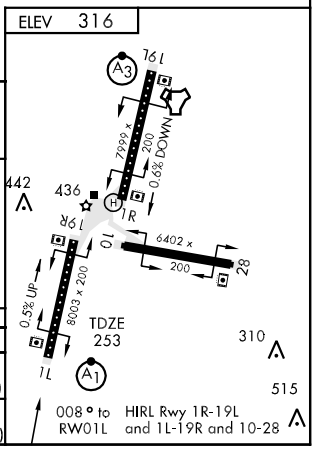
ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	

DME/DME RNP -0.3 NA.



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
LNAV MDA *	760-½ 507 (500-½)		760-1 507 (500-1)		760-1¼ 507 (500-1¼)
CIRCLING	820-1 504 (600-1)		820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)

32° 33′N-88° 33′W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)
RNAV (GPS) RWY 1L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	7999
188°	TDZE	316
	Arpt Elev	316

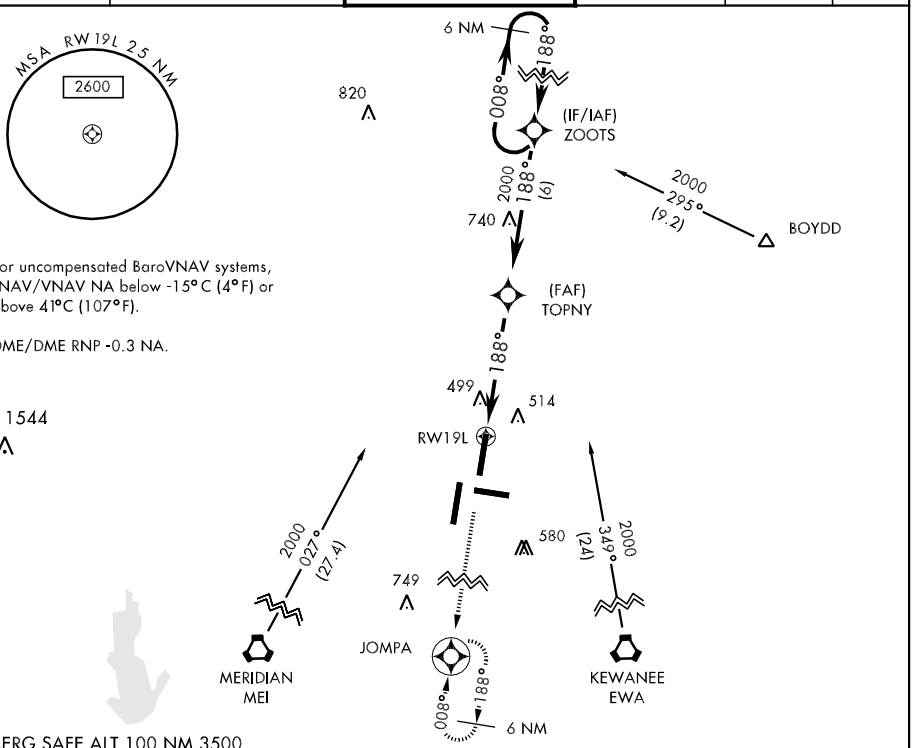
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.
** When ALS inop, increase All CAT vis to 1¾ miles.

SSALR A3

MISSED APPROACH: Climb to 2100 direct JOMPA and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	



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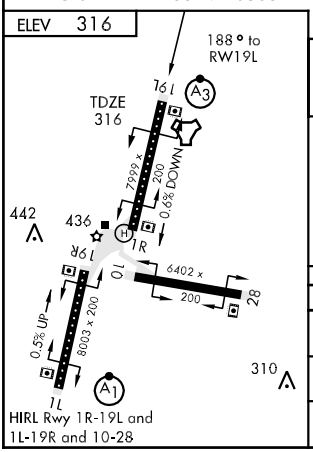
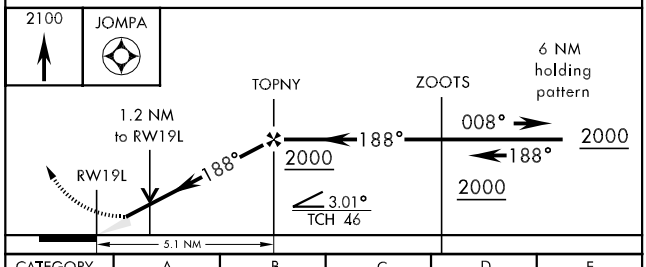




CATEGORY	A	B	C	D	E
LNAV MDA *	760-½ 444 (500-½)		760-¾ 444 (500-¾)	760-1 444 (500-1)	
LNAV/VNAV DA **	820-1¼ 504 (600-1¼)				
CIRCLING	820-1 504 (600-1)		820-1½ 504 (600-1½)	880-2 564 (600-2)	1060-2¾ 744 (800-2¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-HEZ	APP CRS	Rwy Idg	6500
111.35	133°	TDZE	266
		Apt Elev	272

ILS or LOC RWY 13

NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting: increase all DAs to 599 feet and all visibilities to 1¼ miles; increase all MDAs 140 feet and S-LOC 13 Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF)

ALTERNATE MISSED APCH FIX
ADF Required.
359° 179°
NATCHEZ-ADAMS CO
388 HAH

LR-323 313° 1900 to Zutki Int 133° (6.2) 1900 NoPT HEZ 11.4 Arc
LR-302 (IF) CASDU HEZ 11.4 088° 268° 133°
(IAF) ZUTKI INT HEZ 5.2
NATCHEZ-ADAMS CO 388 HAH
R-044 (IAF) NIFSO HEZ 11.4
1103 1900 NoPT HEZ 11.4 Arc 078° 598 1900 to Zutki Int 312° (5.2) 852 419± 133° 313° 10 NM
NATCHEZ 110.0 HEZ Chan 37 529± 451 500 728
LOCALIZER 111.35 I-HEZ
R-248 R-133
MSA HEZ 25 NM 2300
(IAF) NIFTE HEZ 11.4 840

ADF or DME REQUIRED

ELEV 272
133° 4.9 NM from FAF
339± 338± 81 TDZE 266 6500 X 150 5000 X 150 353 36 13

Remain within 10 NM
ZUTKI INT HEZ 5.2 313° 1900 CASDU HEZ 11.4 HEZ 0.4 1900 133° 133° 1900
2000 HEZ 110.0
GS 3.00° TCH 54
6.2 NM 4.9 NM

HIRL Rwy 13-31
MIRL Rwy 18-36 L
325±

CATEGORY	A	B	C	D
S-ILS 13	466-½		200 (200-½)	
S-LOC 13	680-½ 414 (500-½)		680-¾ 414 (500-¾)	
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 6500
CH 50505	133°	TDZE 266
W13A		Apt Elev 272

RNAV (GPS) RWY 13

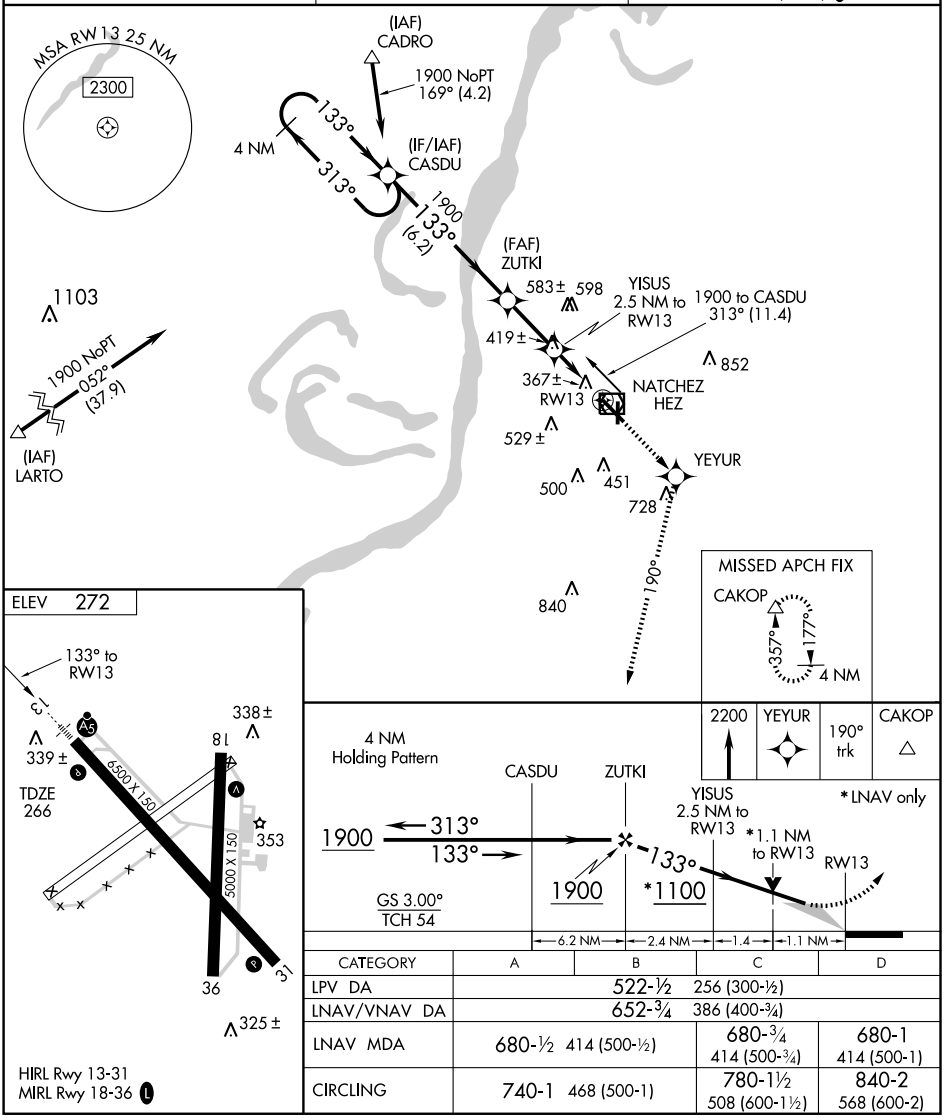
NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. BARO VNAV and VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. When local altimeter setting not received, use Vicksburg Rgnl altimeter setting: increase all LPV DAs to 655 and all visibilities to 1¼ miles; all LNAV/VNAVs DA to 785 and all visibilities to 1¾ miles; all MDAs 140 feet and LNAV Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2200 direct YEYUR and via 190° track to CAKOP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA		522-½ 256 (300-½)		
LNAV/VNAV DA		652-¾ 386 (400-¾)		
LNAV MDA	680-½ 414 (500-½)		680-¾ 414 (500-¾)	680-1 414 (500-1)
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
178°	TDZE	272
	Apt Elev	272

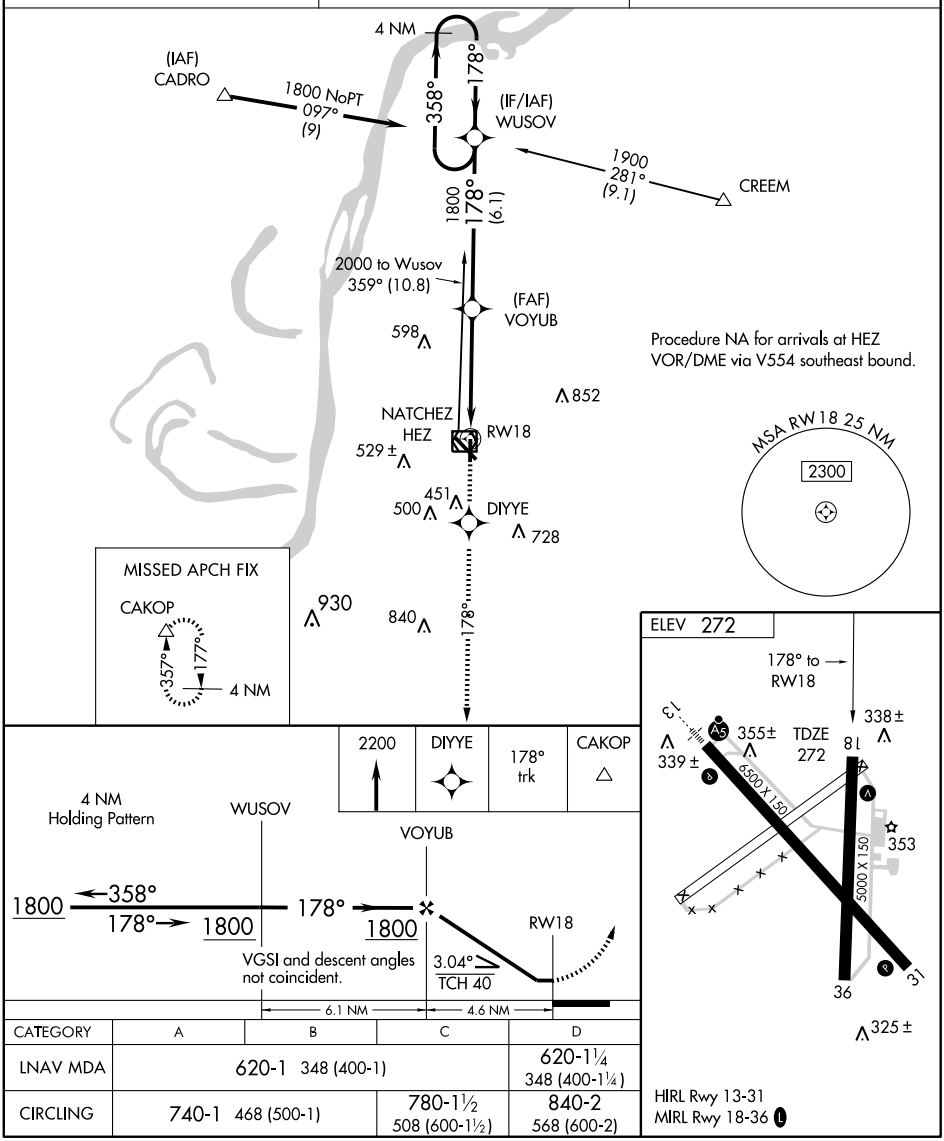
RNAV (GPS) RWY 18

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase visibility Cats C and D ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 direct DIYYE and via 178° track to CAKOP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1 348 (400-1)			620-1¼ 348 (400-1¼)
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

HIRL Rwy 13-31
MIRL Rwy 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	6500
313°	TDZE	272
	Apt Elev	272

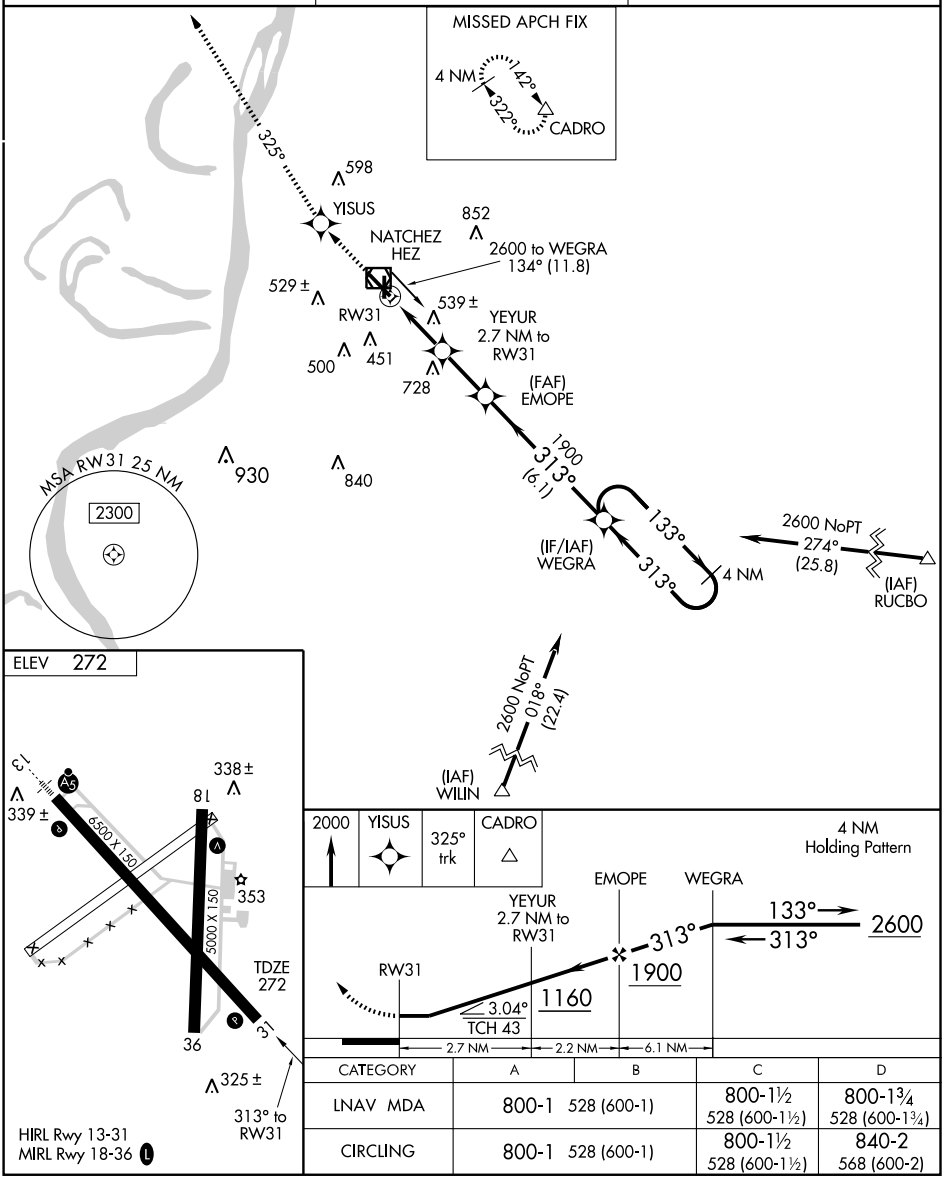
RNAV (GPS) RWY 31

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 2000 direct YISUS and via 325° track to CADRO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	800-1 528 (600-1)		800-1½ 528 (600-1½)	800-1¾ 528 (600-1¾)
CIRCLING	800-1 528 (600-1)		800-1½ 528 (600-1½)	840-2 568 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
005°	TDZE	272
	Apt Elev	272

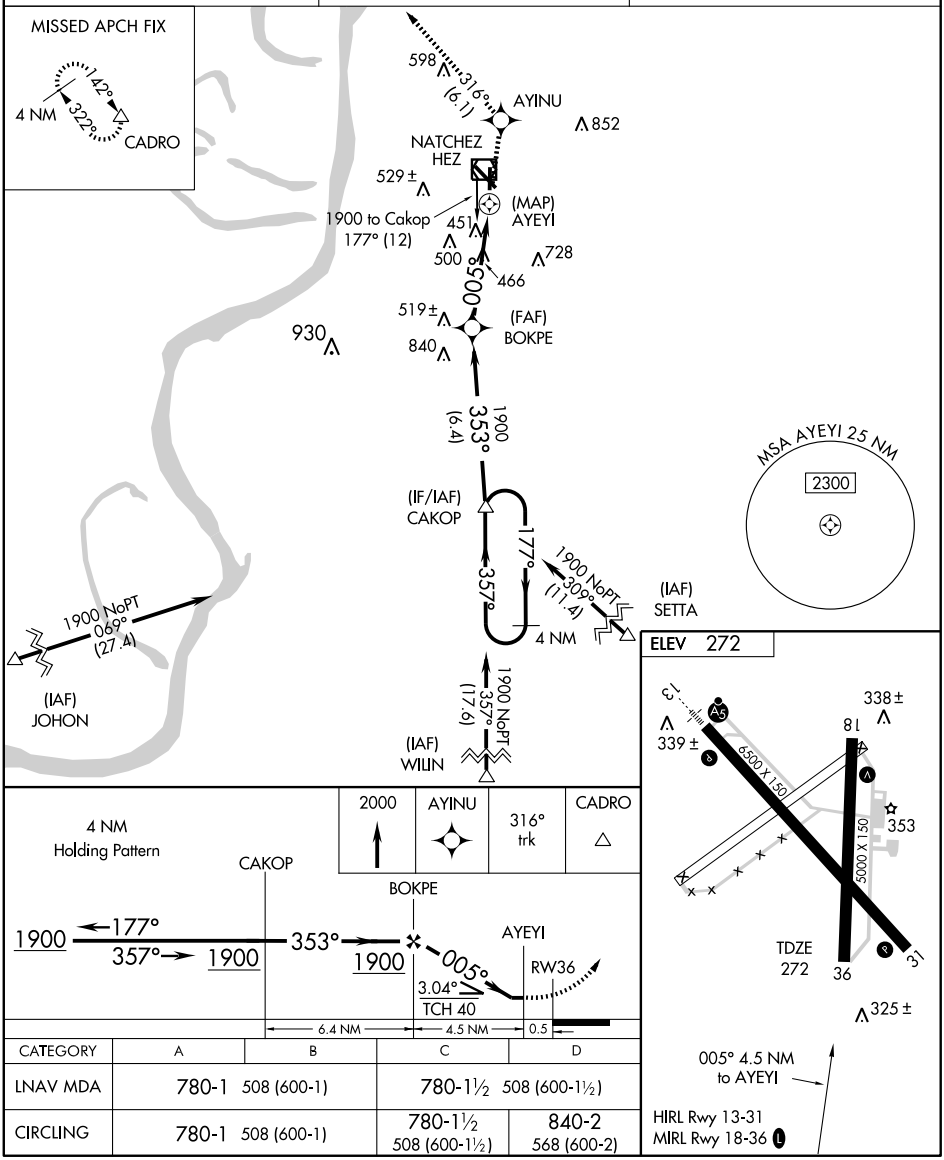
RNAV (GPS) RWY 36

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and visibility Cat C ¼ mile and Cat D ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2000 direct AYINU and via 316° track to CADRO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	780-1 508 (600-1)		780-1½ 508 (600-1½)	
CIRCLING	780-1 508 (600-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME HEZ	APP CRS	Rwy Idg	6500
110.0	124°	TDZE	266
Chan 37		Apt Elev	272

AL-967 (FAA)
NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

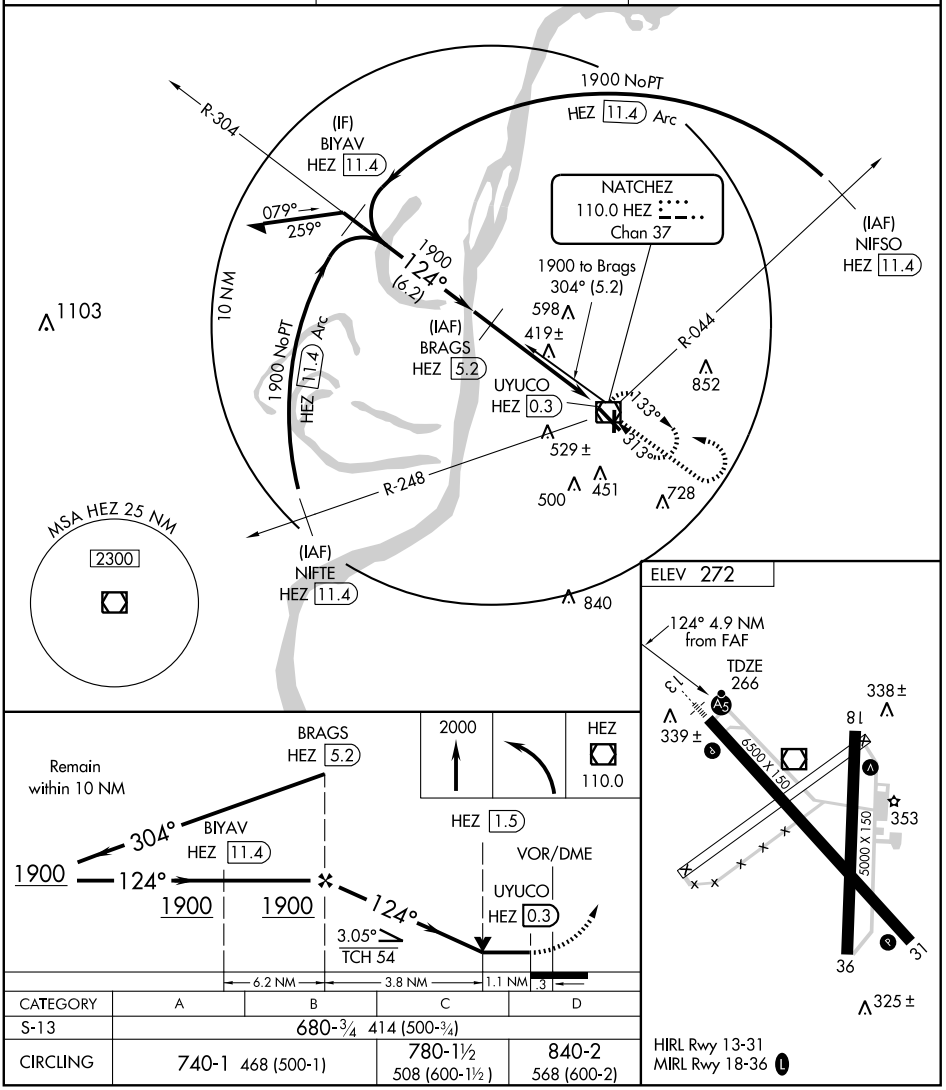
VOR/DME RWY 13

If local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase S-13 Cats A and B visibility to 1 mile, Cat C to 1½ miles, Cat D to 1¾ miles, and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Visibility reduction by helicopters NA. VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase S-13 Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	680-¾ 414 (500-¾)			
CIRCLING	740-1 468 (500-1)		780-1½ 508 (600-1½)	840-2 568 (600-2)

HIRL Rwy 13-31
MIRL Rwy 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME HEZ	APP CRS	Rwy Idg	5000
110.0	197°	TDZE	272
Chan 37		Apt Elev	272

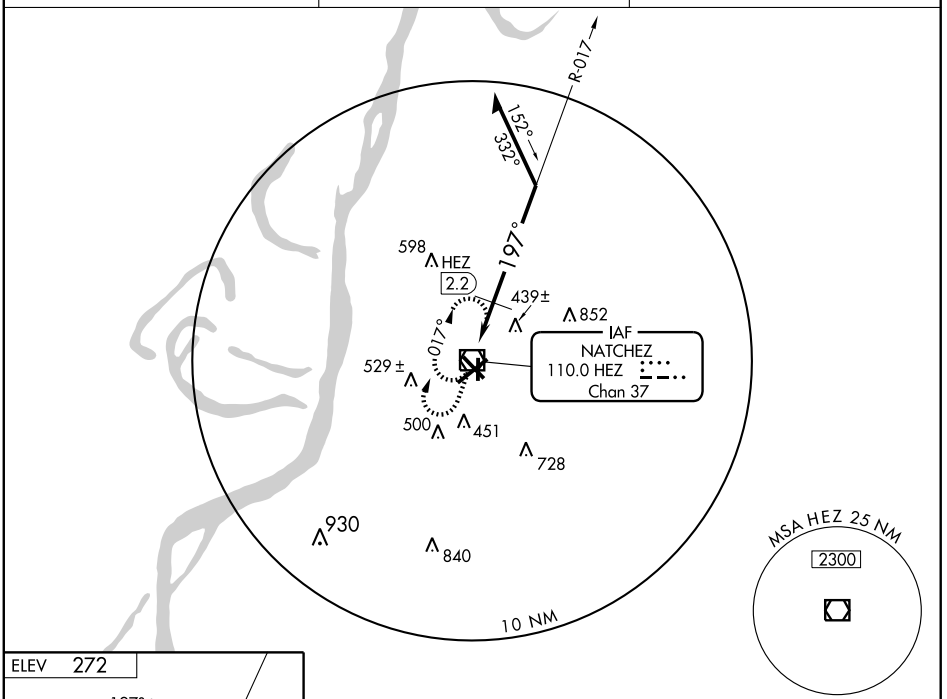
VOR RWY 18

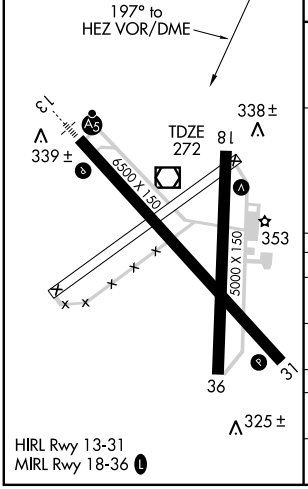
NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

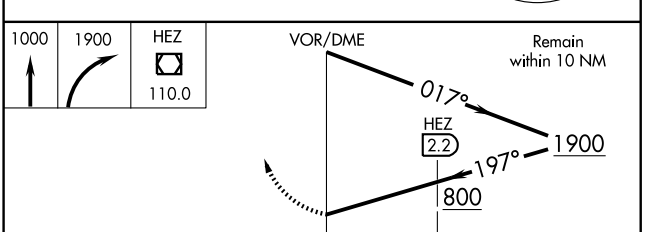
NA Inoperative table does not apply.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 in HEZ VOR/DME holding pattern.

AWOS-3	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	800-1 528 (600-1)		800-1½ 528 (600-1½)	800-1¾ 528 (600-1¾)
CIRCLING	800-1 528 (600-1)		800-1½ 528 (600-1½)	840-2 568 (600-2)
DME MINIMUMS				
S-18	700-1 428 (500-1)		700-1¼ 428 (500-1¼)	700-1½ 428 (500-1½)
CIRCLING	720-1 448 (500-1)	740-1 468 (500-1)	780-1½ 508 (600-1½)	840-2 568 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

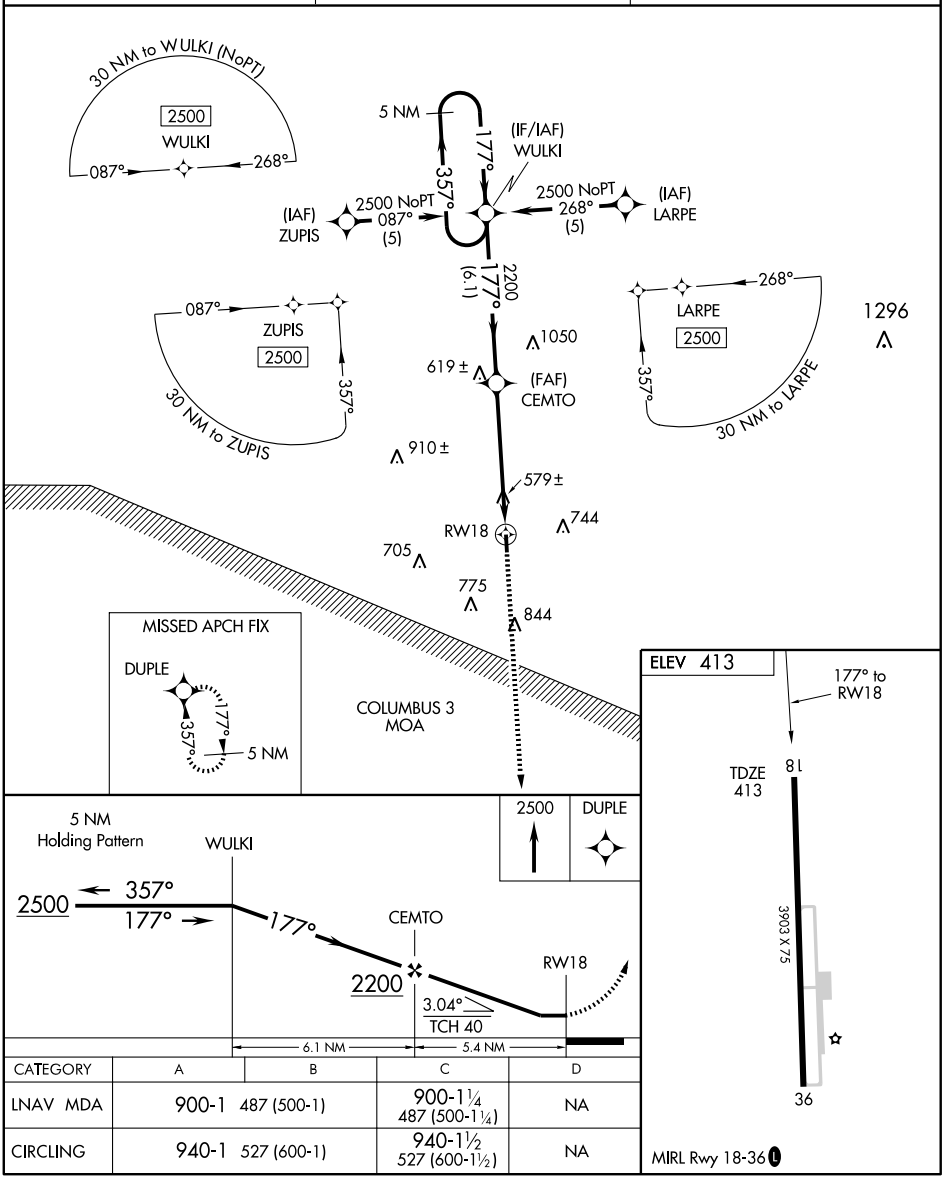
APP CRS	Rwy Idg	3903
177°	TDZE	413
	Apt Elev	413

RNAV (GPS) RWY 18
NEW ALBANY-UNION CO (M72)

Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUPLE and hold.

TUPELO ASOS	MEMPHIS CENTER	UNICOM
133.525	135.9 273.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	900-1 487 (500-1)		900-1¼ 487 (500-1¼)	NA
CIRCLING	940-1 527 (600-1)		940-1½ 527 (600-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3903
357°	TDZE	413
	Apt Elev	413

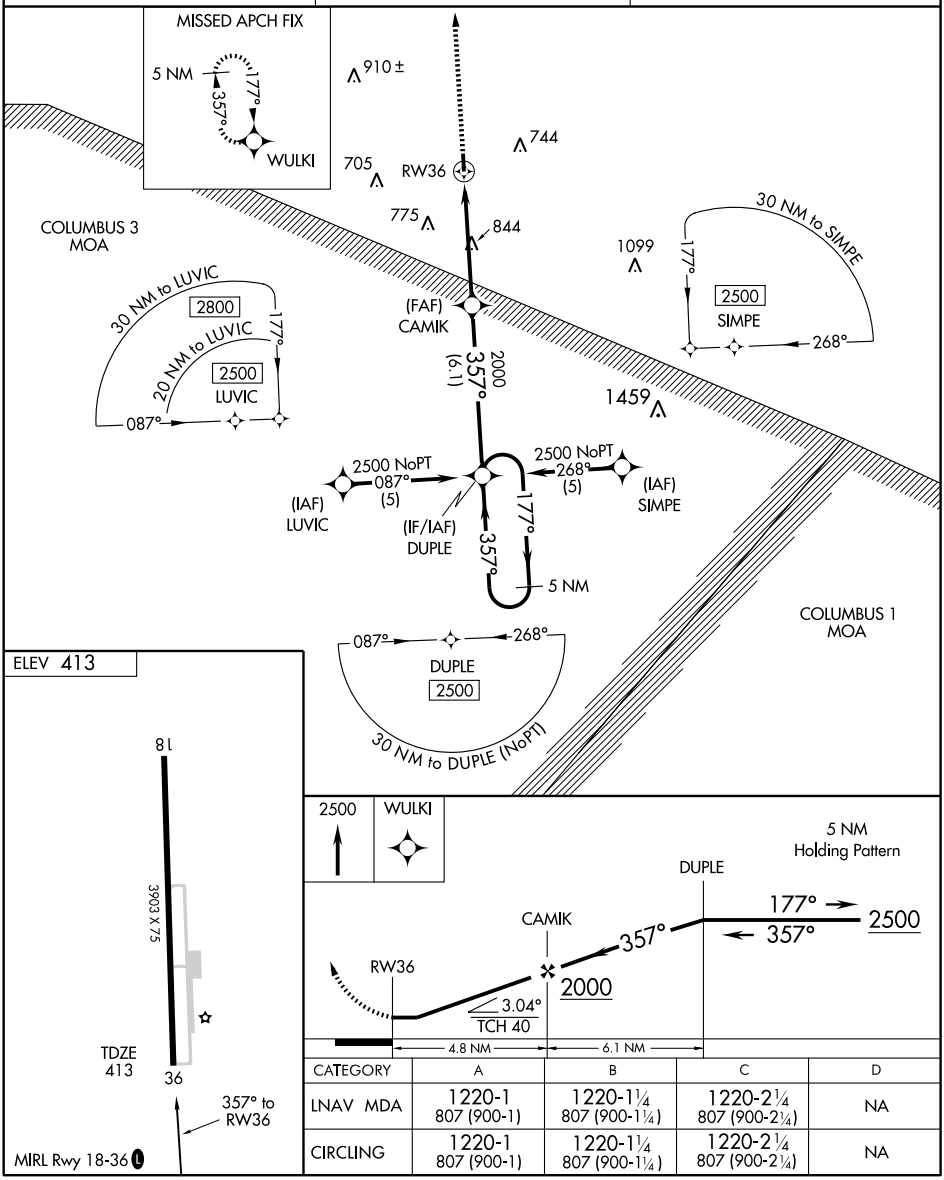
RNAV (GPS) RWY 36

NEW ALBANY-UNION CO (M72)

Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct WULKI and hold.

TUPELO ASOS	MEMPHIS CENTER	UNICOM
133.525	135.9 273.55	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA
CIRCLING	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3200
179°	TDZE	335
	Apt Elev	335

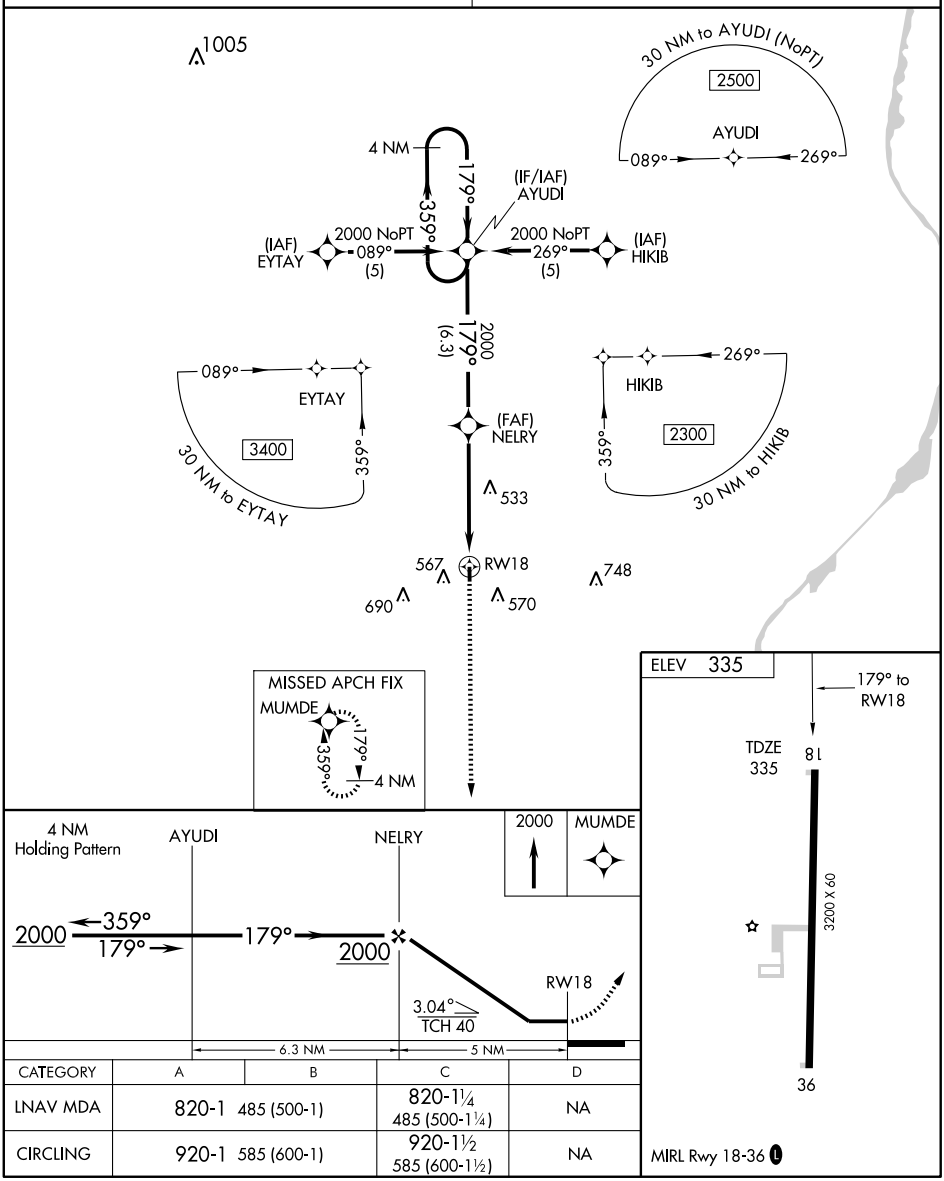
RNAV (GPS) RWY 18

OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct MUMDE and hold.

COLUMBUS APP CON *	CTAF
126.075 229.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	820-1 485 (500-1)		820-1¼ 485 (500-1¼)	NA
CIRCLING	920-1 585 (600-1)		920-1½ 585 (600-1½)	NA

MIRL Rwy 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
359°	Rwy Idg	3200
	TDZE	335
	Apt Elev	335

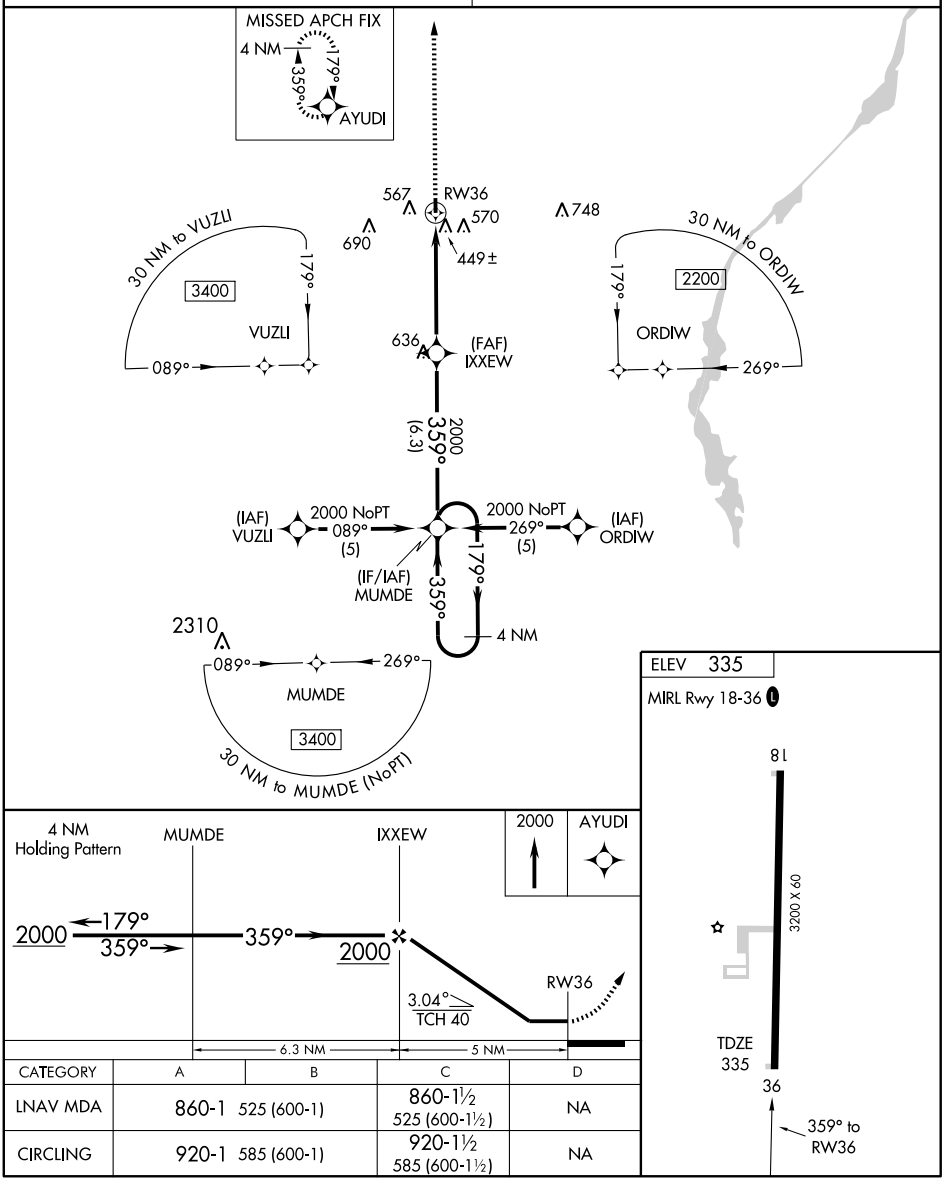
RNAV (GPS) RWY 36

OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct AYUDI and hold.

COLUMBUS APP CON ★	CTAF
126.075 229.15	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	860-1 525 (600-1)		860-1½ 525 (600-1½)	NA
CIRCLING	920-1 585 (600-1)		920-1½ 585 (600-1½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 18

OLIVE BRANCH (OLV)

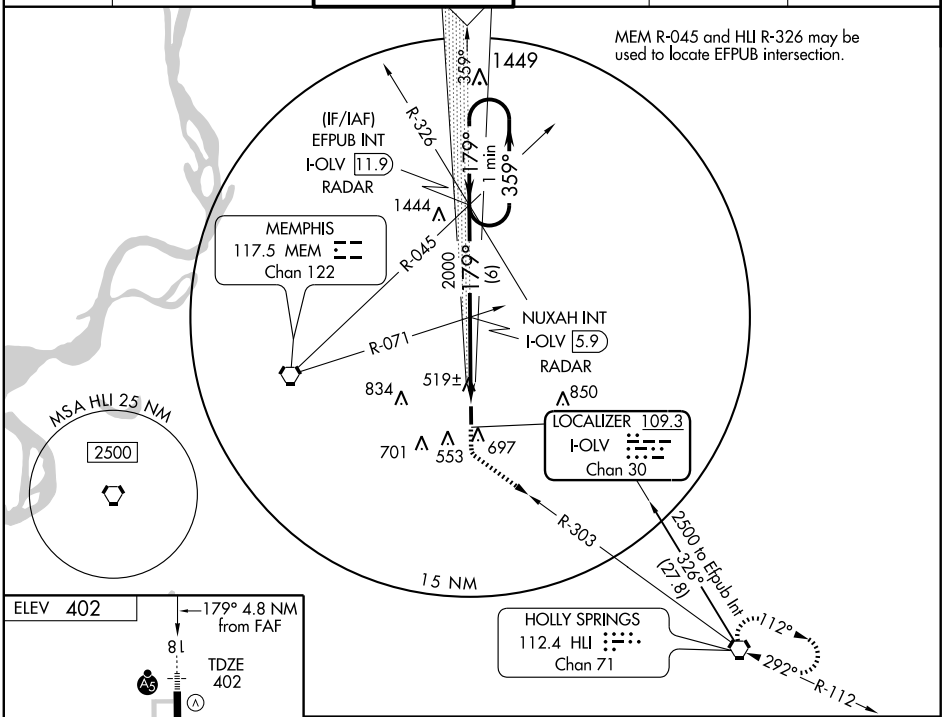
LOC/DME I-OLV	APP CRS	Rwy Idg	6000
109.3	179°	TDZE	402
Chan 30		Apt Elev	402

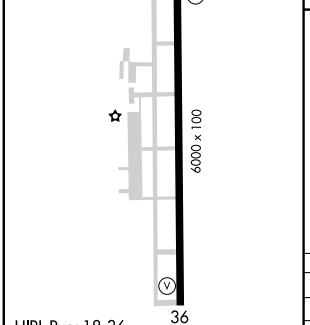
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile. When using Memphis Intl altimeter setting; for inoperative MALSR, increase S-ILS 18, all Cats and S-LOC 18 Cats A and B visibility ¼ mile. Inoperative table does not apply to S-ILS 18. Visibility reduction by helicopters NA.

MALSR

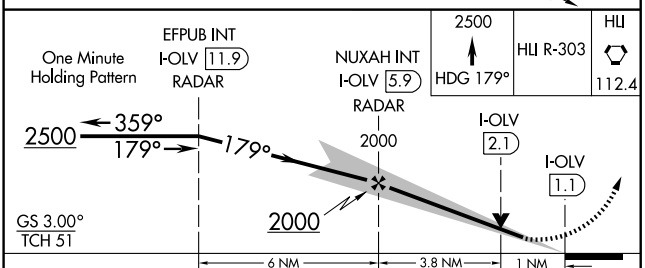
MISSED APPROACH: Climb to 2500 via heading 179° and HLI R-303 to HLI VORTAC and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER	GND CON	CLNC DEL	UNICOM
119.925	121.0 125.8 338.3	125.275 (CTAF)	121.2	121.2	122.7





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 18	652-¾ 250 (300-¾)			
S-LOC 18	780-¾ 378 (400-¾)			
CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1060-2 658 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 61199	179°	TDZE	402
W18A		Apt Elev	402

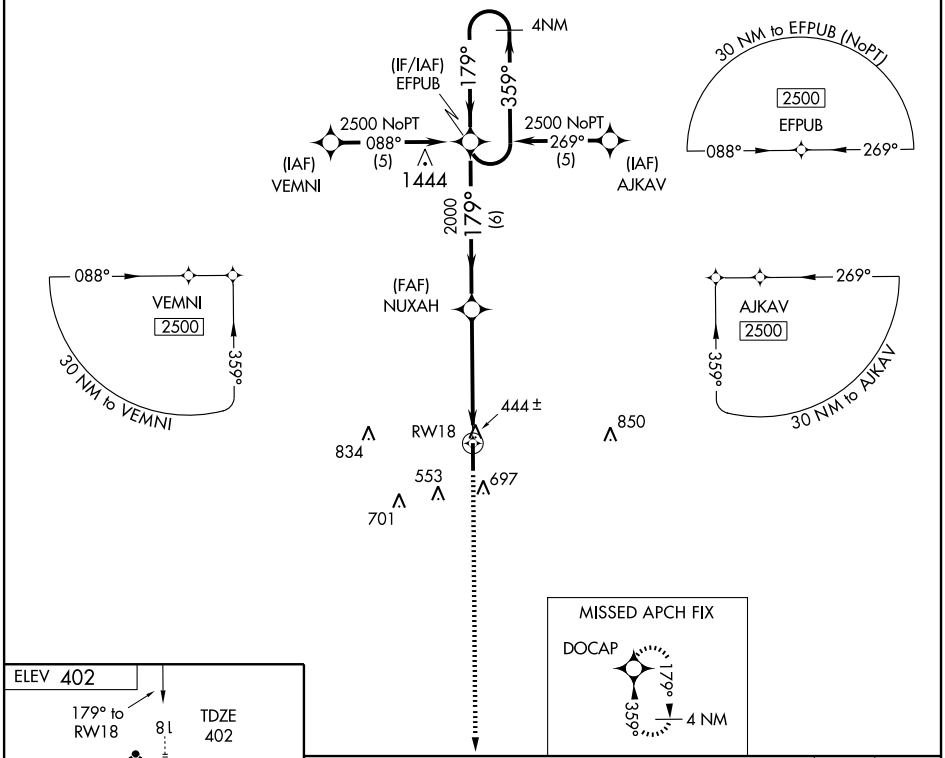
RNAV (GPS) RWY 18
OLIVE BRANCH (OLV)

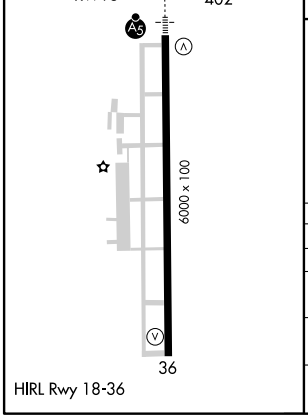
If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet. BARO-VNAV and VDP NA when using Memphis Intl altimeter setting. BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

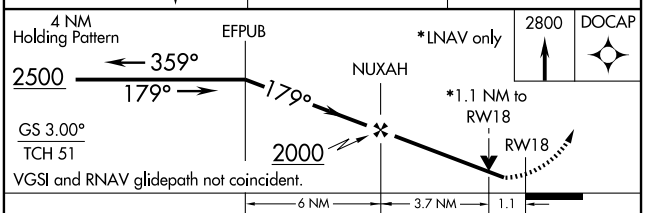
MALSR

MISSED APPROACH: Climb to 2800 direct DOCAP and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER	GND CON	CLNC DEL	UNICOM
119.925	121.0 125.8 338.3	125.275 (CTAF) L	121.2	121.2	122.7







CATEGORY	A	B	C	D
LPV DA	652-¾ 250 (300-¾)			
LNAV/VNAV DA	702-1 300 (300-1)			
LNAV MDA	780-1 378 (400-1)			780-1¼ 378 (400-1¼)
CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1060-2 658 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

OLIVE BRANCH (OLV)

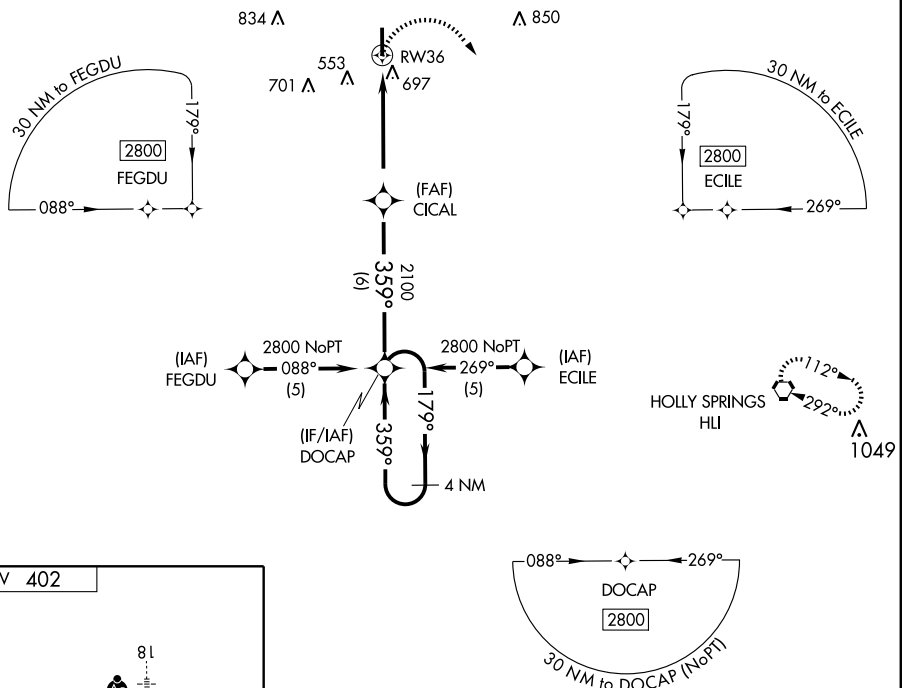
APP CRS	Rwy Idg	6000
359°	TDZE	401
	Apt Elev	402

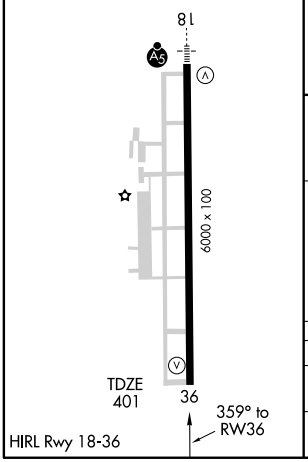
If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 40 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
VDP NA with Memphis Intl altimeter setting.

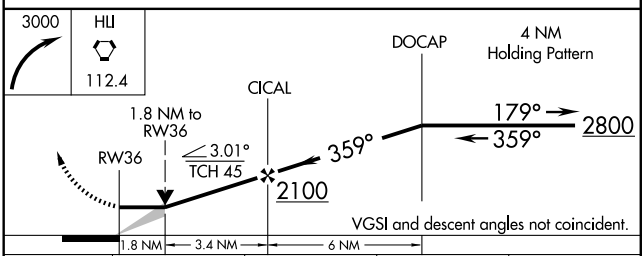
NA

MISSED APPROACH: Climbing right turn to 3000 direct HLI VORTAC and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER	GND CON	CLNC DEL	UNICOM
119.925	121.0 125.8 338.3	125.275 (CTAF) L	121.2	121.2	122.7







CATEGORY	A	B	C	D
LNAV MDA	1000-1	599 (600-1)	1000-1½ 599 (600-1½)	1000-1¾ 599 (600-1¾)
CIRCLING	1060-1	658 (700-1)	1060-1¾ 658 (700-1¾)	1060-2 658 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-UVD	APP CRS	Rwy Idg	5600
111.7	090°	TDZE	418
		Apt Elev	452

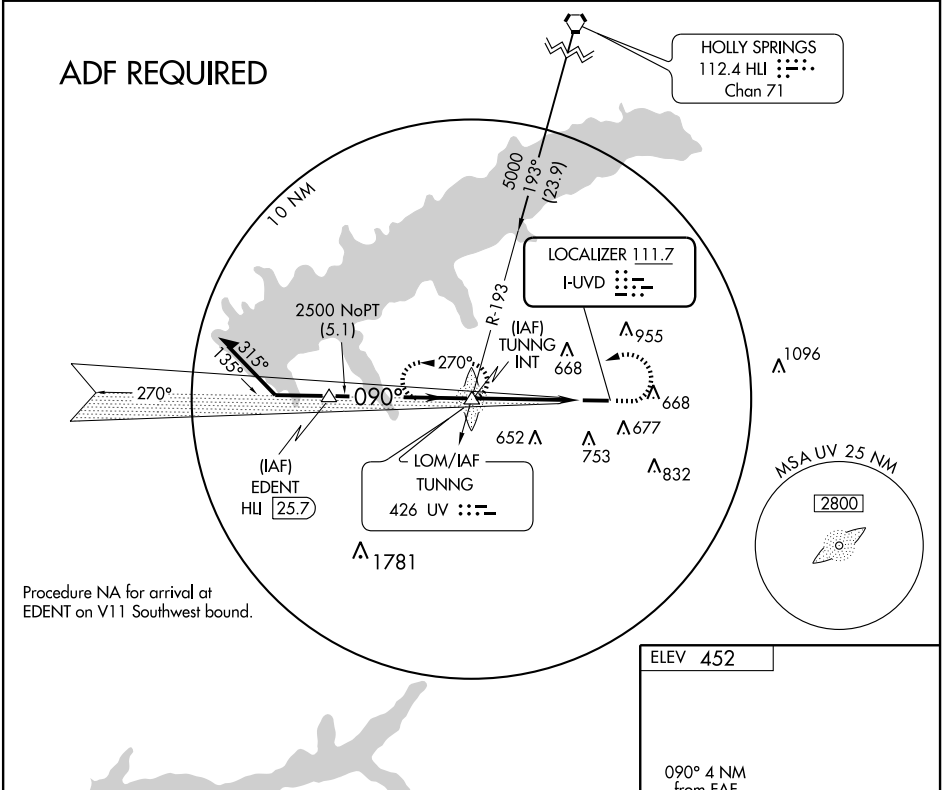
LOC RWY 9

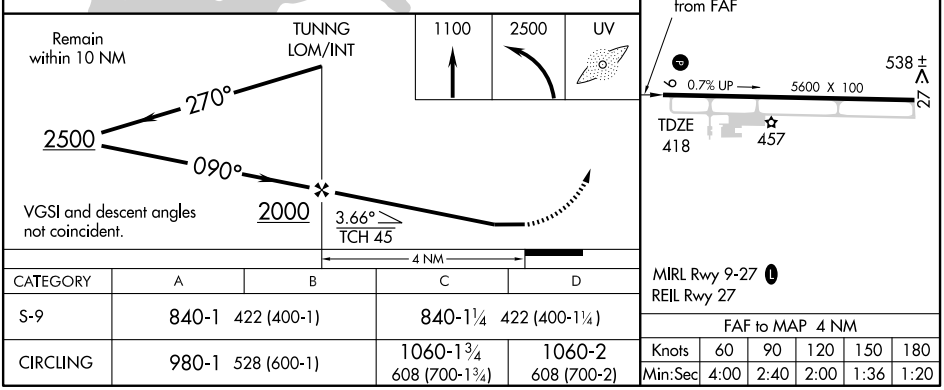
OXFORD/ UNIVERSITY-OXFORD (UOX)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Olive Branch altimeter setting and increase all NA MDA 100 feet, S-9 Cat. C visibility ¼ mile, Cat. D visibility ½ mile and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct TUNNG LOM/Int and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF)





CATEGORY	A	B	C	D
S-9	840-1 422 (400-1)		840-1¼ 422 (400-1¼)	
CIRCLING	980-1 528 (600-1)		1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

MIRL Rwy 9-27 (L)
REIL Rwy 27

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5600
CH 77800	090°	TDZE	418
W09A		Apt Elev	452

RNAV (GPS) RWY 9

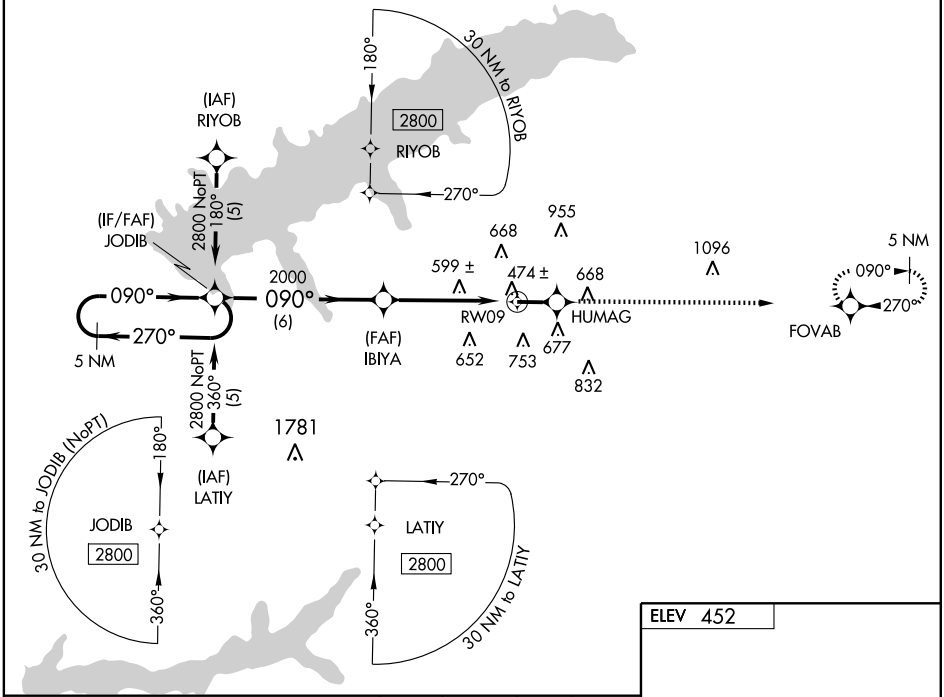
OXFORD/ UNIVERSITY-OXFORD (UOX)

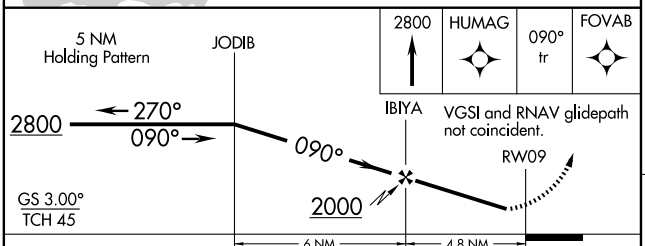
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Olive Branch altimeter setting and increase all DA /MDA 100 feet, LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C visibility ¼ mile, Cat. D visibility ½ mile and Circling Cats. C and D visibility ¼ mile. Visibility reduction by helicopters NA.

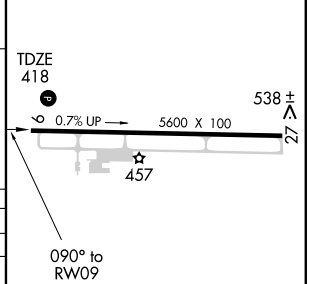
NA

MISSED APPROACH: Climb to 2800 direct HUMAG and via 090° track to FOVAB and hold, continue climb-in-hold to 2800.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	668-1 250 (300-1)			
LNAV/ VNAV DA	876-1¾ 458 (500-1¾)			
LNAV MDA	920-1 502 (500-1)		920-1½ 502 (500-1½)	
CIRCLING	980-1 528 (600-1)		1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

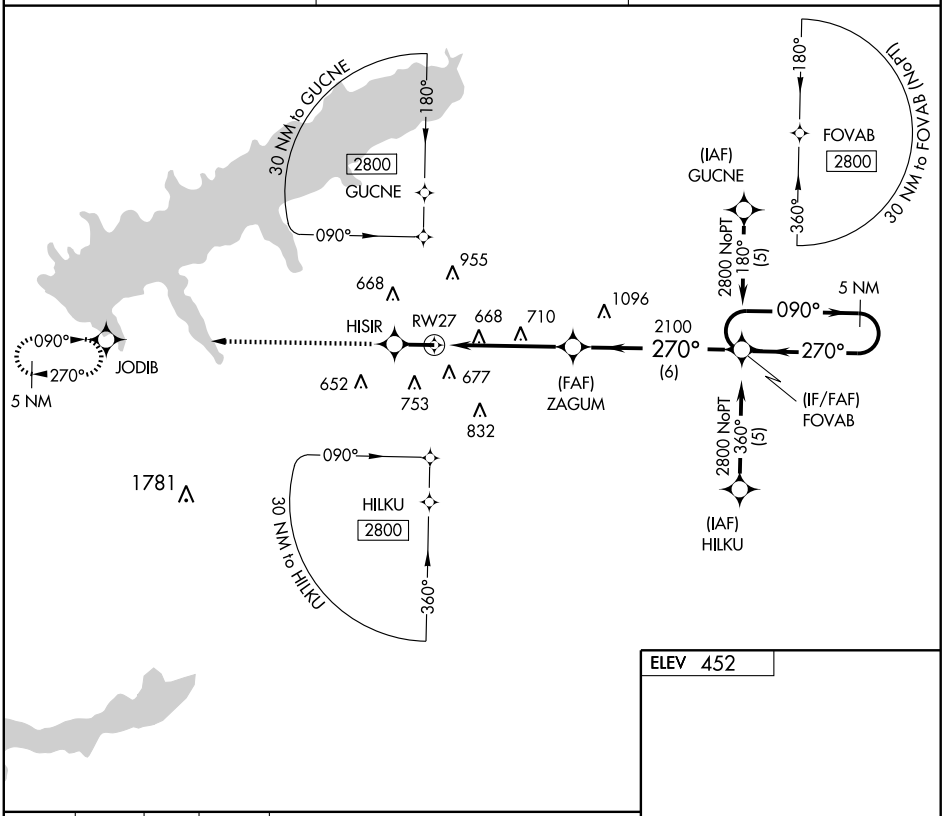
OXFORD/ UNIVERSITY-OXFORD (UOX)

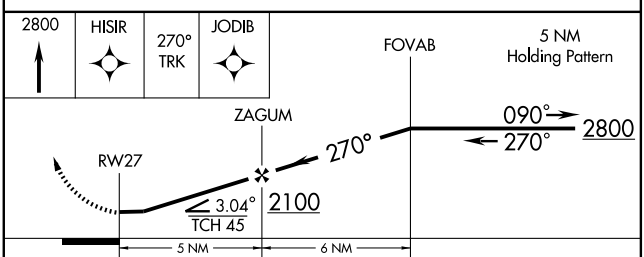
APP CRS	Rwy Idg	5600
270°	TDZE	452
	Apt Elev	452

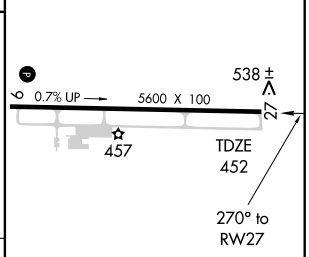
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ NA If local altimeter setting not received, use Olive Branch altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2800 direct HISIR and via 270° track to JODIB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1 508 (600-1)		960-1½ 508 (600-1½)	
CIRCLING	980-1 528 (600-1)		1060-1¾ 608 (700-1¾)	1060-2 608 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC HLI 112.4 Chan 71	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 452

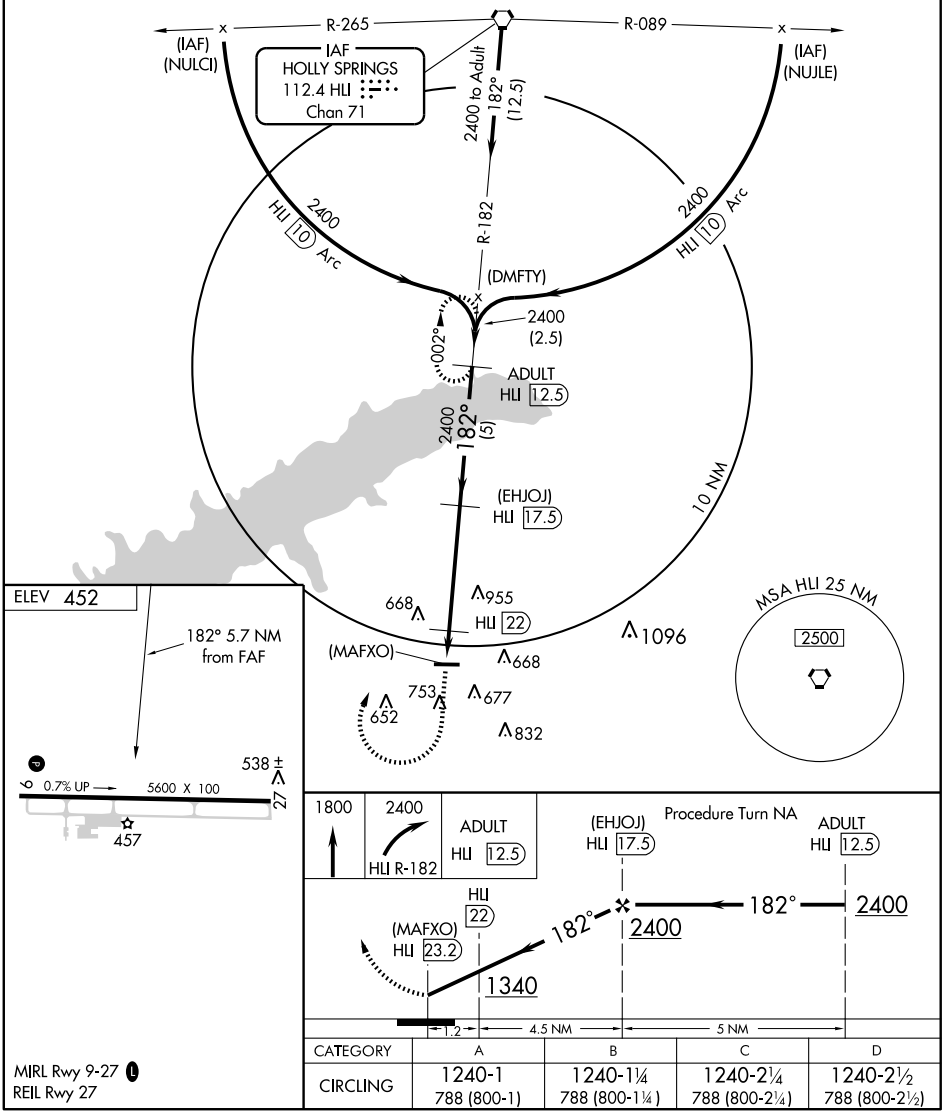
VOR/DME or GPS-A

OXFORD/ UNIVERSITY-OXFORD (UOX)

NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 2400 via HLI R-182 to ADULT 12.5 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.725	128.5 381.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1240-1 788 (800-1)	1240-1¼ 788 (800-1¼)	1240-2¼ 788 (800-2¼)	1240-2½ 788 (800-2½)

MIRL Rwy 9-27 L
REIL Rwy 27

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC I-PQL	APP CRS	Rwy Idg	6500
110.1	165°	TDZE	17
		Apt Elev	17

ILS or LOC RWY 17

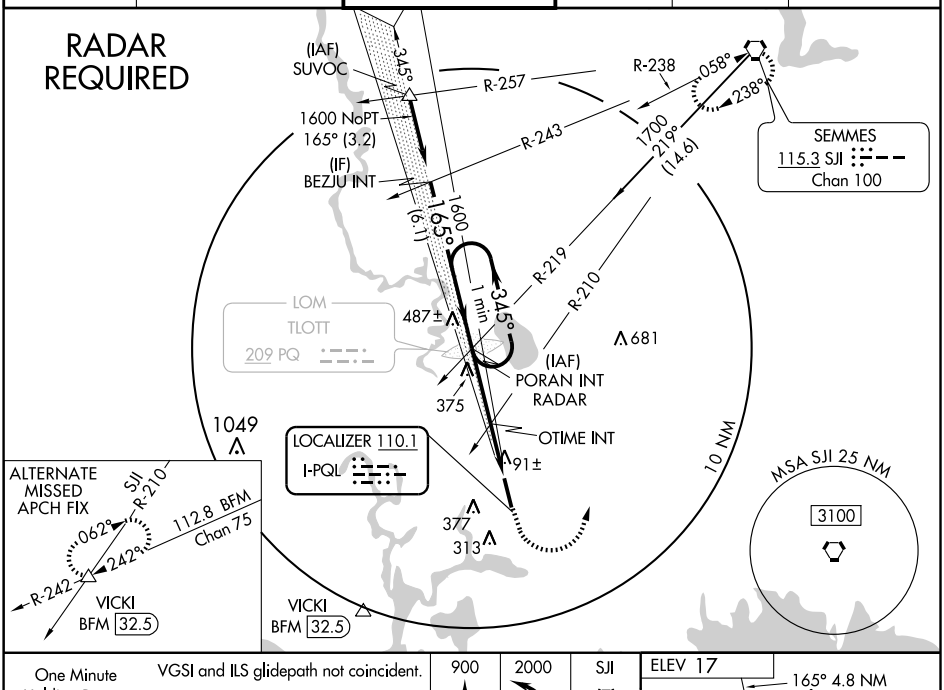
PASCAGOULA/TRENT LOTT INTL (PQL)

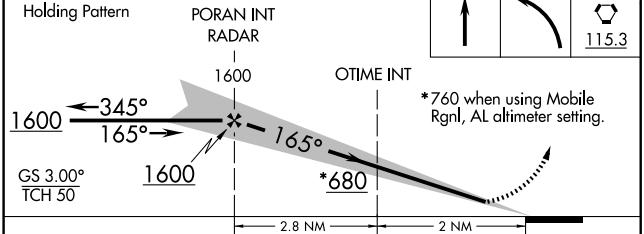
If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase DA to 292 and all MDAs 80 feet.

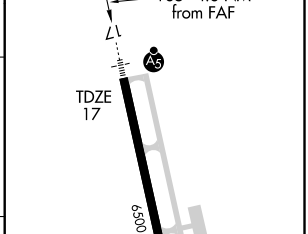
MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8







CATEGORY	A	B	C	D
S-ILS 17	217-½ 200 (200-½)			
S-LOC 17	680-½ 663 (700-½)		680-1¼ 663 (700-1¼)	680-1½ 663 (700-1½)
CIRCLING	680-1 663 (700-1)		680-1¾ 663 (700-1¾)	680-2 663 (700-2)
OTIME FIX MINIMUMS				
S-LOC 17	360-½ 343 (400-½)			360-¾ 343 (400-¾)
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58204 W17A	APP CRS 165°	Rwy Idg 6500 TDZE 17 Apt Elev 17

RNAV (GPS) RWY 17

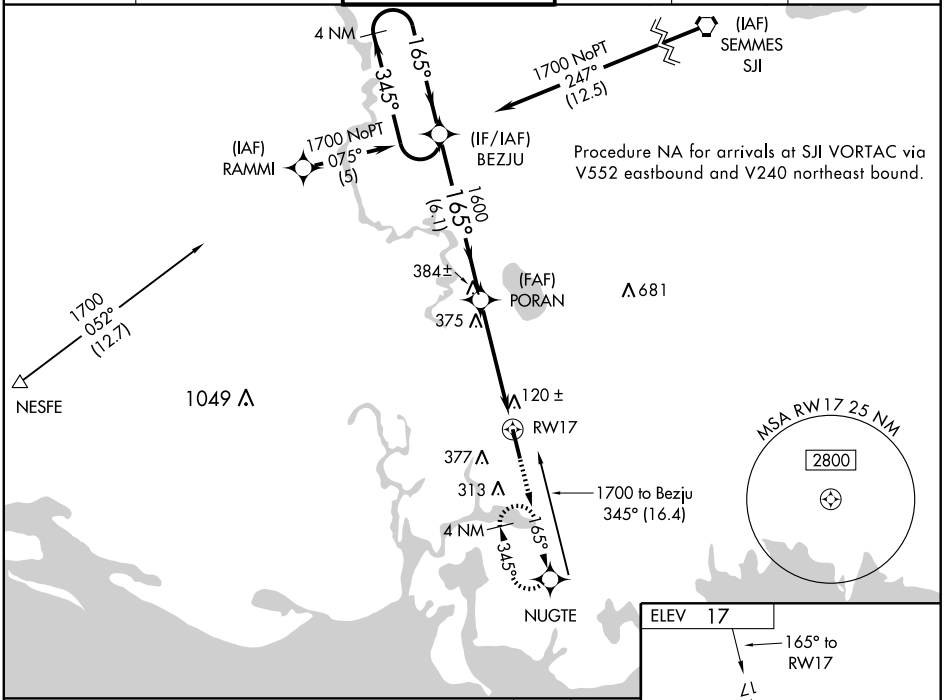
PASCAGOULA/TRENT LOTT INTL (PQL)

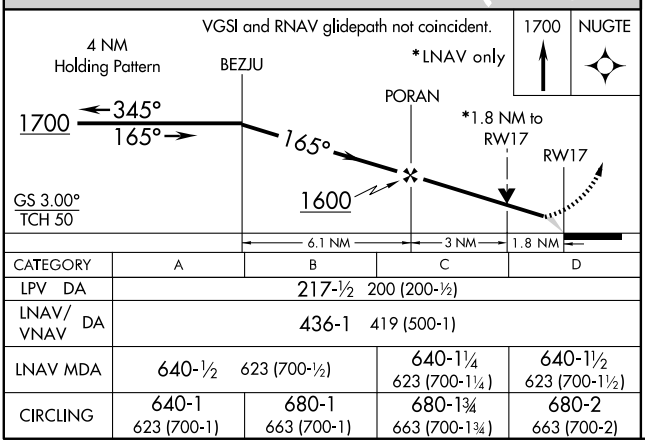
BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 292, LNAV/VNAV DA to 511, and all MDAs 80 feet. VDP NA when using Mobile Rgnl, AL altimeter setting.

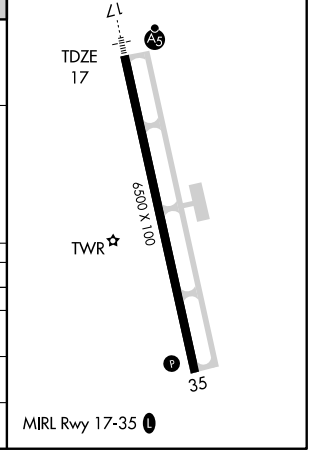
MALSR

MISSED APPROACH: Climb to 1700 direct NUGTE and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8







CATEGORY	A	B	C	D
LPV DA	217-½ 200 (200-½)			
LNAV/VNAV DA	436-1 419 (500-1)			
LNAV MDA	640-½ 623 (700-½)		640-1¼ 623 (700-1¼)	640-1½ 623 (700-1½)
CIRCLING	640-1 623 (700-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

PASCAGOULA/TRENT LOTT INTL (PQL)

WAAS	APP CRS	Rwy Idg	6500
CH 72904	345°	TDZE	17
W35A		Apt Elev	17

BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 398, LNAV/VNAV DA to 673, and all MDAs 80 feet. VDP NA when using Mobile Rgnl altimeter setting.

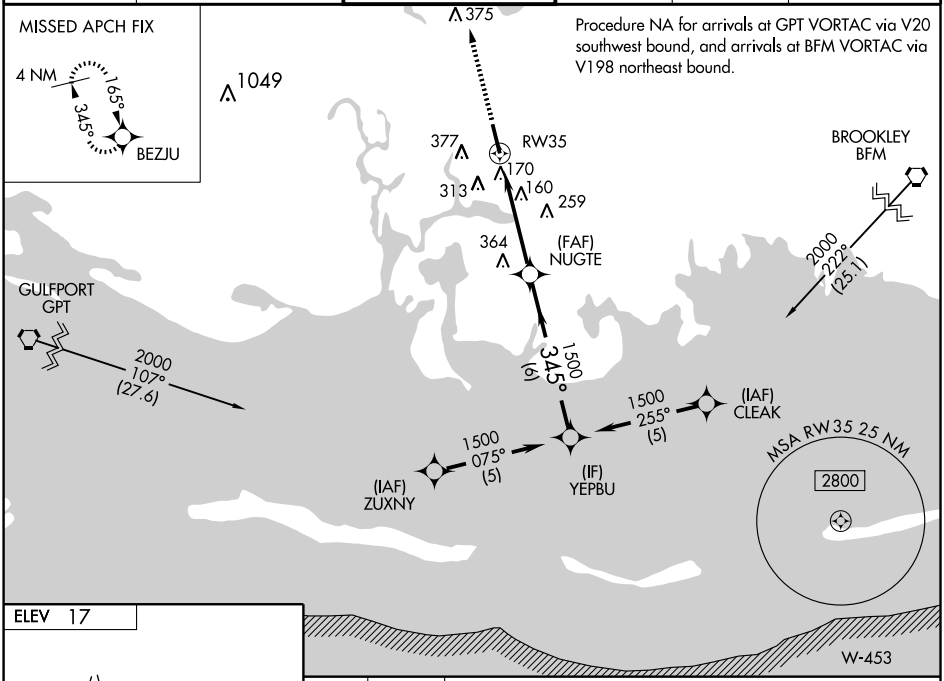
MISSED APPROACH: Climb to 1700 direct BEZJU and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8

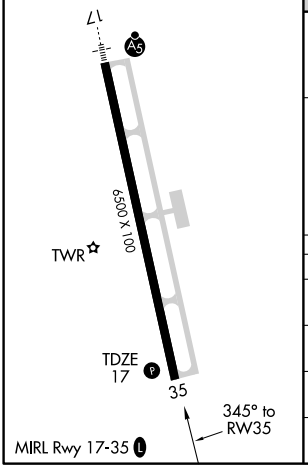
MISSED APCH FIX

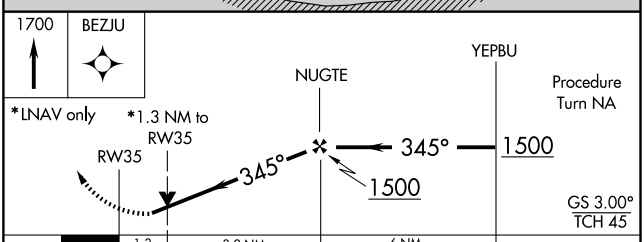
4 NM 165° 345° BEZJU

Procedure NA for arrivals at GPT VORTAC via V20 southwest bound, and arrivals at BFM VORTAC via V198 northeast bound.



ELEV 17





CATEGORY	A	B	C	D
LPV DA	323-1 306 (400-1)			
LNAV/VNAV DA	598-2 581 (600-2)			
LNAV MDA	480-1 463 (500-1)		480-1¼ 463 (500-1¼)	480-1½ 463 (500-1½)
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SJI	APP CRS	Rwy Idg	N/A
115.3	204°	TDZE	N/A
Chan 100		Apt Elev	17

VOR-A

PASCAGOULA/ TRENT LOTT INTL (PQL)

If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8

Procedure NA for arrival on SJI VORTAC airway radials 219 CW 257.

IAF SEMMES 115.3 SJI Chan 100

058° 238° R-238 R-204 2000 204° (6)

(IF) PASCA INT SJI 6

R-271 112.8 BFM Chan 75

R-256 112.8 BFM Chan 75

1700 204° (6.2)

375 681 159± ALECA INT SJI 12.2

1049

MAGIW SJI 17.4

377 313

MSA SJI 25 NM 3100

10 NM

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

ELEV 17

204° 5.2 NM from FAF

6500 X 100

TWR

MIRL Rwy 17-35 L

35

1000 2000 SJI 115.3

PASCA INT SJI 6

ALECA INT SJI 12.2

MAGIW SJI 17.4

204° 2000 1700

Procedure Turn NA

0.5 5.2 NM 6.2 NM

CATEGORY	A	B	C	D
CIRCLING	700-1 683 (700-1)		700-2 683 (700-2)	700-2¼ 683 (700-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NDB MPE	APP CRS	Rwy Idg	5001
219	180°	TDZE	454
		Apt Elev	458

NDB RWY 18

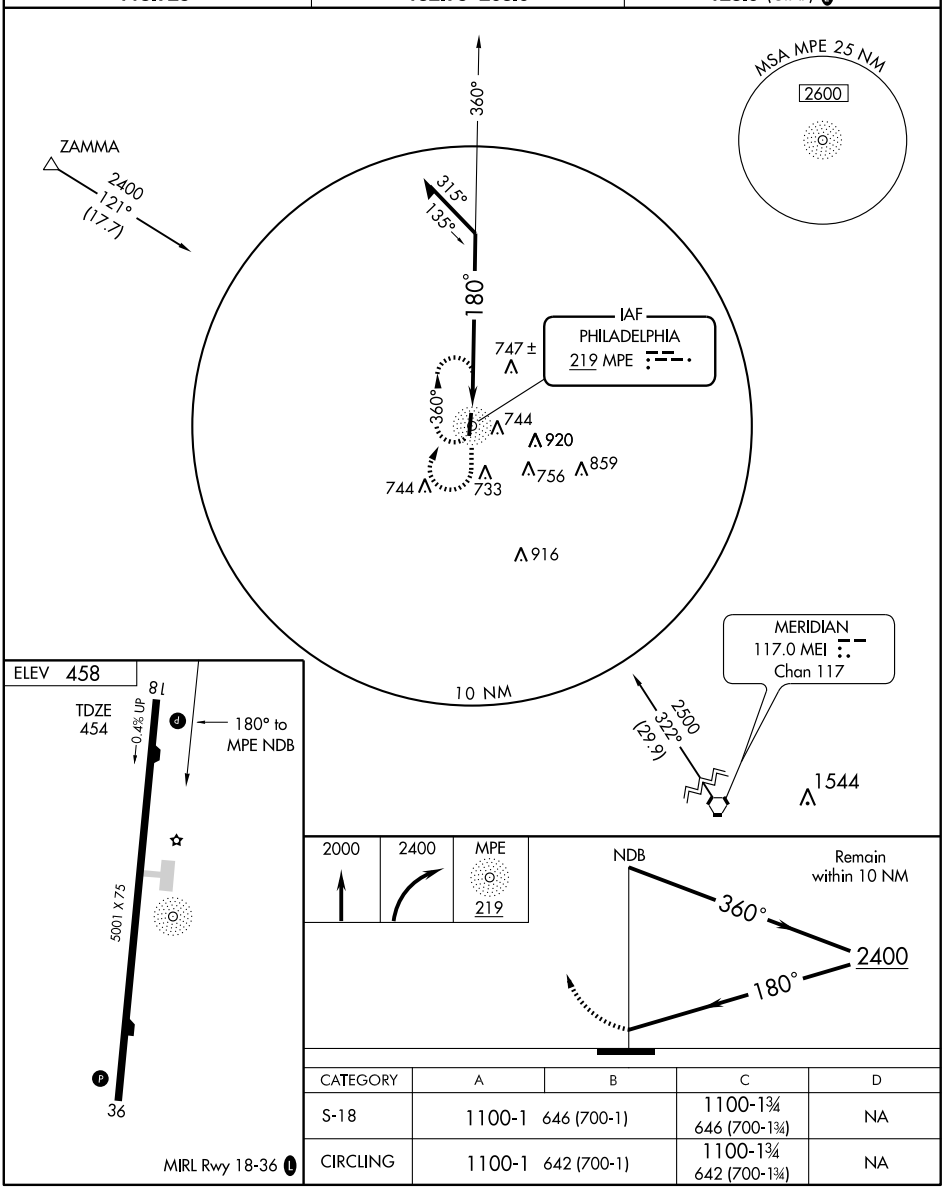
PHILADELPHIA MUNI (MPE)

When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-18 and circling Cat B visibility ¼ mile, Cat C visibility ½ mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct MPE NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-18	1100-1	646 (700-1)	1100-1¾ 646 (700-1¾)	NA
CIRCLING	1100-1	642 (700-1)	1100-1¾ 642 (700-1¾)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB MPE	APP CRS	Rwy Idg	5001
219	015°	TDZE	458
		Apt Elev	458

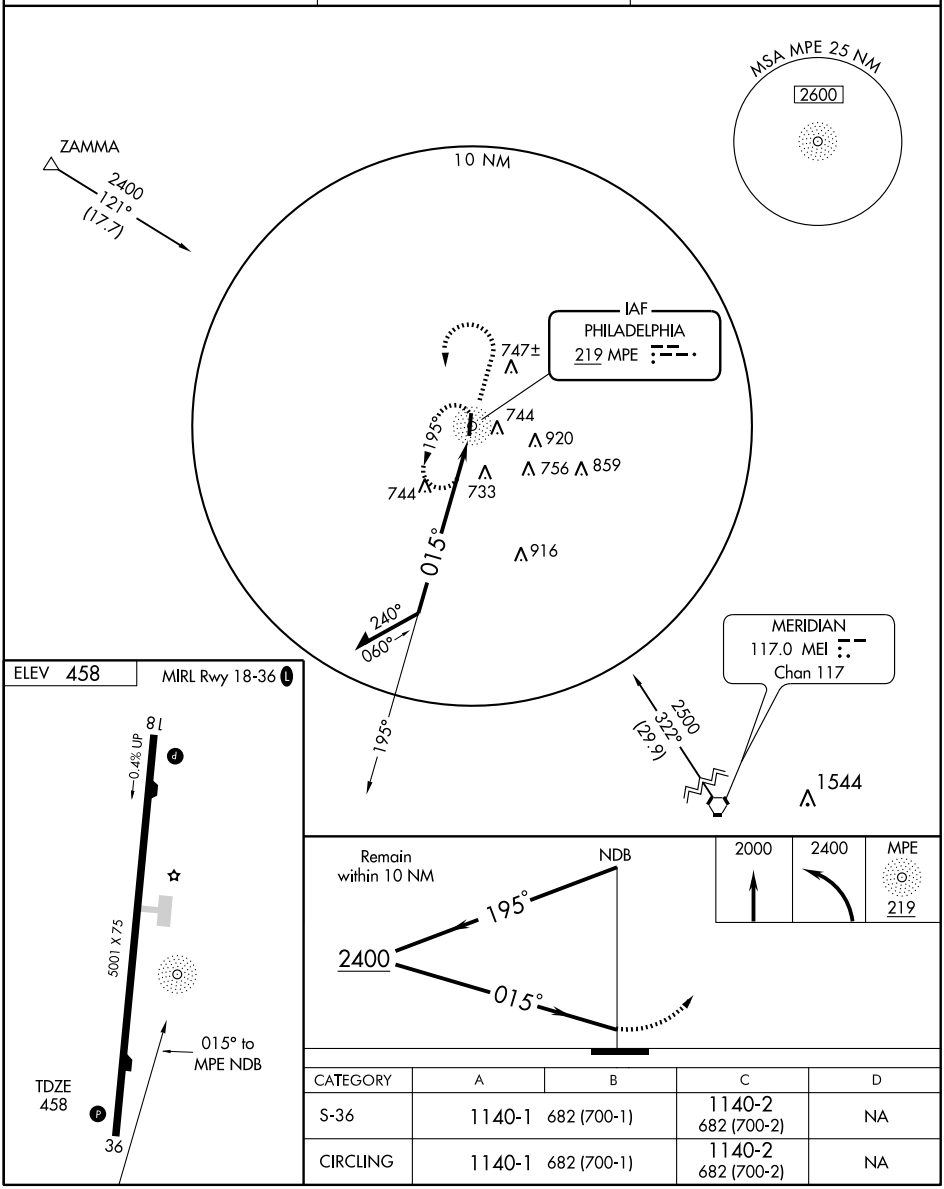
NDB RWY 36
PHILADELPHIA MUNI (MPE)

When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-36 and circling Cat B visibility ¼ mile, Cat C visibility ½ mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct MPE NDB and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-36	1140-1	682 (700-1)	1140-2 682 (700-2)	NA
CIRCLING	1140-1	682 (700-1)	1140-2 682 (700-2)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 78115	185°	TDZE	454
W18A		Apt Elev	458

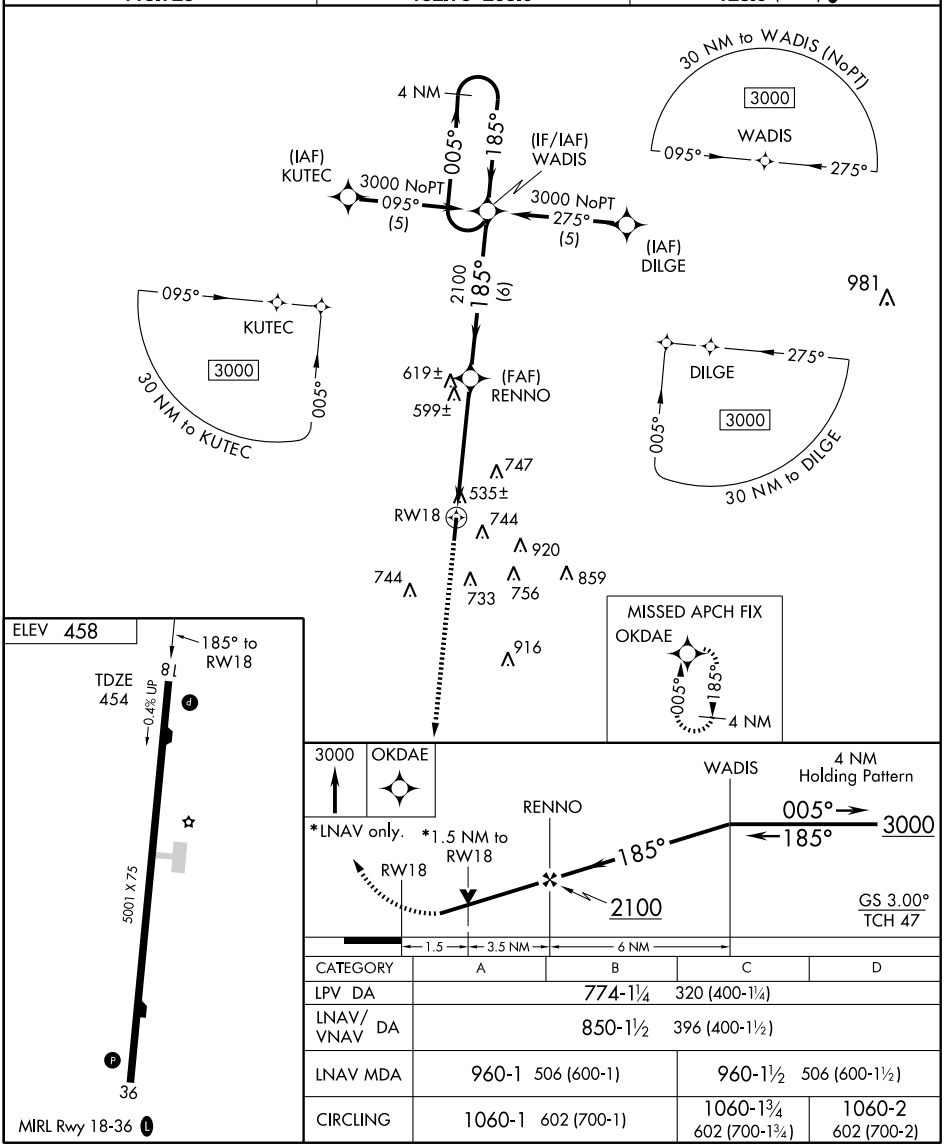
RNAV (GPS) RWY 18

PHILADELPHIA MUNI (MPE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct OKDAE and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	774-1¼ 320 (400-1¼)			
LNAV/VNAV DA	850-1½ 396 (400-1½)			
LNAV MDA	960-1 506 (600-1)		960-1½ 506 (600-1½)	
CIRCLING	1060-1 602 (700-1)		1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 48915	005°	TDZE	458
W36A		Apt Elev	458

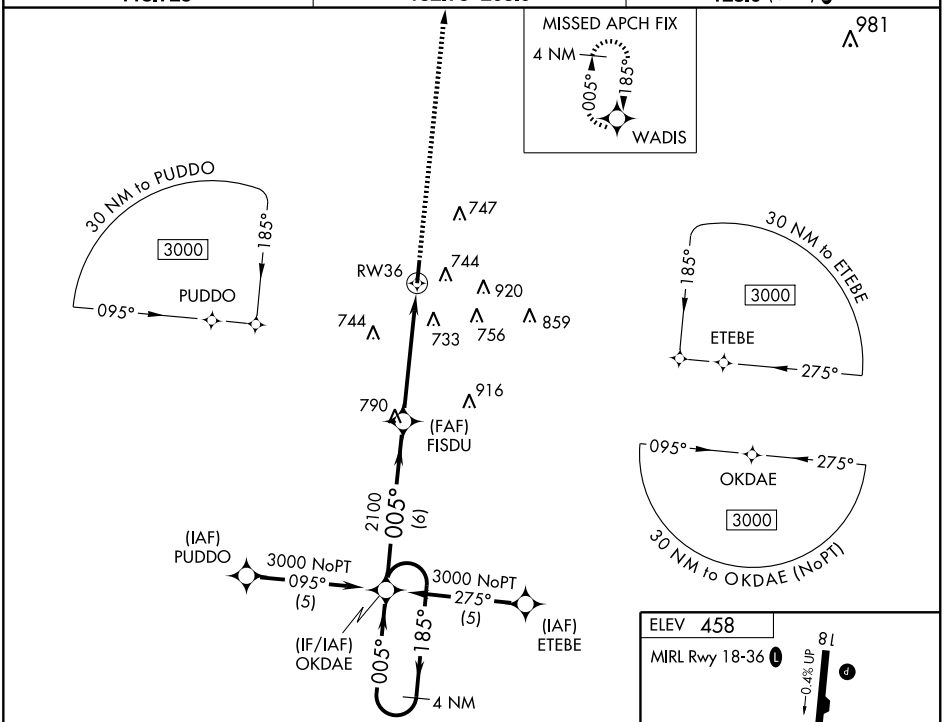
RNAV (GPS) RWY 36

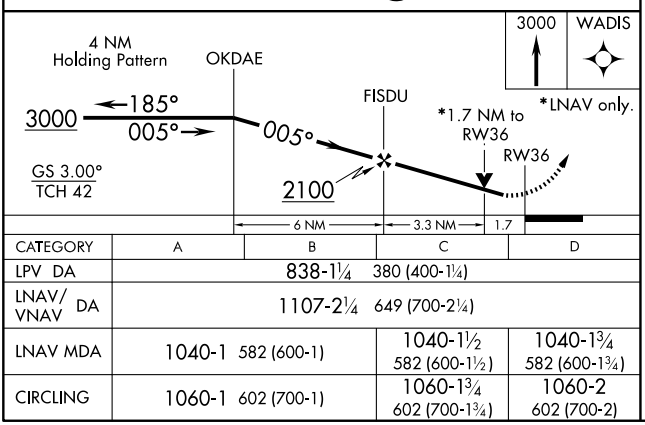
PHILADELPHIA MUNI (MPE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

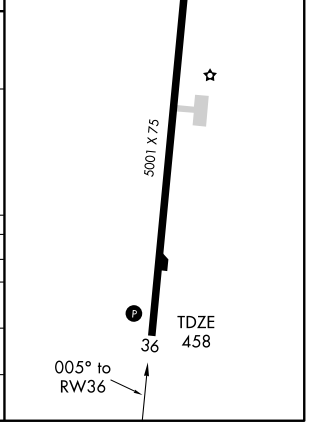
MISSED APPROACH: Climb to 3000 direct WADIS and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.725	132.75 263.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	838-1¼ 380 (400-1¼)			
LNAV/VNAV DA	1107-2¼ 649 (700-2¼)			
LNAV MDA	1040-1 582 (600-1)		1040-1½ 582 (600-1½)	1040-1¾ 582 (600-1¾)
CIRCLING	1060-1 602 (700-1)		1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5000
CH 99310	179°	TDZE 55
W18A		Apt Elev 55

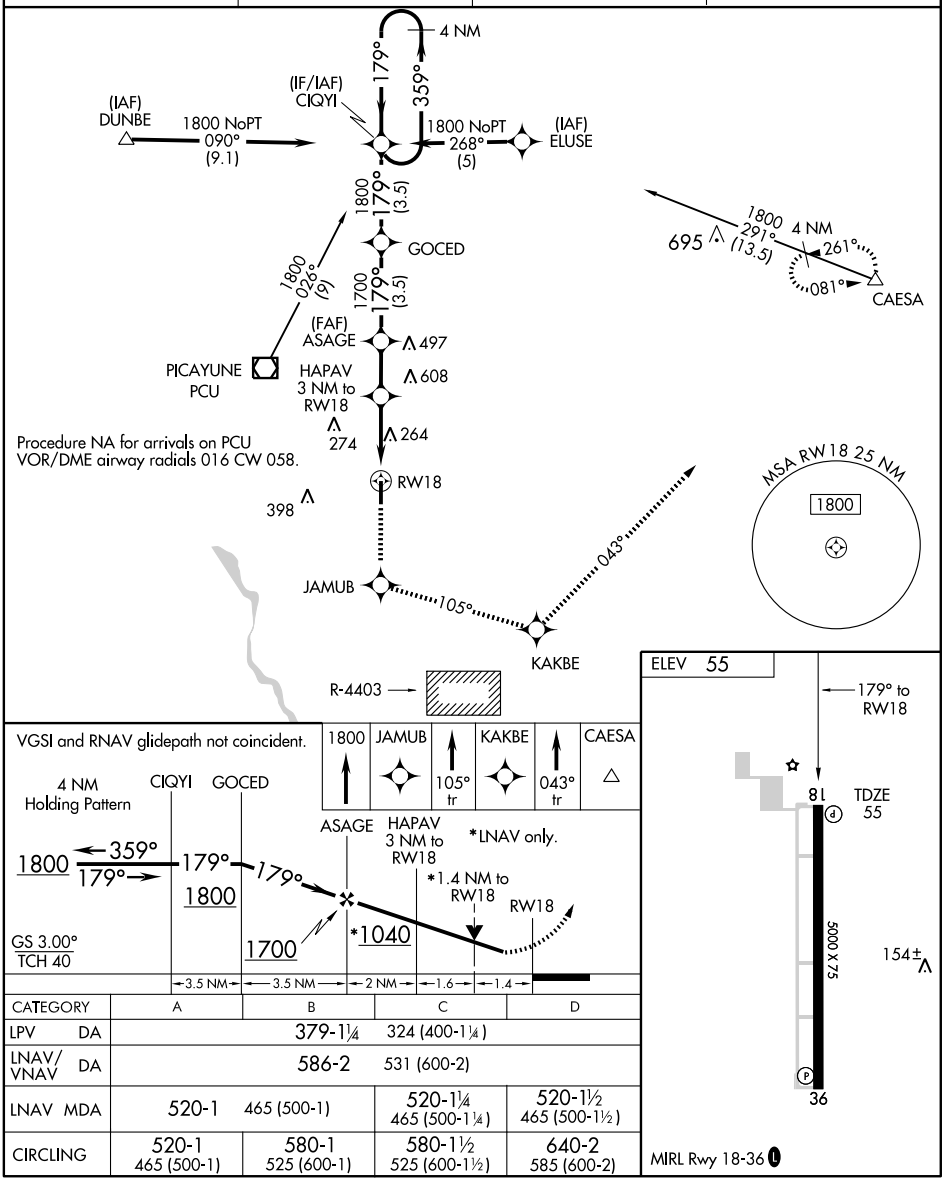
RNAV (GPS) RWY 18

PICAYUNE MUNI (MJD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet and visibility LNAV Cat C ¼ mile. VDP and Baro-VNAV NA when using Stennis Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct JAMUB and via 105° track to KAKBE and via 043° track to CAESA and hold.

AWOS-3	STENNIS INTL AWOS-3	GULFPORT APP CON	UNICOM
119.075	118.375	124.6 354.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	379-1¼		324 (400-1¼)	
LNAV/VNAV DA	586-2		531 (600-2)	
LNAV MDA	520-1 465 (500-1)		520-1¼ 465 (500-1¼)	520-1½ 465 (500-1½)
CIRCLING	520-1 465 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-1½)	640-2 585 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

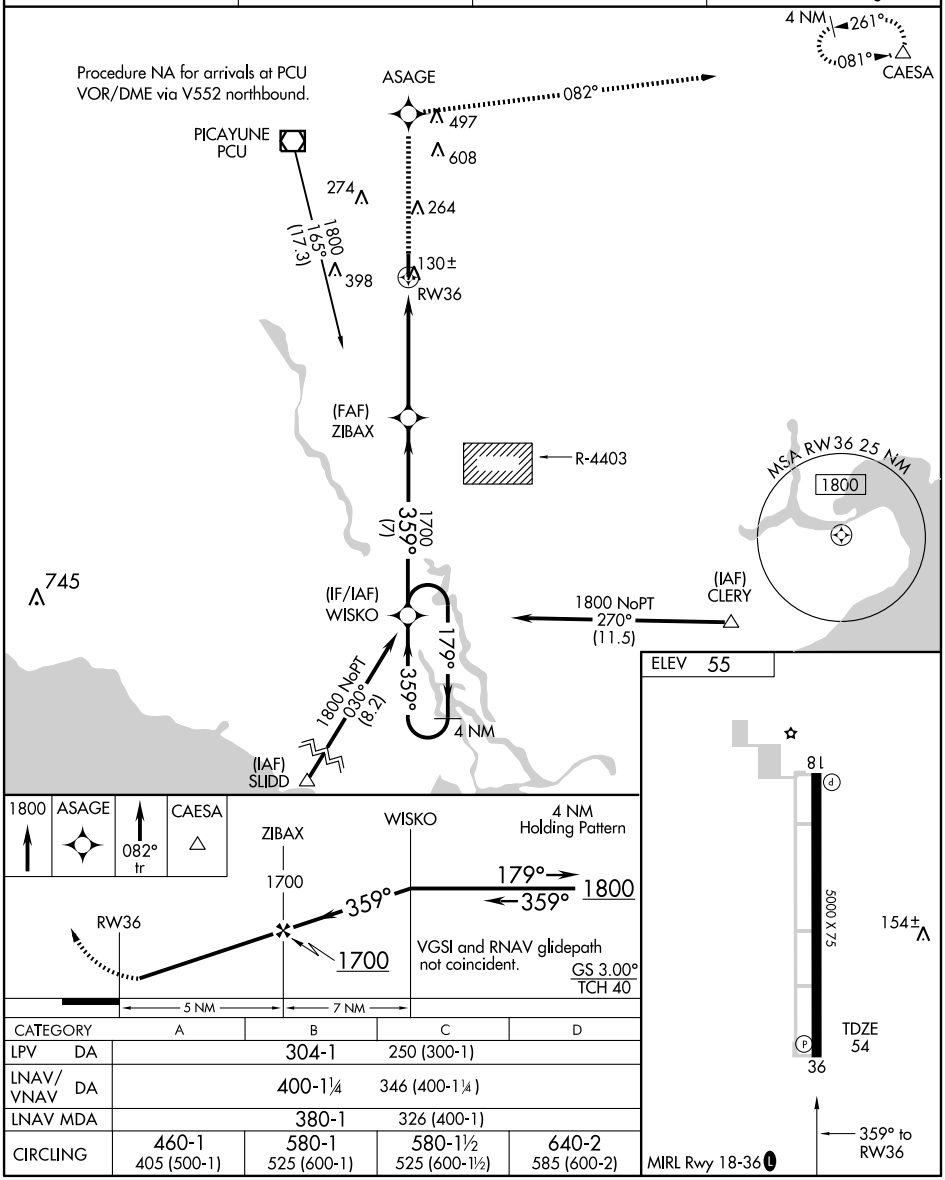
PICAYUNE MUNI (MJD)

WAAS CH 42909 W36A	APP CRS 359°	Rwy Idg 5000 TDZE 54 Apt Elev 55

T A Baro-VNAV NA when using Stennis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat D ¼ mile.

MISSED APPROACH: Climb to 1800 direct ASAGE and via 082° track to CAESA and hold.

AWOS-3	STENNIS INTL AWOS-3	GULFPORT APP CON	UNICOM
119.075	118.375	124.6 354.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA		304-1	250 (300-1)	
LNAV/VNAV DA		400-1¼	346 (400-1¼)	
LNAV MDA		380-1	326 (400-1)	
CIRCLING	460-1 405 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-1½)	640-2 585 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME PCU	APP CRS	Rwy Idg 5000
112.2	132°	TDZE N/A
Chan 59		Apt Elev 55

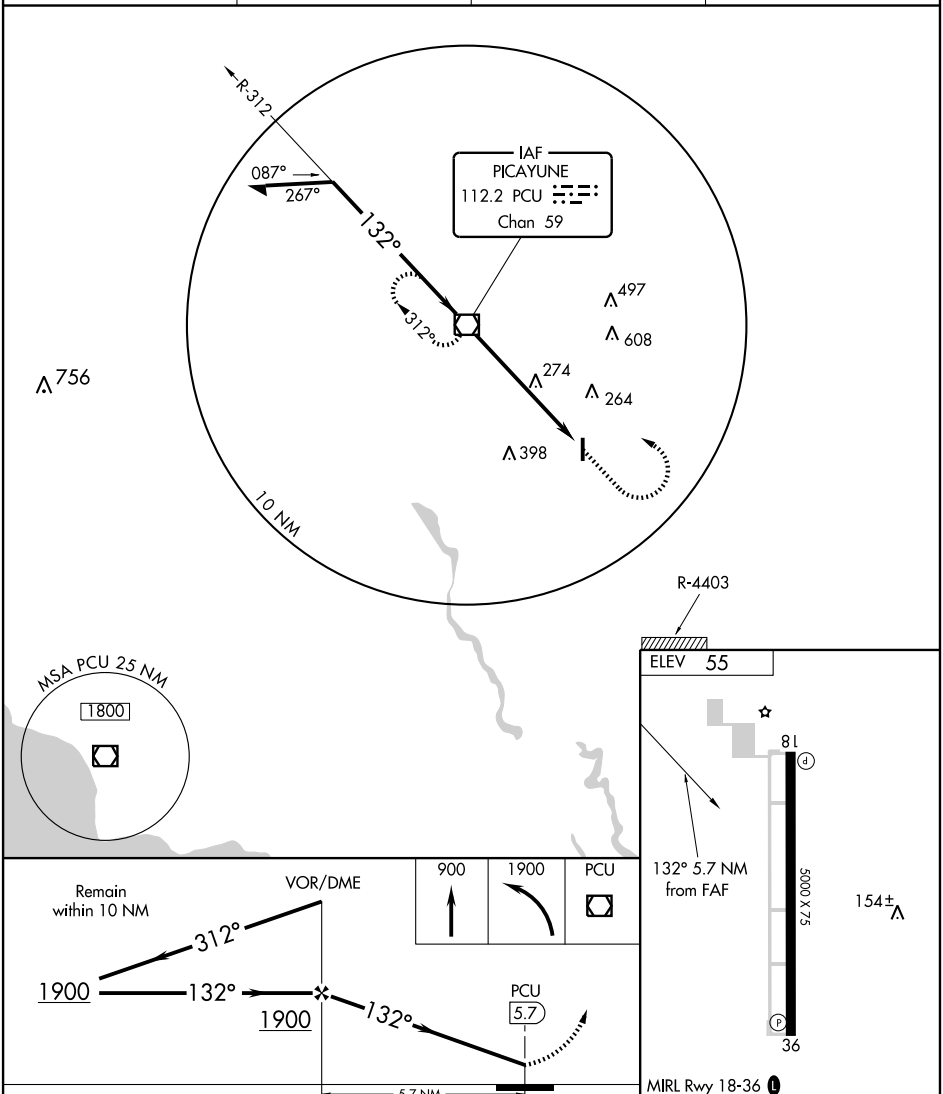
VOR-A

PICAYUNE MUNI (MJD)

When local altimeter setting not received, use Stennis Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 1900 direct PCU VOR/DME and hold.

AWOS-3	STENNIS INTL AWOS-3	GULFPORT APP CON	UNICOM
119.075	118.375	124.6 354.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	540-1 485 (500-1)	580-1 525 (600-1)	580-1½ 525 (600-1½)	620-2 565 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3197
CH 90408	123°	TDZE	455
W12A		Apt Elev	455

RNAV (GPS) RWY 12

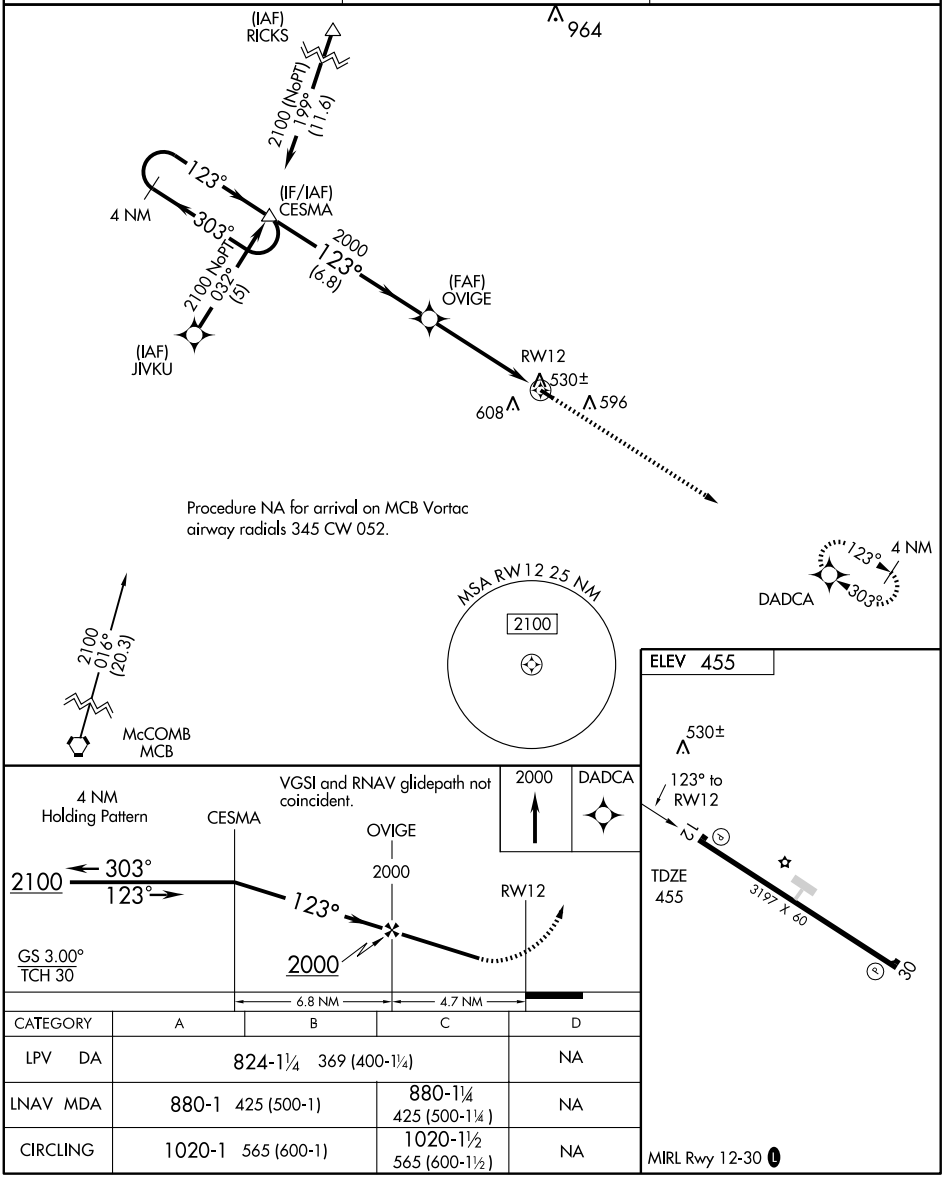
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct DADCA and hold.

HATTIESBURG-LAUREL REGIONAL AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	824-1¼ 369 (400-1¼)			NA
LNAV MDA	880-1 425 (500-1)		880-1¼ 425 (500-1¼)	NA
CIRCLING	1020-1 565 (600-1)		1020-1½ 565 (600-1½)	NA

MIRL Rwy 12-30 L

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61208 W30A	APP CRS 303°	Rwy Idg 3197 TDZE 455 Apt Elev 455

RNAV (GPS) RWY 30

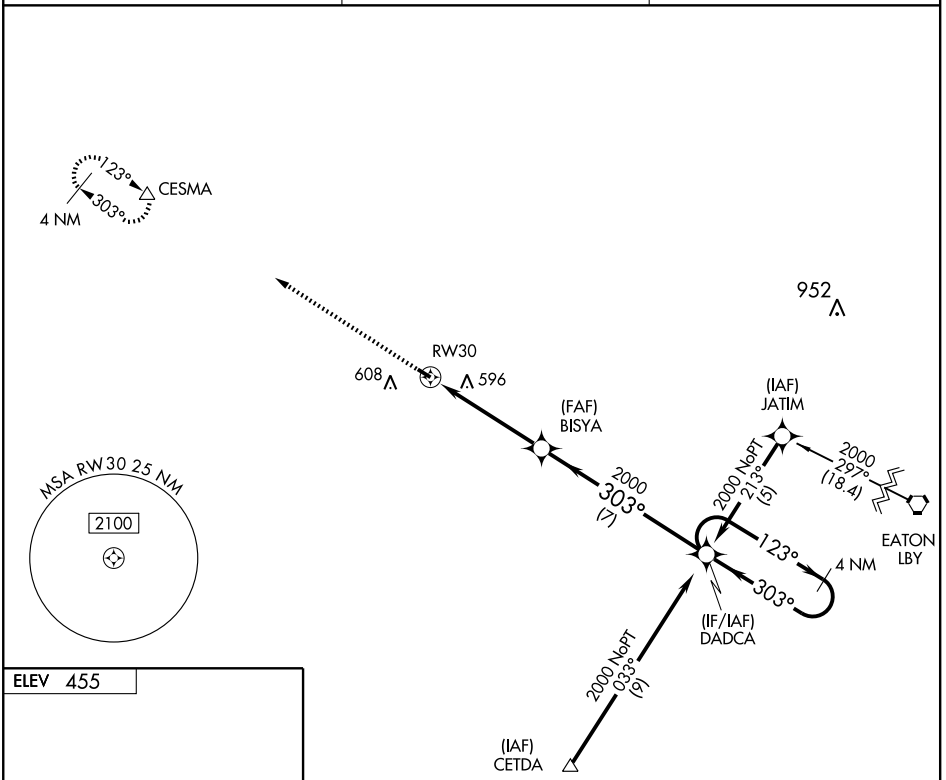
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

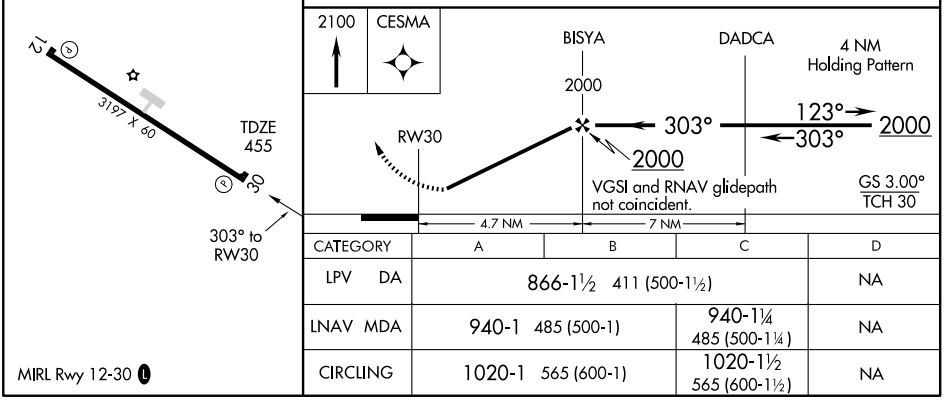
NA

MISSED APPROACH: Climb to 2100 direct CESMA and hold.

HATTIESBURG-LAUREL REGIONAL AWOS-3	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	122.8 (CTAF) L



ELEV 455



CATEGORY	A	B	C	D
LPV DA	866-1½ 411 (500-1½)			NA
LNAV MDA	940-1 485 (500-1)		940-1¼ 485 (500-1¼)	NA
CIRCLING	1020-1 565 (600-1)		1020-1½ 565 (600-1½)	NA

MIRL Rwy 12-30 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

NDB RYB 375	APP CRS 131°	Rwy Idg 5501 TDZE 243 Apt Elev 246

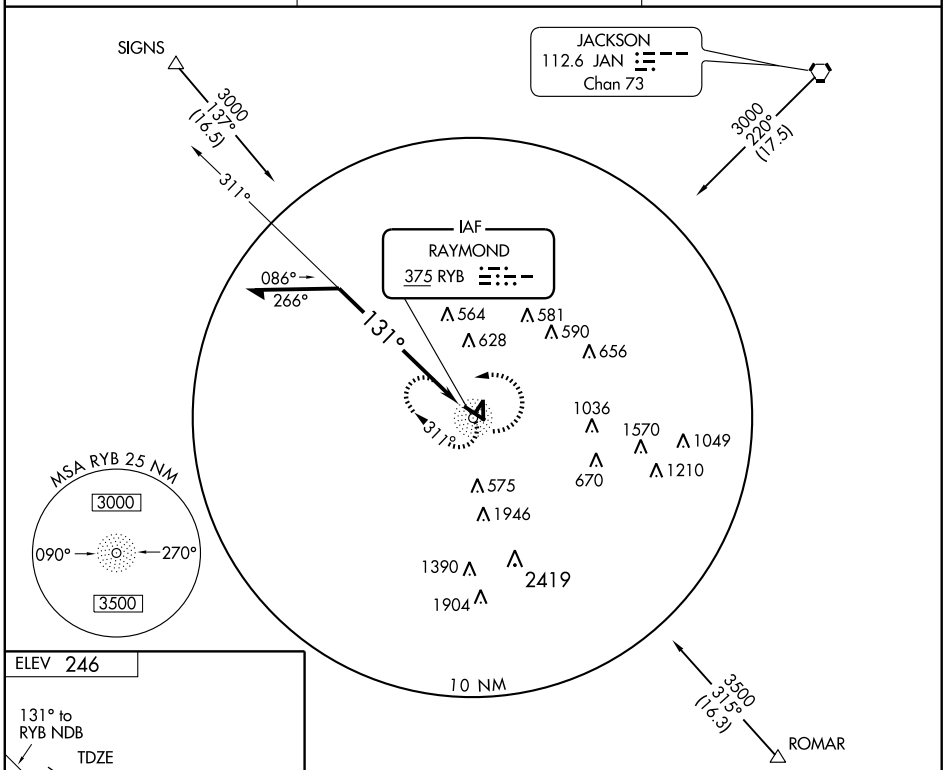
NDB RWY 12

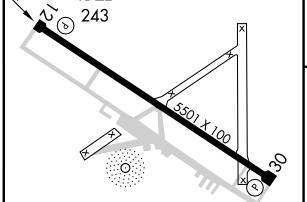
RAYMOND/ JOHN BELL WILLIAMS (M16)

Use Jackson altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3000 via 311° bearing from RYB NDB then direct RYB NDB and hold.

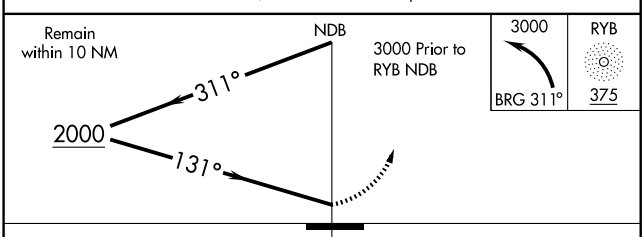
AWOS-3	JACKSON APP CON ★	UNICOM
118.675	125.25 319.2	122.8 (CTAF) L





MIRL Rwy 12-30 L

CAUTION: Numerous towers north, east and south of airport.



CATEGORY	A	B	C	D
S-12	940-1	697 (700-1)	940-2 697 (700-2)	940-2¼ 697 (700-2¼)
CIRCLING	940-1	694 (700-1)	940-2 694 (700-2)	1060-2¾ 814 (900-2¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50205 W12A	APP CRS 120°	Rwy Idg 5501 TDZE 244 Apt Elev 247

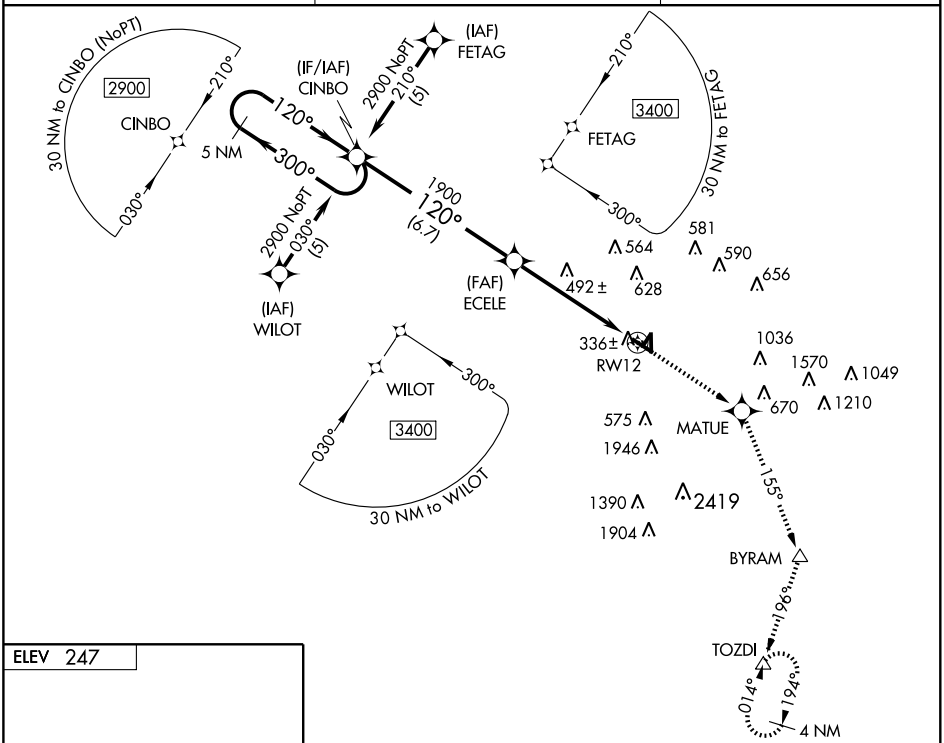
RNAV (GPS) RWY 12

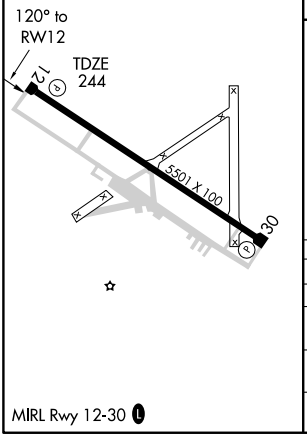
RAYMOND/JOHN BELL WILLIAMS (M16)

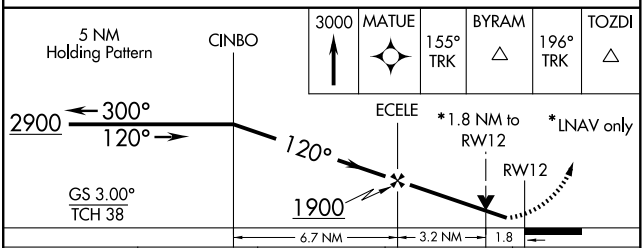
Circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). BARO-VNAV NA when using Hawkins altimeter setting. VDP NA when using Hawkins altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct MATUE and via 155° track to BYRAM and via 196° track to TOZDI and hold.

AWOS-3	JACKSON APP CON ★	UNICOM
118.675	125.25 319.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	516-1 272 (300-1)			
LNAV/VNAV DA	770-2 526 (600-2)			
LNAV MDA	840-1 596 (600-1)		840-1½ 596 (600-1½)	840-1¾ 596 (600-1¾)
CIRCLING	840-1 593 (600-1)		840-1½ 593 (600-1½)	1060-2¾ 813 (900-2¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5501
301°	TDZE	247
	Apt Elev	247

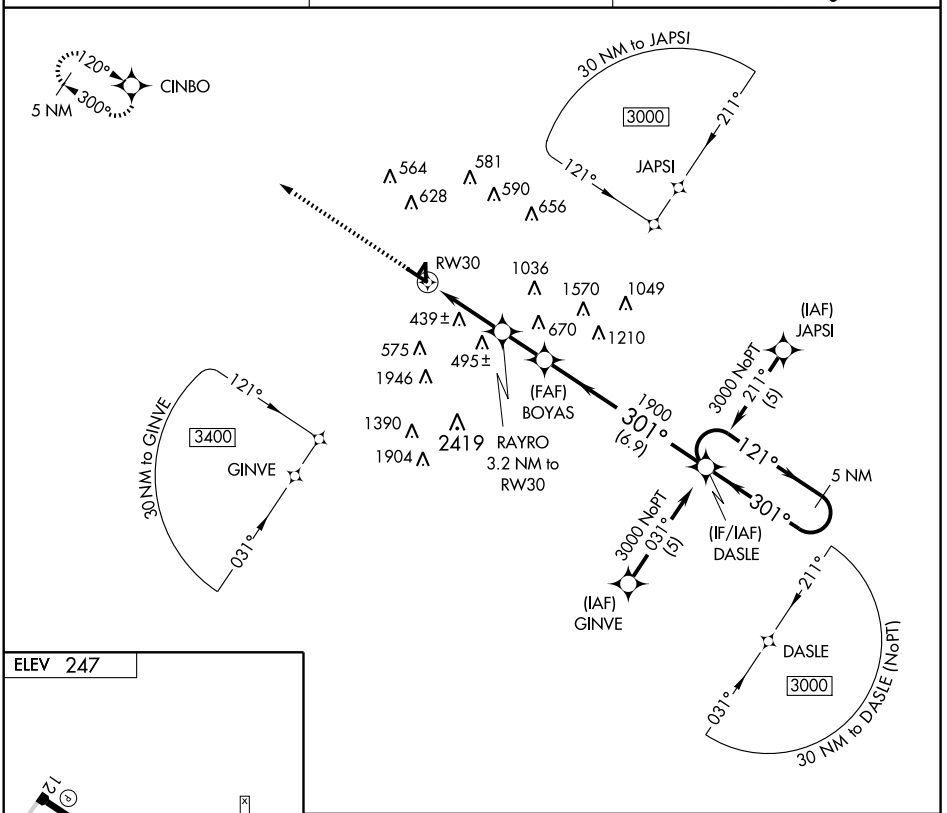
RNAV (GPS) RWY 30

RAYMOND/JOHN BELL WILLIAMS (M16)

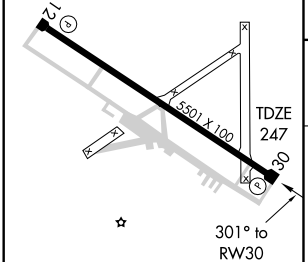
Straight in and circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct CINBO and hold.

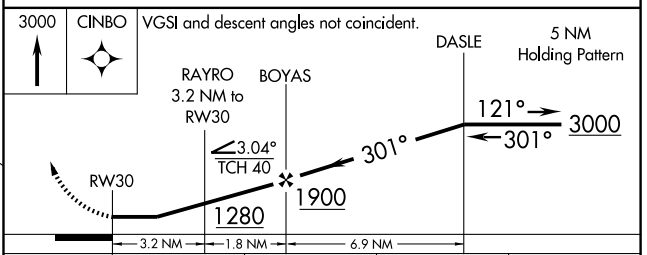
AWOS-3	JACKSON APP CON ★	UNICOM
118.675	125.25 319.2	122.8 (CTAF) L



ELEV 247



MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	700-1	453 (500-1)	700-1¼ 453 (500-1¼)	700-1½ 453 (500-1½)
CIRCLING	800-1	553 (600-1)	800-1½ 553 (600-1½)	1060-2¾ 813 (900-2¾)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

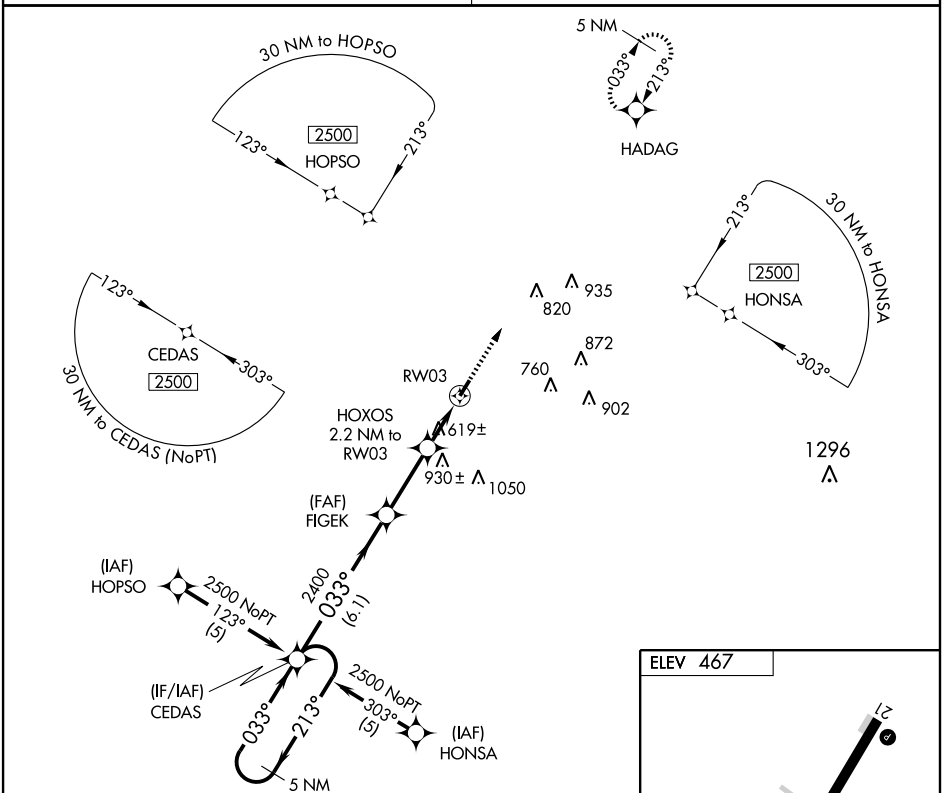
RIPLEY (25M)

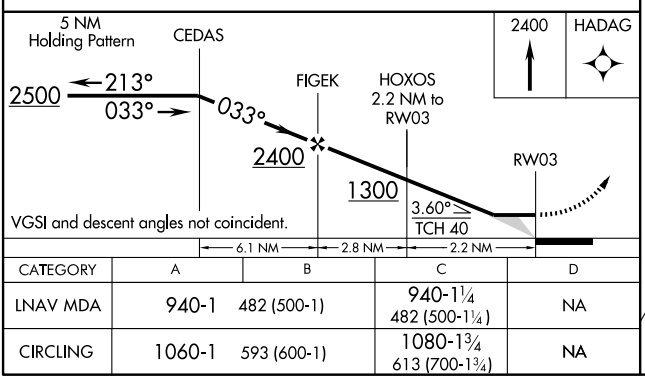
APP CRS	Rwy Idg	4400
033°	TDZE	458
	Apt Elev	467

DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received procedure NA.

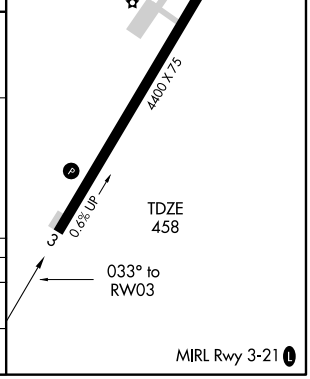
MISSED APPROACH: Climb to 2400 direct HADAG and hold.

MEMPHIS CENTER	UNICOM
135.9 260.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	940-1	482 (500-1)	940-1¼ 482 (500-1¼)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
213°	TDZE	467
	Apt Elev	467

RNAV (GPS) RWY 21

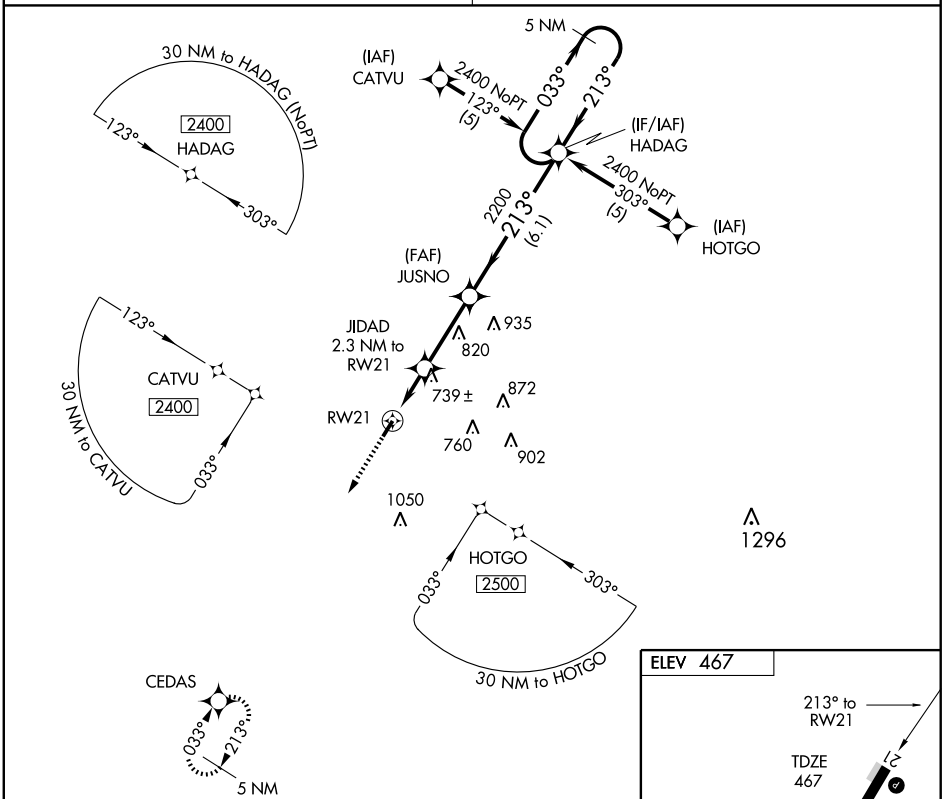
RIPLEY (25M)

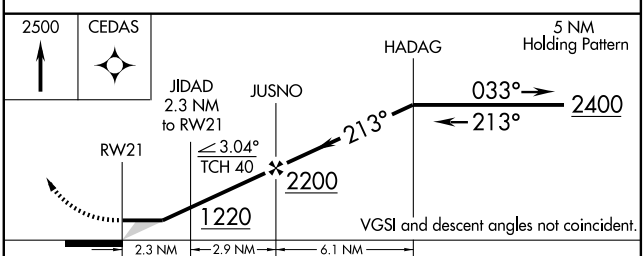
DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

NA

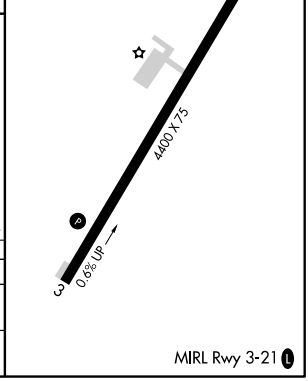
MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

MEMPHIS CENTER	UNICOM
135.9 260.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC HLI 112.4 Chan 71	APP CRS 094°	Rwy Idg N/A TDZE N/A Apt Elev 467

VOR/DME-A

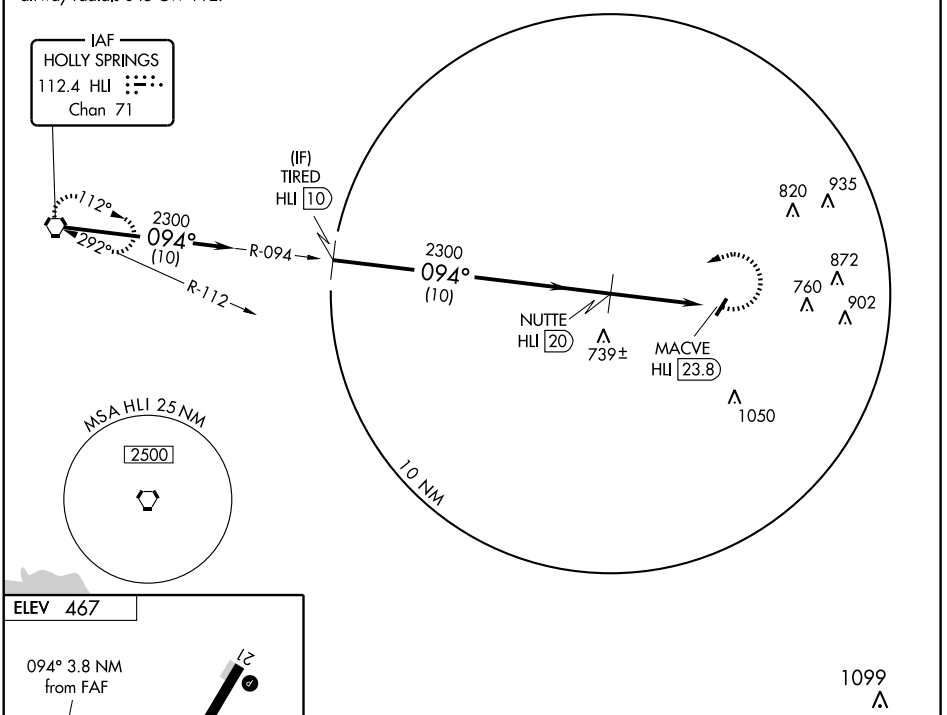
RIPLEY (25M)

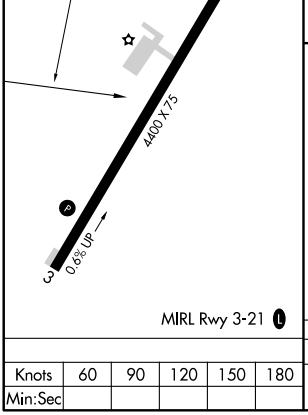
▼ ▲NA Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

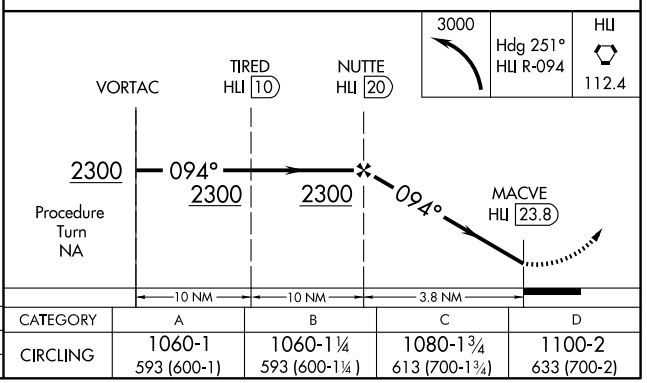
MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

MEMPHIS CENTER	UNICOM
135.9 260.6	122.8 (CTAF) L

Procedure NA for arrivals on HLI VORTAC airway radials 045 CW 112.







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1060-1 593 (600-1)	1060-1¼ 593 (600-1¼)	1080-1¾ 613 (700-1¾)	1100-2 633 (700-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC IGB 116.2 Chan 109	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 250

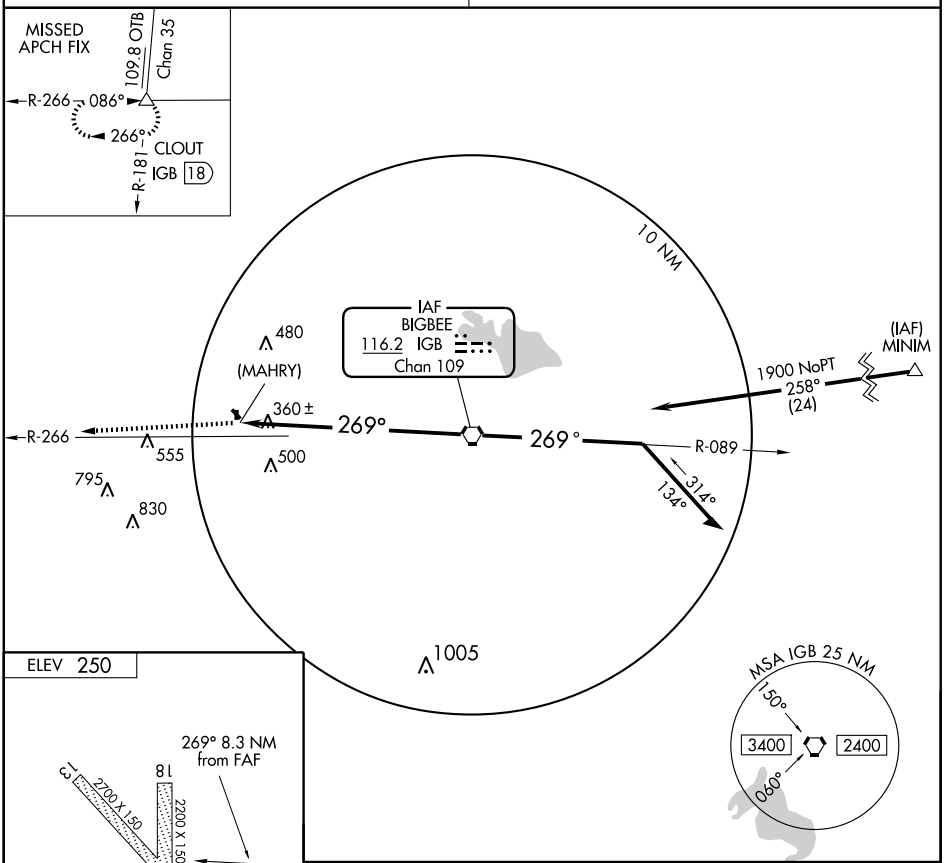
VOR or GPS-B

STARKVILLE/ OKTIBBEHA (M51)

Use Columbus altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climb to 2000 via IGB R-266 to CLOUT Int and hold.

COLUMBUS APP CON ★	UNICOM
135.6 323.275	122.8 (CTAF)



FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

CATEGORY	A	B	C	D
CIRCLING	780-1 530 (600-1)		NA	

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-STF	APP CRS	Rwy Idg	5550
109.9	360°	TDZE	326
Chan 36		Apt Elev	333

LOC/DME RWY 36

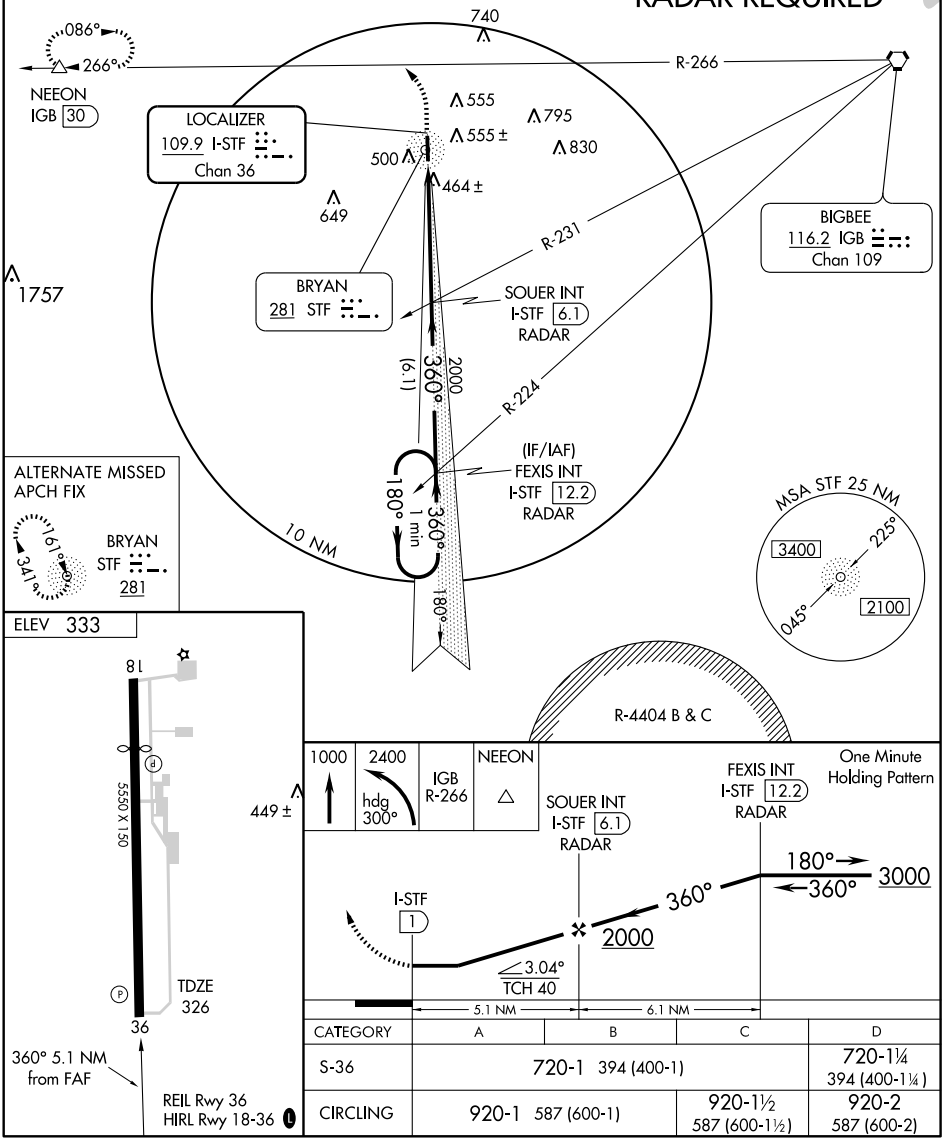
STARKVILLE/ GEORGE M. BRYAN (STF)

▼ If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet.
▲ NA DME required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 via heading 300° and IGB R-266 to NEEON/IGB 30 DME and hold.

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L

RADAR REQUIRED



CATEGORY	A	B	C	D
S-36	720-1 394 (400-1)			720-1¼ 394 (400-1¼)
CIRCLING	920-1 587 (600-1)		920-1½ 587 (600-1½)	920-2 587 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

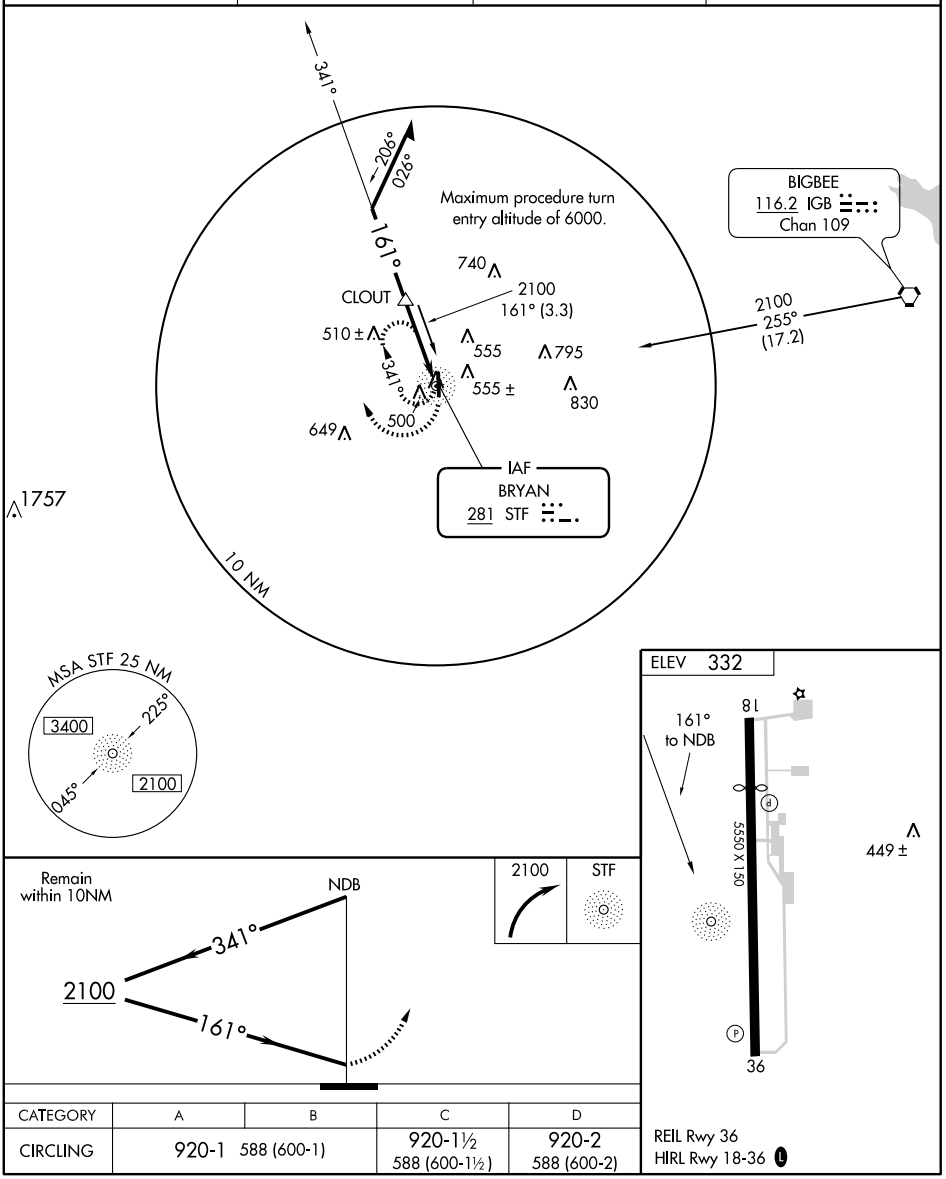
NDB STF 281	APP CRS 161°	Rwy Idg N/A TDZE N/A Apt Elev 332

NDB-C

STARKVILLE/GEORGE M. BRYAN (STF)

▼ ▲ NA	If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet.
MISSED APPROACH: Climbing right turn to 2100 in STF NDB holding pattern.	

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	920-1 588 (600-1)		920-1½ 588 (600-1½)	920-2 588 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50419 W18A	APP CRS 180°	Rwy Idg 4170 TDZE 333 Apt Elev 333

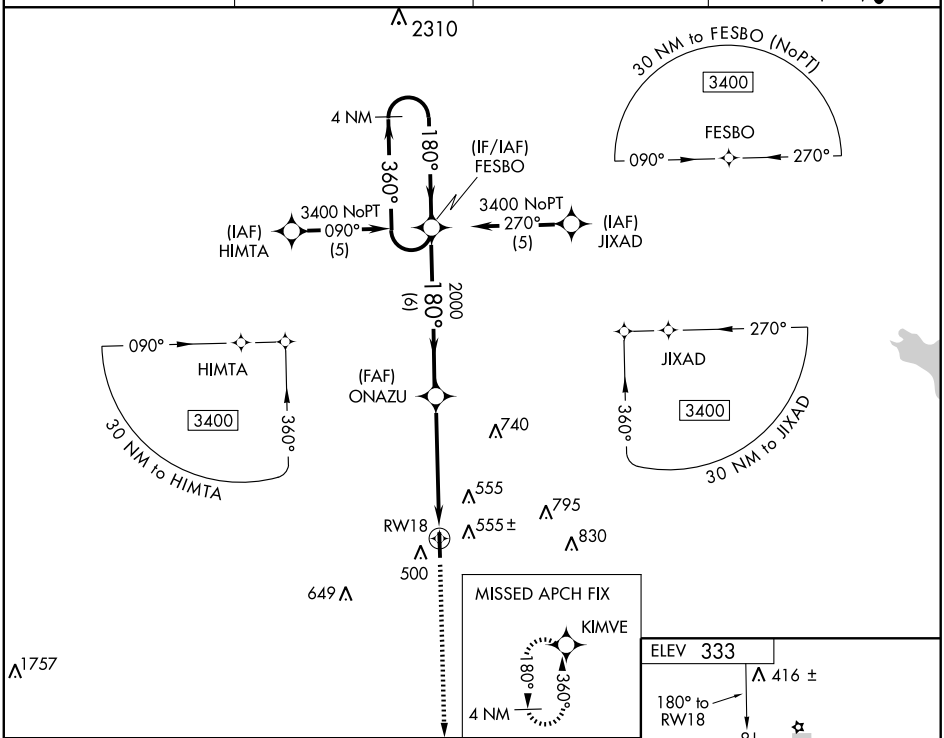
RNAV (GPS) RWY 18

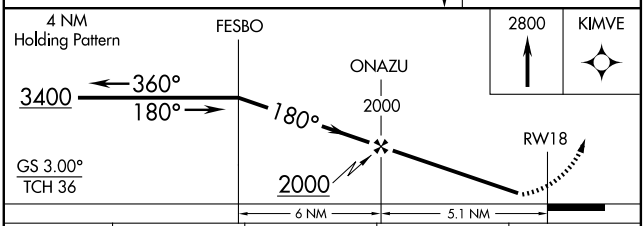
STARKVILLE/GEORGE M. BRYAN (STF)

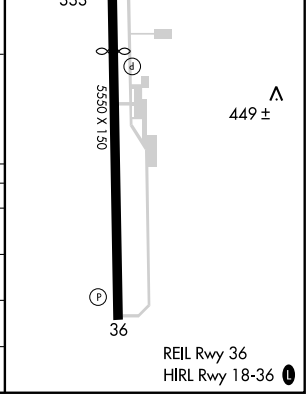
▼ ⚠ NA — Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA/MDA 40 feet; increase LPV visibility all Cats, and Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2800 direct KIMVE and hold.

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	630-1 297 (300-1)			
LNAV/VNAV DA	932-2¼ 599 (600-2¼)			
LNAV MDA	860-1 527 (600-1)		860-1½ 527 (600-1½)	860-1¾ 527 (600-1¾)
CIRCLING	920-1 587 (600-1)		920-1½ 587 (600-1½)	920-2 587 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5550
CH 53604	360°	TDZE	326
W36A		Apt Elev	333

RNAV (GPS) RWY 36

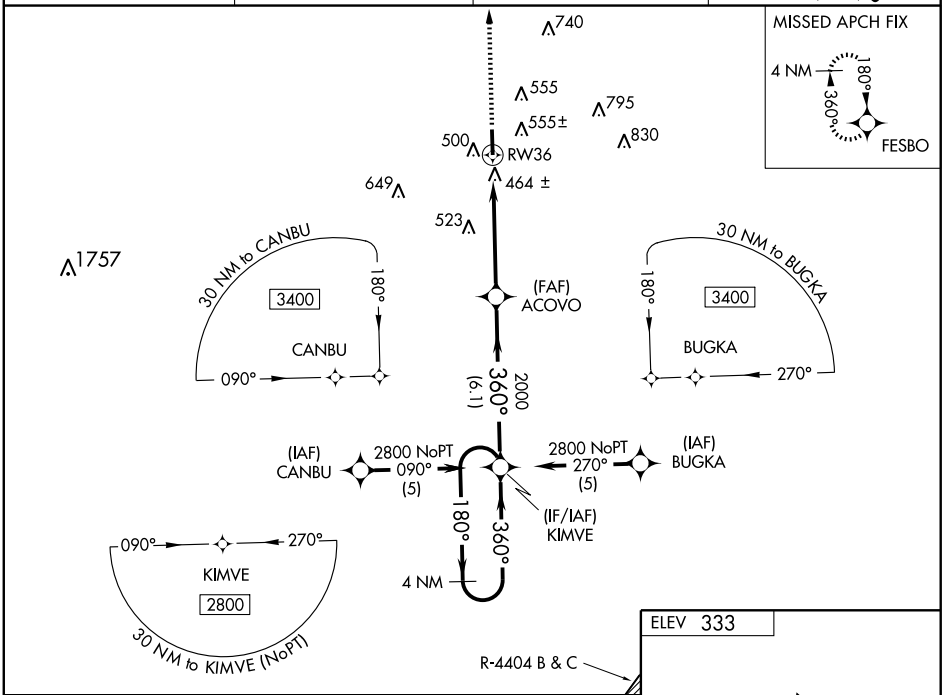
STARKVILLE/GEORGE M. BRYAN (STF)

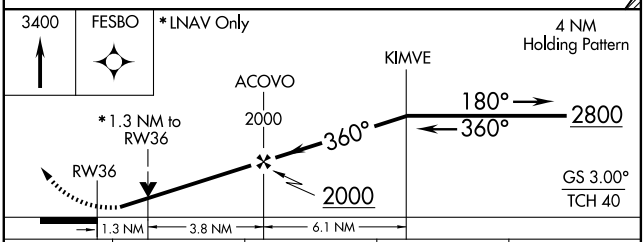
Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA/MDA 40 feet; increase LNAV/VNAV visibility all Cats and Circling Cat C visibility ¼ mile. VDP NA when using Golden Triangle Rgnl altimeter setting.

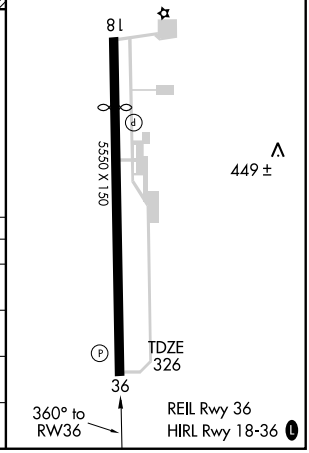
NA

MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb-in-hold to 3400.

AWOS-3	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	526-¾ 200 (200-¾)			
LNAV/VNAV DA	771-1½ 445 (500-1½)			
LNAV MDA	760-1 434 (500-1)		760-1¼ 434 (500-1¼)	760-1½ 434 (500-1½)
CIRCLING	920-1 587 (600-1)		920-1½ 587 (600-1½)	920-2 587 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UTA	APP CRS	Rwy Idg	8500
110.95	347°	TDZE	194
Chan 46(Y)		Apt Elev	194

ILS or LOC RWY 35

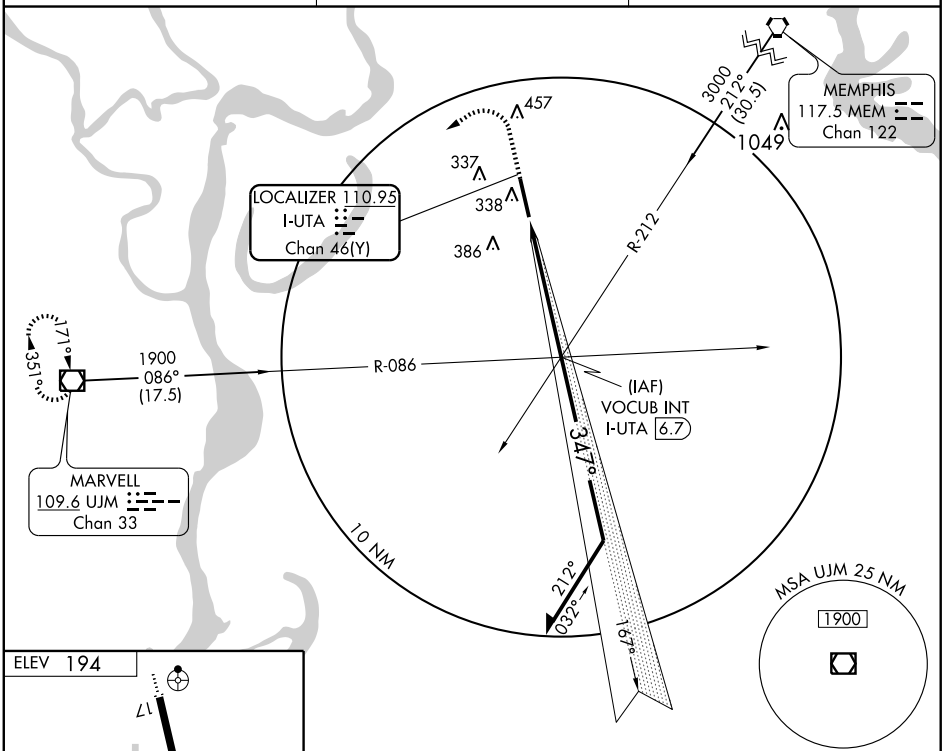
TUNICA MUNI (UTA)

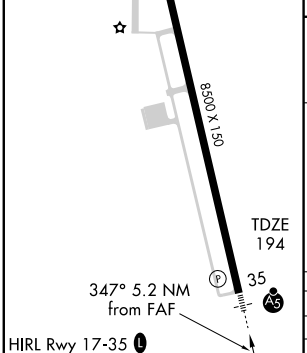
If local altimeter setting not received, use Memphis altimeter setting and increase all DH/MDAs 100 feet.
VDP NA with Memphis altimeter setting.

MALSR

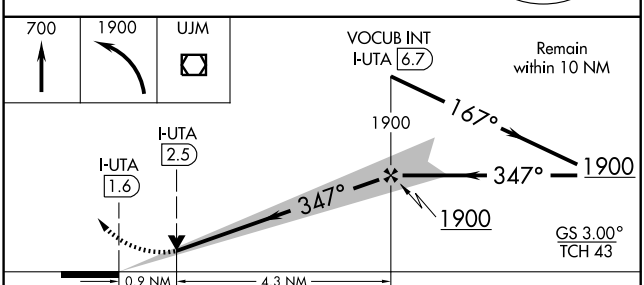
MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.075	119.1 291.6	123.0 (CTAF)





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 35	394-½ 200 (200-½)			
S-LOC 35	540-½ 346 (400-½)			540-¾ 346 (400-¾)
CIRCLING	680-1 486 (500-1)		680-1½ 486 (500-1½)	760-2 566 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8500
CH 56212	167°	TDZE	194
W17A		Apt Elev	194

RNAV (GPS) RWY 17

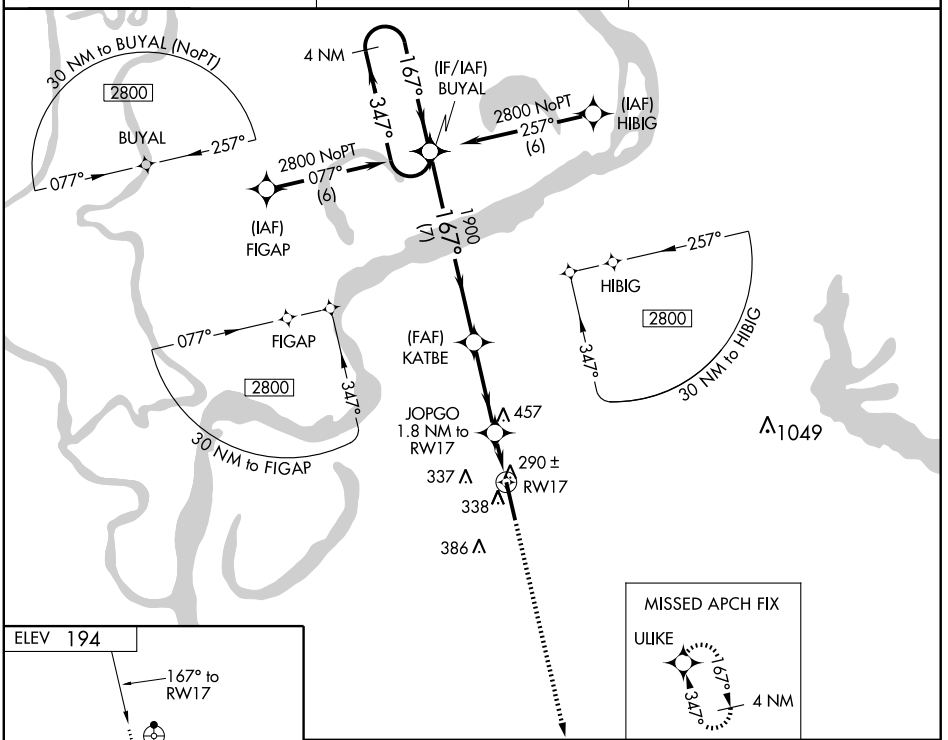
TUNICA MUNI (UTA)

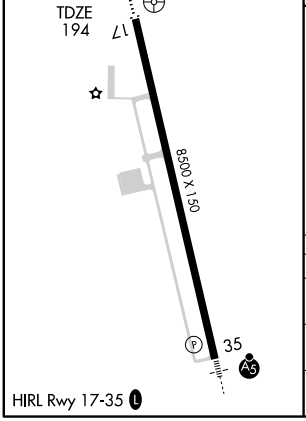
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.
VDP NA when using Memphis Intl altimeter setting.

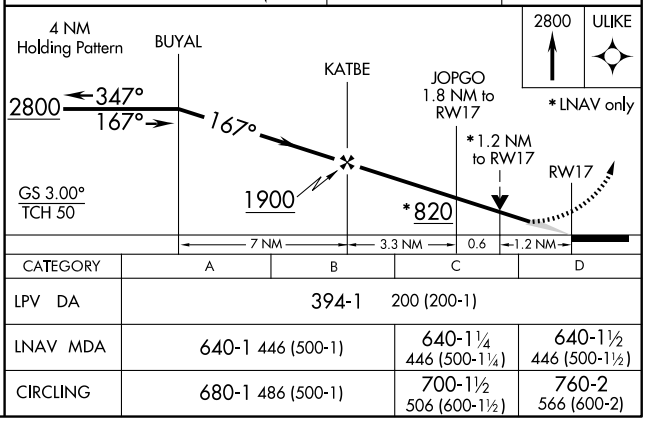
ODALS

MISSED APPROACH: Climb to 2800 direct ULIKE and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.075	119.1 291.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	394-1 200 (200-1)			
LNAV MDA	640-1 446 (500-1)		640-1¼ 446 (500-1¼)	640-1½ 446 (500-1½)
CIRCLING	680-1 486 (500-1)		700-1½ 506 (600-1½)	760-2 566 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8500
CH 60912	347°	TDZE	194
W35A		Apt Elev	194

RNAV (GPS) RWY 35

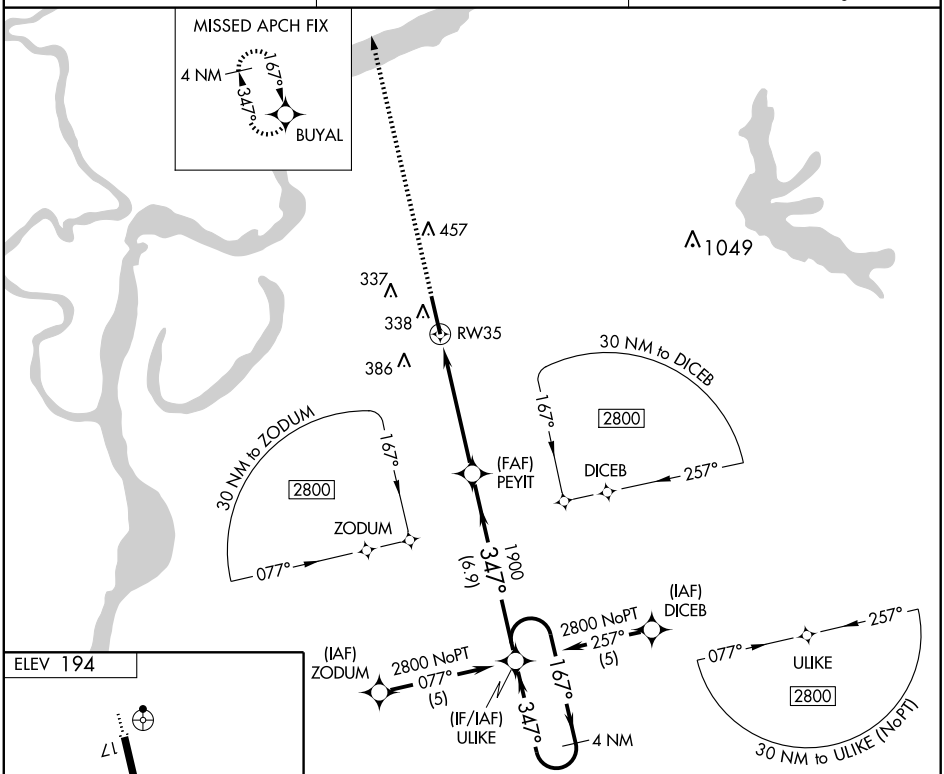
TUNICA MUNI (UTA)

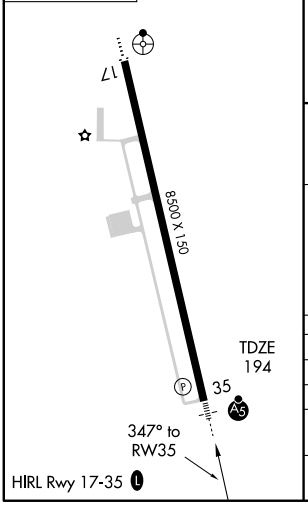
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Memphis altimeter setting and increase all DA/MDAs 100 feet. VDP NA when using Memphis altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼.

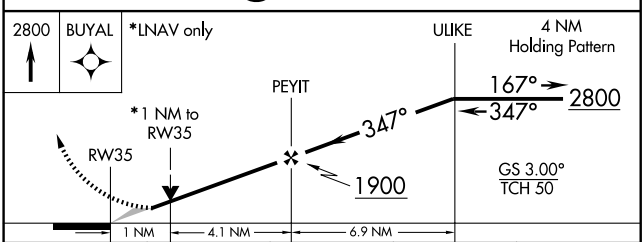
MALSR

MISSED APPROACH: Climb to 2800 direct BUYAL and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.075	119.1 291.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	450-½ 256 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	560-½ 366 (400-½)			560-1 366 (400-1)
CIRCLING	680-1 486 (500-1)		680-1½ 486 (500-1½)	760-2 566 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TUPELO RGNL (TUP)
TUPELO, MISSISSIPPI

AL-854 (FAA)

SC-4, 21 OCT 2010 to 18 NOV 2010

ASOS
133.525
TUPELO TOWER ★
118.775 254.275
GND CON
121.825 254.275

ELEV
342

18

181.3°

6500 X 150

001.3°

RWY 18-36
S-90, D-135, 2D-150

FIELD
ELEV
346

36

A
D
K
A
C
A
J
TWR
423
G
B
F
A
444
E
A

VAR 1.4° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

34°16.5′ N
34°16.0′ N
34°15.5′ N

88 °46.5′ W
88 °46.0′ W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

TUPELO, MISSISSIPPI
TUPELO RGNL (TUP)

10210

COPTER VOR 061°

VOR/DME OTB	APCH CRS	Rwy Idg	N/A
109.8	061°	TDZE	N/A
Chan 35		Arpt Elev	346

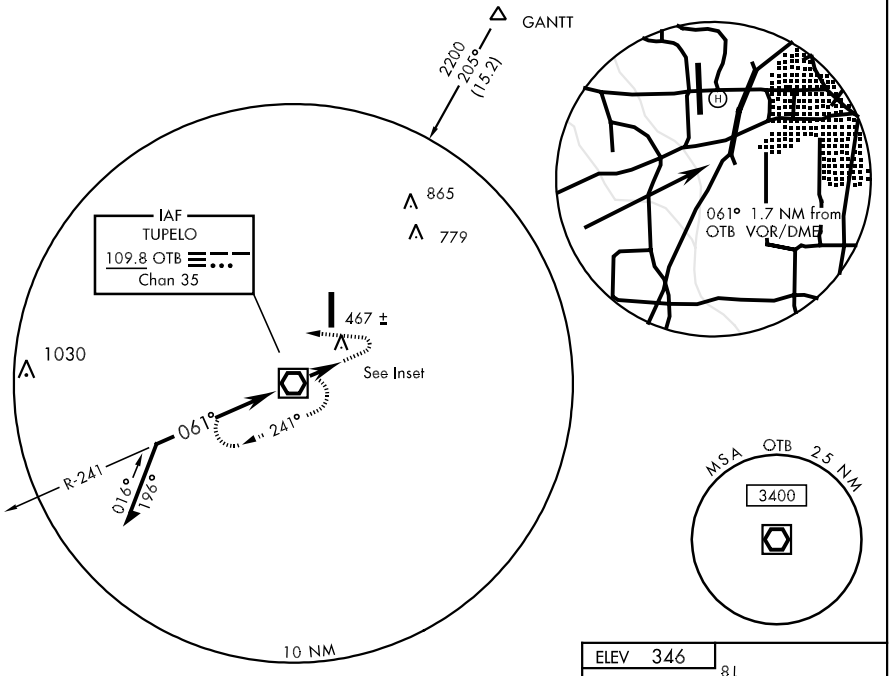
AL-854 [USA]

TUPELO REGIONAL (KTUP)

NA

MISSED APPROACH: Climbing left turn to 2200 direct to OTB VOR/DME and hold.

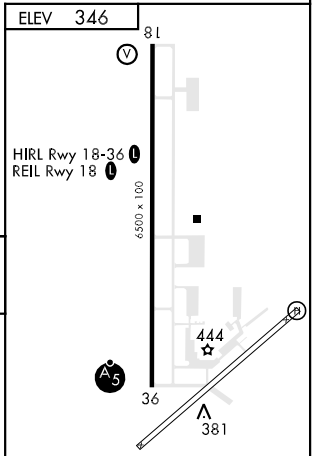
MEMPHIS CENTER	TUPELO TOWER ★	GND CON	ASOS
128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275	133.525

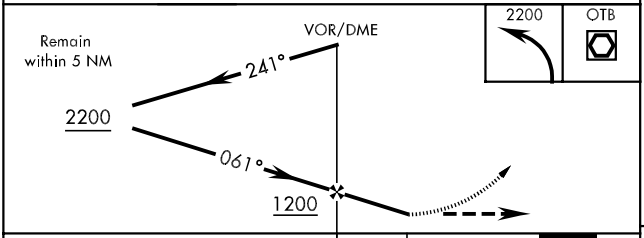


RADAR REQUIRED

COPTER ONLY

From MAP proceed visually Northeast along NATCHEZ TRACE PARKWAY to airport





FAF to MAP 1.7 NM

CATEGORY	COPTER				
H-061°	740-1	370 (400-1)			
Knots	45	60	75	90	105
Min:Sec	2:16	1:42	1:22	1:08	:59

SC-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TUP	APP CRS	Rwy Idg	6500
108.5	359°	TDZE	346
Chan 22		Apt Elev	346

ILS or LOC RWY 36

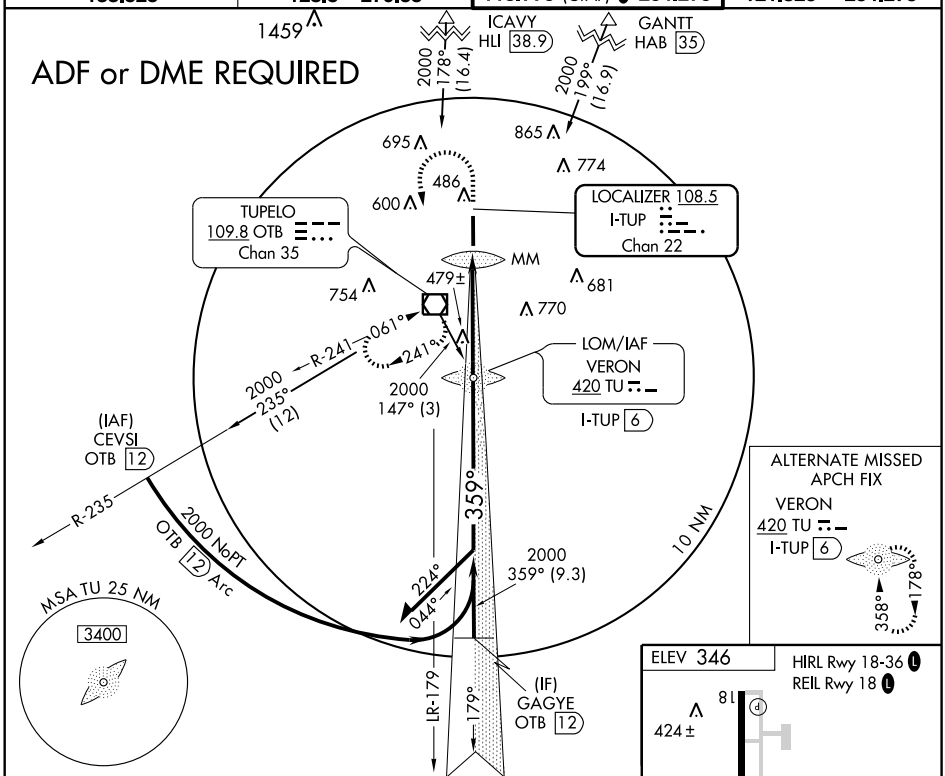
TUPELO RGNL (TUP)

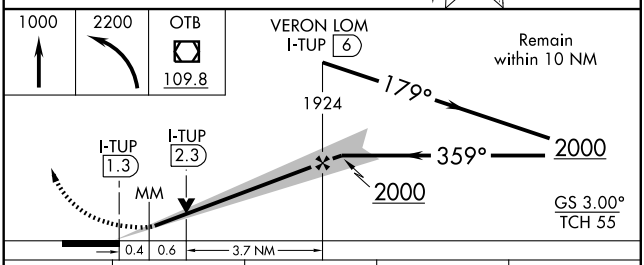
ADF or RADAR REQUIRED. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet, and increase S-LOC 36 Cats C and D visibility ½ mile and Circling Cat D ¼ mile. For inoperative MALSR when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats visibility ½ mile.

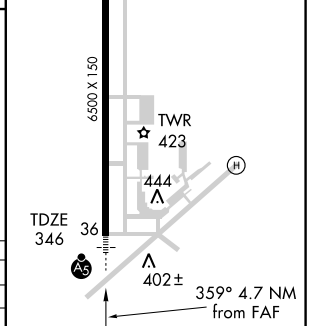
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct OTB VOR/DME and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







CATEGORY	A	B	C	D
S-ILS 36	546-½ 200 (200-½)			
S-LOC 36	740-½ 394 (400-½)			740-¾ 394 (400-¾)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

LOM TU	APP CRS	Rwy Idg	6500
420	358°	TDZE	346
		Apt Elev	346

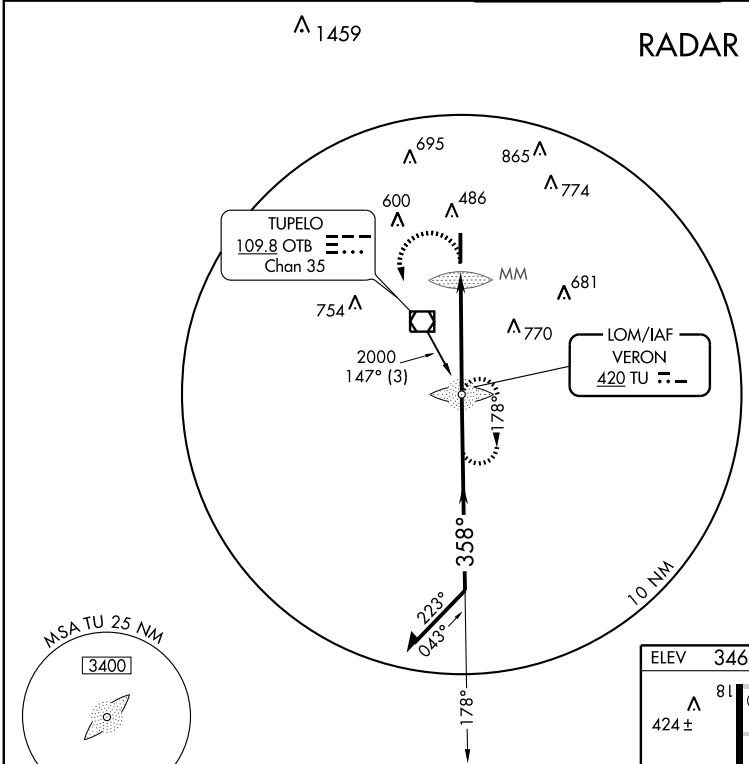
NDB RWY 36
TUPELO RGNL (TUP)

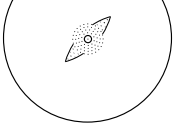
MALSR

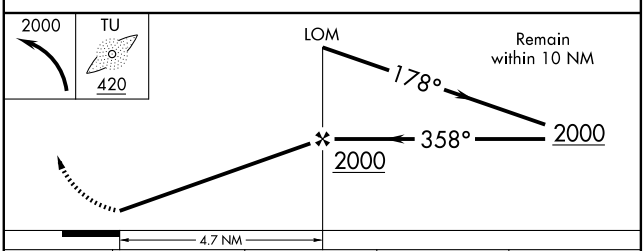
MISSED APPROACH: Climbing left turn to 2000 direct TU LOM and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275

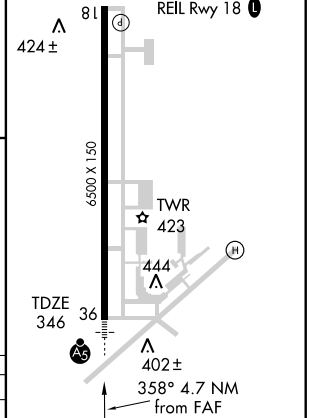
RADAR REQUIRED







CATEGORY	A	B	C	D
S- 36	780-¾ 434 (500-¾)			780-1¼ 434 (500-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

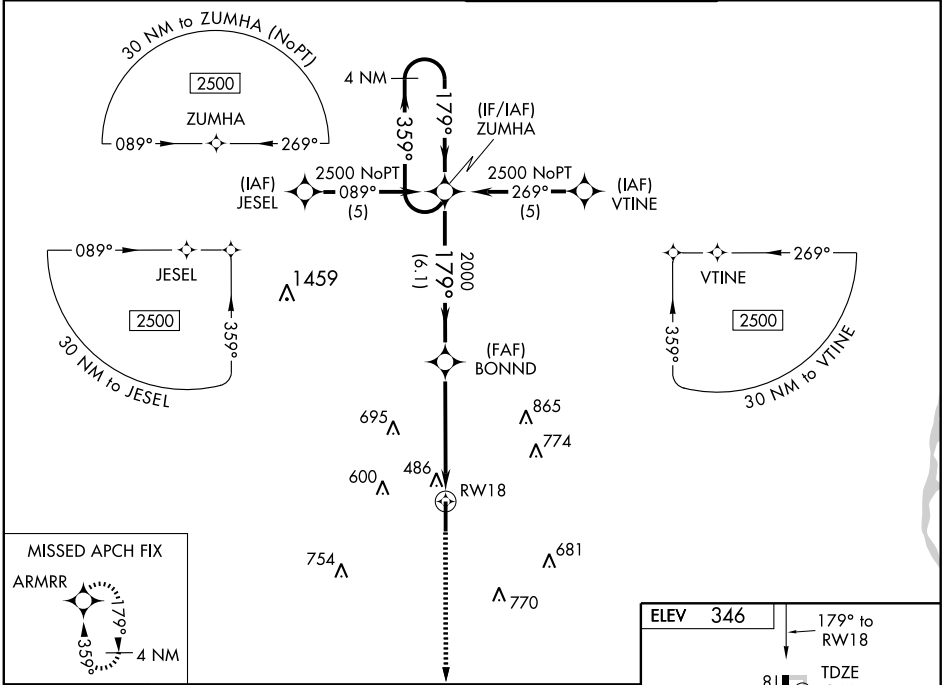
WAAS	APP CRS	Rwy Idg	6500
CH 77712	179°	TDZE	344
W18A		Apt Elev	346

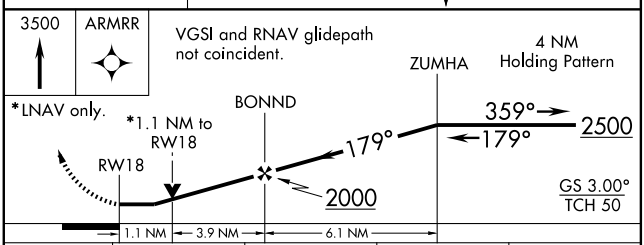
RNAV (GPS) RWY 18
TUPELO RGNL (TUP)

A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro VNAV and VDP NA when using Columbus AFB altimeter setting.

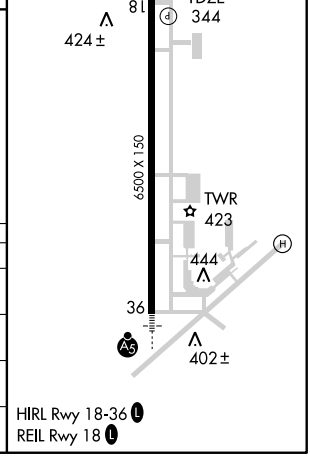
MISSED APPROACH: Climb to 3500 direct ARMRR and hold, continue climb-in-hold to 3500.

ASOS	MEMPHIS CENTER	TUPELO TOWER*	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275





CATEGORY	A	B	C	D
LPV DA	634-1 290 (300-1)			
LNAV/VNAV DA	757-1½ 413 (500-1½)			
LNAV MDA	740-1 396 (400-1)			740-1¼ 396 (400-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)



SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 93712	359°	TDZE	346
W36A		Apt Elev	346

RNAV (GPS) RWY 36

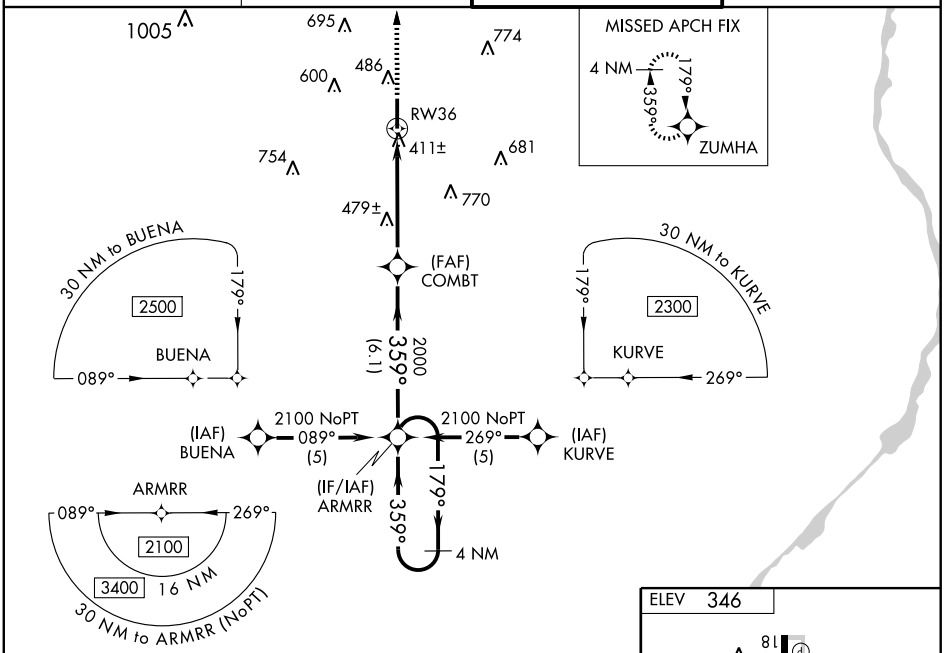
TUPELO RGNL (TUP)

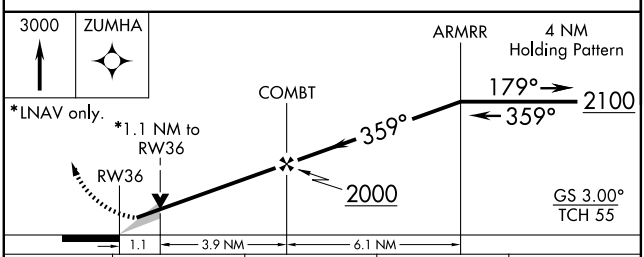
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For inoperative MALSR when using Columbus AFB altimeter setting, increase LPV all Cats. visibility ½ mile, and LNAV Cat. D visibility ¼ mile.

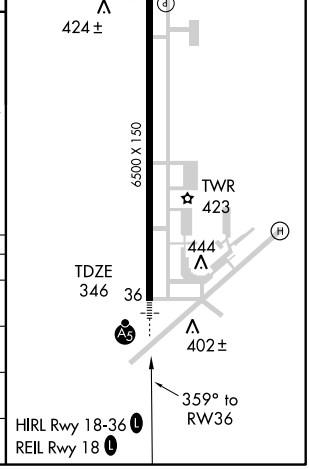
MALSR

MISSED APPROACH: Climb to 3000 direct ZUMHA and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







CATEGORY	A	B	C	D
LPV DA	546-½ 200 (200-½)			
LNAV/VNAV DA	692-¾ 346 (400-¾)			
LNAV MDA	740-½ 394 (400-½)			740-1 394 (400-1)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME OTB 109.8 Chan 35	APP CRS 198°	Rwy Idg 6500 TDZE 345 Apt Elev 346

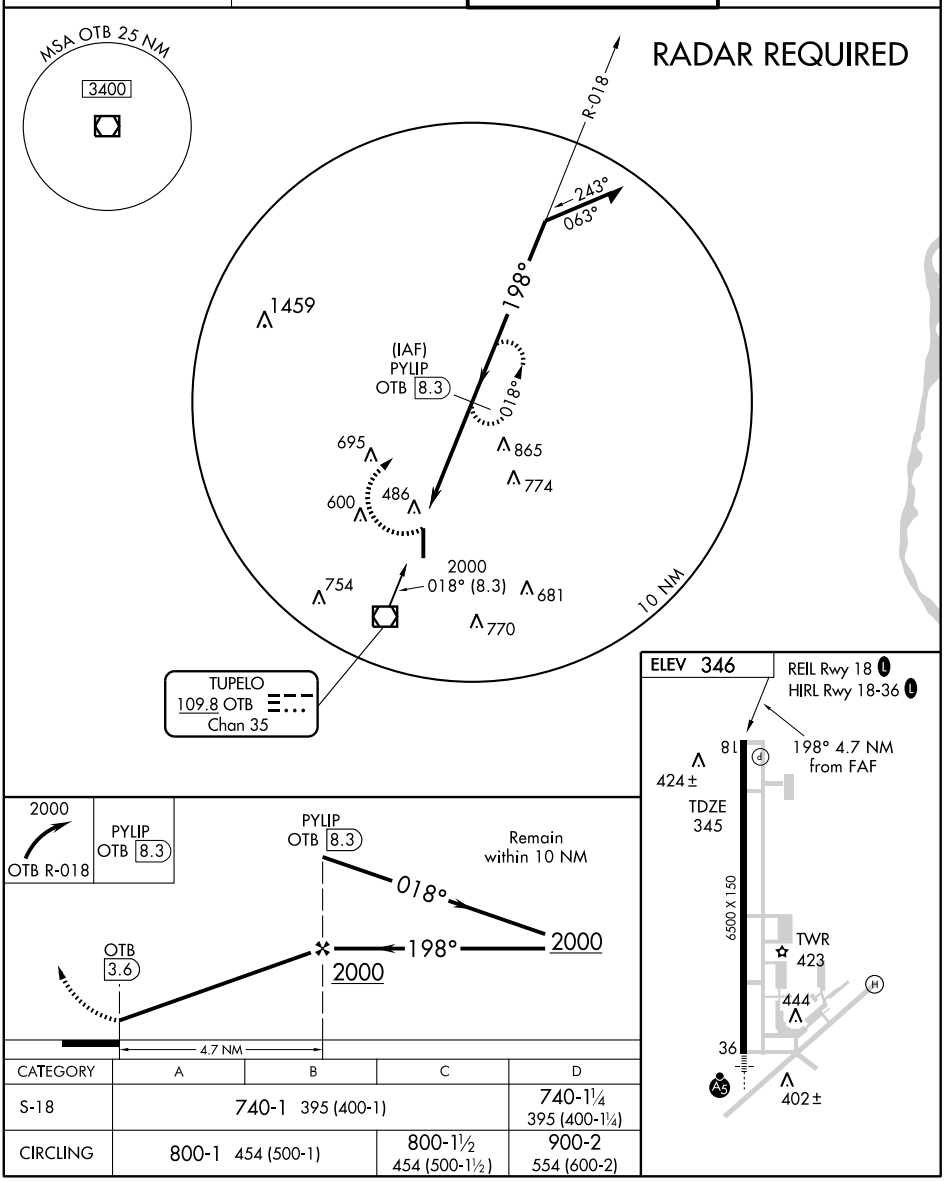
VOR/DME RWY 18

TUPELO RGNL (TUP)

MISSED APPROACH: Climbing right turn to 2000 via OTB R-018 to PYLIP 8.3 DME and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) Ⓛ 254.275	121.825 254.275

SC-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-18	740-1 395 (400-1)			740-1¼ 395 (400-1¼)
CIRCLING	800-1 454 (500-1)		800-1½ 454 (500-1½)	900-2 554 (600-2)

APP CRS	Rwy Idg	4700
005°	TDZE	103
	Apt Elev	106

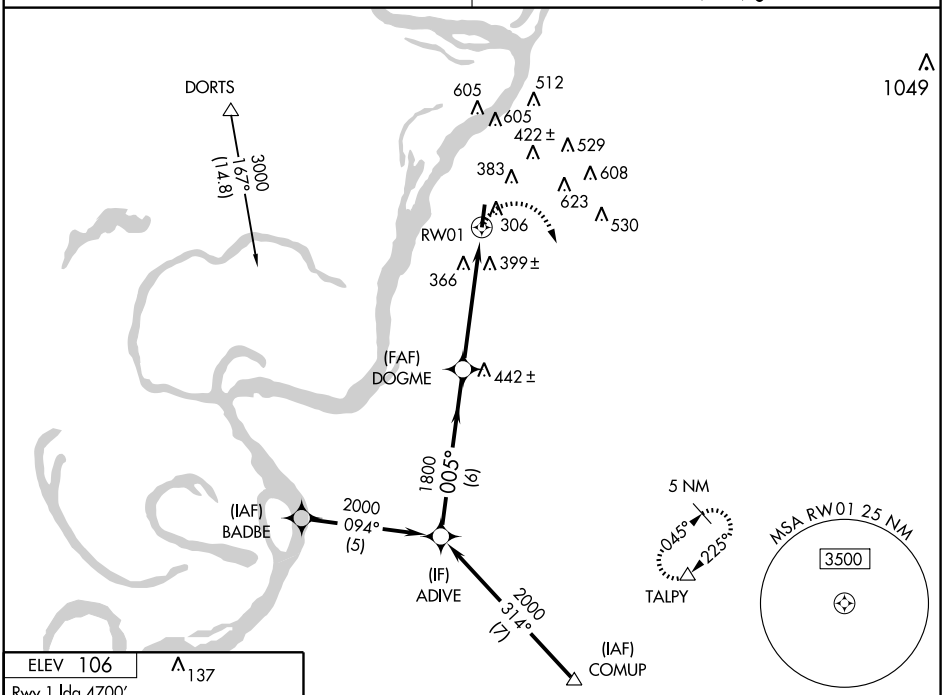
RNAV (GPS) RWY 1
VICKSBURG MUNI (VKS)

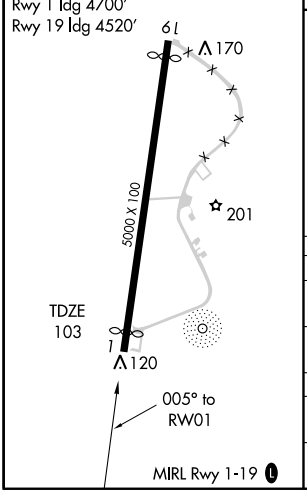
DME/DME RNP-0.3 NA. VDP NA when using Vicksburg Tallulah Regional altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.

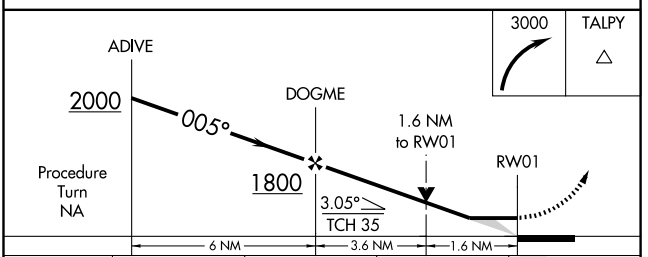
NA

MISSED APPROACH: Climbing right turn to 3000 direct TALPY and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	660-1	557 (600-1)	660-1½ 557 (600-1½)	660-1¾ 557 (600-1¾)
CIRCLING	700-1	594 (600-1)	700-1½ 594 (600-1½)	1060-3 954 (1000-3)
VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	680-1	577 (600-1)	680-1½ 577 (600-1½)	680-1¾ 577 (600-1¾)
CIRCLING	740-1	634 (700-1)	740-1¾ 634 (700-1¾)	1100-3 994 (1000-3)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3458
180°	TDZE	205
	Apt Elev	205

RNAV (GPS) RWY 18

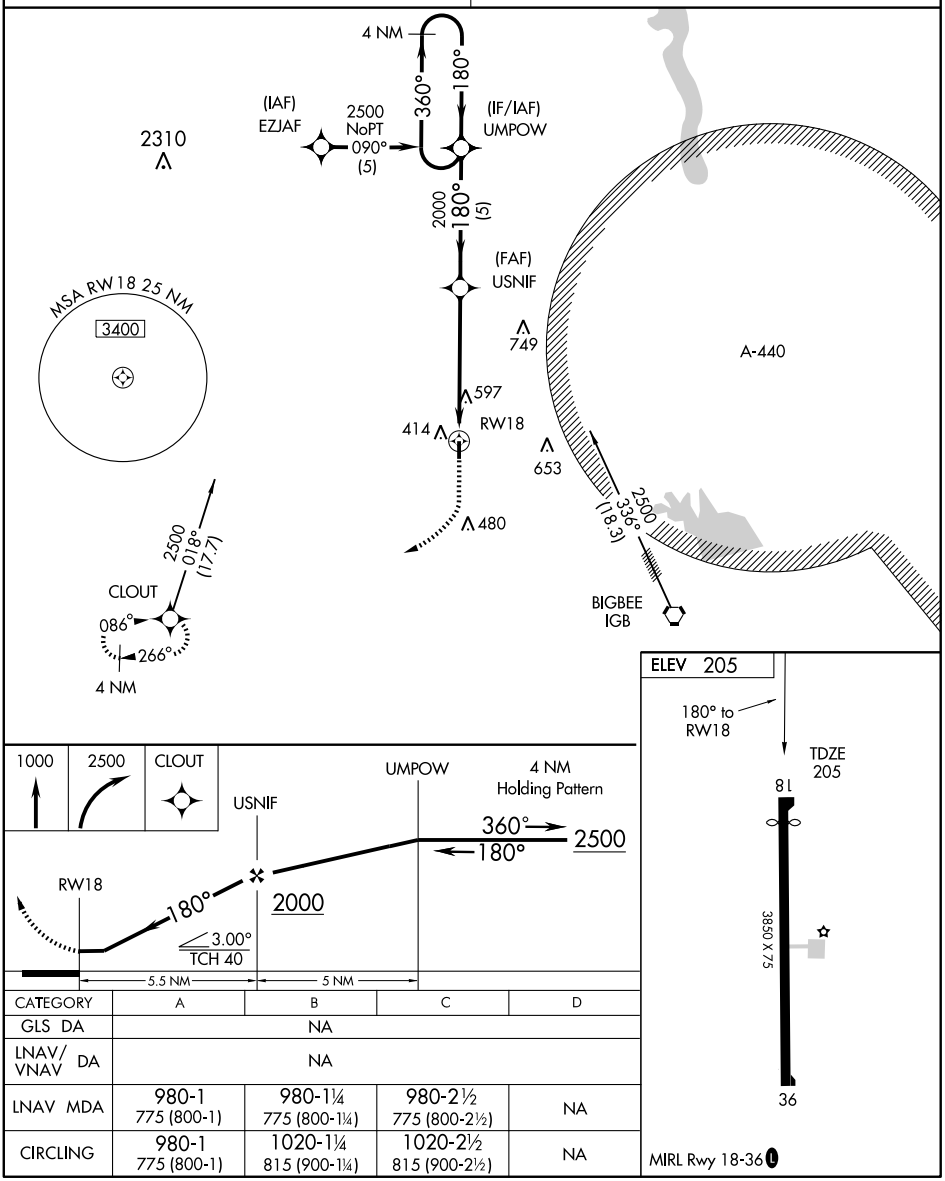
WEST POINT/MCCHAREN FIELD (M83)

Use Columbus AFB altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON* 135.6 323.275

CTAF 122.9 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	980-1 775 (800-1)	980-1¼ 775 (800-1¼)	980-2½ 775 (800-2½)	NA
CIRCLING	980-1 775 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

MIRL Rwy 18-36 L

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3850
360°	TDZE	203
	Apt Elev	205

RNAV (GPS) RWY 36

WEST POINT/MCCHAREN FIELD (M83)

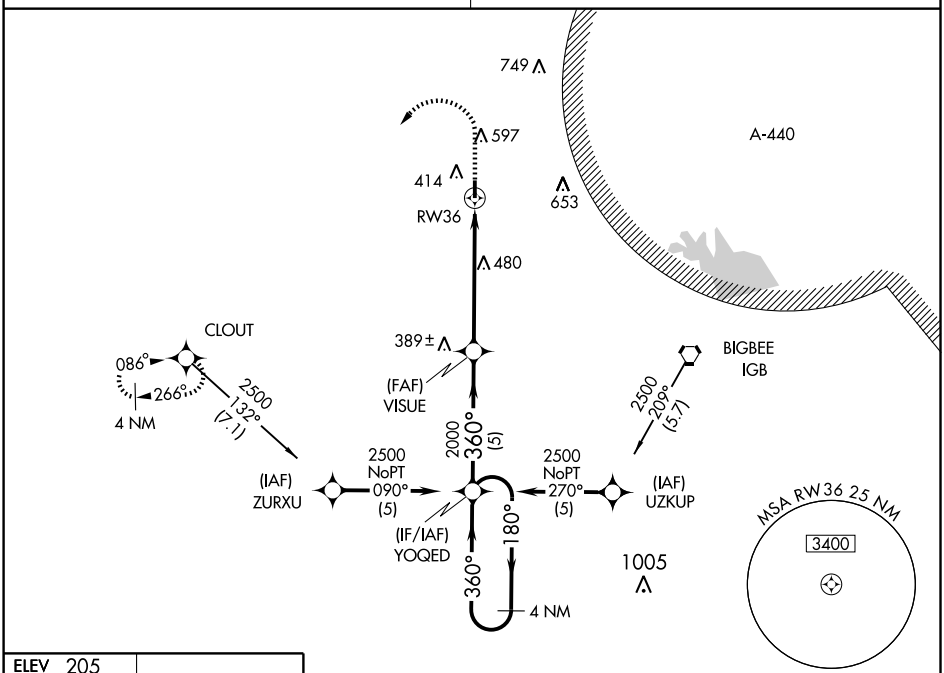
Use Columbus AFB altimeter setting.
DME/DME RNP-0.3 NA.

NA

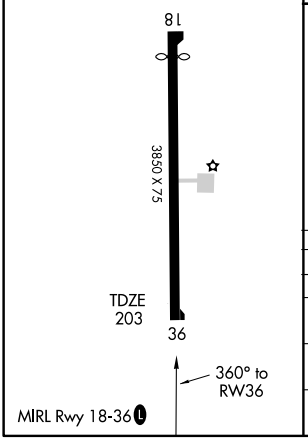
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

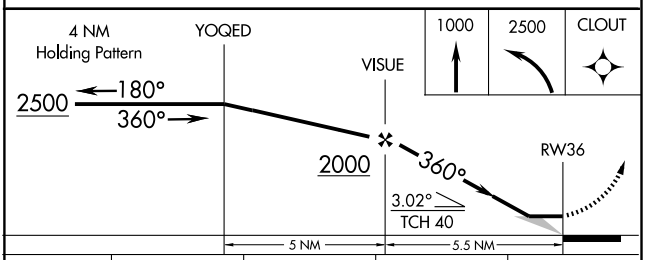
COLUMBUS APP CON ★ 135.6 323.275

CTAF 122.9 L



ELEV 205





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	760-1 557 (600-1)		760-1½ 557 (600-1½)	NA
CIRCLING	920-1 715 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

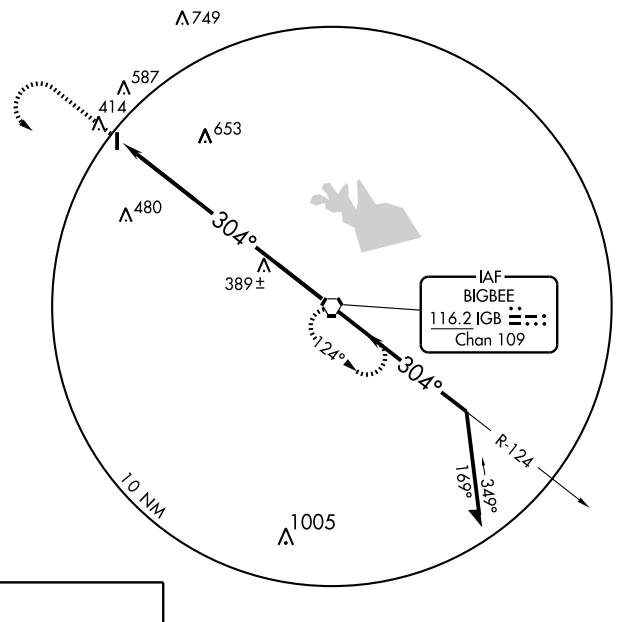
SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

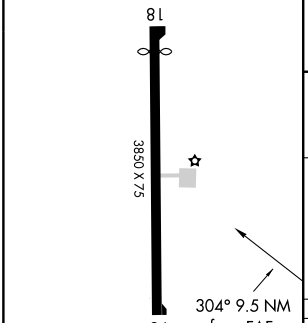
VORTAC IGB 116.2 Chan 109	APP CRS 304°	Rwy Idg N/A TDZE N/A Apt Elev 205

VOR-A

WEST POINT/MCCHAREN FIELD (M83)

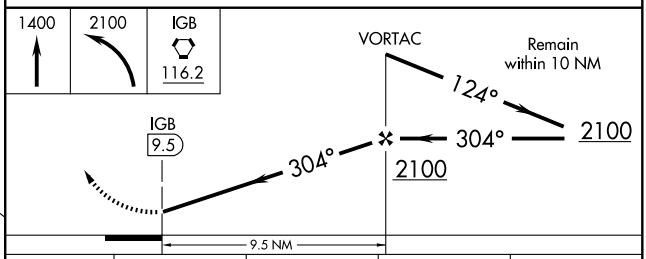
▼ Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting. ▲ NA	MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct IGB VORTAC and hold.
COLUMBUS APP CON ★ 135.6 323.275	CTAF 122.9 L





MIRL Rwy 18-36 L

FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10



CATEGORY	A	B	C	D
CIRCLING	1000-1 795 (800-1)	1000-1¼ 795 (800-1¼)	1000-2¼ 795 (800-2¼)	NA
GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	1040-1 835 (900-1)	1040-1¼ 835 (900-1¼)	1040-2½ 835 (900-2½)	NA

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC IGB 116.2 Chan 109	APP CRS 124°	Rwy Idg N/A TDZE N/A Apt Elev 205

VOR/DME-B

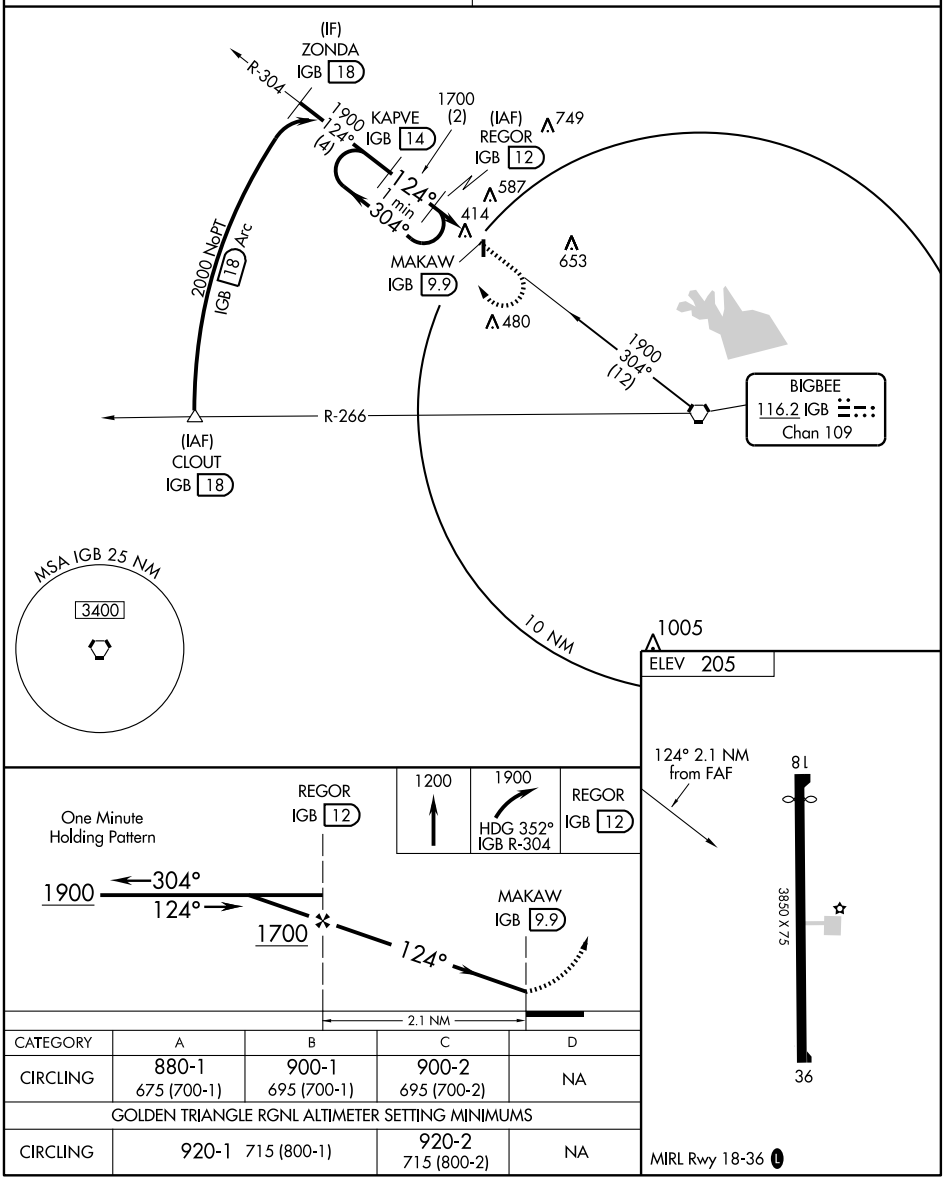
WEST POINT/MCCHAREN FIELD (M83)

▼ NA — Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR IGB 12 DME and hold.

COLUMBUS APP CON * 135.6 323.275

CTAF 122.9 (L)



CATEGORY	A	B	C	D
CIRCLING	880-1 675 (700-1)	900-1 695 (700-1)	900-2 695 (700-2)	NA
GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	920-1 715 (800-1)		920-2 715 (800-2)	NA

MIRL Rwy 18-36 (L)

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
030°	TDZE	360
	Apt Elev	364

RNAV (GPS) RWY 3

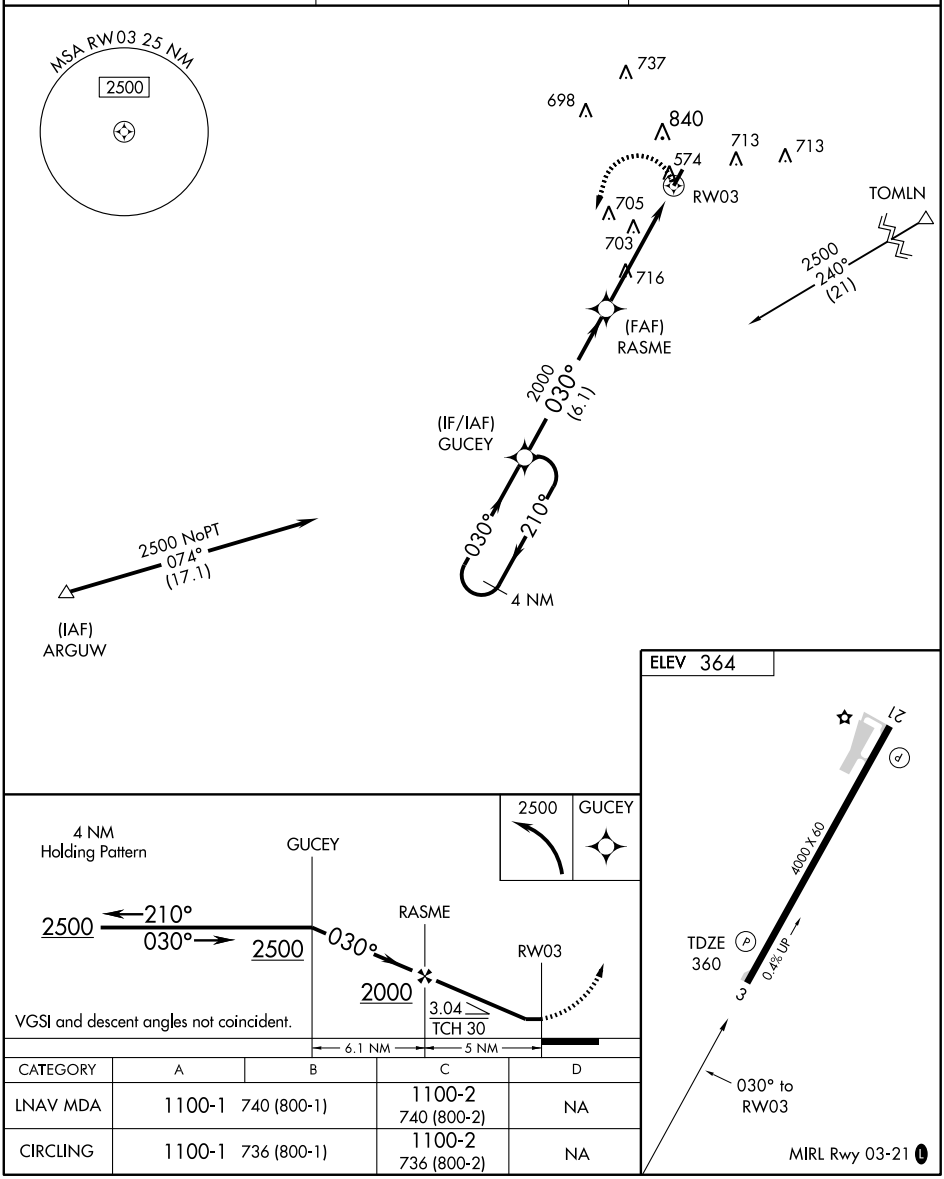
WINONA-MONTGOMERY COUNTY (5A6)

Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Circling NA NW of Rwy 3-21.

MISSED APPROACH: Climbing left turn to 2500 direct GUCEY and hold.

GRENADA AWOS	MEMPHIS CENTER	CTAF
118.025	128.5 279.55	122.9 L

SC-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	1100-1	740 (800-1)	1100-2 740 (800-2)	NA
CIRCLING	1100-1	736 (800-1)	1100-2 736 (800-2)	NA

RNAV (GPS) RWY 21

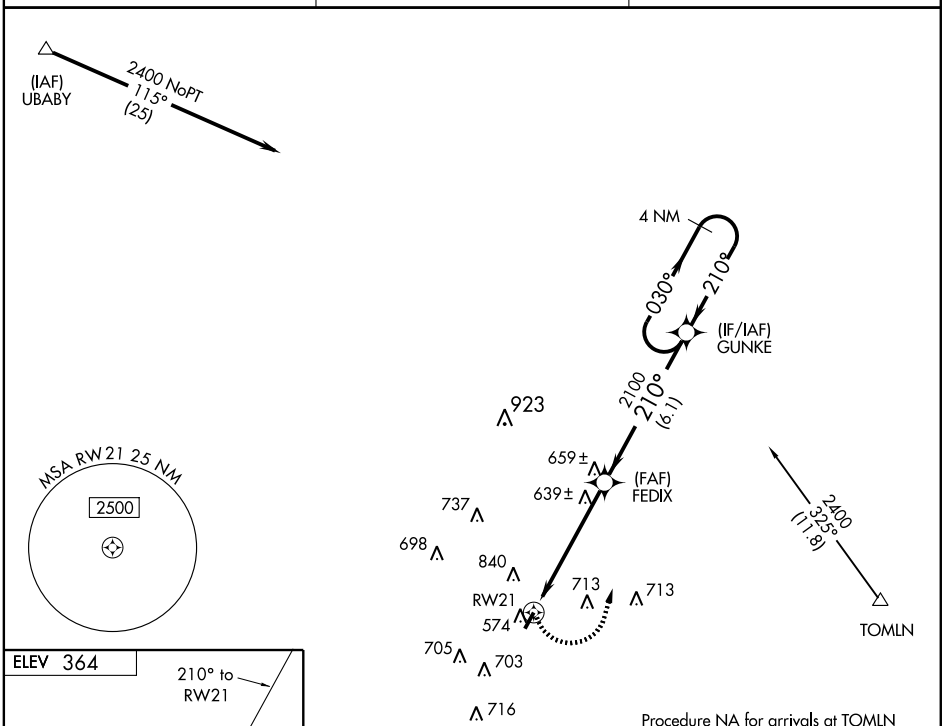
WINONA-MONTGOMERY COUNTY (5A6)

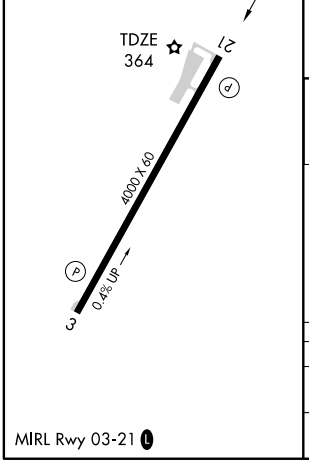
APP CRS	Rwy ldg	4000
210°	TDZE	364
	Apt Elev	364

Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Circling NA NW of Rwy 3-21.

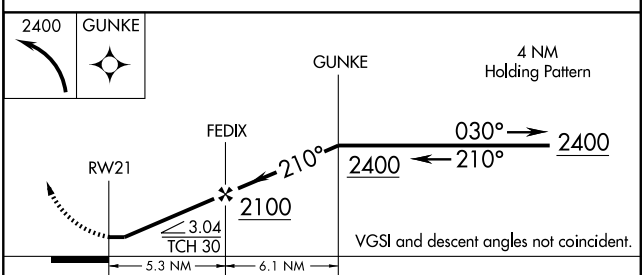
MISSED APPROACH: Climbing left turn to 2400 direct GUNKE and hold.

GRENADA AWOS	MEMPHIS CENTER	CTAF
118.025	128.5 279.55	122.9 L





MIRL Rwy 03-21 L



CATEGORY	A	B	C	D
LNAV MDA	980-1	616 (700-1)	980-1¾ 616 (700-1¾)	NA
CIRCLING	980-1	616 (700-1)	980-1¾ 616 (700-1¾)	NA

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SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
172°	TDZE	104
	Apt Elev	104

AL-6977 (FAA)

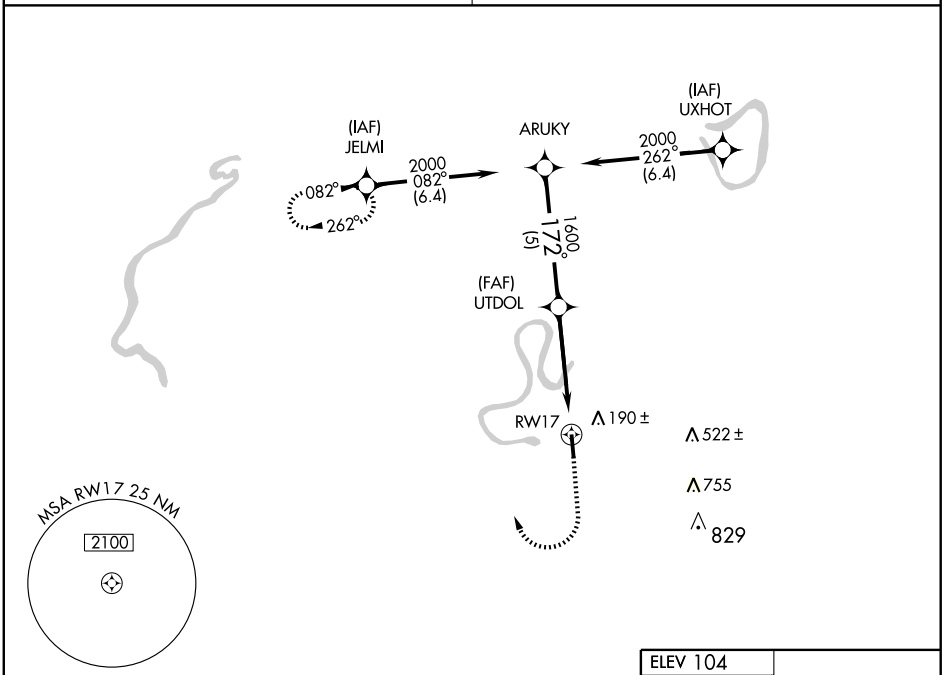
GPS RWY 17

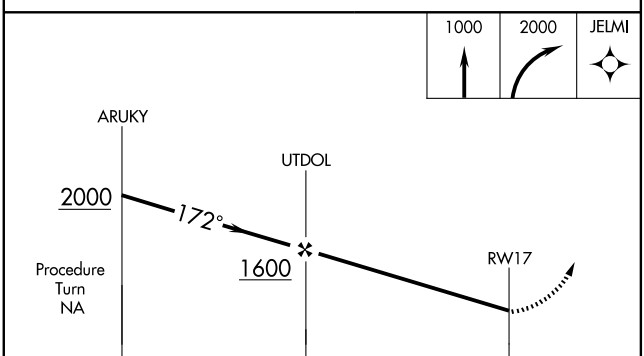
YAZOO COUNTY (87I)

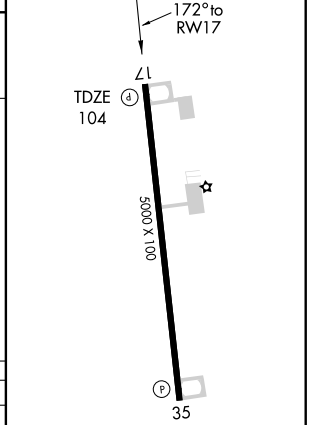
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct JELMI WP and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	600-1 496 (500-1)		600-1¼ 496 (500-1¼)	NA
CIRCLING	640-1 536 (600-1)		640-1½ 536 (600-1½)	NA

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SC-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
352°	TDZE	104
	Apt Elev	104

AL-6977 (FAA)

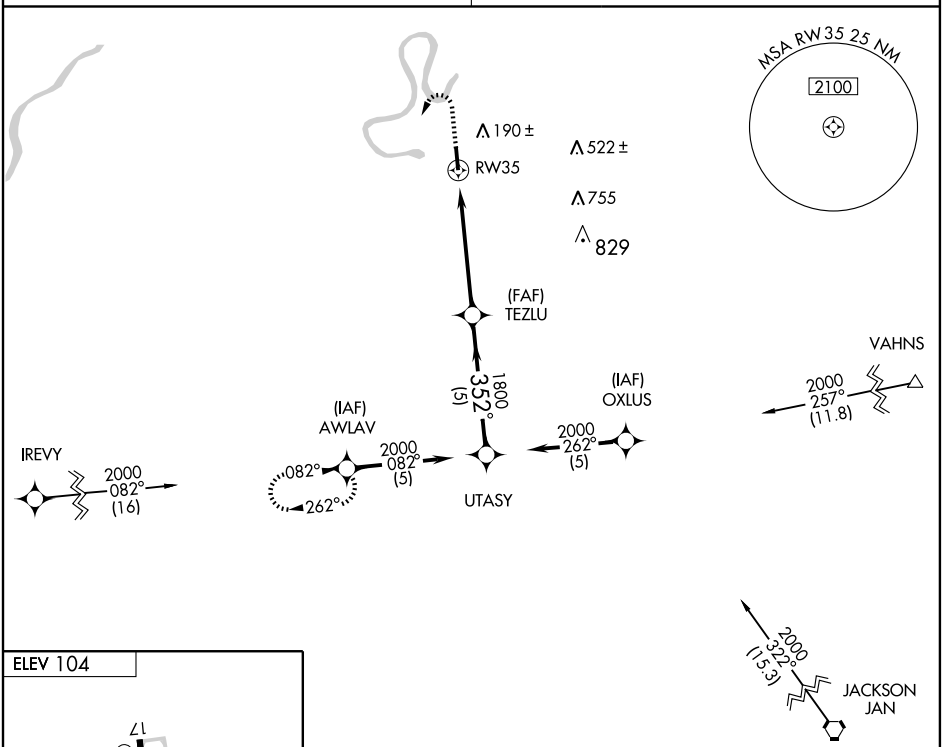
GPS RWY 35

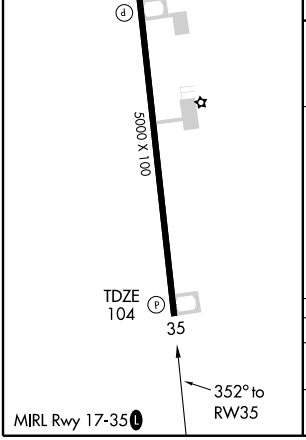
YAZOO COUNTY (87I)

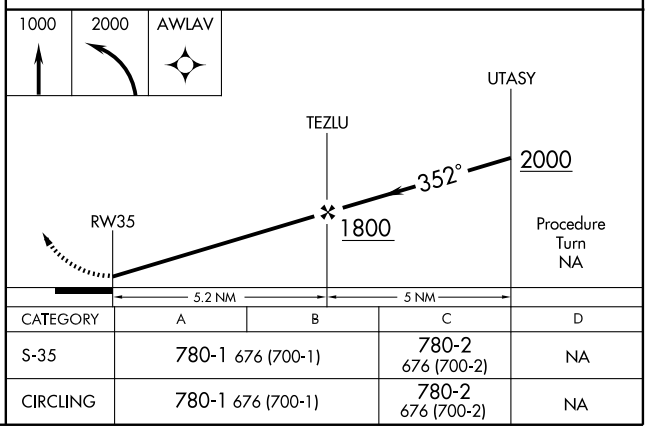
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct AWLAV WP and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	780-1 676 (700-1)		780-2 676 (700-2)	NA
CIRCLING	780-1 676 (700-1)		780-2 676 (700-2)	NA

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VORTAC JAN	APP CRS	Rwy Idg	5000
112.6	141°	TDZE	104
Chan 73		Apt Elev	104

AL-6977 (FAA)

VOR/DME RWY 17

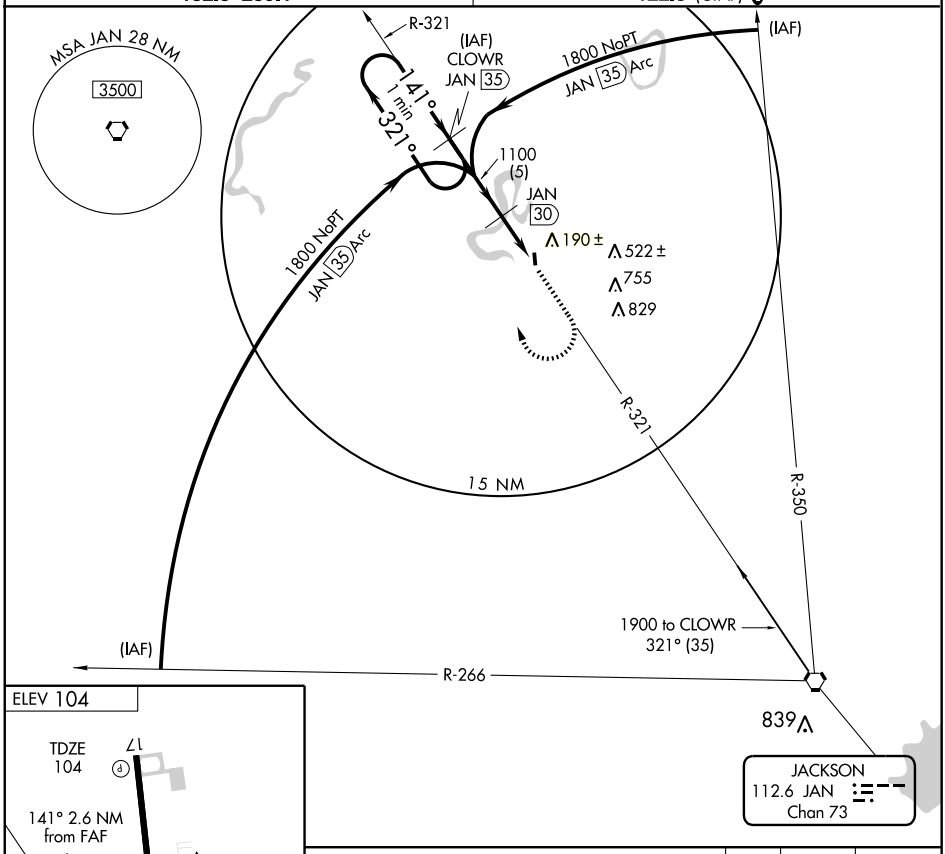
YAZOO COUNTY (87I)

NA Use Jackson altimeter setting.

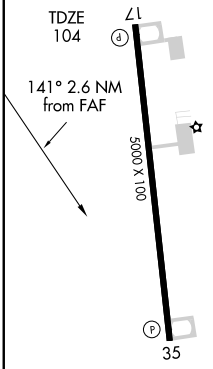
MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 via JAN R-321 to CLOWR 35 DME and hold.

MEMPHIS CENTER 132.5 259.1

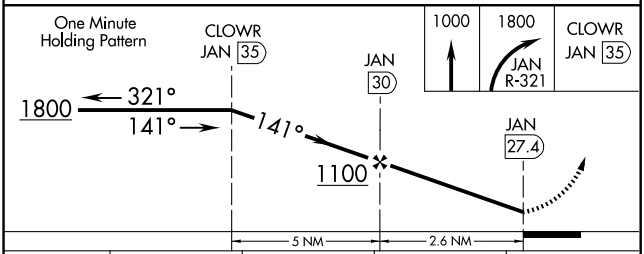
UNICOM 122.8 (CTAF) L



ELEV 104



MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	700-1 596 (600-1)	700-1¼ 596 (600-1¼)	700-1½ 596 (600-1½)	700-2 596 (600-2)
CIRCLING	700-1 596 (600-1)	700-1¼ 596 (600-1¼)	700-1½ 596 (600-1½)	700-2 596 (600-2)

SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

VORTAC JAN 112.6 Chan 73	APP CRS 321°	Rwy Idg 5000 TDZE 104 Apt Elev 104

AL-6977 (FAA)

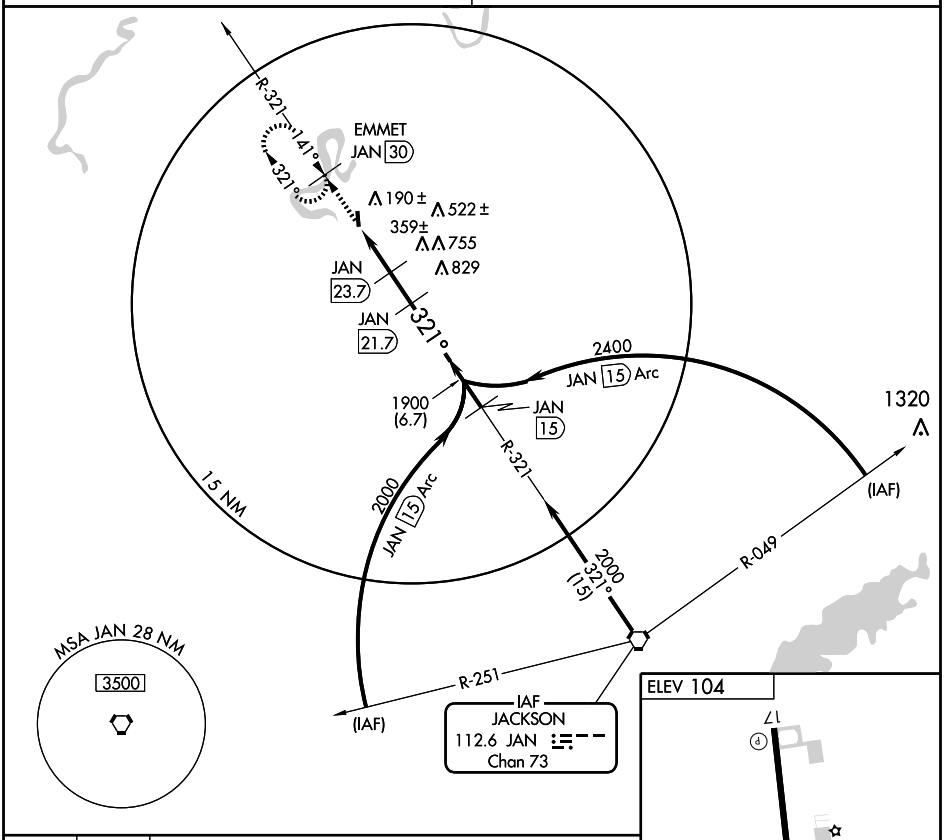
VOR/DME RWY 35

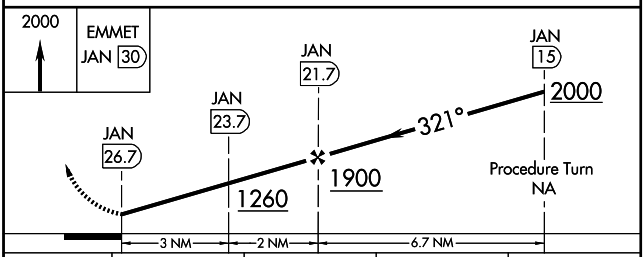
YAZOO COUNTY (87I)

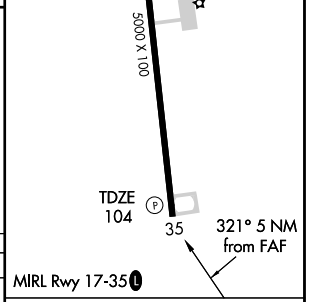
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 2000 direct EMMET 30 DME and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	780-1 676 (700-1)	780-1¼ 676 (700-1¼)	780-2 676 (700-2)	780-2¼ 676 (700-2¼)
CIRCLING	780-1 676 (700-1)	780-1¼ 676 (700-1¼)	780-2 676 (700-2)	780-2¼ 676 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 21 OCT 2010 to 18 NOV 2010
SC-4, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ADA, OK	
ADA MUNI	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
NA when local weather not available.	
ALTUS, OK	
ALTUS/QUARTZ MOUNTAIN RGNL	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR-A
	VOR-B[1]
NA when local weather not available.	
[1]NA when KLTS ATCT closed.	
ARDMORE, OK	
ARDMORE MUNI	**ILS or LOC Rwy 31[13]**
	VOR-B[2]
[1]ILS,Category B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.	
[2]Category D, 800-2½.	
[3]NA when control tower closed.	
BARTLESVILLE, OK	
BARTLESVILLE MUNI	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR Rwy 17
	VOR/DME Rwy 35
NA when local weather not available. Category D, 800-2¼.	
BATESVILLE, AR	
BATESVILLE RGNL	**RNAV (GPS) Rwy 7**
	RNAV (GPS) Rwy 25
NA when local weather not available.	
BLACKWELL, OK	
BLACKWELL-TONKAWA MUNI	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR-A
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
BLYTHEVILLE, AR	
ARKANSAS INTL	**VOR Rwy 18**
	VOR Rwy 36
NA when using Blytheville Muni altimeter setting.	
BLYTHEVILLE MUNI	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 36
NA when local weather not available.	
CLAREMORE, OK	
CLAREMORE RGNL	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
NA when local weather not available.	
CLINTON, OK	
CLINTON-SHERMAN	**ILS or LOC Rwy 17R[12]**
	RNAV (GPS) Rwy 17R[34]
	RNAV (GPS) Rwy 35L[34]
	VOR Rwy 35L[15]
[1]NA when control tower closed.	
[2]ILS, Category E, 700-2¼. LOC, Category E, 800-2¾.	
[3]Category E, 800-2½.	
[4]NA when local weather not available.	
[5]Category E, 800-2¾.	
CLINTON RGNL	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR/DME-A
NA when local weather not available.	
CUSHING, OK	
CUSHING MUNI	**NDB Rwy 36**
	RNAV (GPS) Rwy 36
NA when local weather not available.	
DEQUEEN, AR	
J. LYNN HELMS SEVIER COUNTY	**RNAV (GPS) Rwy 8**
NA when local weather not available.	

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NAME ALTERNATE MINIMUMS

DUNCAN, OK

HALLIBURTON FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.
Category D, 800-2¼.

DURANT, OK

EAKER FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

EL DORADO, AR

SOUTH ARKANSAS RGNL AT
GOODWIN FIELD ..... **VOR Rwy 22**
NA when control zone not in effect.

EL RENO, OK

EL RENO RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 35
NA when local weather not available.

ENID, OK

ENID
WOODRING RGNL ..... **ILS or LOC Rwy 35[1]**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR Rwy 35
NA when local weather not available.
[1]NA when control tower closed.

FAYETTEVILLE, AR

DRAKE FIELD ..... **LDA/DME Rwy 34[134]**
LOC Rwy 16[23]
RNAV (GPS) Rwy 16[24]
RNAV (GPS) Rwy 34[45]
VOR-A[24]
VOR/DME-B[2]
[1]LDA/GS,Category A,B, 800-2; Category C, 800-2½. LDA, Category C, 800-2½.
[2]Category C, 800-2¼; Category D, 1100-3.
[3]NA when control tower closed.
[4]NA when local weather not available.
[5]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

FAYETTEVILLE/SPRINGDALE/ ROGERS, AR

NORTHWEST
ARKANSAS RGNL .... **ILS or LOC/DME Rwy 16**
ILS or LOC/DME Rwy 34
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

NAME ALTERNATE MINIMUMS

FLIPPIN, AR

MARION COUNTY
RGNL ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 22
VOR-A
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.

FORT SMITH, AR

FORT SMITH RGNL ..... **ILS or LOC Rwy 7[1]**
ILS or LOC Rwy 25[1]
NDB Rwy 25[2]
RADAR-1[3]
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 25[3]
VOR/DME or TACAN Rwy 7[3]
VOR or TACAN Rwy 25[3]
NA when control tower closed.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼; Category E, 800-2½. LOC, Category D, 800-2¼; Category E, 800-2½.
[2]Category D, 800-2¼.
[3]Category D, 800-2¼; Category E, 800-2½.

FREDERICK, OK

FREDERICK RGNL ..... **RNAV (GPS) Rwy 35**
NA when local weather not available.

GUTHRIE, OK

GUTHRIE-EDMOND
RGNL ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

HARRISON, AR

BOONE COUNTY ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

HOBART, OK

HOBART RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.

HOT SPRINGS, AR

MEMORIAL FIELD ..... **VOR Rwy 5[1]**
ZAPLE VOR Rwy 5
NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

JONESBORO, AR

JONESBORO MUNI ..... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 31
VOR Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LAWTON, OK
LAWTON-FORT SILL RGNL ..... **ILS or LOC Rwy 35**
VOR Rwy 35
NA when control tower closed.

LITTLE ROCK, AR
ADAMS FIELD ..... **ILS or LOC Rwy 4L[1]**
ILS or LOC Rwy 4R[2]
ILS or LOC Rwy 22R[14]
ILS or LOC Rwy 22L[14]
RADAR-1[3]
RNAV (GPS) Rwy 4L[34]
RNAV (GPS) Rwy 4R[34]
RNAV (GPS) Rwy 22L[34]
RNAV (GPS) Rwy 22R[34]
VOR-A[3]
[1]ILS, Category C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]ILS, Categories A,B,C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[3]Category D, 1000-3.
[4]NA when local weather not available.

MC ALESTER, OK
MC ALESTER RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

MONTICELLO, AR
MONTICELLO MUNI/ ELLIS FIELD ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A
NA when local weather not available.

MOUNTAIN HOME, AR
OZARK RGNL ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR-A
NA when local weather not available.

MUSKOGEE, OK
DAVIS FIELD ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31[1]
NA when local weather not available.
[1]Category E, 1000-3.

NEWPORT, AR
NEWPORT MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORMAN, OK
UNIVERSITY OF OKLAHOMA WESTHEIMER ..... **ILS or LOC Rwy 17[1]**
NDB Rwy 3[23]
NDB Rwy 35[23]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 17[2]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

OKLAHOMA CITY, OK
CLARENCE E. PAGE MUNI ..... **RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L
VOR-B
NA when local weather not available.

WILEY POST ..... **ILS or LOC Rwy 17L[1]**
RNAV (GPS) Rwy 17L
RNAV (GPS) Rwy 35R
NA when local weather not available.
[1]NA when control tower closed.

WILL ROGERS WORLD .. **ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 17R[1]
ILS Rwy 35R[1]
ILS or LOC/DME Rwy 35L[1]
RADAR-1[1]
VOR Rwy 17L[2]
[1]Category E, 1000-3.
[2]Categories A,B, 1100-2; Categories C,D,E, 1100-3.

OKMULGEE, OK
OKMULGEE RGNL ..... **RNAV (GPS) Rwy 18**
NA when local weather not available.

PAULS VALLEY, OK
PAULS VALLEY MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35[1]
NA when local weather not available.
[1]Category D, 800-2½.

PONCA CITY, OK
PONCA CITY RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

ROGERS, AR
ROGERS MUNI-CARTER FIELD ..... **RNAV (GPS) Rwy 20[1]**
VOR Rwy 2[2]
[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

RUSSELLVILLE, AR

RUSSELLVILLE RGNL ..... **RNAV (GPS) Rwy 7**
Category D, 900-2¾.

SEARCY, AR

SEARCY MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

SEMINOLE, OK

SEMINOLE MUNI ..... **RNAV (GPS) Rwy 16**
NA when local weather not available.

SHAWNEE, OK

SHAWNEE RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

SILOAM SPRINGS, AR

SMITH FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

STILLWATER, OK

STILLWATER RGNL ..... **ILS or LOC Rwy 17[1]**
NDB Rwy 17[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR Rwy 17[2]
VOR/DME Rwy 35[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

STUTTGART, AR

STUTTGART MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
NA when local weather not available.

TAHLEQUAH, OK

TAHLEQUAH MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

TEXARKANA, AR

TEXARKANA RGNL/
WEBB FIELD ..... **ILS or LOC Rwy 22[1][2]**
LOC BC Rwy 4[1]
RNAV (GPS Rwy 4
RNAV (GPS Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS,Category D, 700-2.

NAME ALTERNATE MINIMUMS

TULSA, OK

RICHARD LLOYD
JONES,JR. ..... **ILS or LOC Rwy 1L[1]**
RNAV (GPS) Rwy 1L
VOR/DME-A
NA when local weather not available.
[1]ILS, 700-2. ILS,LOC, NA when control tower closed.

TULSA INTL ..... **ILS or LOC Rwy 18L[1]**
ILS or LOC Rwy 18R[2]
ILS or LOC Rwy 36R[3]
RNAV (GPS) Rwy 8[4]
RNAV (GPS) Rwy 18L[5]
RNAV (GPS) Y Rwy 18R[5]
RNAV (GPS) Y Rwy 26[5]
RNAV (GPS) Rwy 36R[5]
VOR/DME Rwy 8[5]
VOR or TACAN Rwy 26[5]
[1]ILS, Category D, 700-2; Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]ILS, Category D, 700-2.
[3]ILS, Categories A, B, C, D, 700-2. LOC, Category E, NA.
[4]Category D, 800-2¼; Category E, 800-2½.
[5]Category E, 800-2¼.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI ... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

WOODWARD, OK

WEST WOODWARD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.
Category D, 800-2¼.

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ALTUS AFB (KLTS), OK (Amdt 3, 10210 USAF) ELEV 1382

RADAR[1] - Ctc APP CON **(E)** 125.1 257.725

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	17R[3 4]		AB	**1740**/24	361	(400-½)
			CDE	**1740**/35	361	(400-$^{5}/_{8}$)
	17L[3 4]		AB	**1740**/24	358	(400-½)
			CDE	**1740**/30	358	(400-$^{5}/_{8}$)
	35R[5]		AB	**1740**/24	386	(400-½)
			CDE	**1740**/35	386	(400-$^{5}/_{8}$)
	35L[5]		AB	**1760**/24	414	(400-½)
			CDE	**1760**/40	414	(400-¾)
CIR[6]	All Rwy		A	**1780**-1	398	(400-1)
			B	**1840**-1	458	(500-1)
			C	**1840**-1½	458	(500-1½)
			D	**1940**-2	558	(600-2)
			E	**1980**-2	598	(600-2)

[1]Opr 1500-2300Z++ Mon-Fri,clsd wkend and hol. [2]No-NOTAM preventive maint sked: ASR 1100-1330++ Mon-Fri. [3]Stepdown fix 2 NM fr rwy thld. [4]When ALS inop, increase RVR all CATs to 55 and vis to 1 mile. [5]When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to $1^{1}/_{8}$ miles. [6]Circling not authorized W of Rwy 17R-35L.

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FAYETTEVILLE, AR

Orig-A, APR 21, 1997 (FAA) ELEV **1251**

DRAKE FIELD

RADAR- 121.0 244.57

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16		A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
			C	**2060**-2¼	809	(900-2¼)	D	**2060**-2½	809	(900-2½)
CIRCLING			A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
			C	**2060**-2¼	809	(900-2¼)	D	**2300**-3	1049	(1100-3)

Circling NA East of runway 16-34.
Inoperative table does not apply.

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FORT SMITH, AR Amdt 8B, AUG 28, 2008 (FAA) ELEV 469

FORT SMITH RGNL

RADAR - 120.9 343.75 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25		AB	**1040**/24	594	(600-½)	C	**1040**/50	594	(600-1)
			D	**1040**/60	594	(600-1¼)	E	**1040**-1½	594	(600-1½)
	1		AB	**1140**-1	692	(700-1)	C	**1140**-2	692	(700-2)
			D	**1140**-2¼	692	(700-2¼)	E	**1140**-2½	692	(700-2½)
	7		AB	**1200**-½	731	(800-½)	C	**1200**-1½	731	(800-1½)
			D	**1200**-1¾	731	(800-1¾)	E	**1200**-2	731	(800-2)
CIRCLING			AB	**1200**-1	731	(800-1)	C	**1200**-2	731	(800-2)
			D	**1200**-2¼	731	(800-2¼)	E	**1200**-2½	731	(800-2½)

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.
Circling Cat E NA when R-2401B active.

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA) ELEV 1187

RADAR - (E) 120.55 322.4 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	35	3.0°/48/918	AB	**1388**/24	200	(200-½)
			CDE	**1388**/40	200	(200-¾)
	17	3.0°/42/809	ABCDE	**1388**-¾	200	(200-¾)
ASR	35		ABC	**1540**/40	352	(400-¾)
			DE	**1540**/50	352	(400-1)
	17		AB	**1660**-1	472	(500-1)
			C	**1660**-1¼	472	(500-1¼)
			D	**1660**-1½	472	(600-1½)
			E	**1660**-1¾	472	(500-1¾)
CIR[1]	17-35		AB	**1680**-1	492	(500-1)
			C	**1680**-1½	492	(500-1½)
			D	**1740**-2	552	(600-2)
			E	**1780**-2	592	(600-2)

[1]Cat E cir not auth W of Rwy 17-35.

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LAWTON, OK AMDT.4A, JAN 10, 2000 (FAA) ELEV 1110

LAWTON-FORT SILL RGNL

RADAR 1 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35		ABC	**1560**-¾	471	(500-¾)	D	**1560**-1	471	(500-1)
CIRCLING			AB	**1600**-1	490	(500-1)	C	**1620**-1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
10266

LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA) ELEV **1110**

LAWTON-FORT SILL RGNL

RADAR 2 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		AB	**1620**-1	510	(600-1)	CD	**1620**-1½	510	(600-1½)
CIRCLING			AB	**1620**-1	510	(600-1)	C	**1620**-1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA) ELEV **262**

ADAMS FIELD

RADAR-1 - 135.4 291.775 353.6 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4R		ABC	**720**/40	460	(500-¾)	D	**720**/50	460	(500-1)
	4L		AB	**780**/40	522	(500-¾)	C	**780**/50	522	(600-1)
			D	**780**/60	522	(600-1¼)				
	18		AB	**720**-1	462	(500-1)	C	**720**-1¼	462	(500-1¼)
			D	**720**-1½	462	(700-1½)				
	22R		AB	**740**/24	478	(500-½)	C	**740**/40	478	(500-¾)
			D	**740**/50	478	(500-1)				
	22L		AB	**740**/40	480	(500-¾)	C	**740**/60	480	(500-1¼)
			D	**740**-1½	480	(500-1½)				
	36		AB	**780**-1	523	(600-1)	C	**780**-1½	523	(600-1½)
			D	**780**-1¾	523	(600-1¾)				
CIRCLING			AB	**780**-1	518	(600-1)	C	**880**-1¾	618	(700-1¾)
			D	**1180**-3	918	(1000-3)				

For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA) ELEV **1299**

WILEY POST

RADAR - 124.6 266.8 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35R		AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
			D	**1840**-1¾	541	(600-1¾)				
CIRCLING			AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
			D	**1880**-2	581	(600-2)				

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OKLAHOMA CITY, OK Amdt. 20A, OCT 30, 2002 (FAA) ELEV 1295

WILL ROGERS WORLD

RADAR - 124.6 266.8 ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35R		ABC	**1680**/40	386	(400-¾)	DE	**1680**/50	386	(400-1)
	17L		ABCDE	**1680**/60	394	(400-1¼)				
	17R		ABC	**1680**-¾	398	(400-¾)	DE	**1680**-1	398	(400-1)
	35L		ABCDE	**1680**-1¼	403	(400-1¼)				
CIRCLING			AB	**1760**-1¼	465	(500-1¼)	C	**1760**-1½	465	(500-1½)
			D	**1860**-2	565	(600-2)	E	**2240**-3	945	(1000-3)

Category D,E S-17R visibility increased ¼ mile for inoperative MALSR.
Category D,E S-35R visibility increased to RVR 6000 for inoperative ALSF.

TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF) ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 ▼

21 OCT 2010 to 18 NOV 2010

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35[1]		A	**1940**/24	649	(700-½)
			B	**1940**/40	649	(700-¾)
			C	**1940**/60	649	(700-1¼)
			D	**1940**-1½	649	(700-1½)
			E	**1940**-1¾	649	(700-1¾)
	17[2]		A	**2000**/40	733	(800-¾)
			B	**2000**/50	733	(800-1)
			C	**2000**-1¾	733	(800-1¾)
			D	**2000**-2	733	(800-2)
			E	**2000**-2¼	733	(800-2¼)
CIR[3]	35		A	**1940**-1	649	(700-1)
			B	**1940**-1¼	649	(700-1¼)
			C	**1940**-1¾	649	(700-1¾)
			D	**1980**-2¼	689	(700-2¼)
			E	**2040**-2¾	749	(800-2¾)
	17		A	**2000**-1	709	(800-1)
			B	**2000**-1¼	709	(800-1¼)
			C	**2000**-2	709	(800-2)
			D	**2000**-2¼	709	(800-2¼)
			E	**2040**-2¾	749	(800-2¾)

[1]When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. [2]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, and CAT E vis to 2½ miles. [3]CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

21 OCT 2010 to 18 NOV 2010

SC-1

TULSA, OK
TULSA INTL

Amdt.17D, MAY 16, 2000 (FAA) ELEV **677**

RADAR - 124.0 338.3 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	26		AB	**1060**-1	409	(400-1)	CD	**1060**-1¼	409	(400-1¼)
			E	**1060**-1½	409	(400-1½)				
	18R		AB	**1080**-1	413	(500-1)	CD	**1080**-1¼	413	(500-1¼)
			E	NA						
	18L		AB	**1080**/24	439	(500-½)	C	**1080**/40	439	(500-¾)
			DE	**1080**/50	439	(500-1)				
	8		AB	**1120**-1	449	(500-1)	C	**1120**-1¼	449	(500-1¼)
			DE	**1120**-1½	449	(500-1½)				
	36R		AB	**1140**/24	490	(500-½)	C	**1140**/40	490	(500-¾)
			DE	**1140**/50	490	(500-1)				
	36L		AB	**1180**-1	503	(600-1)	CD	**1180**-1½	503	(600-1½)
			E	NA						
CIRCLING			AB	**1180**-1	503	(600-1)	C	**1180**-1½	503	(600-1½)
			D	**1300**-2	623	(700-2)	E	**1300**-2¼	623	(700-2¼)

Category E circling not authorized south of runway 8-26.

21 OCT 2010 to 18 NOV 2010

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADA, OK

ADA MUNI (ADH)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17,** 300-1¼ or std. w/ min. climb of 326' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1600 before proceeding on course.
NOTE: **Rwy 13,** bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17,** tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31,** trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35,** trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

NAME	TAKE-OFF MINIMUMS

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)
ORIG 09267 (FAA)
NOTE: **Rwy 35,** terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

ALTUS AFB (KLTS)

ALTUS, OK 09295
TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

ALVA, OK

ALVA RGNL
DEPARTURE PROCEDURE: **Rwys 8, 35**, climb on runway heading to 2000 before turning.

21 OCT 2010 to 18 NOV 2010

ARDMORE, OK

ARDMORE DOWNTOWN EXECUTIVE (1F0)
AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¼ or std. with a min. climb of 344' per NM to 1200.

NOTE: **Rwy 17,** vehicles on road, 658' from DER, left and right of centerline up to 15' AGL/862' MSL. Trees beginning 25' from DER 258' left of centerline up to 61' AGL/880' MSL. Trees beginning 239' from DER, 180' right of centerline up to 32' AGL/886' MSL. **Rwy 35,** hopper 5781' from DER, 1444' left of centerline, 214' AGL/1091' MSL. Multiple trees and poles beginning 82' from DER, 34' left of centerline, up to 78' AGL/941' MSL. Multiple trees and poles beginning 256' from DER, 40' right of centerline, up to 99' AGL/941' MSL.

ARDMORE MUNI (ADM)
AMDT 1A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-2¼ or std. with a min. climb of 230' per NM to 1600. **Rwy 35,** 500-2¼ or std. with a min. climb of 300' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 354° to 1400 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 1692' from DER 288' left of centerline, up to 100' AGL/789' MSL. Trees 527' from DER, 362' right of centerline, up to 100' AGL/248' MSL. Trees beginning 1910' from DER, 184' right of centerline, up to 100' AGL/777' MSL. **Rwy 13,** trees beginning 760' from DER, 385' right of centerline, up to 100' AGL/795' MSL. Trees beginning 807' from DER, 649' left of centerline, up to 100' AGL/776' MSL. Trees 3339' from DER, 876' left of centerline, up to 100' AGL/819' MSL.

ARKADELPHIA, AR

DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: **Rwy 4,** multiple towers, trees, and railroad beginning 20' from departure end of runway, 282' left of centerline, up to 85' AGL/320' MSL. Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL. **Rwy 22,** railroad 274' from departure end of runway, 434' right of centerline, 23' AGL/212' MSL.

ASH FLAT, AR

SHARP COUNTY RGNL

NOTE: **Rwy 4,** numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22,** numerous trees beginning 548' from departure end of runway, 83' left of centerline, up to 100' AGL/759' MSL.

BARTLESVILLE, OK

BARTLESVILLE MUNI (BVO)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy17,** 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway. **Rwy 35,** 400-2¾ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35,** tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL.

BATESVILLE, AR

BATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. with a min. climb of 215' per NM to 800. **Rwy 25,** std. with a min. climb of 230' per NM to 1500, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** for climb in visual conditions: cross Batesville Rgnl Airport at or above1300.

NOTE: **Rwy 7,** tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

BENTON, AR

SALINE COUNTY RGNL (SUZ)
ORIG 07354 (FAA)

NOTE: **Rwy 2,** road plus vehicles beginning 185' from departure end of runway, 331' left of centerline, 10' AGL/394' MSL. Multiple trees beginning 357' from departure end of runway, 354' left of centerline, up to 75' AGL/474' MSL. Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSL. **Rwy 20,** multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway, 10' right of centerline, up to 69' AGL/448' MSL.

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M. THADEN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2¼ or std. with a min. climb of 270' per NM to 1700.

NOTE: **Rwy 36,** tower 1.92NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runway, 81' AGL/1356' MSL.

BLACKWELL, OK

BLACKWELL-TONKAWA MUNI (BKN)
ORIG 10266 (FAA)

NOTE: **Rwy 35,** trees beginning 50' from DER, 249' left of centerline, up to 30' AGL/1050' MSL. Road with vehicles beginning 214' from DER, 397' right of centerline, up to 15' AGL/1043' MSL.

BLYTHEVILLE, AR

ARKANSAS INTL (BYH)
ORIG 08101 (FAA)
NOTE: **Rwy 36,** tree 3301' from departure end of runway, 1188' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE MUNI (HKA)
ORIG 08157 (FAA)
NOTE: **Rwy 18,** tree 487' from departure end of runway, 345' left of centerline, 100' AGL/364' MSL. Tree 1780' from departure end of runway, 748' right of centerline, 100' AGL/364' MSL. **Rwy 36,** tree 2393' from departure end of runway, 825' right of centerline, 100' AGL/359' MSL.

BOISE CITY, OK

BOISE CITY (17K)
ORIG 09295 (FAA)
NOTE: **Rwy 22,** hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' MSL.

BRISTOW, OK

JONES MEMORIAL (3F7)
AMDT 4A 10098 (FAA)
NOTE: **Rwy 17,** T-L tower 3133' from DER, 686' right of centerline, 70' AGL/960' MSL.

BUFFALO, OK

BUFFALO MUNI (BFK)
ORIG 10154 (FAA)
NOTE: **Rwy 17,** vehicles on roadway, at DER, 458' right of centerline, up to 17' AGL/1816' MSL. Trees beginning 907' from DER, left and right of centerline, up to 40' AGL/1829' MSL. **Rwy 35,** vehicles on roadway, 30' from DER, 467' left of centerline, up to 17' AGL/1846' MSL. Vehicles on roadway, 776' from DER, left and right of centerline, up to 17' AGL/1846' MSL.

CARLISLE, AR

CARLISLE MUNI (4M3)
ORIG 08157 (FAA)
NOTE: **Rwy 9,** trees 2966' from departure end of runway, 1135' right of centerline, 100' AGL/339' MSL. Building 82' from departure end of runway, 331' left of centerline, 20' AGL/264' MSL. Building 781' from departure end of runway, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18,** trees 306' from departure end of runway, across centerline, up to 100' AGL/344' MSL. Road 674' from departure end of runway, across centerline, 17' AGL/262' MSL. **Rwy 27,** trees 2668' from departure end of runway, 516' right of centerline, 100' AGL/344' MSL. **Rwy 36,** road 396' from departure end of runway, across centerline, 15' AGL/259' MSL.

CHANDLER, OK

CHANDLER RGNL
NOTE: **Rwy 35,** tree 1000' from departure end of runway, on centerline, 67' AGL/1029' MSL.

CLAREMORE, OK

CLAREMORE RGNL (GCM)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 300' per NM to 1100.
NOTE: **Rwy 17,** terrain 207' from DER, 385' left of centerline, 749' MSL. Ground 451' from DER, 505' left of centerline, 753' MSL. Terrain 208' from DER, 106' right of centerline, 739' MSL. **Rwy 35,** tree 6601' from DER, 1918' left of centerline, 100' AGL/949' MSL. Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL. Tree 1571' from DER, 558' right of centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL. Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

CLARKSVILLE, AR

CLARKSVILLE MUNI
TAKE-OFF MINIMUMS: **Rwy 9**, 400-2
DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)
ORIG 08325 (FAA)
NOTE: **Rwy 5,** numerous trees left and right of centerline, beginning 2' from departure end of runway, up to 100' AGL/1399' MSL. **Rwy 23,** numerous trees left and right of centerline, beginning 38' from departure end of runway, up to 100' AGL/1359' MSL.

CLINTON, OK

CLINTON RGNL
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles. **Rwy 35,** 300-1 or std. w/ min. climb of 408' per NM to 2000.
NOTE: **Rwy 35,** tower 4403' from departure end of runway, 1625' left of centerline, 230' AGL/1780' MSL.

CLINTON-SHERMAN (CSM)
ORIG 08325 (FAA)
NOTE: **Rwy 17L,** tree 655' from departure end of runway, 317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R,** tree 1275' from departure end of runway, 620' right of centerline, 35' AGL/1954' MSL. **Rwy 35R,** control tower 2797' from departure end of runway, 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from departure end of runway, 289' right of centerline, 76' AGL/1995' MSL.

CONWAY, AR

DENNIS F. CANTRELL FIELD (CWS)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA at night. **Rwy 26,** 200-1 or std. w/ min. climb of 346' per NM to 600. **Rwy 36,** 400-2½ or std. w/ min. a minimum climb of 289' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 358° to 900 before proceeding on course.

NOTE: **Rwy 8,** trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of centerline, up to 100' AGL/399' MSL. Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL. **Rwy 18,** silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway, 888' right of centerline, up to 100' AGL/399' MSL. **Rwy 26,** antenna 2003' from departure end of runway, 932' right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. **Rwy 36,** tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right of centerline, 186' AGL/687'. Trees beginning 2016' from departure end of runway, 340' right of centerline, up to 100' AGL/ 409' MSL. Trees and towers beginning 4368' from departure end of runway, 964' left of centerline, up to 119' AGL/428' MSL.

CUSHING, OK

CUSHING MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29,** NA. **Rwy 36,** 400-2 or std. with a min. climb of 210' per NM to 1400.

DEPARTURE PROCEDURES: **Rwy 36,** climb via heading 360° to 1400' before turning left.

NOTE: **Rwy 36,** tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

DE QUEEN, AR

J. LYNN HELMS SEVIER COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 310' per NM to 800.

DECATUR, AR

CRYSTAL LAKE

TAKE-OFF MINIMUMS: **Rwy 13**, NA-obstacles.

NOTE: **Rwy 31,** railroad 208' from departure end of runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231' MSL.

DUMAS, AR

BILLY FREE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

DUNCAN, OK

HALLIBURTON FIELD (DUC)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 500-2¼, or std. with a min. climb of 280' per NM to 1700.

NOTE: **Rwy 17,** multiple power poles beginning 978' from DER, 702' left of centerline, up to 60' AGL/1129' MSL. Multiple power poles beginning 945' from DER, 613' right of centerline, up to 60' AGL/1149' MSL. Multiple trees beginning 1704' from DER, 769' left of centerline, up to 100' AGL/1169' MSL. **Rwy 35,** multiple trees beginning 1934' from DER, left to right of centerline, up to 100' AGL/1219' MSL. Bush 7' from DER, 445' right of centerline, 9' AGL/1119' MSL. Tower 1.92 NM from DER, 2453' left of centerline, 362' AGL/ 1471' MSL.

DURANT, OK

EAKER FIELD (DUA)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 500-3 or std. w/ min. climb of 203' per NM to 1200, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.

NOTE: **Rwy 17,** tree 305' from DER, 553' left of centerline, 100' AGL/799' MSL. **Rwy 35,** tree 346' from DER, 568' right of centerline, 100' AGL/809' MSL. Tree 535' from DER, 585' left of centerline, 100' AGL/809' MSL. Tower 2.4 NM from DER, 420' left of centerline, 420' AGL/1073' MSL.

EL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN FIELD

TAKE-OFF MINIMUMS: **Rwys 13,22,31,35,** 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600, then climb on course.

EL RENO, OK

EL RENO RGNL (RQO)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18, 36,** NA-Environmental. **Rwy 35,** 200-1 or std. w/ min. climb of 300' per NM to 1700.

NOTE: **Rwy 17,** vehicle on road 444' from departure end of runway, on centerline, 17' AGL/1436' MSL. **Rwy 35,** powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.

ELK CITY, OK

ELK CITY RGNL BUSINESS

NOTE: **Rwy 35,** multiple trees beginning 43' from departure end of runway, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100' AGL/2119' MSL.

ENID, OK

ENID WOODRING RGNL (WDG)
AMDT 3A 09267 (FAA)

NOTE: **Rwy 13,** trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. **Rwy 35,** fence 218' from DER, 491' right of centerline, 8' AGL/1175' MSL. Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/ 1190' MSL.

FAIRVIEW, OK

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 270' per NM to 1700.

FAYETTEVILLE, AR

DRAKE FIELD (FYV)
AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 501' per NM to 1800 or 400-1¼ w/ min. climb of 360' per NM to 1900 or 1600-2½ for climb in visual conditions. **Rwy 34,** 300-1 or std. w/ min. climb of 648' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course. **Rwy 34,** climb heading 344° to 2700 before proceeding on course.

NOTE: **Rwy 16,** multiple trees, road, fence, light poles, terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL. Multiple trees beginning 825' from departure end of runway, 13' right of centerline, up to 105' AGL/1438' MSL. **Rwy 34,** multiple trees, road, fence, light poles, terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL. Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway, 319' right of centerline, up to 59' AGL/1540' MSL.

FAYETTEVILLE/SPRINGDALE/ROGERS, AR

NORTHWEST ARKANSAS RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 500-2 ¾ or std. with a min. climb of 227' per NM to 1900.

NOTES: **Rwy 16,** trees 1985' from departure end of runway, 1020' right of centerline, up to 100' AGL/1321' MSL. **Rwy 34,** tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.

FLIPPIN, AR

MARION COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

FORREST CITY, AR

FORREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 290' per NM to 900.

FORT SMITH, AR

FORT SMITH RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 353' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19,** 200-1¼ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway. **Rwy 25,** 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from departure end of runway, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. **Rwy 7,** terrain 835' from departure end of runway, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from departure end of runway, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41' AGL/640' MSL. **Rwy 19,** vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/ 474' MSL. Pole 1949' from departure end of runway, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25,** pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610' MSL.

FREDERICK, OK

FREDERICK RGNL (FDR)
ORIG 10266 (FAA)

NOTE: **Rwy 3,** vehicles on road 425' from DER, 231' right of centerline, 15' AGL/1269' MSL. **Rwy 12,** vehicles on road 404' from DER, 229' left of centerline, 15' AGL/1254' MSL.

GOLDSBY, OK
DAVID JAY PERRY
NOTE: **Rwy 13,** trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. **Rwy 31,** tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35,** tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/1194' MSL.

GROVE, OK
GROVE MUNI (GMJ)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 200-1¼ or std. w/ min. climb of 271' per NM to 1100.
NOTE: **Rwy 18,** building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from departure end of runway, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36,** rising terrain beginning 30' from departure end of runway, 277' left of centerline, up to 826' MSL. Pole 316' from departure end of runway, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from departure end of runway, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from departure end of runway, 49' right of centerline, up to 85' AGL/884' MSL.

GUTHRIE, OK
GUTHRIE-EDMOND RGNL (GOK)
AMDT 1 09351 (FAA)
NOTE: **Rwy 16,** trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

GUYMON, OK
GUYMON MUNI
TAKE-OFF MINIMUMS: **Rwys 6, 24**, 600-2.
DEPARTURE PROCEDURE: **Rwys 18,36**, climb runway heading to 3700 before turning.

HARRISON, AR
BOONE COUNTY
TAKE-OFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.
DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

HELENA/WEST HELENA, AR
THOMPSON-ROBBINS
TAKE-OFF MINIMUMS: **Rwy 8,** 400-2 or std. with a min. climb of 250' per NM to 700.

HENRY POST AAF (KFSI)
FORT SILL, OK 10098
Rwy 17, Standard
Rwy 35, Standard
DEPARTURE PROCEDURE:
Rwy 35, Climb heading 008° to 2200 before proceeding on course.
TAKE-OFF OBSTACLES: **Rwy 17:** Street light 30' AGL/1226' MSL, 1589' from DER, 862' right of centerline. Street light 30' AGL/1210' MSL, 1139' from DER, 786' right of centerline. Trees 50' AGL/1198' MSL, 951' from DER, 671' right of centerline. Trees 50' AGL/1221' MSL, 2151' from DER, 35' left of centerline. Trees 50' AGL/1229' MSL, 2488' from DER, 296' right of centerline.

HENRYETTA, OK
HENRYETTA MUNI (F10)
AMDT 3 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 312' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 356° to 1300 before proceeding on course.
NOTE: **Rwy 18,** numerous trees beginning 778' from DER, 177' left of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 335' from DER, 22' right of centerline, up to 100' AGL/959' MSL. **Rwy 36,** tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 33' AGL/1223' MSL.

HOBART, OK
HOBART RGNL (HBR)
AMDT 1 08073 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA-Environmental.
NOTE: **Rwy 35,** Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

HOPE, AR
HOPE MUNI (M18)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Rwy closed indefinitely.
NOTE: **Rwy 16,** tree 1395' from DER, 695' left of centerline, 70' AGL/409' MSL. Tree 1307' from DER, 842' right of centerline, 70' AGL/399' MSL. Tree 2217' from DER, on centerline, 70' AGL/399' MSL. **Rwy 34,** trees beginning 504' from DER, 113' right of centerline, up to 70' AGL/460' MSL. Trees beginning 1173' from DER, 59' left of centerline, up to 70' AGL/457' MSL. Bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL. Fence 410' from DER, 90' right of centerline, 11' AGL/370' MSL. Terrain 43' from DER, 448' left of centerline, 365' MSL.

HOT SPRINGS, AR

MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 31**, 1100-3 or std. with a min. climb of 700' per NM to 1700. **Rwy 5**, 1100-3 or std. with a min climb of 820' per NM to 1700. **Rwy 13**, 300-1 or std. with a min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via HOT R-065, continue climb to 1700 before departing on course. **Rwys 13,23,31**, climb on runway heading to 1700 before departing on course.

IDABEL, OK

MC CURTAIN COUNTY RGNL

NOTE: **Rwy 2,** trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL.

JONESBORO, AR

JONESBORO MUNI (JBR)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.

NOTE: **Rwy 5,** multiple trees beginning 872' from departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway, 557' left of centerline, 64' AGL/315' MSL. **Rwy 13,** multiple trees and poles beginning 356' from departure end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of centerline, up to 19' AGL/275' MSL. **Rwy 23,** multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.

LAKE VILLAGE, AR

LAKE VILLAGE MUNI (M32)

ORIG 10042 (FAA)

NOTE: **Rwy 1,** trees beginning 1184' from DER, left and right of centerline, up to 100' AGL/229' MSL. **Rwy 19,** trees beginning 654' from DER, left and right of centerline, up to 100' AGL/229' MSL.

LAWTON, OK

LAWTON-FT SILL RGNL (LAW)

ORIG 10042 (FAA)

NOTE: **Rwy 17,** tree 1709' from DER, 870' left of centerline, 60' AGL/1119' MSL. Tree 918' from DER, 733' right of centerline, 31' AGL/1098' MSL. **Rwy 35,** tree 2377' from DER, 802' left of centerline, 60' AGL/1179' MSL.

LITTLE ROCK, AR

ADAMS FIELD (LIT)

AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 391' per NM to 600. **Rwy 22L,** 300-1¾ or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 22R,** 300-2 or std. w/ min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE**: Rwy 22R,** climb heading 225° to 1100 before turning right. **Rwy 36,** climb heading 360° to 800 before turning left.

NOTE: **Rwy 4L,** tree 1784' from departure end of runway, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R,** tree 3337' from departure end of runway, 1050' right of centerline, 100' AGL/349' MSL. **Rwy 18,** trees beginning 1147' from departure end of runway, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from departure end of runway, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from departure end of runway, 371' right of centerline, 88' AGL/399' MSL. Train 60' from departure end of runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from departure end of runway, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from departure end of runway, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L,** trees, beginning 782' from departure end of runway, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from departure end of runway, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from departure end of runway, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from departure end of runway, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from departure end of runway, 503' right of centerline, 100' AGL/295' MSL. **Rwy 22R,** trees beginning 1236' from departure end of runway, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36,** trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.

LITTLE ROCK AFB (KLRF)

JACKSONVILLE, AR 08045

DEPARTURE PROCEDURE: **Rwy 25:** Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from departure end of rwy, 2248' left of centerline.

TAKE-OFF OBSTACLES: Rwy 07: Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 07** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25**: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

MADILL, OK

MADILL MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-3 or std. with a min. climb of 325' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2600 before turning southbound. **Rwy 18**, plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

MAGNOLIA, AR

MAGNOLIA MUNI

NOTE: **Rwy 18,** 100' AGL tree 1950' from departure end of runway, 350' left of centerline.

MALVERN, AR

MALVERN MUNI

NOTE: **Rwy 4,** multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22,** multiple trees and powerlines beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/ 604' MSL.

MANILA, AR

MANILA MUNI (MXA)

ORIG 10294 (FAA)

NOTE: **Rwy 18,** vehicle on road 439' from DER, 10' left of centerline, 15' AGL/255' MSL. Trees beginning 1796' from DER, 43' left of centerline, up to 100' AGL/344' MSL. Trees 1791' from DER, 139' right of centerline, up to 100' AGL/344' MSL. **Rwy 36,** multiple trees beginning 1091' from DER, 43' left of centerline, up to 100' AGL/344' MSL.

MARIANNA, AR

MARIANNA/LEE COUNTY - STEVE EDWARDS FIELD (6M7)

ORIG 10210 (FAA)

NOTE: **Rwy 18,** numerous poles beginning 85' from DER, 372' right of centerline, up to 52' AGL/269' MSL. Trees 1161' from DER, 530' right of centerline, up to 63' AGL/280' MSL. **Rwy 36,** trees beginning at DER, 483' left of centerline, up to 55' AGL/276' MSL. Trees 717' from DER, 682' right of centerline, up to 52' AGL/266' MSL.

MC ALESTER, OK

MC ALESTER RGNL (MLC)

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20,** 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2,** light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/ 828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20,** multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

MELBOURNE, AR

MELBOURNE MUNI-JOHN E MILLER FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1¼ or std. with a min. climb of 211' per NM to 1000.

NOTE: **Rwy 21,** water tank 1.1 NM from departure end of runway, 49' left of centerline, 105' AGL/939' MSL.

MENA, AR

MENA INTERMOUNTAIN MUNI

TAKE-OFF MINIMUMS:**Rwy 9,** std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17,** std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27,** std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35,** for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.

NOTE: **Rwy 27,** trees 2.01 NM from departure end of runway, on centerline, 100' AGL/1759' MSL.

MONTICELLO, AR

MONTICELLO MUNI/ELLIS FIELD (LLQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 200-1¼ or std. w/ min. climb of 436' per NM to 600.

NOTE: **Rwy 3,** tree 278' from departure end of runway, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from departure end of runway, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21,** tree 3687' from departure end of runway, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607' right of centerline, up to 100' AGL/399' MSL. Powerline 5621' from departure end of runway, 994' right of centerline, 79' AGL/458' MSL. Powerline 4504' from departure end of runway, 1652' right of centerline, 79' AGL/388' MSL.

MORRILTON, AR

MORRILTON MUNI (BDQ)

ORIG-A 08129 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27,** For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 9,** trees beginning 321' from departure end of runway, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from departure end of runway, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27,** trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from departure end of runway, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2 or std. with a min. climb of 420'per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

MOUNTAIN HOME, AR

OZARK RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right. **Rwy 23,** turn left: **All aircraft** proceed direct via FLP VOR/DME then climb on course.

MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

MULDROW AHP (KHMY)

LEXINGTON, OK . . . . . ORIG, 08213

TAKE-OFF OBSTACLES: **Rwy 17,** trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35,** trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

MUSKOGEE, OK

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 22,** 200-1½ or std. w/ min. climb of 436' per NM to 900. **Rwy 31,** 300-1½ or std. w/ min. climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 22,** tree 3637' from departure end of runway, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31,** tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

NEWPORT, AR

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: **Rwy 22,** building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36,** trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: **Rwy 3,** multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. **Rwy 21,** terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. **Rwy 35,** multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI

NOTE: **Rwy 5,** 80' AGL tree 360' from departure end of runway, 500' right of centerline. **Rwy 35,** 45' AGL trees 650' from departure end of runway, 300' left of centerline; 85' AGL tree 700' from departure end of runway, 600' right of centerline.

OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI

NOTE: **Rwy 17R,** multiple trees beginning 43' from departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L,** bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

SUNDANCE AIRPARK (HSD)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 171° to 1700 before proceeding on course.

NOTE: **Rwy 17,** multiple trees 134' from DER, 237' left of centerline, up to 45' AGL/1238' MSL. Building 442' from DER, 472' left of centerilne, 22' AGL/1215' MSL. Tower 4132' from DER, 561' left of centerline, 109' AGL/1334' MSL. Tower 4808' from DER, 109' right of centerline, 109' AGL/1341' MSL. **Rwy 35,** multiple trees 131' from DER, 330' left of centerline, up to 34' AGL/1187' MSL.

WILL ROGERS WORLD

NOTE: **Rwy 35L,** post 47' from departure end of runway, 495' left of centerline, 14' AGL/1287' MSL. **Rwy 36,** obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295' MSL.

21 OCT 2010 to 18 NOV 2010

OKLAHOMA CITY, OK (CON'T)

WILEY POST (PWA)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L,** 200-1 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 127° to 2300 before turning left. **Rwys 35L,35R,** climb heading 352° to 1900 before turning right.

NOTE: **Rwy 13,** multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL. Multiple hangars 466' from departure end of runway, 465' left of centerline, 17' AGL/1316' MSL. Multiple hangars 1348' from departure end of runway, 604' right of centerline, 35' AGL/1334' MSL. **Rwy 17L,** multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL. Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/1345' MSL. **Rwy 17R,** windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL. **Rwy 31,** road with vehicle 556' from departure end of runway, 319' left of centerline, 15' AGL/1289' MSL. **Rwy 35L,** multiple trees 706' from departure end of runway, 560' left of centerline, 50' AGL/1329' MSL. Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366' MSL.

OKMULGEE, OK

OKMULGEE RGNL

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 356° to 1600 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL 779' MSL.

OSCEOLA, AR

OSCEOLA MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

NOTE: **Rwy 1,** 180' AGL antenna 3003' from departure end of runway, 20' right of centerline.

OZARK, AR

OZARK-FRANKLIN COUNTY (7M5)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1½ or std. w/ min. climb of 492' per NM to 1200. **Rwy 22,** std. w/ min. climb of 245' per NM to 1400, or 900 - 2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course. **Rwy 22,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual conditions cross Ozark-Franklin County airport southwest bound at or above 1400 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

NOTE: **Rwy 4,** tower 6713' from DER, 470' left of centerline, 995' MSL/205' AGL. Multiple trees and terrain beginning 27' from DER, 5' right of centerline, up to 50' AGL/849' MSL. Multiple trees and terrain beginning 42' from DER, 87' left of centerline, up to 50' AGL/909' MSL. Tank 582' from DER, 521' left of centerline, 13' AGL/678' MSL. Tower 57' from DER, 404' right of centerline, 34' AGL/687' MSL. **Rwy 22,** multiple trees beginning 159' from DER, 59' right of centerline, up to 50' AGL/949' MSL. Multiple trees beginning 154' from DER, 59' left of centerline, up to 50' AGL/909' MSL.

PARAGOULD, AR

KIRK FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26,** NA-unsurveyed turf runways. **Rwy 22,** 200-1.

NOTE: **Rwy 4,** tank 5070' from departure end of runway, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22,** sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of runway, on centerline, 295' MSL.

PAULS VALLEY, OK

PAULS VALLEY MUNI (PVJ)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1½ or std. w/ min. climb of 282' per NM to 1300, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1200' prior to DER.

NOTE: **Rwy 12,** tank 1.13 NM from DER, 2259' right of centerline, 200' AGL/1130' MSL. **Rwy 35,** tree 1247' from DER, 364' right of centerline, 100' AGL/1040' MSL.

PONCA CITY, OK

PONCA CITY RGNL (PNC)

ORIG 07354 (FAA)

NOTE: **Rwy 17,** multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35,** antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from departure end of runway, 350' right of centerline 50' AGL/1030' MSL.

POTEAU, OK

ROBERT S. KERR

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2500 before turning on course. **Rwy 36,** climb runway heading to 2800 before turning on course.

NOTE: **Rwy 36,** cross departure end of runway at or above 16' AGL/461' MSL.

PRYOR, OK

MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb to 1400 before turning on course.

ROGERS, AR

ROGERS MUNI-CARTER FIELD

NOTES: **Rwy 20**, multiple towers and trees beginning 393' from departure end of runway, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from departure end of runway, 81' left of centerline, up to 108' AGL/1469' MSL.

RUSSELLVILLE, AR

RUSSELLVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25,** 1800-3 or std. with a min. climb of 230' per NM to 2200.

NOTE: **Rwy 7,** building, 3192' from departure end of runway, 204' left of centerline, 50' AGL/520' MSL.

SALLISAW, OK

SALLISAW MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 210' per NM to 1000. **Rwy 35,** 700-2 or std. with a min. climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1000 before turning. **Rwy 35,** climbing left turn to 1500 on heading 180° before proceeding on course.

SAND SPRINGS, OK

WILLIAM R. POGUE MUNI (OWP)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 169° to 2500 before turning left. **Rwy 35,** climb heading 349° to 2500 before turning right.

NOTE: **Rwy 17,** trees beginning 75' from DER, 121' left and right of centerline, up to 100' AGL/940' MSL. Vehicles 83' from DER, 35' left and right of centerline, 15' AGL/905' MSL. **Rwy 35,** vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL. Trees 1.24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

SEMINOLE, OK

SEMINOLE MUNI

NOTE: **Rwy 16,** powerline 419' from departure end of runway, 403' left of centerline, 46' AGL/1025' MSL.

SHAWNEE, OK

SHAWNEE RGNL (SNL)

ORIG 10210 (FAA)

NOTE: **Rwy 17,** multiple trees 620' from DER, 176' left of centerline, up to 41' AGL/1111' MSL. Multiple light poles 1408' from DER, 650' left of centerline, up to 39' AGL/1109' MSL. Multiple trees 165' from DER, 85' right of centerline, up to 43' AGL/1103' MSL. **Rwy 35,** tree 93' from DER, 499' left of centerline, 15' AGL/1075' MSL.

SILOAM SPRINGS, AR

SMITH FIELD

NOTE: **Rwy 18,** light pole 1320' from departure end of runway, 358' right of centerline, 31' AGL/1209' MSL. Trees 795' from departure end of runway, 354' left of centerline, up to 25' AGL/1197' MSL. Trees 1272' from departure end of runway, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36,** power pole 1185' from departure end of runway, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from departure end of runway, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

SPRINGDALE, AR

SPRINGDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1900 prior to turning on course or as directed by ATC.

NOTE: **Rwy 36,** 70' AGL/1422' MSL trees 4406' from departure end of runway, 522' right of centerline. 70' AGL/1409' MSL trees 2734' from departure end of runway, 325' right of centerline. 70' AGL/1403' MSL trees 2783' from departure end of runway, 42' right of centerline. 70' AGL/1418' MSL trees 3075' from departure end of runway, 329' right of centerline. 70' AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

STUTTGART, AR

STUTTGART MUNI

NOTE: **Rwy 18,** tree 108' from departure end of runway, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27,** tree 188' from departure end of runway, 152' left of centerline, 7' AGL/227' MSL.

TAHLEQUAH, OK

TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 345' per NM to 1200.

NOTE: **Rwy 17,** trees beginning 80' from departure end of runway, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from departure end of runway, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from departure end of runway, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35,** poles and trees beginning 23' from departure end of runway, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from departure end of runway, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from departure end of runway, 889' left centerline, 24' AGL/1024' MSL.

21 OCT 2010 to 18 NOV 2010

TEXARKANA, AR

TEXARKANA RGNL-WEBB FIELD (TXK)
AMDT 4 07354 (FAA)

NOTE: **Rwy 4,** multiple trees 881' from departure end of runway, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13,** multiple trees 21' from departure end of runway, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from departure end of runway, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from departure end of runway, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22,** multiple trees beginning 122' from departure end of runway, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from departure end of runway, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31,** vehicle on road 346' from departure end of runway, on centerline, 15' AGL/391' MSL. Multiple trees 535' from deaprture end of runway, 124' left of centerline, 60' AGL/391' MSL. Mutliple trees beginning 454' from departure end of runway, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL

TINKER AFB (KTIK),

OKLAHOMA CITY, OK 09043

DEPARTURE PROCEDURE: **Rwy 30,** climb on track 306° to 4000 prior to executing a right turn, left turns may be initiated at 1800. **Rwy 35,** intercept TIK R-354 climbing to 4000 prior to executing left turn.

TAKE-OFF OBSTACLES: **Rwy 30,** Trees 47' AGL/1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/1245' MSL, 2862' from DER, 1641' right of centerline.

TULSA, OK

RICHARD LLOYD JONES JR (RVS)
AMDT 6 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1¾ or std. w/ min. climb of 470' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 1L, 1R,** climb heading 007° to 1400 before proceeding on course. **Rwy 13,** climb heading 127° to 1400 before proceeding on course. **Rwys 19L, 19R,** climb heading 187° to 1400 before proceeding on course. **Rwy 31,** climb heading 307° to 1700 before proceeding on course.

NOTE: **Rwy 1L,** tree 1492' from departure end of runway, 627' right of centerline, 81' AGL/700' MSL **Rwy 1R,** railroad 163' from departure end of runway, 226' right of centerline, 23' AGL/669' MSL. Tree 250' from departure end of runway, 236' right of centerline, 45' AGL/669' MSL. Pole 582' from departure end of runway, 330' right of centerline, 49' AGL/673' MSL. Pole 992' from departure end of runway, 117' right of centerline, 40' AGL/664' MSL. Tree 1844' from departure end of runway, 74' left of centerline, 81' AGL/700' MSL. **Rwy 13,** building 717' from departure end of runway, 514' right of centerline, 25' AGL/641' MSL. Tree 1961' from departure end of runway, 92' left of centerline, 50' AGL/679' MSL. Tree 2021' from departure end of runway, 461' right of centerline, 76' AGL/695' MSL. Tree 2287' from departure end of runway, 102' right of centerline, 79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL. Tree 2697' from departure end of runway, 323' right of centerline, 90' AGL/709' MSL. Trees beginning 2292' from departure end of runway, 655' right of centerline, up to 100' AGL/729' MSL. **Rwy 19L,** tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL. Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. **Rwy 19R,** tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. **Rwy 31,** hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372' from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL. Transmission line towers beginning 2732' from departure end of runway, 28' right of centerline, up to 107' AGL/773' MSL.

21 OCT 2010 to 18 NOV 2010

TULSA, OK (CON'T)

TULSA INTL (TUL)

AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 26,** climb on a heading between 289°CW to 083° from DER, or minimum climb of 222' per NM to 2900 for headings 084° through 288°.

NOTE: **Rwy 18R,** vehicle on road 200' from DER, 419' right of centerline, 15' AGL/687' MSL. Antenna on building 549' from DER, 447' left of centerline, 22' AGL/692' MSL. Building 411' from DER, 574' right of centerline, 39' AGL/699' MSL. Sign 1151' from DER, 757' right of centerline, 46' AGL/720' MSL. Building 2847' from DER, 690' right of centerline, 118' AGL/788' MSL.**Rwy 26,** antenna and building 1031' from DER, 745' left of centerline, up to 53' AGL/708' MSL. Tree 1544' from DER, 425' left of centerline, 53' AGL/713' MSL. **Rwy 36L,** trees 726' from DER, 608' right of centerline, 69' AGL/659' MSL. Trees 822' from DER, 596' left of centerline, 82' AGL/672' MSL.

VANCE AFB (KEND)

ENID, OK 09323

TAKE-OFF OBSTACLES:

Rwy 17C: Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on centerline.

Rwy 17L: Terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

Rwy 17R: Barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline.

Rwy 35C: Barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline.

Rwy 35L: Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline.

Rwy 35R: Wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

WAGONER, OK

HEFNER-EASLEY (H68)

ORIG 08045 (FAA)

NOTE: **Rwy 36,** Multiple trees beginning 167' from departure end of runway, 544' right of centerline, up to 100' AGL/709' MSL.

WATONGA, OK

WATONGA RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.

NOTE: **Rwy 17,** vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from departure end of runway, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35,** trees beginning 3318' from departure end of runway, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from departure end of runway, 471' right of centerline, 15' AGL/1584' MSL.

WEATHERFORD, OK

THOMAS P. STAFFORD

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 17,** truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL.**Rwy 35,** tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** NOTE: 101' AGL trees 2155' from departure end of rwy, 196' right of centerline.

WOODWARD, OK

WEST WOODWARD

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 3100 before proceeding on course.

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 6203
CH 61012 W17A	174°	TDZE 1016
		Apt Elev 1016

RNAV (GPS) RWY 17

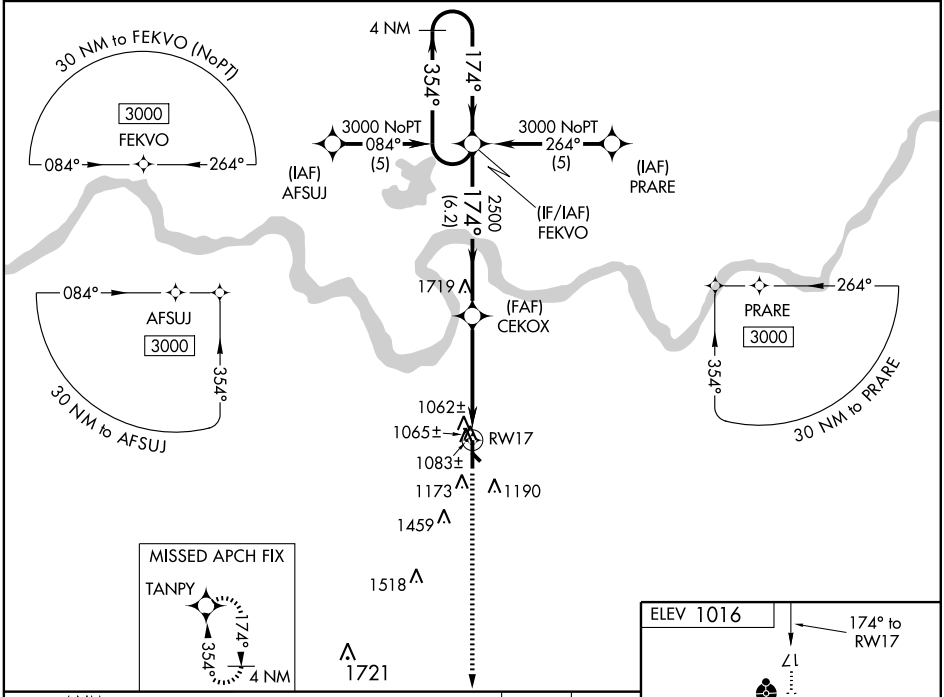
ADA MUNI (ADH)

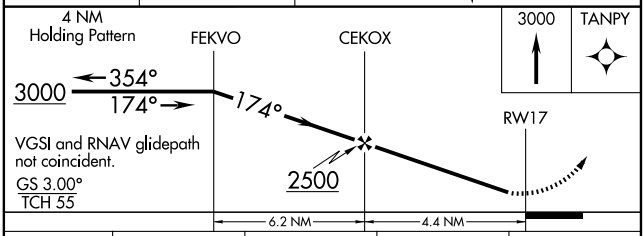
Inoperative table does not apply. For uncompensated Baro-VNAV systems,LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night. Baro-VNAV NA when using Seminole altimeter setting. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

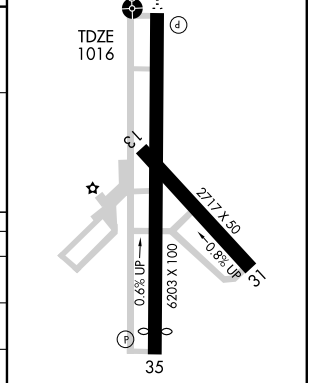
ODALS

MISSED APPROACH: Climb to 3000 direct TANPY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1304-1 288 (300-1)			NA
LNAV/VNAV DA	1335-1 319 (400-1)			NA
LNAV MDA	1380-1 364 (400-1)			NA
CIRCLING	1520-1 504 (600-1)		1520-1½ 504 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 6103
CH 70412	354°	TDZE 995
W35A		Apt Elev 1016

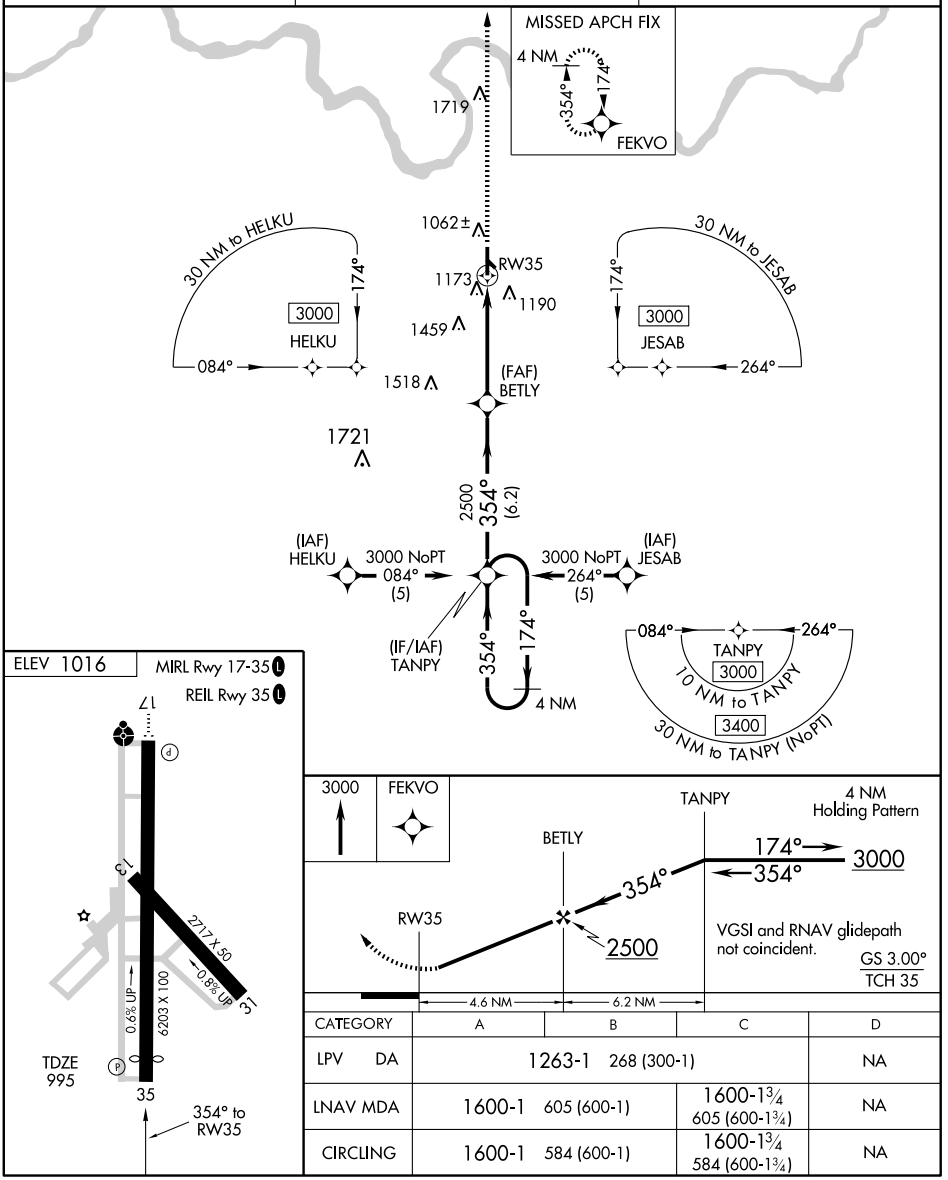
RNAV (GPS) RWY 35

ADA MUNI (ADH)

Circling to Rwy 31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEKVO and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1263-1 268 (300-1)			NA
LNAV MDA	1600-1 605 (600-1)		1600-1¾ 605 (600-1¾)	NA
CIRCLING	1600-1 584 (600-1)		1600-1¾ 584 (600-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

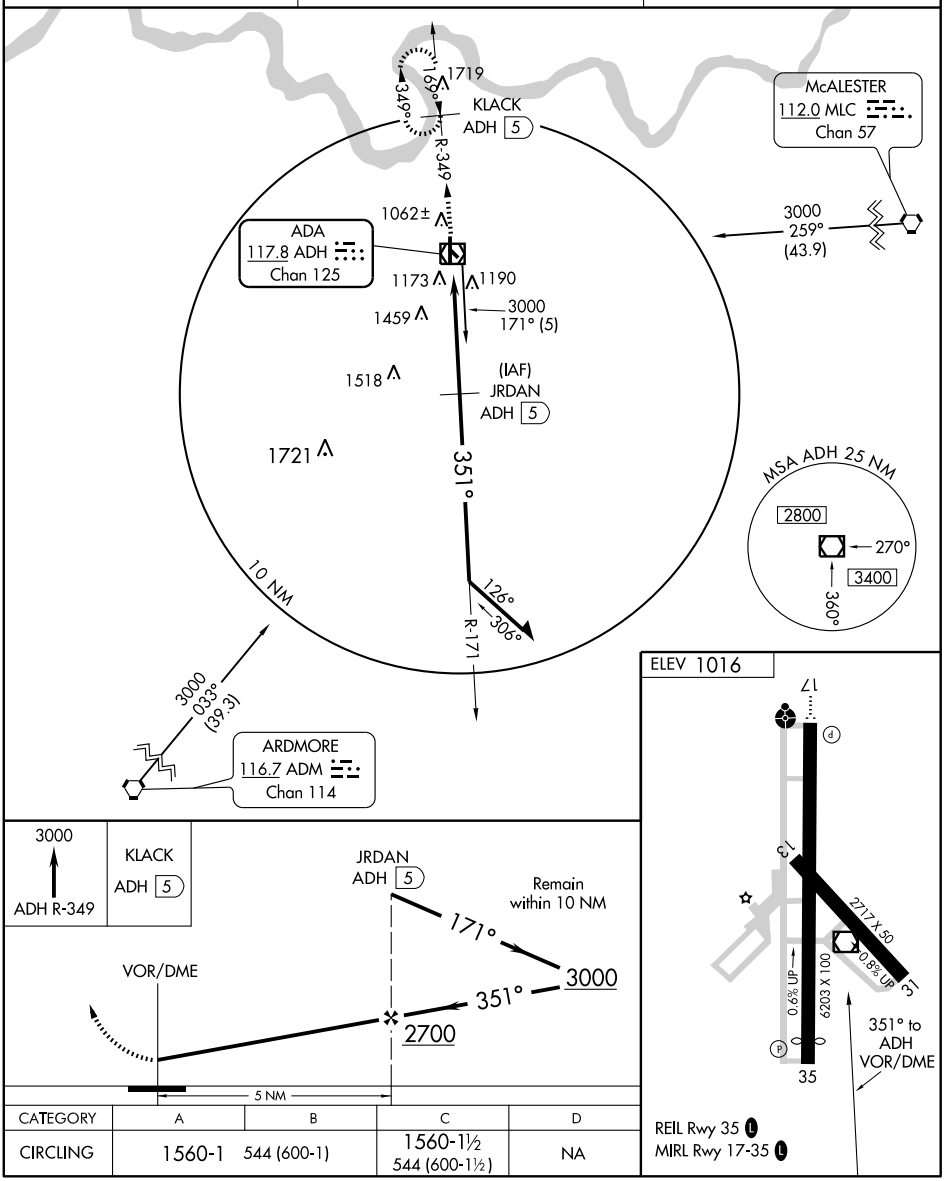
VOR/DME ADH	APP CRS	Rwy Idg	N/A
117.8	351°	TDZE	N/A
Chan 125		Apt Elev	1016

VOR/DME-A
ADA MUNI (ADH)

T
A NA — Circling to Rwy 31 not authorized at night.

MISSED APPROACH: Climb to 3000 via ADH R-349 to KLACK/5 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1560-1 544 (600-1)		1560-1½ 544 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ADH	APP CRS	Rwy Idg	6103
117.8	169°	TDZE	1016
Chan 125		Apt Elev	1016

VOR/DME RWY 17

ADA MUNI (ADH)

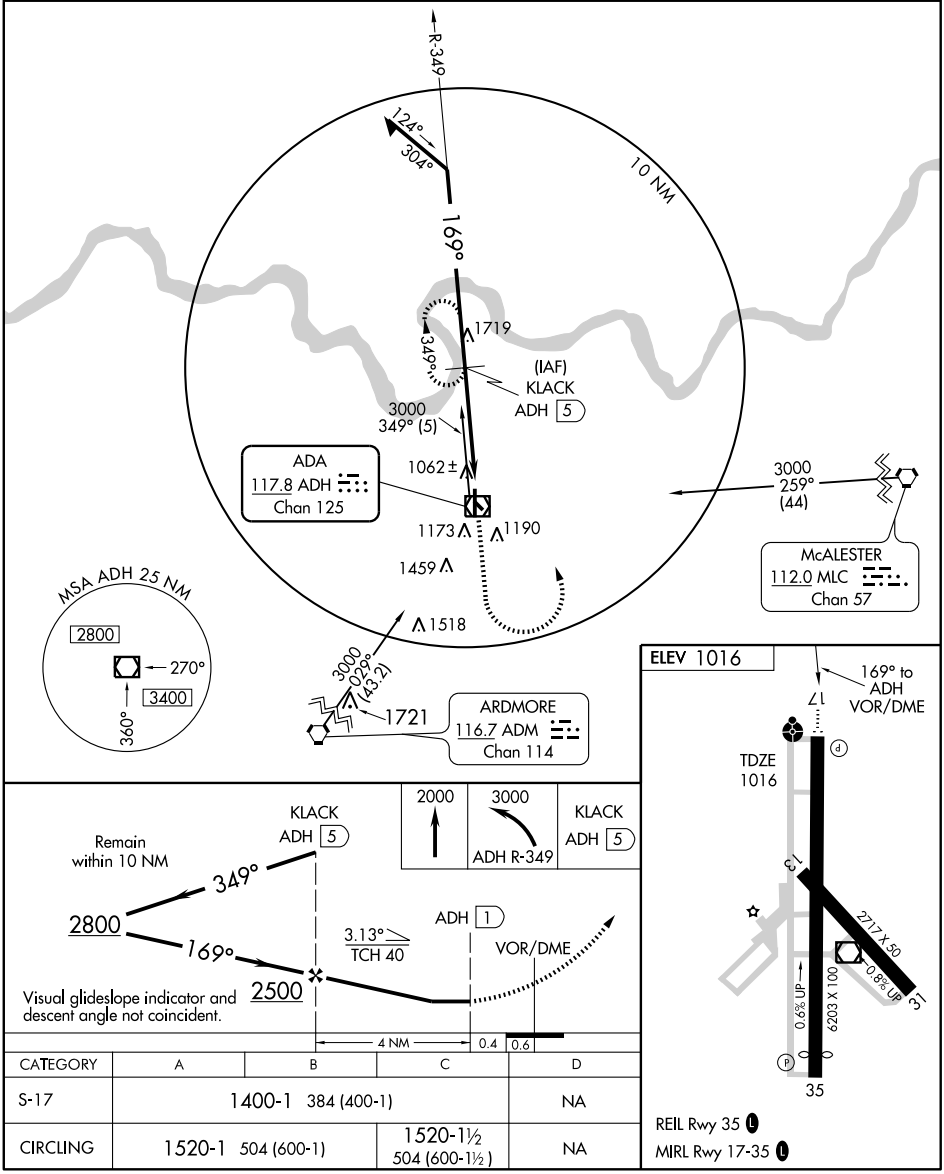
NA

Circling to Rwy 31 not authorized at night.

ODALS

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via ADH R-349 to KLACK 5 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	1400-1 384 (400-1)			NA
CIRCLING	1520-1 504 (600-1)		1520-1½ 504 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5501
CH 86216	172°	TDZE	1433
W17A		Apt Elev	1433

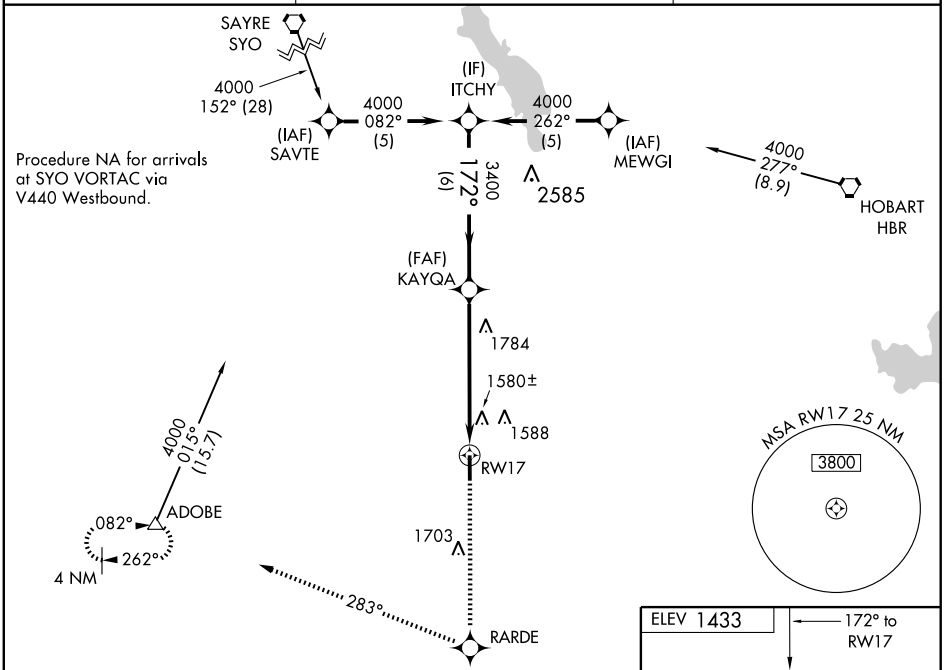
RNAV (GPS) RWY 17

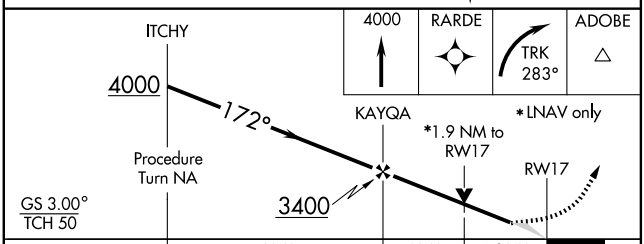
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

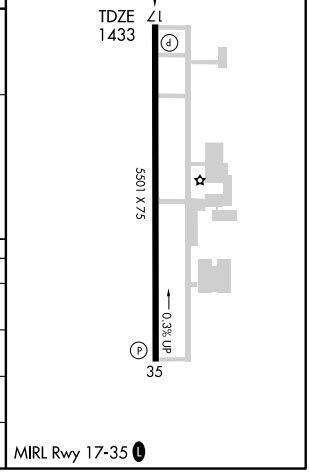
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat B and Circling Cat B visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

MISSED APPROACH: Climb to 4000 direct RARDE and right turn via track 283° to ADOBE and hold.

AWOS-3	ALTUS APP CON★	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1713-1 280 (300-1)			NA
LNAV/VNAV DA	1925-1¾ 492 (500-1¾)			NA
LNAV MDA	2100-1 667 (700-1)		2100-1¾ 667 (700-1¾)	NA
CIRCLING	2100-1 667 (700-1)		2100-1¾ 667 (700-1¾)	NA

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SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5501
CH 93914	352°	TDZE	1423
W35A		Apt Elev	1433

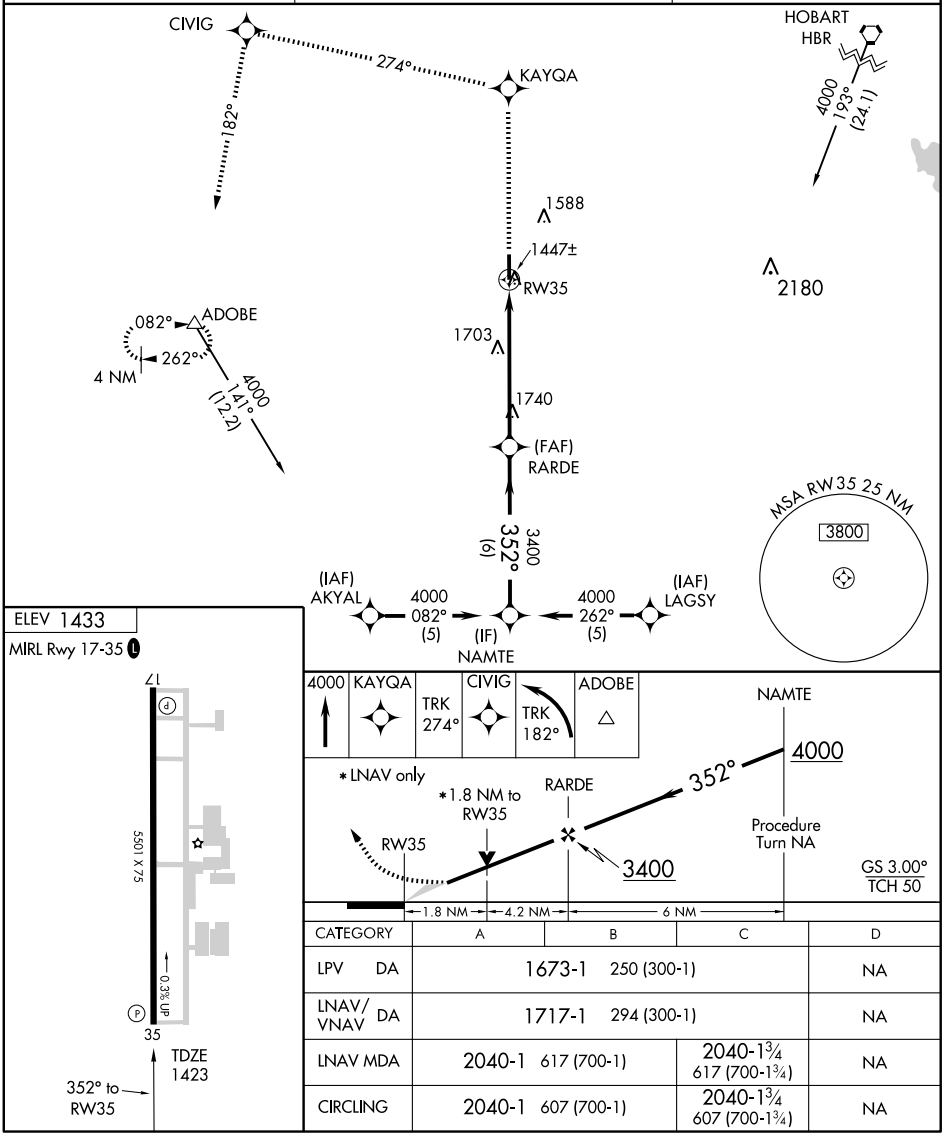
RNAV (GPS) RWY 35

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

MISSED APPROACH: Climb to 4000 direct KAYQA and via track 274° to CIVIG and left turn via track 182° to ADOBE and hold.

AWOS-3	ALTUS APP CON*	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1673-1	250 (300-1)		NA
LNAV/VNAV DA	1717-1	294 (300-1)		NA
LNAV MDA	2040-1	617 (700-1)	2040-1¾ 617 (700-1¾)	NA
CIRCLING	2040-1	607 (700-1)	2040-1¾ 607 (700-1¾)	NA

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SC-1, 21 OCT 2010 to 18 NOV 2010

VOR-A

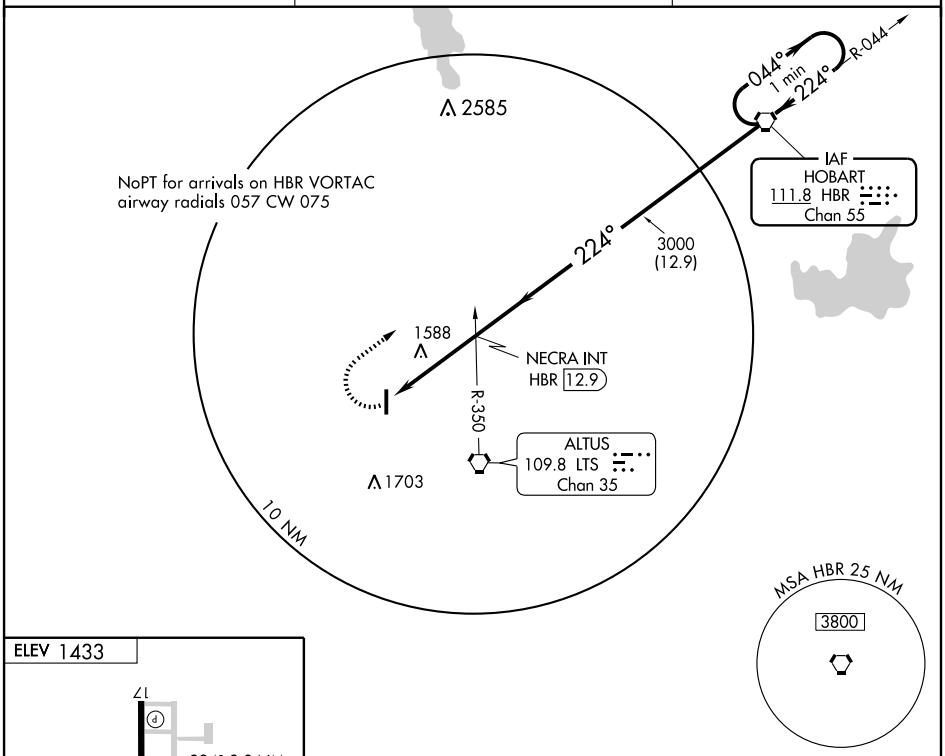
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

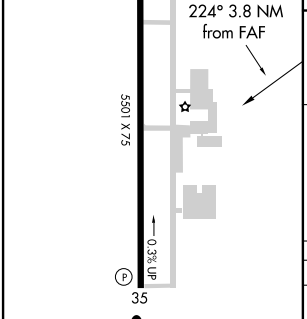
VORTAC HBR	APP CRS	Rwy Idg	N/A
111.8	224°	TDZE	N/A
Chan 55		Apt Elev	1433

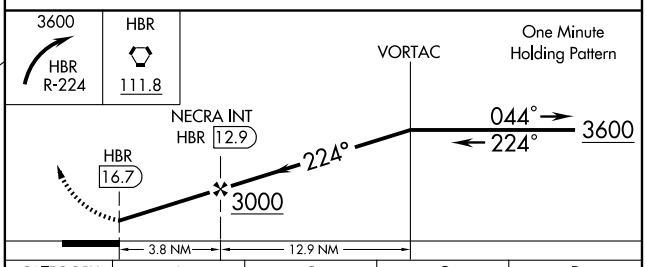
When local altimeter setting not received use Hobart altimeter setting.

MISSED APPROACH: Climbing right turn to 3600 via HBR R-224 to HBR VORTAC and hold.

AWOS-3	ALTUS APP CON★	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L







FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
CIRCLING	1940-1	507 (600-1)	1940-1½ 507 (600-1½)	NA
HOBART MUNI ALTIMETER SETTING MINIMUMS				
CIRCLING	2020-1	587 (600-1)	2020-1½ 587 (600-1½)	NA

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VORTAC LTS	APP CRS	Rwy Idg	N/A
109.8	119°	TDZE	N/A
Chan 35		Apt Elev	1433

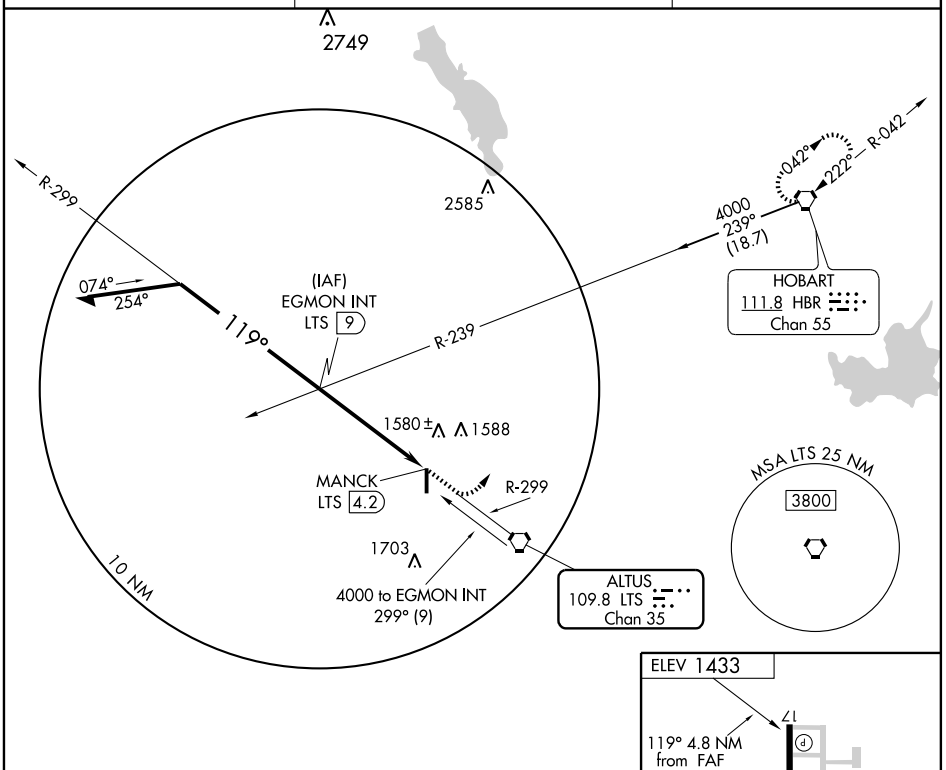
VOR-B

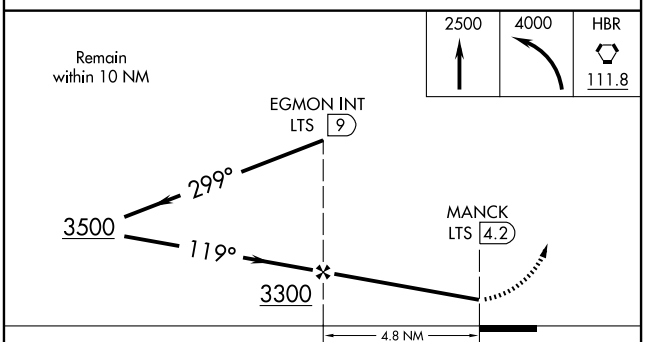
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

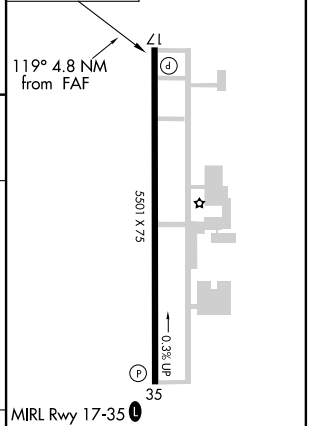
When local altimeter setting not received, use Hobart altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct HBR VORTAC and hold.

AWOS-3	ALTUS APP CON★	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L



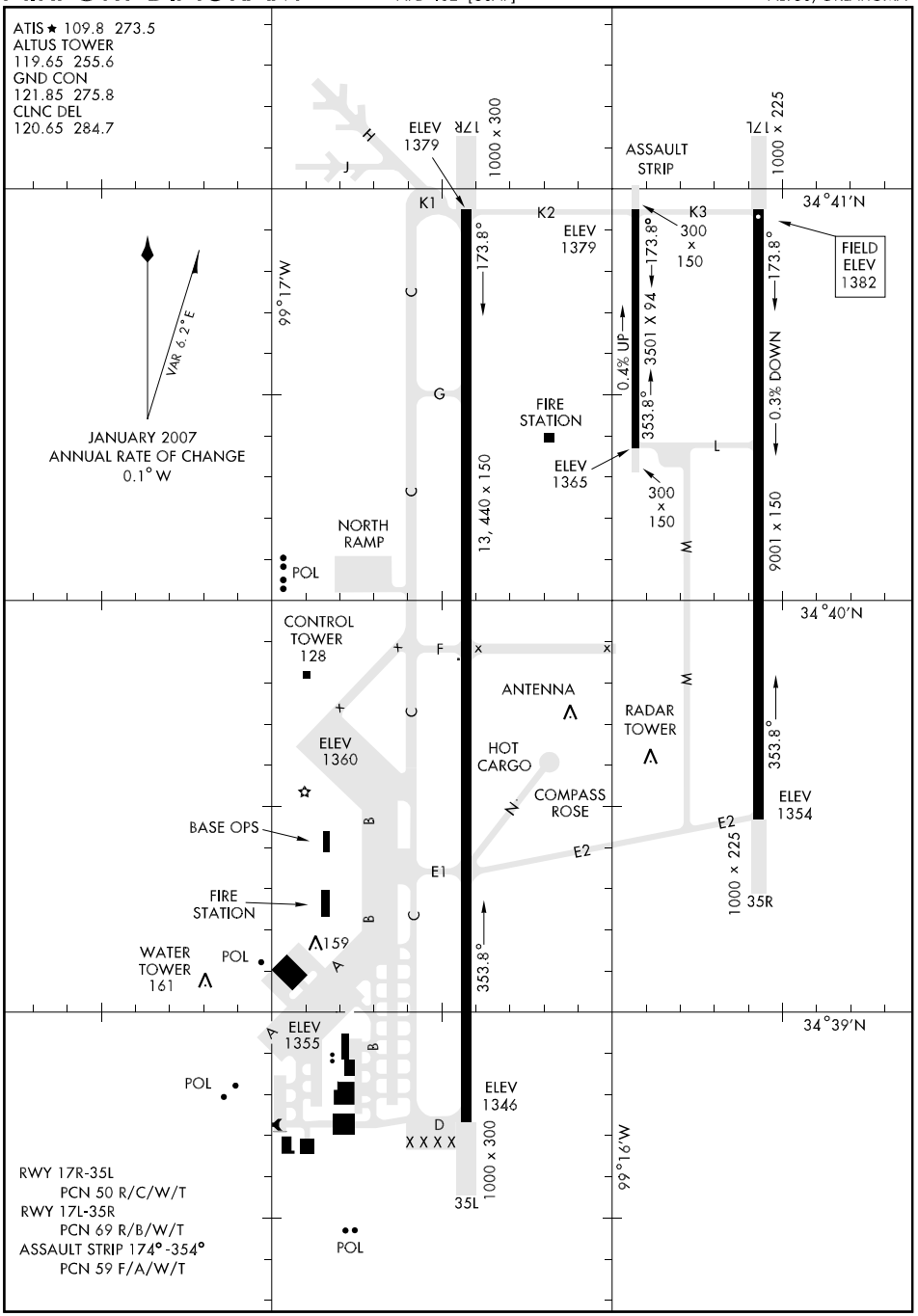




CATEGORY	A	B	C	D
CIRCLING	1940-1	507 (600-1)	1940-1½ 507 (600-1½)	NA

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010



SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LTS 109.8 Chan 35	APCH CRS 357°	Rwy ldg 13,440 THRE 1346 Arpt Elev 1382

JAL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase CAT CDE RVR to 60 and vis to 1⅛ miles.

** Circling not authorized W of Rwy 17R-35L.

ALSF-1

MISSED APPROACH: Climb to 4000, fly heading 353° to HUSLA Then via LTS VORTAC R-348 to BLAIR and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

ATC RADAR REQUIRED
to ensure separation from Sheppard 1 MOA.

REMAIN WITHIN 23 DME of LTS VORTAC

SHEPPARD 1 MOA

IAF ALTUS 109.8 LTS Chan 35

Max holding 230 KIAS

Max holding 265 KIAS

HUSLA LTS 1.7

BLAIR LTS 12

CAXOX LTS 5.8

COBTO LTS 18

HESSS LTS 12

COTNO LTS 18

LTS 17

R-348 168° 348°

R-021 201° 021°

R-201 201° 357°

R-177

20 NM

2749 2138 2585 2043 2045 1792 1674 1828 1953 1664 1980

MSA LTS 25 NM 130° 3800 3200 310°

EMERG SAFE ALT 100 NM 4900

4000 hdg 353° | HUSLA LTS 1.7 | BLAIR LTS 12

COBTO 18 R-201 201° VORTAC 6000

COTNO 18 R-177 HESSS 12 CAXOX 5.8 2.2 COROX 1.8

5000 357° 3100 2900 12,000

2.97° TCH 54

4.0 NM .8

CATEGORY	C	D	E
S-35L *	1760/40	414	(400-¾)
CIRCLING **	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

ELEV 1382

17R 17L 174° 354°

ASSAULT STRIP 3501 X 94 0.4% UP 0.3% DOWN 13,440 x 150 9001 x 150

1427 1510 1490

35R 35L

THRE 1346

357° 4.8 NM from FAF

HIRL Rwy 17R-35L, 17L-35R MIRL Assault Strip

SC-1, 21 OCT 2010 to 18 NOV 2010

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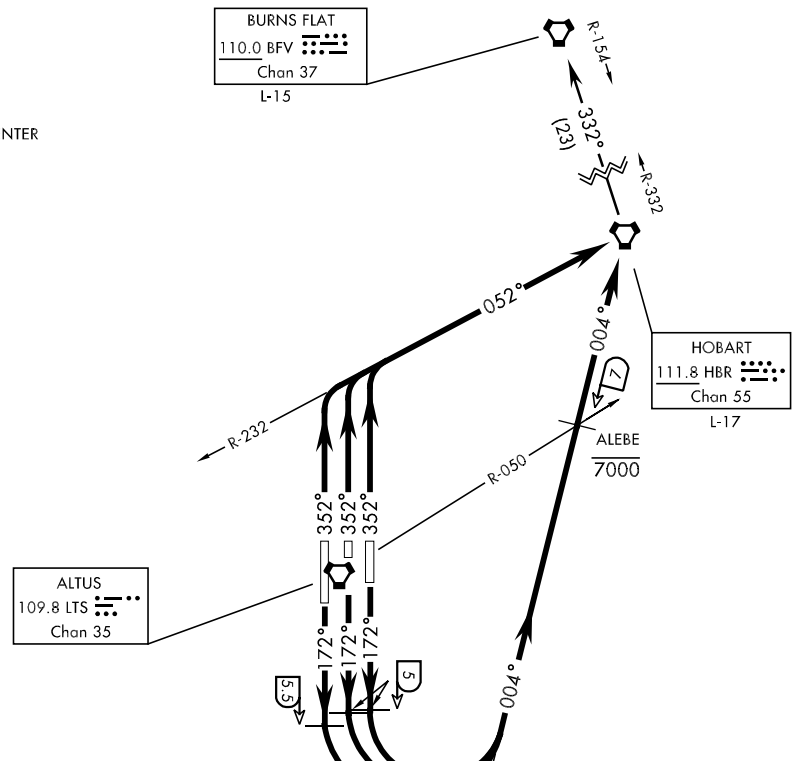
HOBART THREE DEPARTURE (HBR3•HBR) SHL-482 [USAF]

ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER
119.65 255.6
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 257.725



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L/174°Assault Strip: Climb on a track of 172°. At LTS VORTAC 5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5.5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 35L/35R/354°Assault Strip: Climb on a track of 352°to intercept HBR VORTAC R-232 to HBR. Then via Burns Flat transition or assigned route.

BURNS FLAT TRANSITION (HBR3•BFV): HBR VORTAC R-332/BFV VORTAC R-154 to BFV.

ILS or LOC/DME RWY 17L

LOC I-RUK	APCH CRS	Rwy ldg	9001
110.55	172°	THRE	1382
		Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 4000 via heading 176° to OGBIE. Then via LTS VORTAC R-169 to CIPNO and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

*** Circling not authorized W of Rwy 17R-35L.

DME OR RADAR REQUIRED

LTS 17 — R-355 — 2585 — 355° — 175° — (IAF) JEPKI LTS 12 — Max holding 230 KIAS

2049

WOTSI LTS 9 /RADAR — 352° — 172°

1792

HODGA LTS 5.8 /RADAR — 1665

1580

1504 — ZEXIX LTS 3 /RADAR

ALTUS 109.8 LTS Chan 35

2110

LOCALIZER 110.55 I-RUK

1775

1720

OGBIE LTS 5 — R-169

1664 — CIPNO LTS 11 — 349° — 169° — 10 NM — Max holding 230 KIAS

Max holding alt 7000 — LTS 16

EMERG SAFE ALT 100 NM 4900

MSA LTS 25 NM: 130° 3800, 3200 310°

ELEV 1382

172° 4.8 NM from FAF

17R — 174° — 17L

ASSAULT STRIP

THRE 1382

13, 440 x 150 — 0.4% UP — 3501 X 94 — 0.3% DOWN — 9001 x 150

354°

1427

1510

1490

35R

HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip
35L

4000 hdg 176°	OGBIE LTS R-169 5	CIPNO LTS 11

† LOC only

VORTAC — † ZEXIX 3 /RADAR — 1980 — HODGA 5.8 /RADAR — 2900 — WOTSI 9 /RADAR — 3500 — JEPKI R-355 12 — 4100

172° — 2900

GS 3.00° TCH 47

0.5 — 1.3 NM — 2.8 NM

CATEGORY	A	B	C	D	E
S-ILS 17L *	1582/24		200	(200-½)	
S-LOC 17L**	1740/24	358 (400-½)	1740/30	358	(400-⅝)
CIRCLING ***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

34° 40′N-99° 16′W

ALTUS AFB (KLTS)
ILS or LOC/DME RWY 17L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 17R

LOC I-ALT	APCH CRS	Rwy ldg 13,440 / THRE 1379 / Arpt Elev 1382
111.3	172°	

AL-482 [USAF]

ALTUS AFB (KLTS)

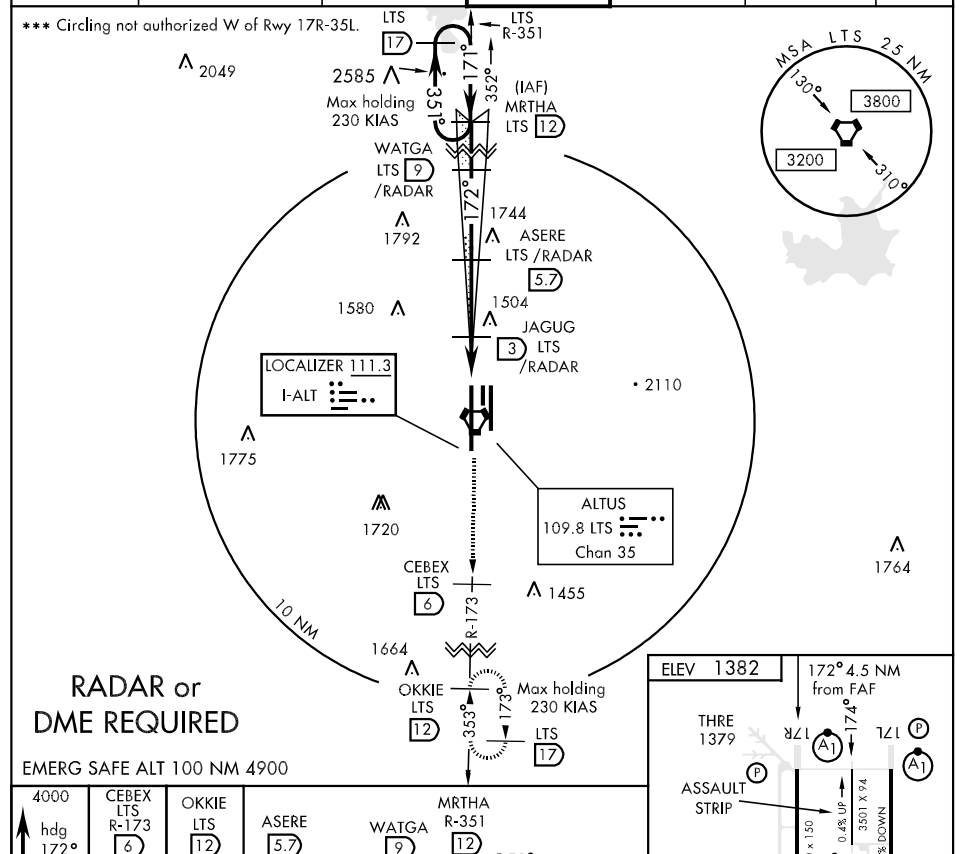
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 on heading 172° to CEBEX. Then via LTS VORTAC R-173 to OKKIE and hold.

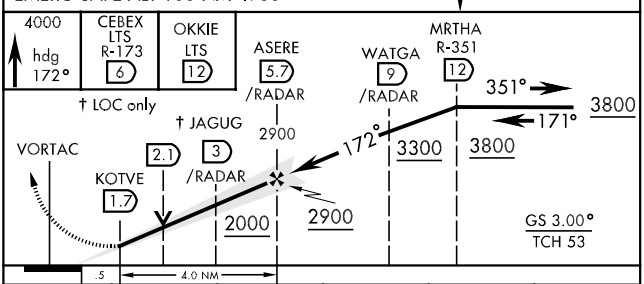
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

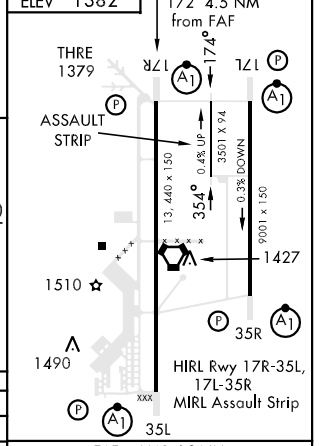
*** Circling not authorized W of Rwy 17R-35L.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4900





CATEGORY	A	B	C	D	E
S-ILS 17R *	1579/24		200	(200-½)	
S-LOC 17R**	1740/24	361 (400-½)	1740/35	361	(400-⅝)
CIRCLING***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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ILS or LOC/DME RWY 35L

LOC I-LTS	APCH CRS	Rwy ldg 13,440 / THRE 1346 / Arpt Elev 1382
110.3	352°	

AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 4000 on heading 352° to ASERE. Then via LTS VORTAC R-351 to MRTHA and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

2049 2585 LTS 17 351° 171° MRTHA LTS 12

Max holding 230 KIAS

***Circling not authorized W of Rwy 17R-35L.

MSA LTS 25 NM 130° 3800 3200 310°

1792 1724 R-351 ASERE LTS 5.7

1580 1504

LOCALIZER 110.3 I-LTS

2110

RADAR or DME REQUIRED

1775 1458

1720

ALTUS 109.8 LTS Chan 35

1764

CEBEX LTS 6 /RADAR

10 NM

1664 172° 352° 1523

(IAF) OKKIE LTS 12

Max holding 230 KIAS

Max holding alt 7000

173° 353°

1953

R-173 LTS 17

EMERG SAFE ALT 100 NM 4900

OKKIE R-173 12 | CEBEX 6 /RADAR | 4000 hdg 352° | ASERE LTS 5.7 | MRTHA LTS R-351 12

3100 173° 353° 3100 352° 3000 2.0 VORTAC KEGVE 1.5 3000

GS 3.00° TCH 55

4.5 NM .5

ELEV 1382

17R 174° 17L

ASSAULT STRIP

3501 X 94 0.4% UP

13,440 X 150 354° 0.3% DOWN 9001 X 150

1427 1510 1490

35R 35L

HIRL Rwy 17R-35L, 17L-35R MIRL Assault Strip

THRE 1346

352° 5.0 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS 35L ★	1546/24		200	(200-½)	
S-LOC 35L ★★	1700/24	354 (400-½)	1700/30	354	(400-⅝)
CIRCLING ★★★	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 35R

LOC I-FNM	APCH CRS	Rwy Idg / THRE / Arpt Elev
110.55	352°	9001 / 1354 / 1382

AL-482 [USAF] — ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4100 on heading 349° to SOGPE. Then via LTS VORTAC R-355 to JEPKI and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

2049
*** Circling not authorized W of Rwy 17R-35L.

RADAR OR DME REQUIRED

LTS 17 — Max holding 230 KIAS
2585
355° / 175°
JEPKI LTS 12
1792
R-355
SOGPE LTS 6
1580
2110
ALTUS 109.8 LTS Chan 35
1775
1574
LOCALIZER 110.55 I-FNM
1720
1487
HAXIV LTS /RADAR 5
352° / 172°
(IAF) 1664 CIPNO LTS 11
10 NM
Max holding 230 KIAS
Max holding alt 7000
349° / 169°
R-169
LTS 16

MSA LTS 2.5 NM
130° 3800
3200 310°

EMERG SAFE ALT 100 NM 4900

ELEV 1382
17R 174° 17L
ASSAULT STRIP
13,440 x 150
0.4% UP
354°
9001 x 150
0.3% UP
3501 X 94
1427
THRE 1354
1510
1490
35R
35L
HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip
352° 4.9 NM from FAF

CIPNO R-169 11
HAXIV/RADAR 5
4100 hdg 349°
SOGPE LTS R-355 6
JEPKI LTS R-355 11
3100
352°
2900
VORTAC
GS 3.00°
TCH 53
2900
4.1 NM
0.5

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-ILS 35R *	1554/24		200	(200-½)	
S-LOC 35R**	1700/24	346 (400-½)	1700/30	346	(400-⅝)
CIRCLING***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

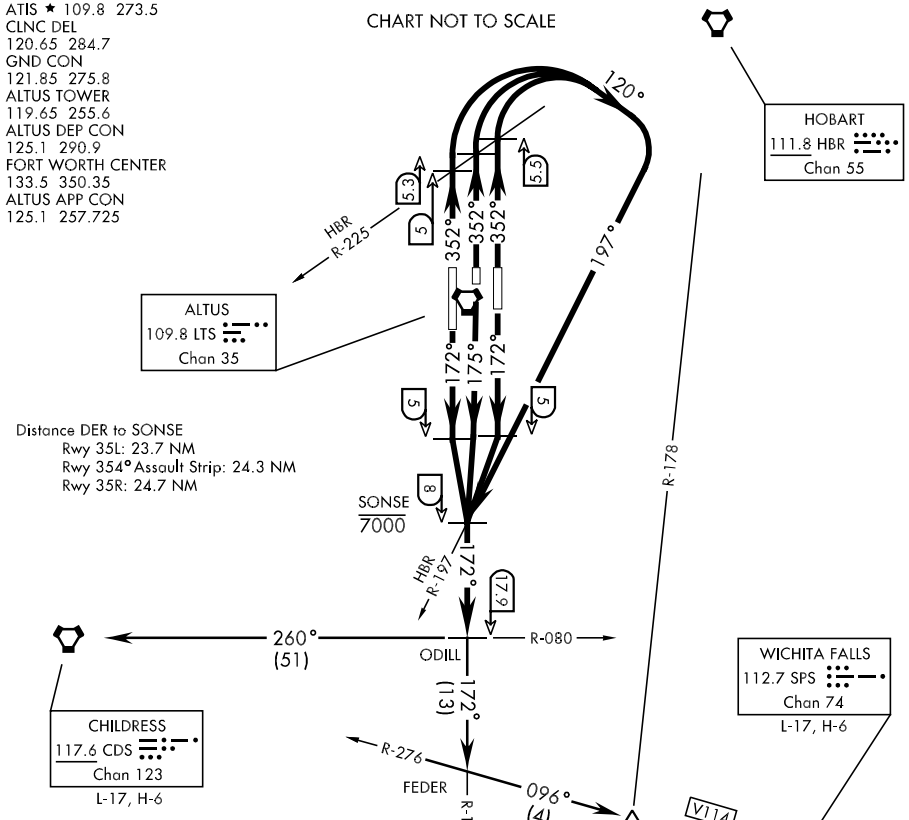
SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

ODILL-SIX DEPARTURE (ODILL6 • ODILL)

SHL-482 [USAF]

ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER
119.65 255.6
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 257.725



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb on a track of 172°. At LTS VORTAC 5 DME turn right direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 17C Assault Strip: Climb on a track of 175° to intercept LTS VORTAC R-172 to SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5 DME turn left direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 35L: Climb on a track of 352°. At LTS VORTAC 5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 35C Assault Strip: Climb on a track of 352°. At LTS VORTAC 5.3 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 35R: Climb on a track of 352°. At LTS VORTAC 5.5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

CHILDRESS TRANSITION (ODILL6 • CDS): CDS VORTAC R-080 to CDS.

WICHITA FALLS TRANSITION (ODILL6 • SPS): LTS R-172 to FEDER. Then via SPS VORTAC R-276 (V114) to SPS.

SC-1, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	
212°	TDZE	N/A
	Arpt Elev	N/A
		1382

AL-482 [USAF]

ALTUS AFB (KLTS)

Circling NA W of Rwy 17R-35L.
Circling procedure when RW35R/354°/35L in use.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct OLIRY and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

FOR USE BY
97 AMW ACFT ONLY

ATC RADAR
REQUIRED

2585

(IAF)
JATTU

212°
032°
4NM

Max holding
230 KIAS

2700
212°
(6)

Max holding
alt 6000

(FAF)
BOBNE

Fly visual
to the airport

212°
2.3 NM

METGE

2180

OLIRY
110°
290°
4 NM

1790

Max holding
230 KIAS

MSA METGE 25 NM
3800

EMERG SAFE ALT 100 NM METGE 4800

4000
OLIRY

Fly visual to the airport
212° hdg 2.3 NM

JATTU
032°
4000
212°

BOBNE
212°
2700

METGE

2.3 NM
2.5 NM

ELEV 1382

17R
17L
174°
354°

ASSAULT
STRIP

0.4% UP
3501 X 94
0.3% UP
13,440 x 150
9001 x 150

1427
1510
1490

35R
35L

HIRL Rwy
17R-35L,
17L-35R
MIRL Assault Strip

CATEGORY	A	B	C	D	E
CIRCLING	NA			1940-2¾ 558 (600-2¾)	1980-2¾ 598 (600-2¾)

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS)-B

APCH CRS	Rwy Idg	TDZE	Arpt Elev
290°	N/A	N/A	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

Circling NA W of Rwy 17R-35L.
Circling procedure when RW17R/174°/17L in use.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct JATTU and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

FOR USE BY
97 AMW ACFT ONLY

ATC RADAR
REQUIRED

2585

Max holding
230 KIAS

JATTU 212° 032° 4NM

CAUTION:
Missed approach point lies .1 NM outside CAT D circling area.

2180

OGDOE

290° 2.4 NM

1408

(FAF)
DOBKE

Fly visual
to the airport

2700
290°
(6)

Max holding
230 KIAS
Max holding
alt 6000

110°

4 NM

290°

(IAF)
OLIRY

1790

MSA OGDOE 25 NM
3800

EMERG SAFE ALT 100 NM OGDOE 4800

4000

JATTU

Fly visual to the airport
290° hdg 2.4 NM

OLIRY
110°
3200
290°

DOBKE
290°

OGDOE
2700

2.4 NM
3 NM

ELEV 1382

17R
174°
17L

ASSAULT STRIP

13,440 x 150
0.4% UP
3501 X 94
0.3% UP
9001 x 150
354°

1510

1427

1490

35R

35L

HIRL Rwy
17R-35L,
17L-35R
MIRL Assault Strip

CATEGORY	A	B	C	D	E
CIRCLING	NA			1940-2¾ 558 (600-2¾)	1980-2¾ 598 (600-2¾)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17L

APCH CRS	Rwy Idg	9001
172°	THRE	1382
	Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

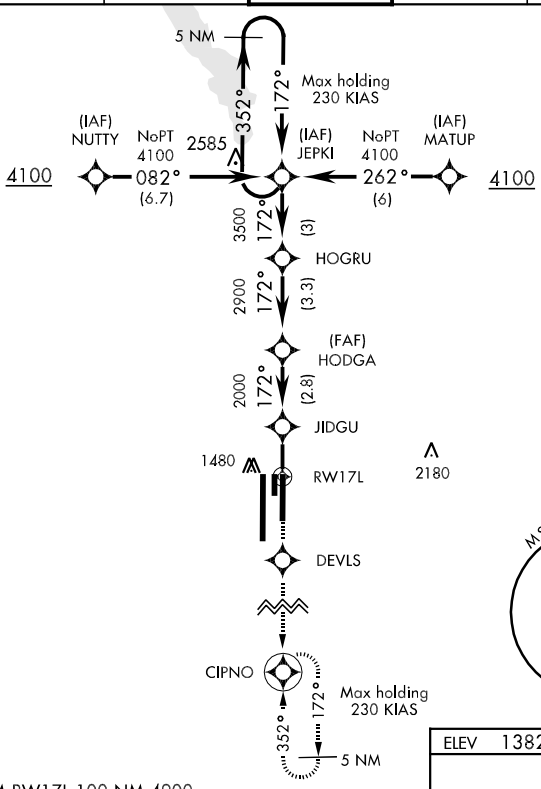
▼ * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** Circling not authorized W of Rwy 17R-35L.

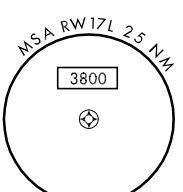
ALSF-1

MISSED APPROACH: Climb to 4000 direct DEVLS then via 172° track to CIPNO and hold.

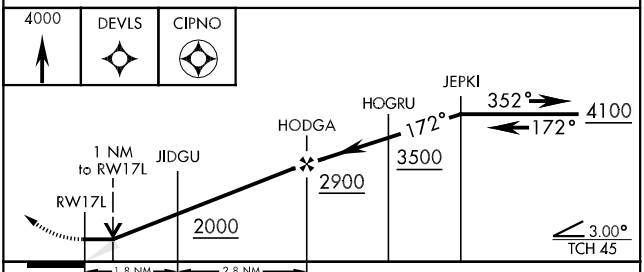
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

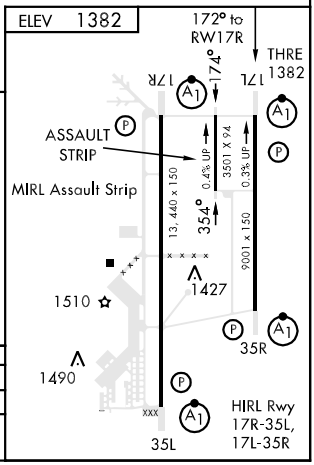
DME/DME RNP 0.3 NA.





EMERG SAFE ALT FROM RW17L 100 NM 4900





CATEGORY	A	B	C	D	E
LNAV MDA *	1740/24 358 (400-½)		1740/30 358 (400-⅝)		
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17R

APCH CRS	Rwy ldg	13,440
172°	THRE	1379
	Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

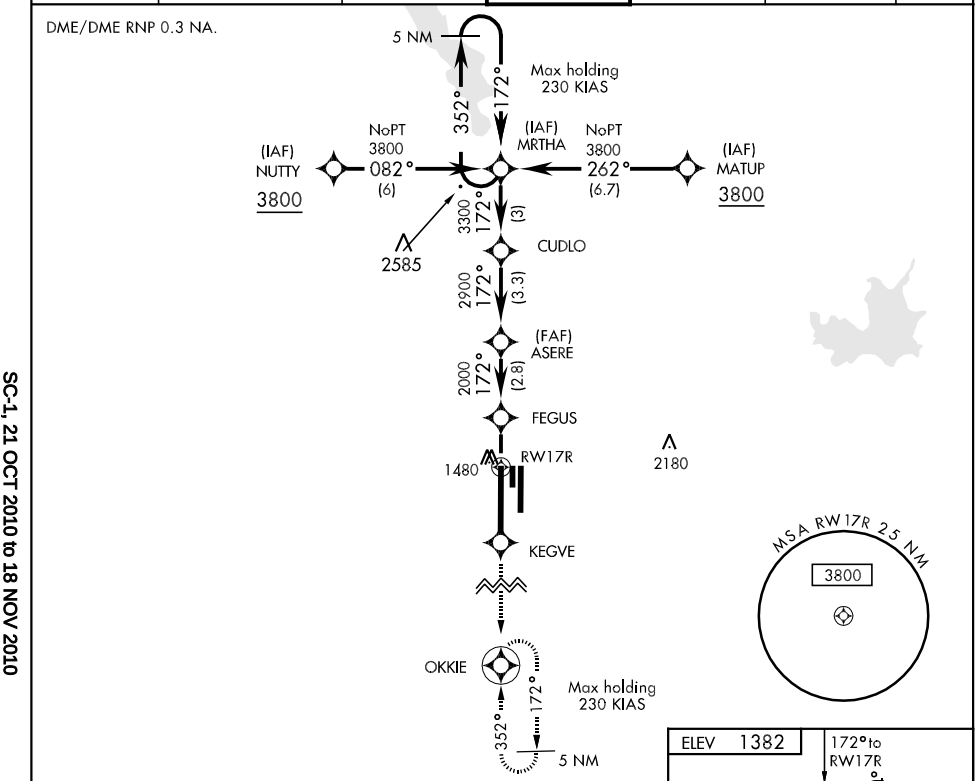
* When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1

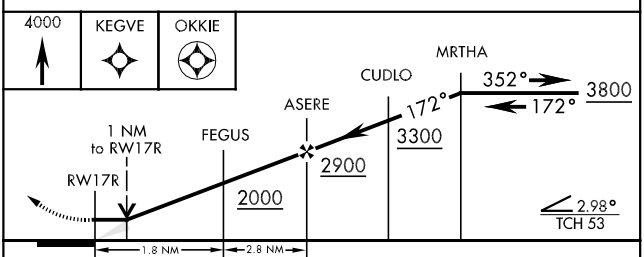
MISSED APPROACH: Climb to 4000 direct KEGVE then via 172° track to OKKIE and hold.

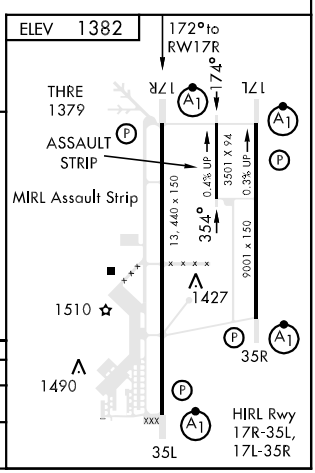
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW17R 100 NM 4900





CATEGORY	A	B	C	D	E
LNAV MDA *	1740/24 361 (400-½)		1740/35 361 (400-⅜)		
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35L

APCH CRS	Rwy ldg	13,440
352°	THRE	1346
	Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

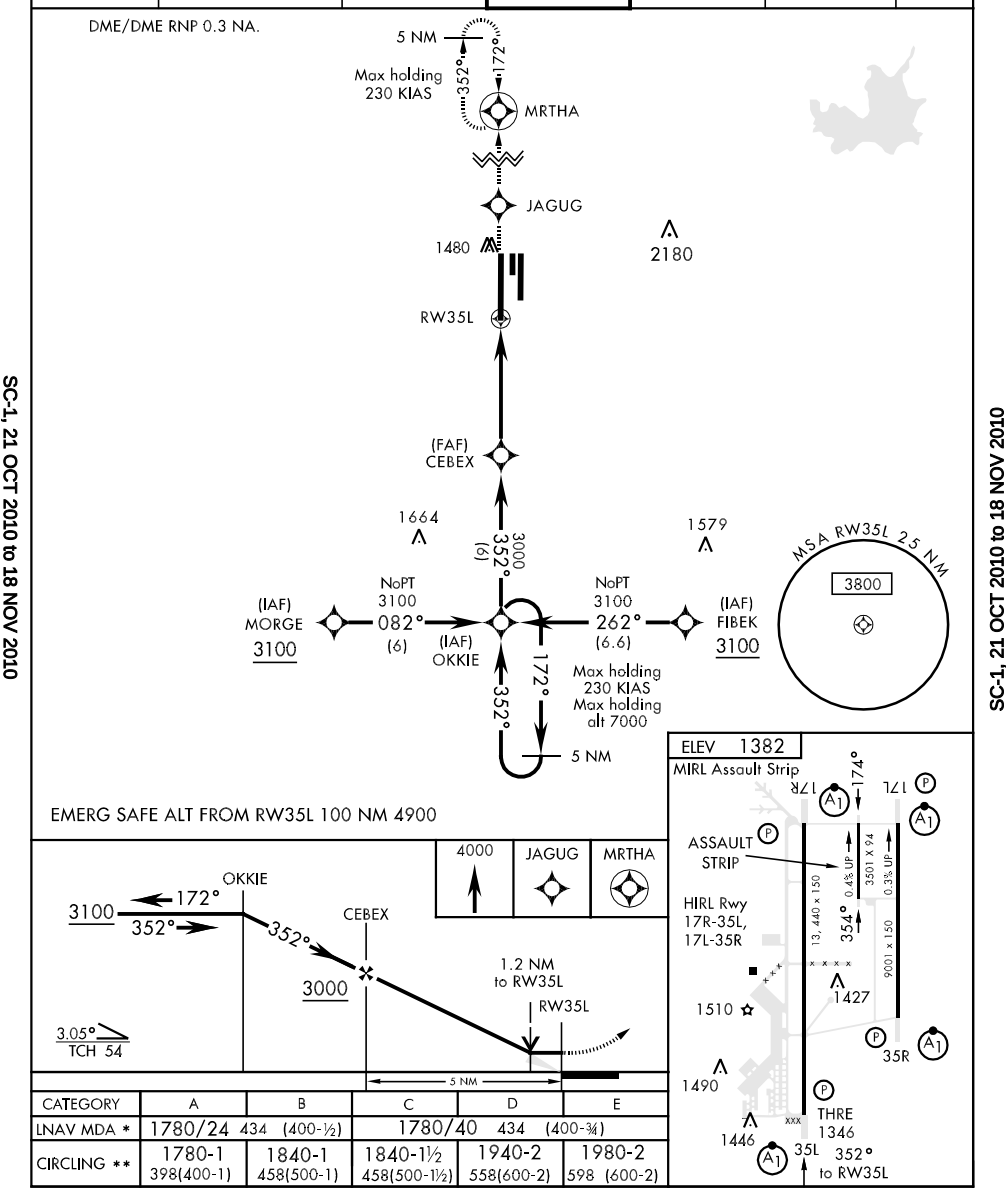
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1

MISSED APPROACH: Climb to 4000 direct JAGUG then via 352° track to MRTHA and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

DME/DME RNP 0.3 NA.



CATEGORY	A	B	C	D	E
LNAV MDA *	1780/24 434 (400-½)		1780/40 434 (400-¾)		
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)

RNAV (GPS) RWY 35L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35R

APCH CRS	Rwy Idg	THRE	Arpt Elev
352°	9001	1354	1382

AL-482 [USAF] — ALTUS AFB (KLTS)

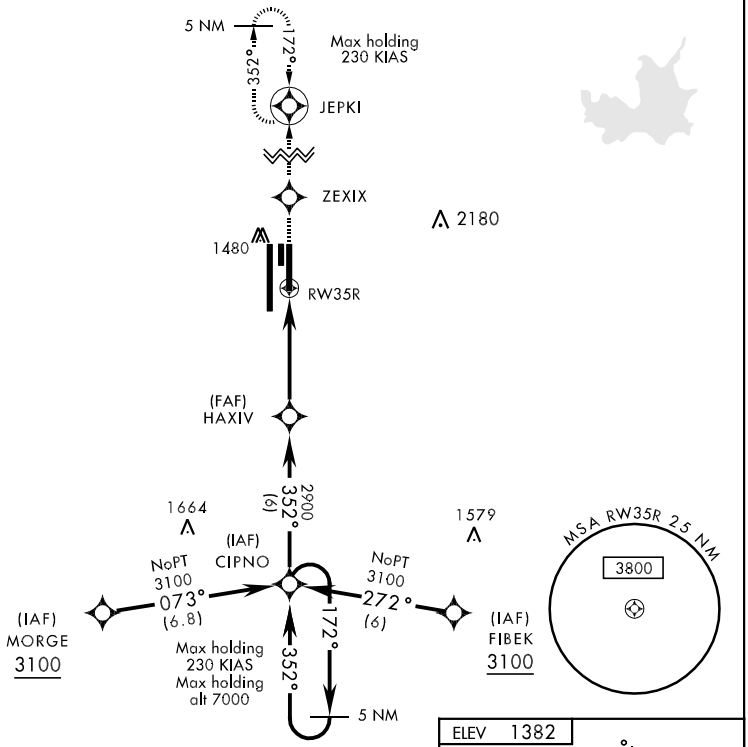
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1

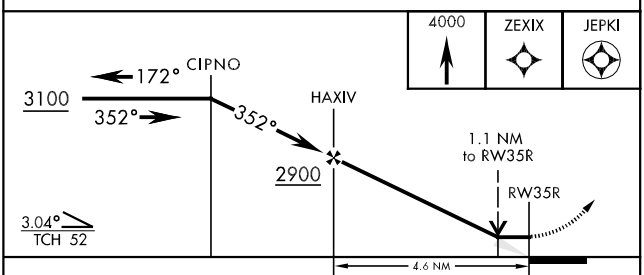
MISSED APPROACH: Climb to 4000 direct ZEXIX then via 352° track to JEPKI and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

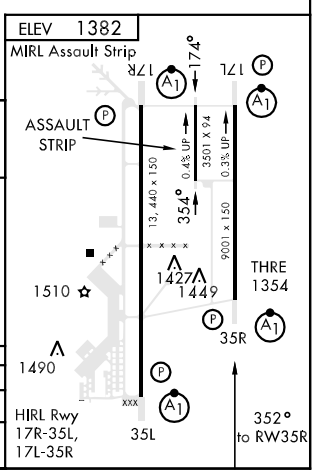
DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW35R 100 NM 4900



CATEGORY	A	B	C	D	E
LNAV MDA *	1760/24 406 (400-½)		1760/40 406 (400-¾)		
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

TACAN-C or VOR/DME-C

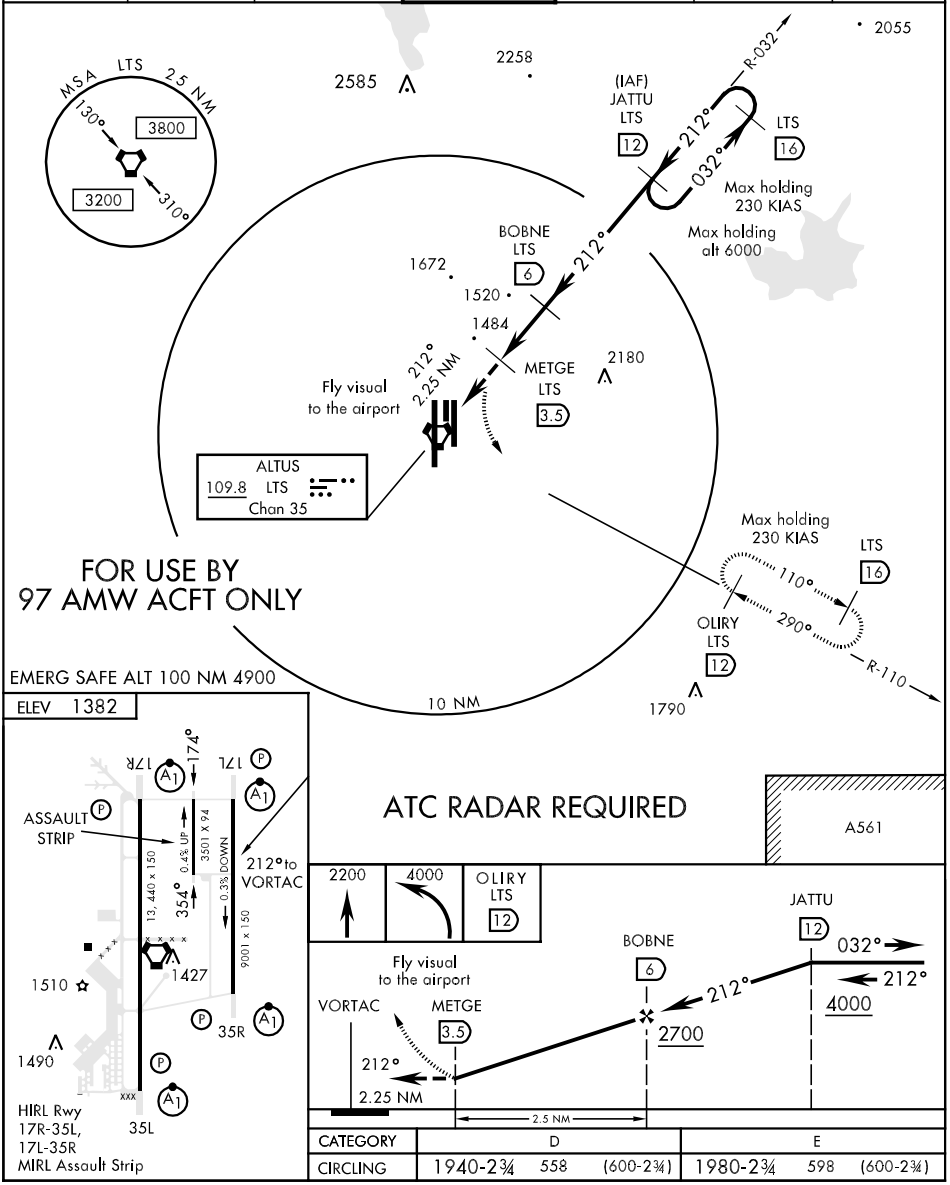
VORTAC LTS	APCH CRS	Rwy Idg / TDZE / Arpt Elev
109.8 Chan 35	212°	N/A / N/A / 1382

AL-482 [USAF] — ALTUS AFB (KLTS)

Circling not authorized W of Rwy 17R-35L.
Circling procedure when Rwy 35R/354°/35L in use.

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 direct OLIRY and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



CATEGORY	D			E		
CIRCLING	1940-2¾	558	(600-2¾)	1980-2¾	598	(600-2¾)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

TACAN-D or VOR/DME-D

VORTAC LTS	APCH CRS	Rwy Idg	N/A
109.8 Chan 35	290°	TDZE	N/A
		Arpt Elev	1382

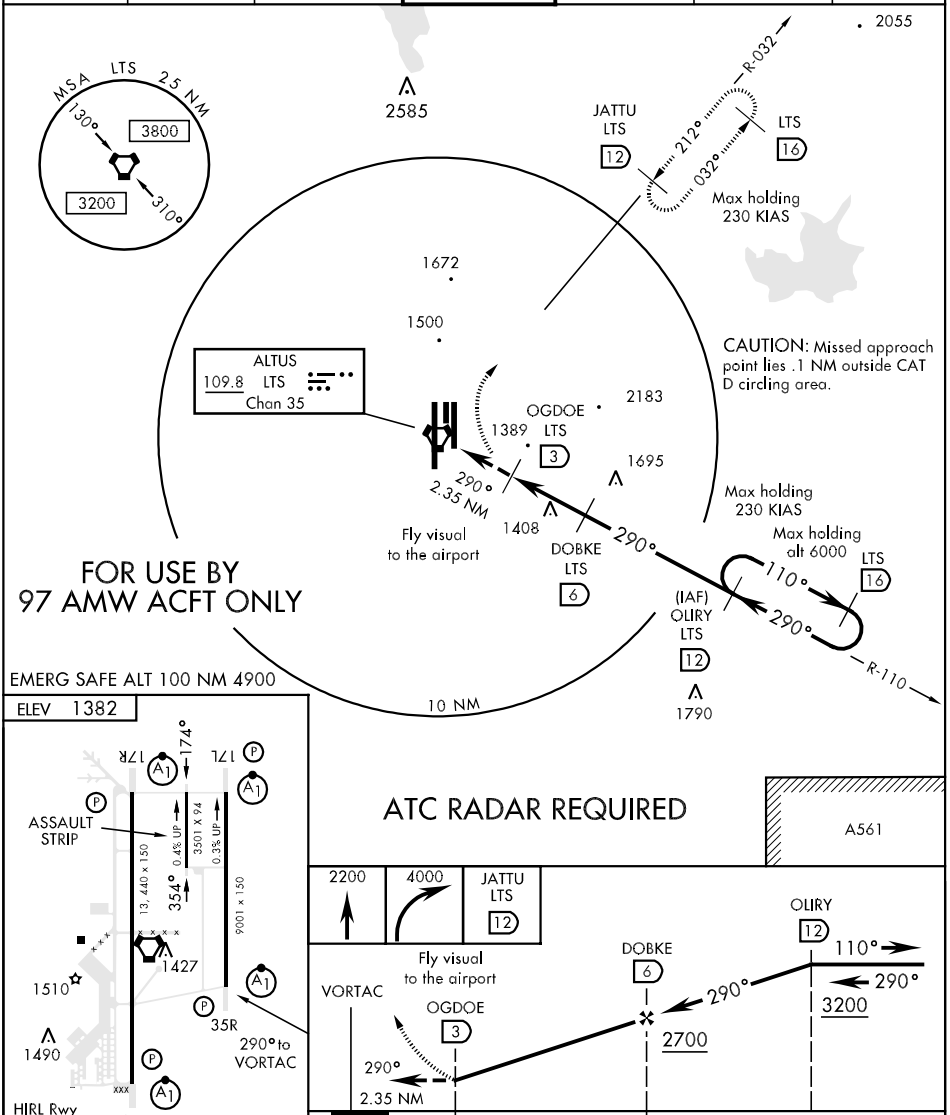
AL-482 [USAF]

ALTUS AFB (KLTS)

Circling not authorized W of Rwy 17R-35L.
Circling procedure when Rwy 17R/174°/17L in use.

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct JATTU and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



CATEGORY	D			E		
CIRCLING	1940-2¾	558	(600-2¾)	1980-2¾	598	(600-2¾)

34°40'N-99°16'W

ALTUS AFB (KLTS)
TACAN-D or VOR/DME-D

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

TACAN or VOR/DME RWY 17L

VORTAC LTS	APCH CRS	Rwy Idg	9001
109.8	191°	THRE	1382
Chan 35		Arpt Elev	1382

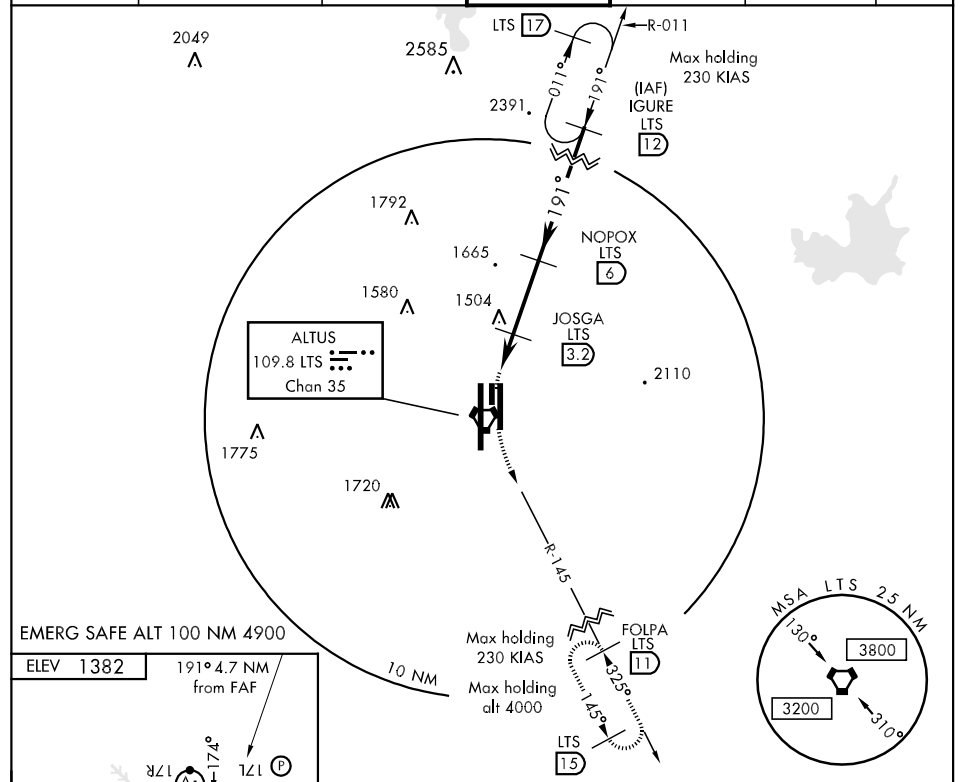
AL-482 [USAF] — ALTUS AFB (KLTS)

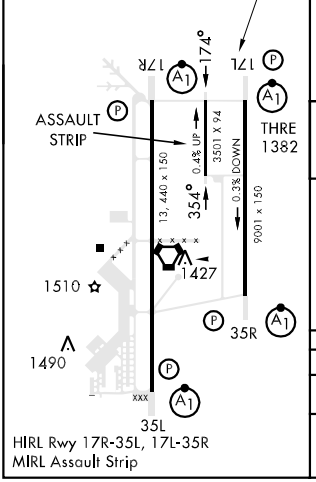
* When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
* * Circling not authorized W of Rwy 17R-35L.

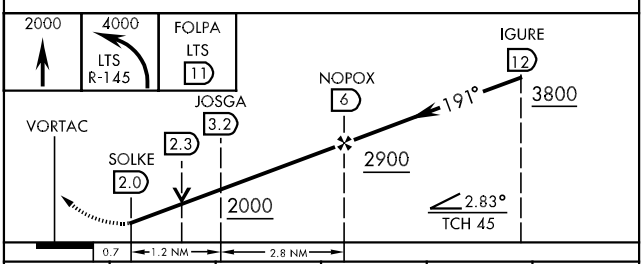
ALSF-1

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via LTS VORTAC R-145 to FOLPA and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	







CATEGORY	A	B	C	D	E
S-17L *	1760/24	378 (400-½)	1760/40	378	(400-¾)
CIRCLING **	1780-1	1840-1	1840-1 ½	1940-2	1980-2
	398 (400-1)	458 (500-1)	458 (500-1½)	558 (600-2)	598 (600-2)

TACAN or VOR/DME RWY 17L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

TACAN or VOR/DME RWY 17R

VORTAC LTS	APCH CRS	Rwy ldg 13,440
109.8	168°	THRE 1379
Chan 35		Arpt Elev 1382

AL-482 [USAF]

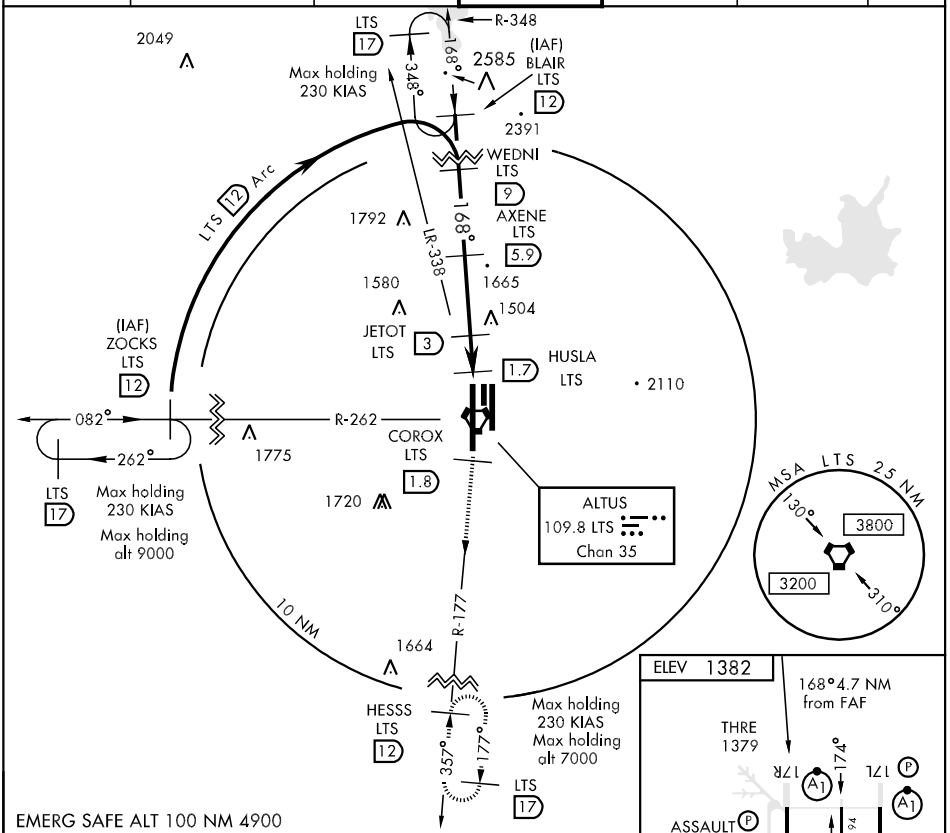
ALTUS AFB (KLTS)

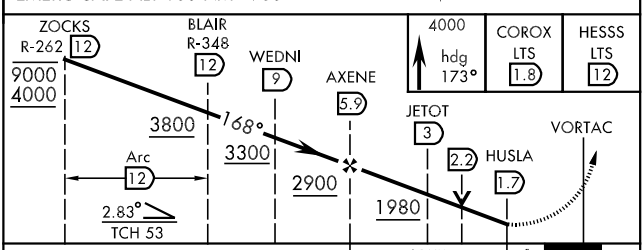
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized W of Rwy 17R-35L.

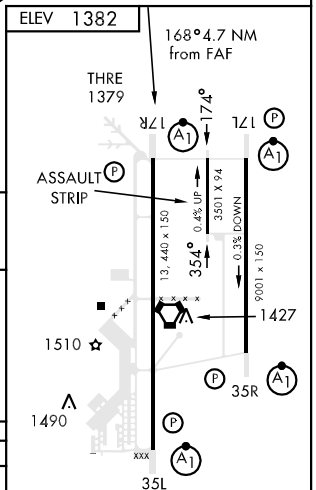
ALSF-1

MISSED APPROACH: Climb to 4000, fly heading 173° to COROX. Then via LTS VORTAC R-177 to HESSS and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	







HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip

CATEGORY	A	B	C	D	E
S-17R *	1760/24 381 (400-½)		1760/35 381		(400-⅝)
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

TACAN or VOR/DME RWY 35L

VORTAC LTS	APCH CRS	Rwy ldg 13,440
109.8	357°	THRE 1346
Chan 35		Arpt Elev 1382

AL-482 [USAF]

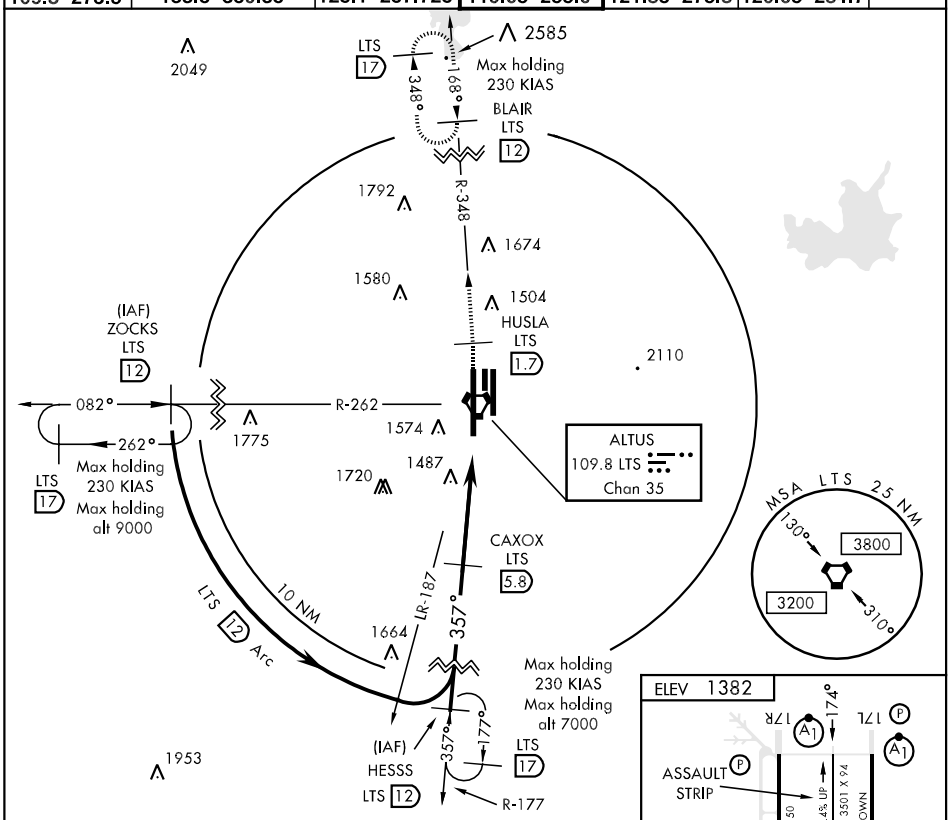
ALTUS AFB (KLTS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized W of Rwy 17R-35L.

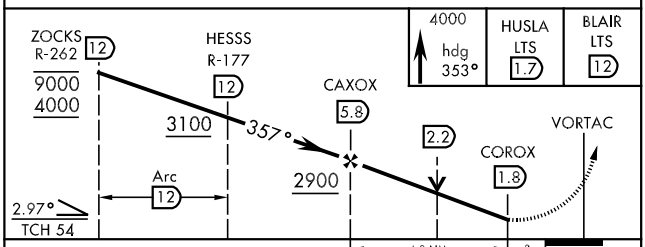
ALSF-1

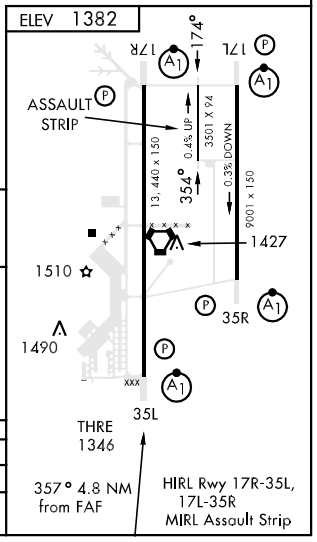
MISSED APPROACH: Climb to 4000, fly heading 353° to HUSLA. Then via LTS VORTAC R-348 to BLAIR and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



EMERG SAFE ALT 100 NM 4900





CATEGORY	A	B	C	D	E
S-35L *	1760/24 414 (400-½)		1760/40 414 (400-¾)		
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

TACAN or VOR/DME RWY 35R

VORTAC LTS	APCH CRS	Rwy Idg 9001
109.8	325°	THRE 1354
Chan 35		Arpt Elev 1382

AL-482 [USAF]

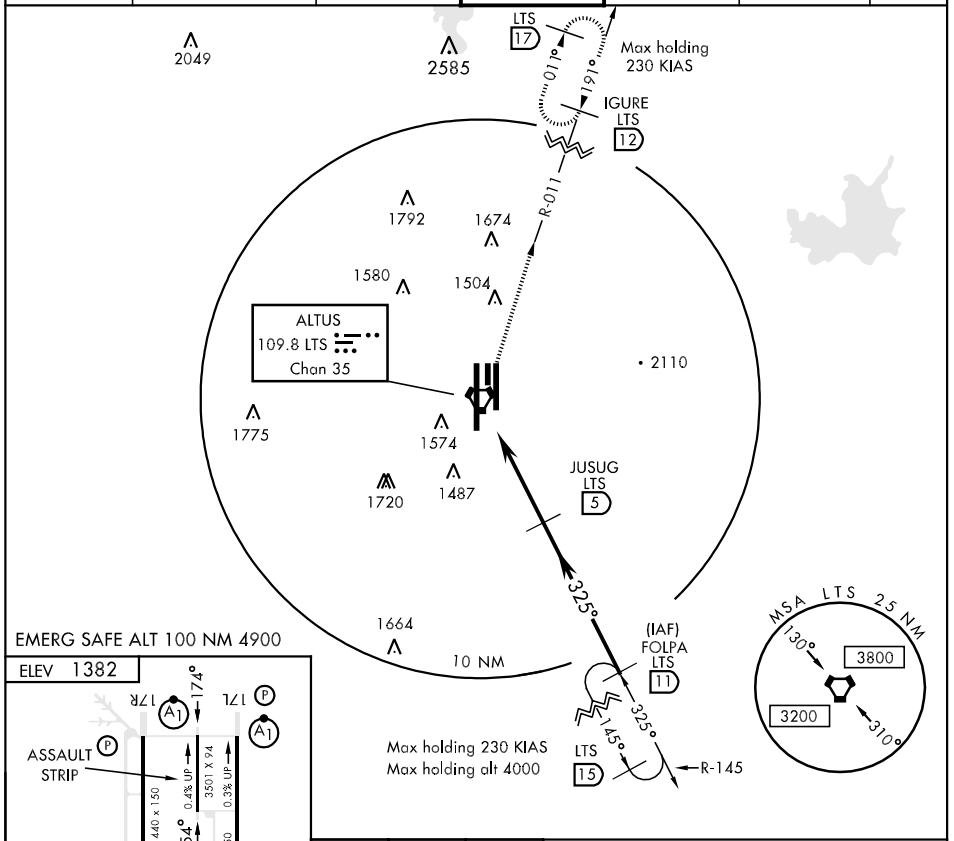
ALTUS AFB (KLTS)

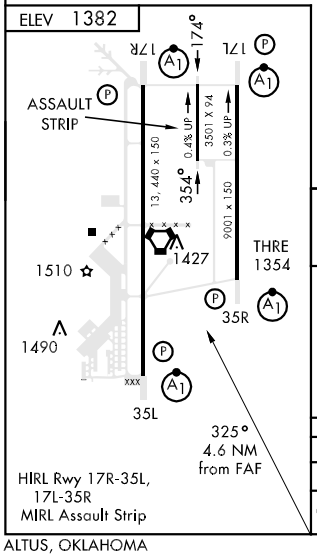
* When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** Circling not authorized W of Rwy 17R-35L.

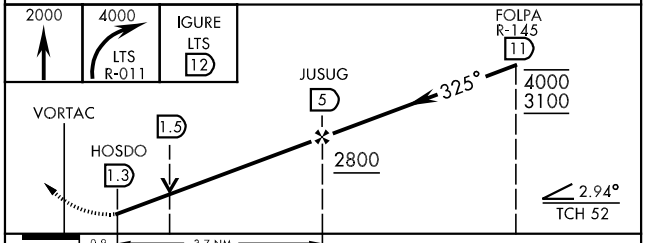
ALSF-1

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via LTS VORTAC R-011 to IGURE and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	







CATEGORY	A	B	C	D	E
S-35R *	1720/24	366 (400-½)	1720/40	366	(400-¾)
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)

34° 40′N-99° 16′W

TACAN or VOR/DME RWY 35R

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4241
352°	TDZE	1470
	Apt Elev	1474

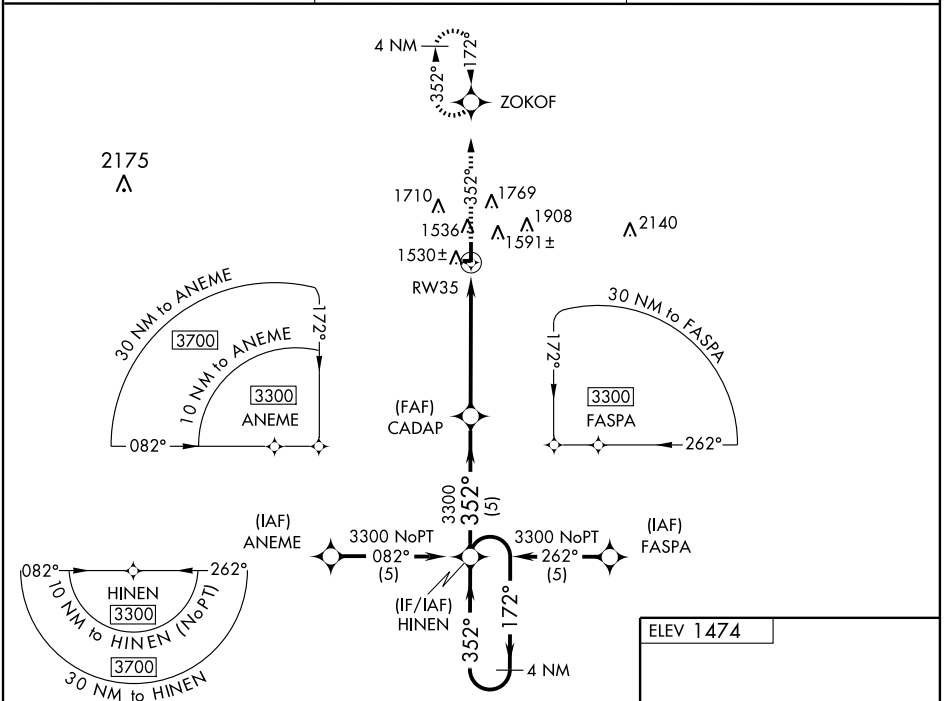
RNAV (GPS) RWY 35

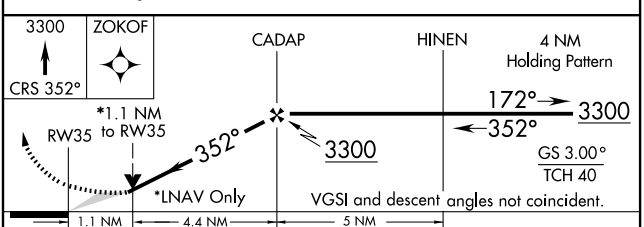
ALVA RGNL (AVK)

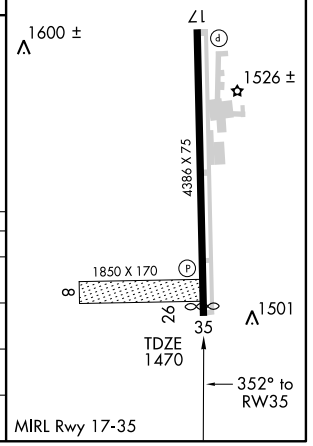
If local altimeter setting not received, use Enid altimeter setting and increase all MDAs 140 feet. When neither received, procedure NA. GPS or RNP-0.3 required. DME/DME RNP - 0.3 NA.
BARO-VNAV NA below -17°C (+2°F).
BARO-VNAV and VDP NA when using Enid altimeter setting.

MISSED APPROACH: Climb to 3300 via 352° course to ZOKOF WP and hold.

AWOS-3	VANCE APP CON★	UNICOM
121.125	119.775 346.325	122.8 (CTAF)







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1840-1¼ 370 (400-1¼)			NA
LNAV MDA	1840-1 370 (400-1)			NA
CIRCLING	1960-1¼ 486 (500-1¼)	2120-1¼ 646 (700-1¼)	2120-1¾ 646 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

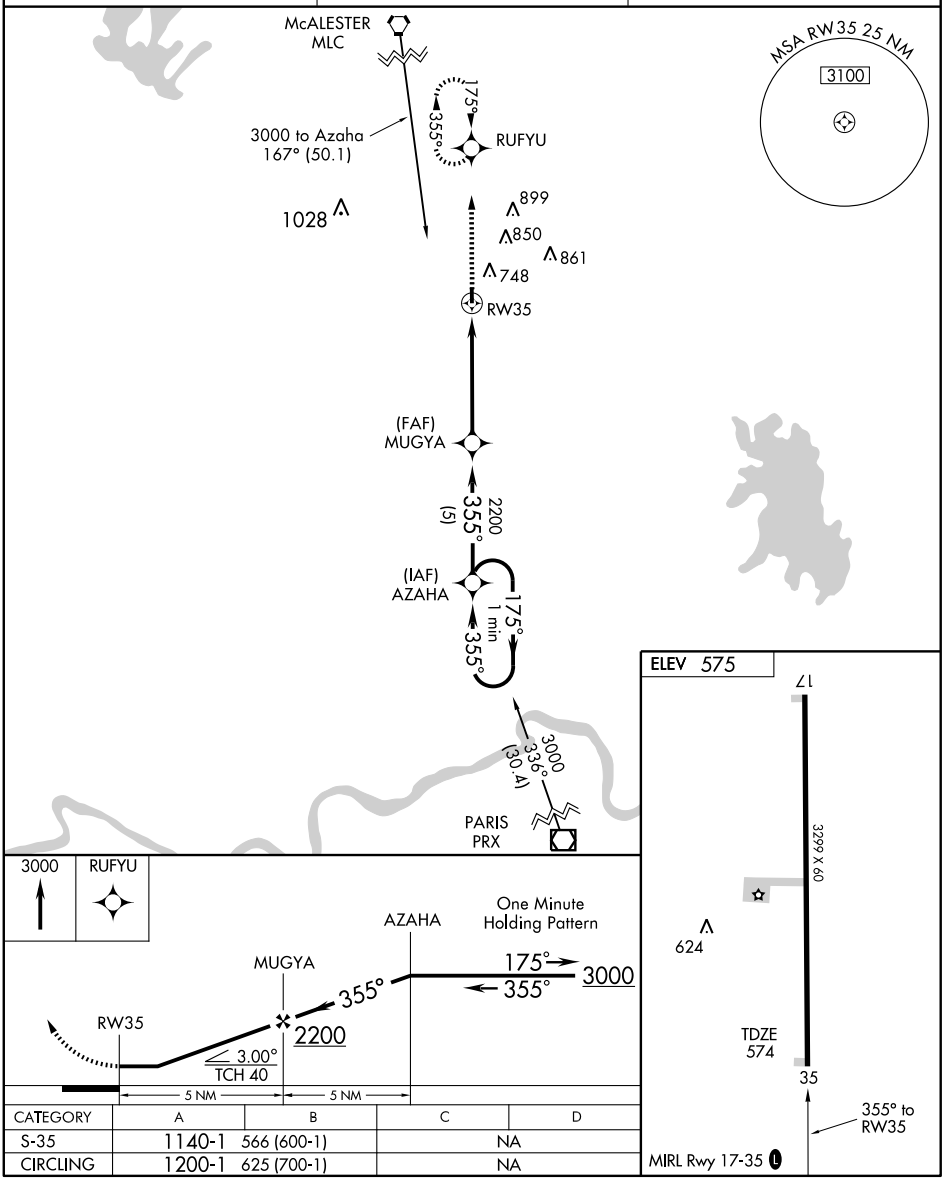
APP CRS	Rwy Idg	3299
355°	TDZE	574
	Apt Elev	575

GPS RWY 35
ANTLERS MUNI (8ØF)

NA — Use Paris/Cox Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUFYU WP and hold.

Paris/Cox Field AWOS-3	FORT WORTH CENTER	CTAF
119.675	124.875 307.2	122.9 L



CATEGORY	A	B	C	D
S-35	1140-1	566 (600-1)	NA	
CIRCLING	1200-1	625 (700-1)	NA	

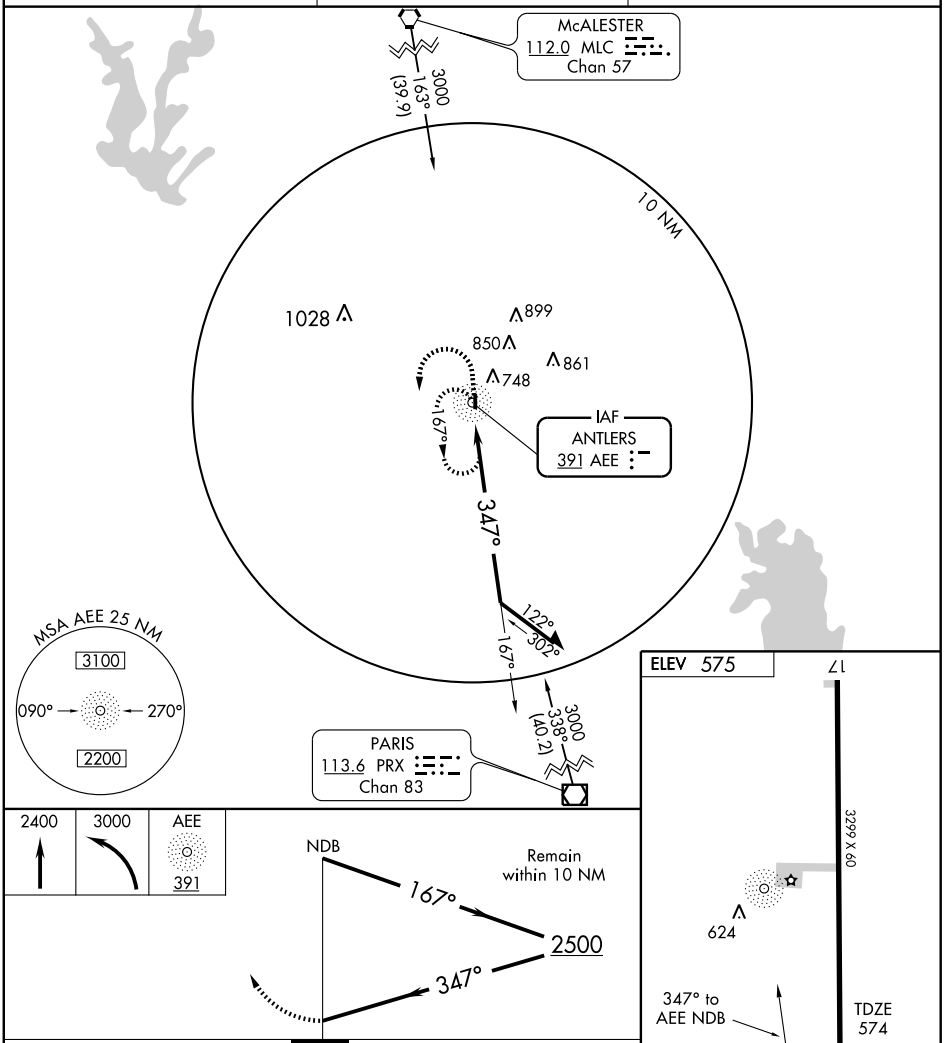
SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB AEE 391	APP CRS 347°	Rwy Idg 3299 TDZE 574 Apt Elev 575

NDB RWY 35
ANTLERS MUNI (8ØF)

NA Use Paris/Cox Field altimeter setting.	MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct AEE NDB and hold.

Paris/Cox Field AWOS-3	FORT WORTH CENTER	CTAF
119.675	124.875 307.2	122.9 L



CATEGORY	A	B	C	D
S-35	1320-1 746 (800-1)	1320-1¼ 746 (800-1¼)	NA	
CIRCLING	1320-1 745 (800-1)	1320-1¼ 745 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

GPS RWY 17

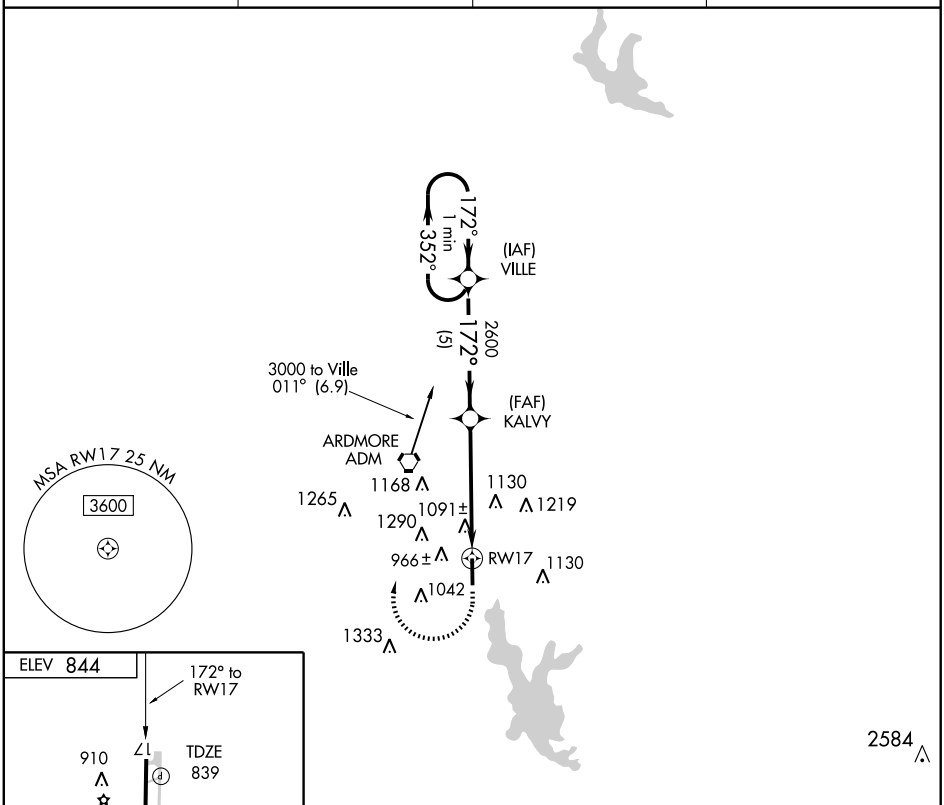
ARDMORE DOWNTOWN EXECUTIVE (1F0)

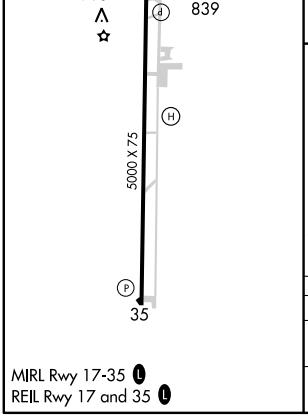
APP CRS	Rwy Idg	5000
172°	TDZE	839
	Apt Elev	844

NA

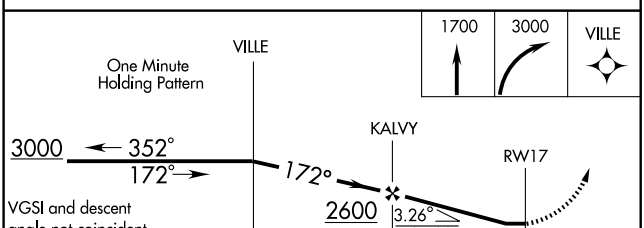
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct VILLE WP and hold.

AWOS-3	FORT WORTH CENTER	GCO	UNICOM
118.15	128.1 327.15	121.725	122.7 (CTAF) L





MIRL Rwy 17-35 L
REIL Rwy 17 and 35 L



CATEGORY	A	B	C	D
S-17	1360-1	521 (600-1)	1360-1½ 521 (600-1½)	1360-1¾ 521 (600-1¾)
CIRCLING	1400-1	556 (600-1)	1400-1½ 556 (600-1½)	1640-2½ 796 (800-2½)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

GPS RWY 35

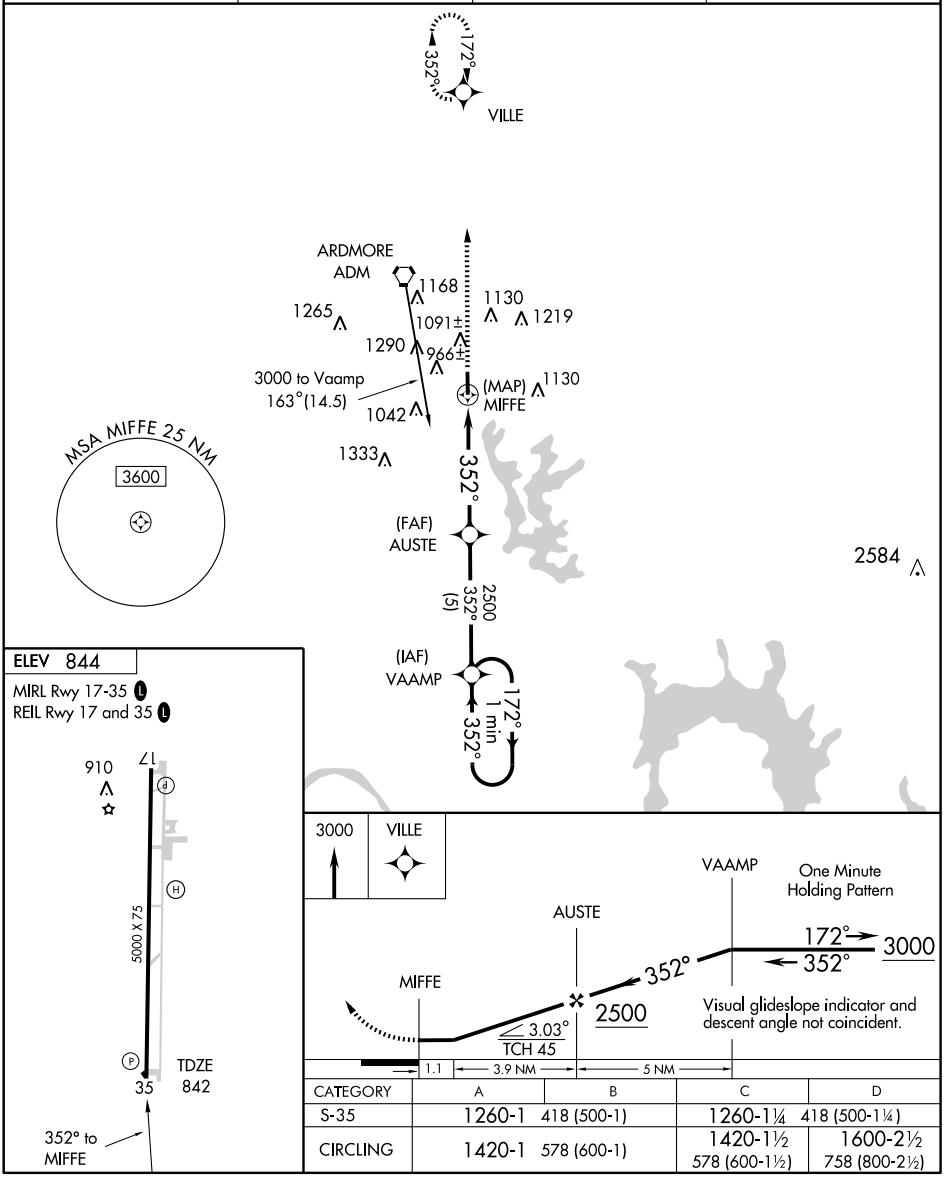
ARDMORE DOWNTOWN EXECUTIVE (1F0)

APP CRS	Rwy Idg	5000
352°	TDZE	842
	Apt Elev	844

NA

MISSED APPROACH: Climb to 3000 direct VILLE WP and hold.

AWOS-3	FORT WORTH CENTER	GCO	UNICOM
118.15	128.1 327.15	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-35	1260-1	418 (500-1)	1260-1¼	418 (500-1¼)
CIRCLING	1420-1	578 (600-1)	1420-1½	1600-2½
			578 (600-1½)	758 (800-2½)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ADM 116.7 Chan 114	APP CRS 144°	Rwy Idg N/A TDZE N/A Apt Elev 844

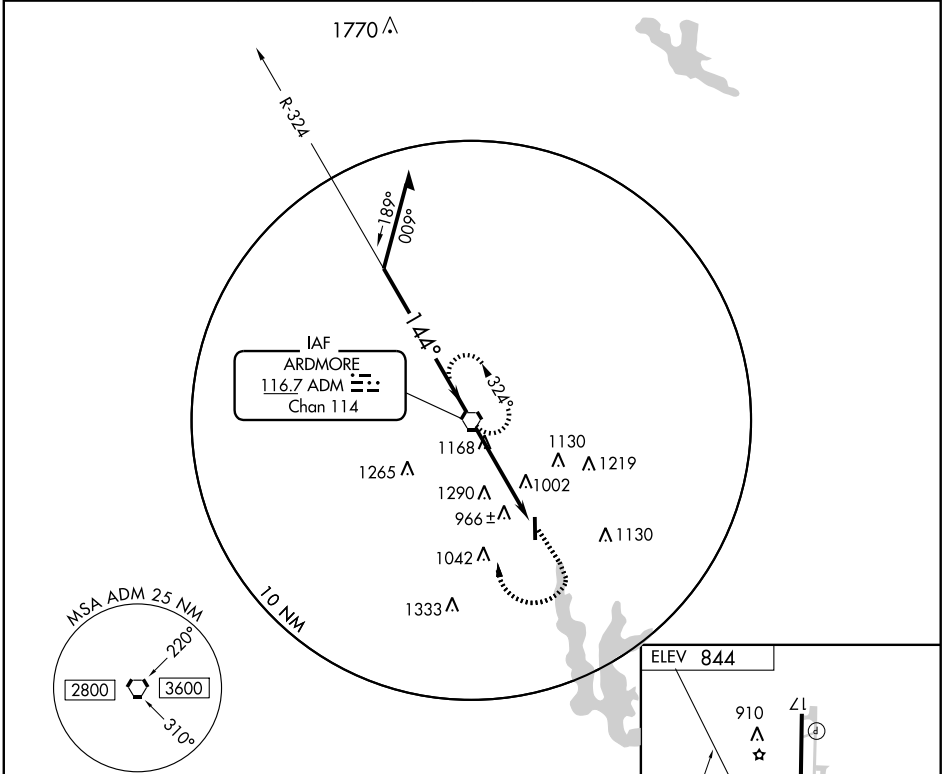
VOR-A

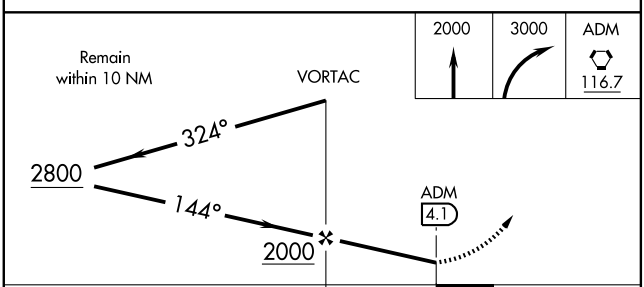
ARDMORE DOWNTOWN EXECUTIVE (1F0)

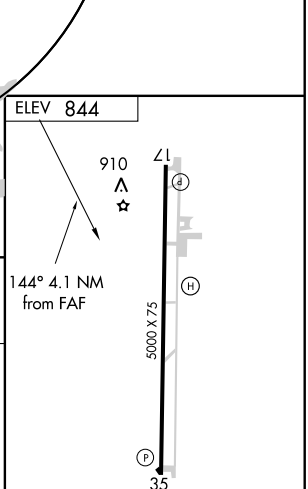
If local altimeter setting not received, use Henry Post AAF, NA FT. Sill altimeter setting and increase all MDAs 220 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

AWOS-3	FORT WORTH CENTER	GCO	UNICOM
118.15	128.1 327.15	121.725	122.7 (CTAF) L







MIRL Rwy 17-35 L
REIL Rwy 17 and 35 L

CATEGORY	A	B	C	D
CIRCLING	1540-1	698 (700-1)	1540-2 698 (700-2)	1600-2½ 758 (800-2½)

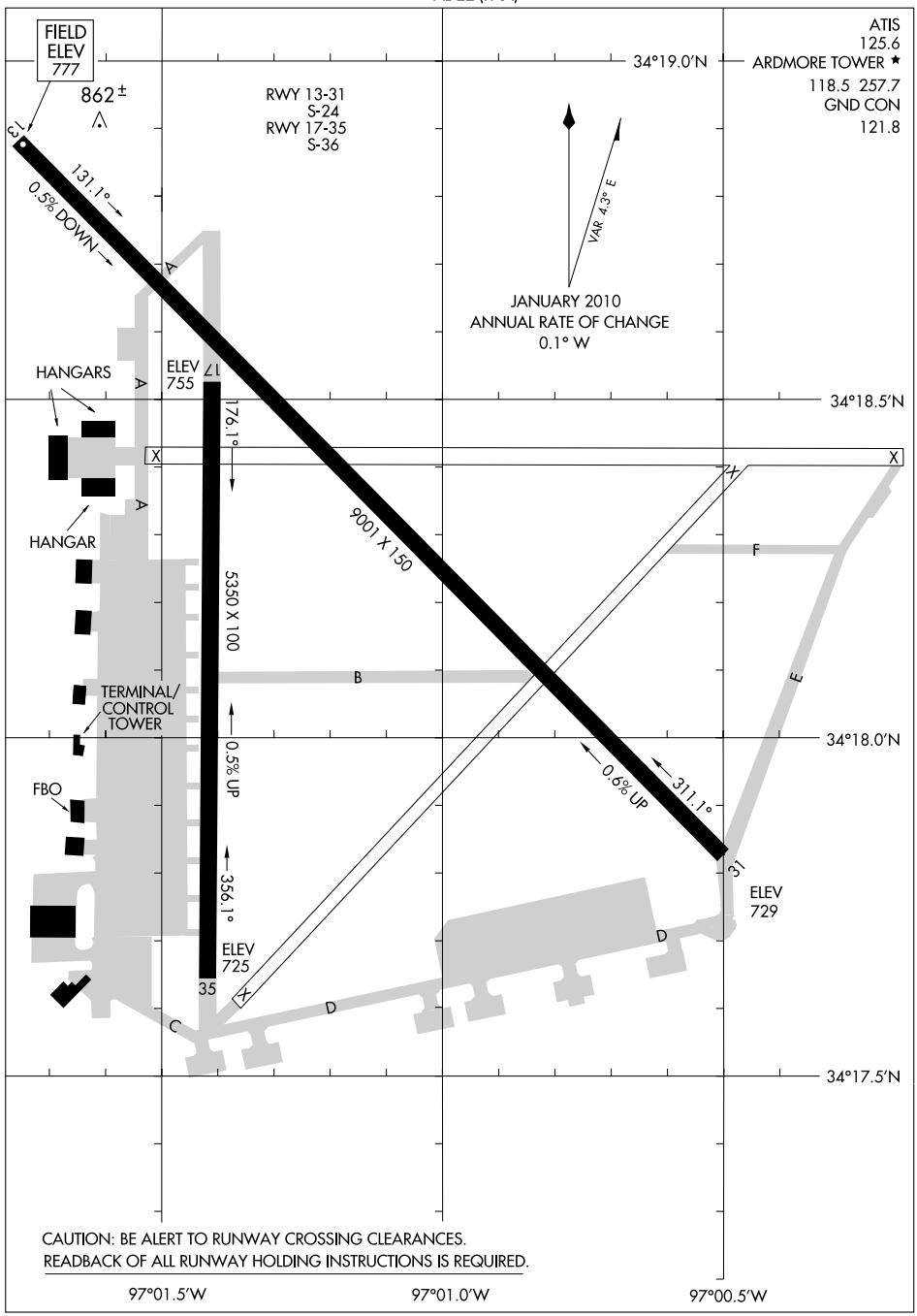
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ARDMORE MUNI (ADM)
ARDMORE, OKLAHOMA

AL-22 (FAA)



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

THERE ARE NO HOT SPOTS FOR ARKANSAS OR OKLAHOMA

21 OCT 2010 to 18 NOV 2010

LOC I-AIW	APP CRS	Rwy Idg	9001
108.9	309°	TDZE	732
		Apt Elev	762

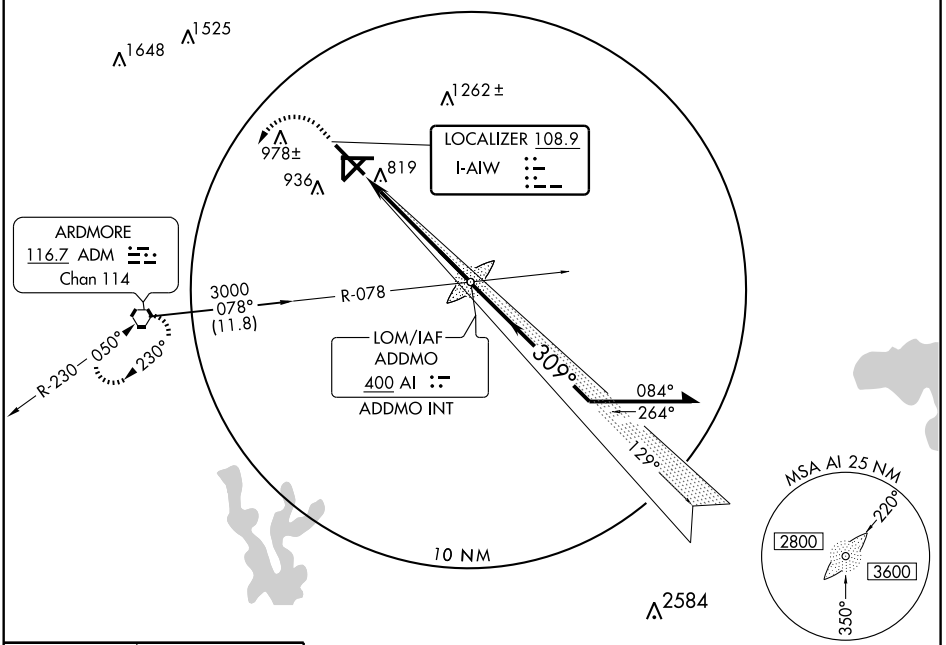
ILS or LOC RWY 31
ARDMORE MUNI (ADM)

When control tower closed use Ardmore Downtown Executive altimeter setting.
For inoperative MALSR increase S-LOC 31 visibility to 1 mile Cats A/B/C.
Inoperative table does not apply to S-ILS.
Autopilot coupled approach not authorized below 1360′.

MALSR

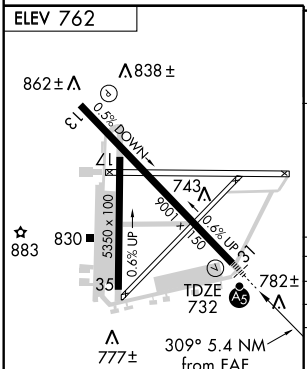
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER ★	GND CON	UNICOM
125.6	128.1 327.15	118.5 (CTAF) L 257.7	121.8	122.95

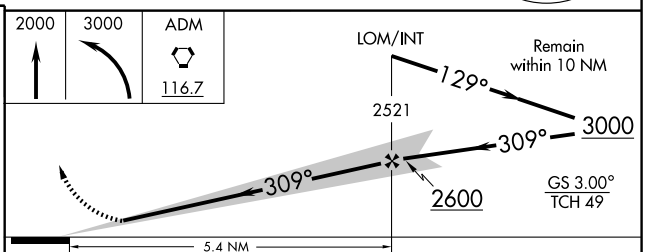


SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 31	932-¾ 200 (200-¾)			
S-LOC 31	1080-¾ 348 (400-¾)			
CIRCLING	1300-1 538 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)
ARDMORE DOWNTOWN EXECUTIVE ALTIMETER SETTING MINIMUMS				
S-ILS 31	969-¾ 237 (300-¾)			
S-LOC 31	1120-¾ 388 (400-¾)			
CIRCLING	1340-1 578 (600-1)	1420-1 658 (700-1)	1540-2¼ 778 (800-2¼)	1580-2¾ 818 (900-2¾)

THERE ARE NO LAND AND HOLD SHORT OPERATIONS (LAHSO) FOR ARKANSAS OR OKLAHOMA

21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9001
309°	TDZE	732
	Apt Elev	762

AL-22 (FAA)

RNAV (GPS) RWY 31

ARDMORE MUNI (ADM)

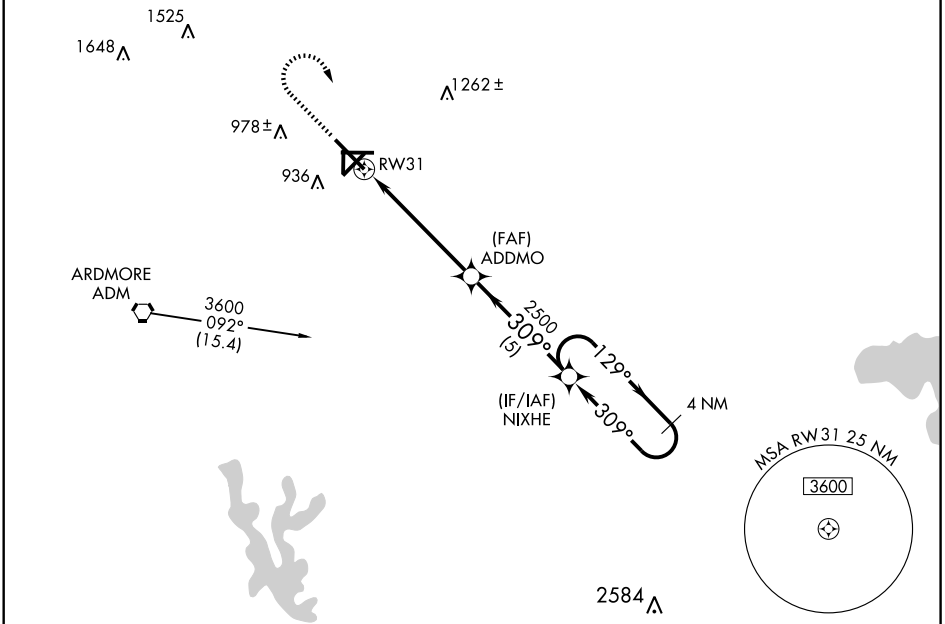
When control tower closed use Ardmore Downtown Executive altimeter setting and increase all MDAs 40 feet. VDP NA when using Ardmore Downtown Executive altimeter setting. For inoperative MALSR increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

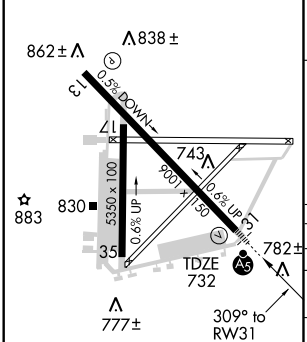
NA

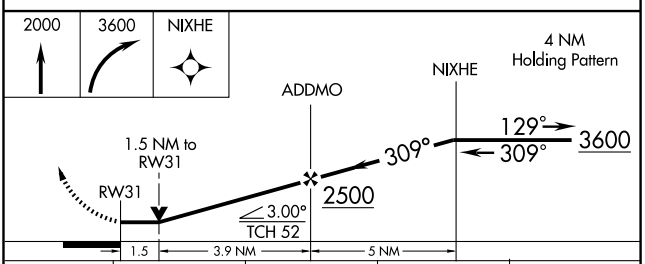
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3600 direct NIXHE WP and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER ★	GND CON	UNICOM
125.6	128.1 327.15	118.5 (CTAF) L 257.7	121.8	122.95







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1260-¾ 528 (500-¾)		1260-1 528 (500-1)	1260-1¼ 528 (500-1¼)
CIRCLING	1300-1 538 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)

SC-1, 21 OCT 2010 to 18 NOV 2010

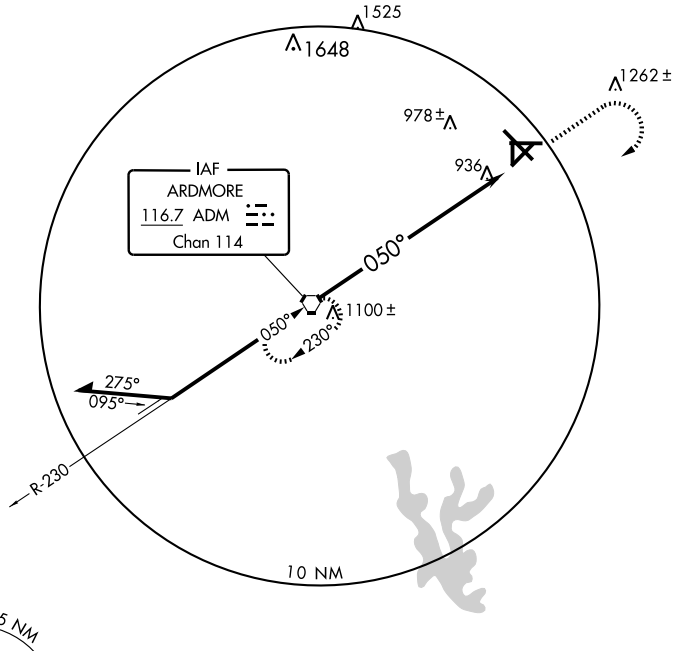
VORTAC ADM	APP CRS	Rwy Idg	N/A
116.7	050°	TDZE	N/A
Chan 114		Apt Elev	762

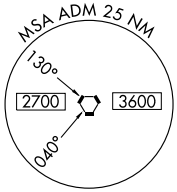
VOR-B
ARDMORE MUNI (ADM)

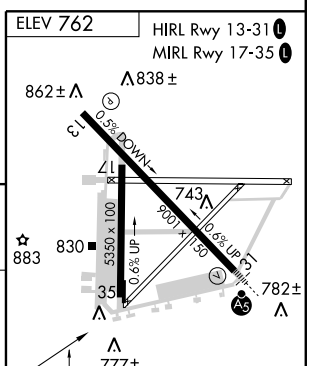
When control tower closed use Ardmore Downtown Executive altimeter setting and increase all MDAs 40 feet.

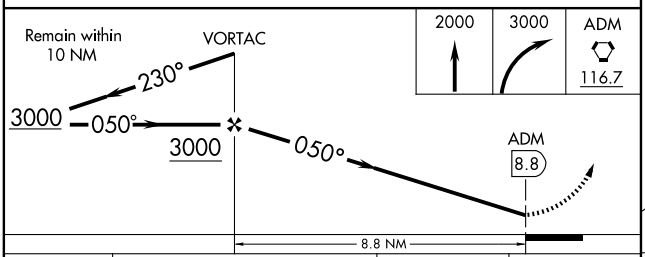
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER★	GND CON	UNICOM
125.6	128.1 327.15	118.5 (CTAF) L 257.7	121.8	122.95









CATEGORY	A	B	C	D
CIRCLING	1340-1 578 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)

FAF to MAP 8.8 NM

Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BVO	APP CRS	Rwy Idg	6200
111.3	172°	TDZE	695
		Apt Elev	711

LOC RWY 17

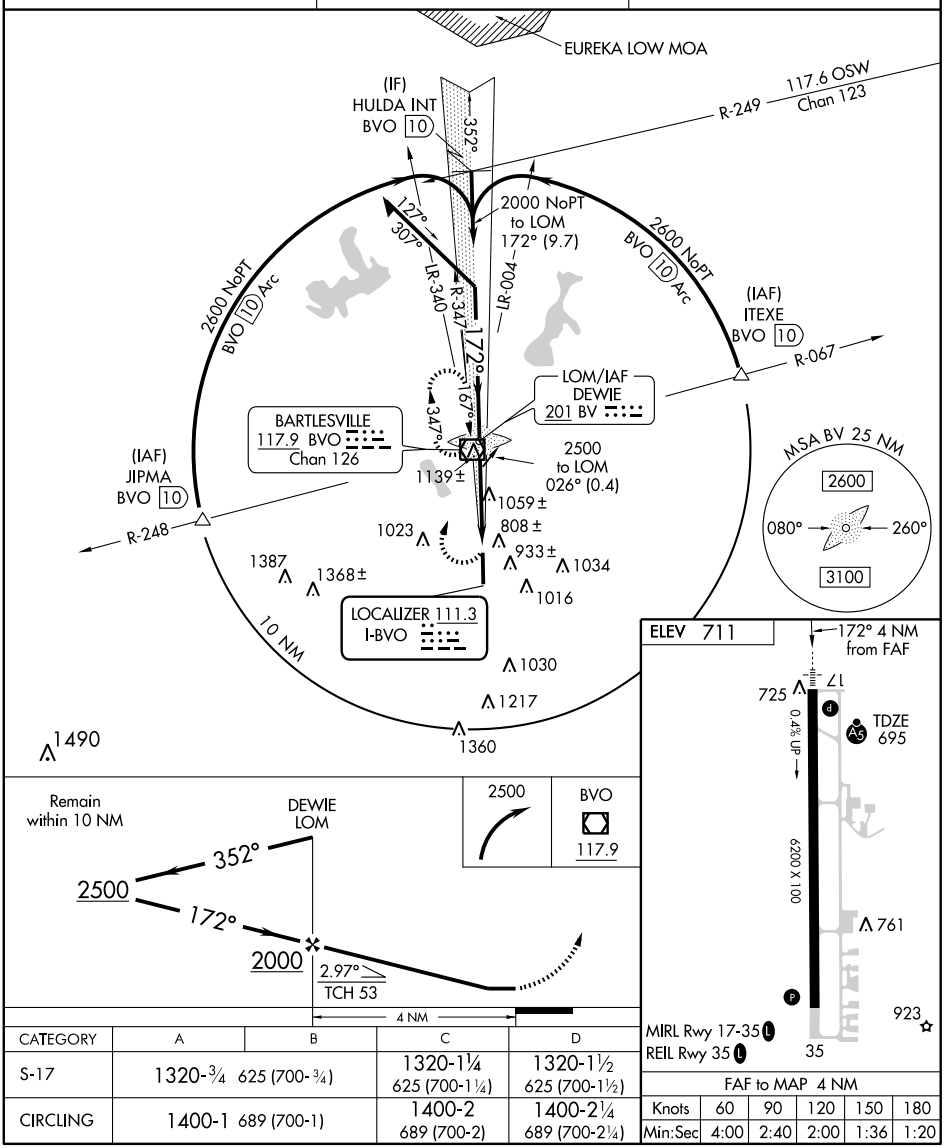
BARTLESVILLE MUNI (BVO)

T/A NA — For inoperative MALSR, increase S-17 Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibilities ¼ mile, circling Cat B/C/D visibilities ¼ mile.

MALSR (A5)

MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-17	1320-¾ 625 (700-¾)		1320-1¼ 625 (700-1¼)	1320-1½ 625 (700-1½)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS Chan 58201 W17A	APP CRS 172°	Rwy Idg 6200 TDZE 695 Apt Elev 711

RNAV (GPS) RWY 17

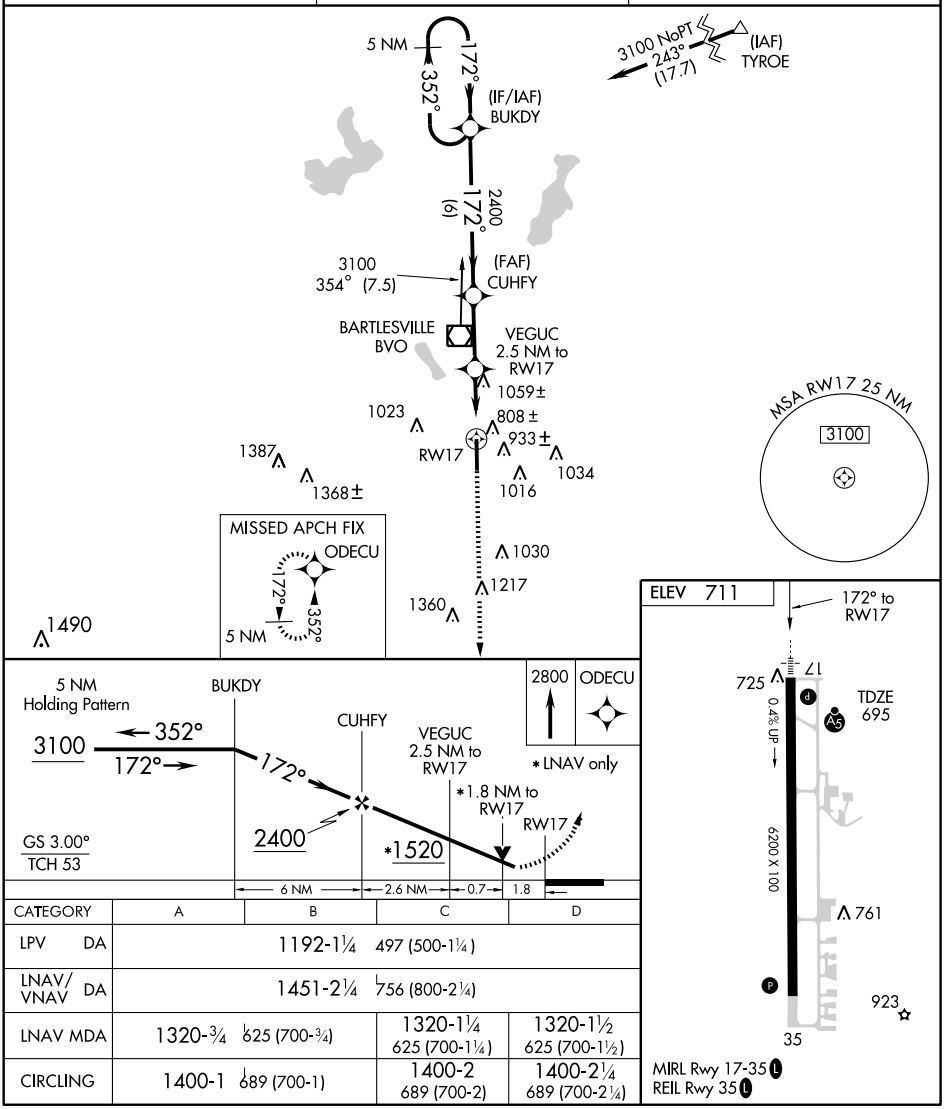
BARTLESVILLE MUNI (BVO)

T A For inoperative MALSR, increase LNAV MDA Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2800 direct ODECU and hold.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1192-1¼ 497 (500-1¼)			
LNAV/VNAV DA	1451-2¼ 756 (800-2¼)			
LNAV MDA	1320-¾ 625 (700-¾)		1320-1¼ 625 (700-1¼)	1320-1½ 625 (700-1½)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6200
Chan 61305	352°	TDZE	711
W35A		Apt Elev	711

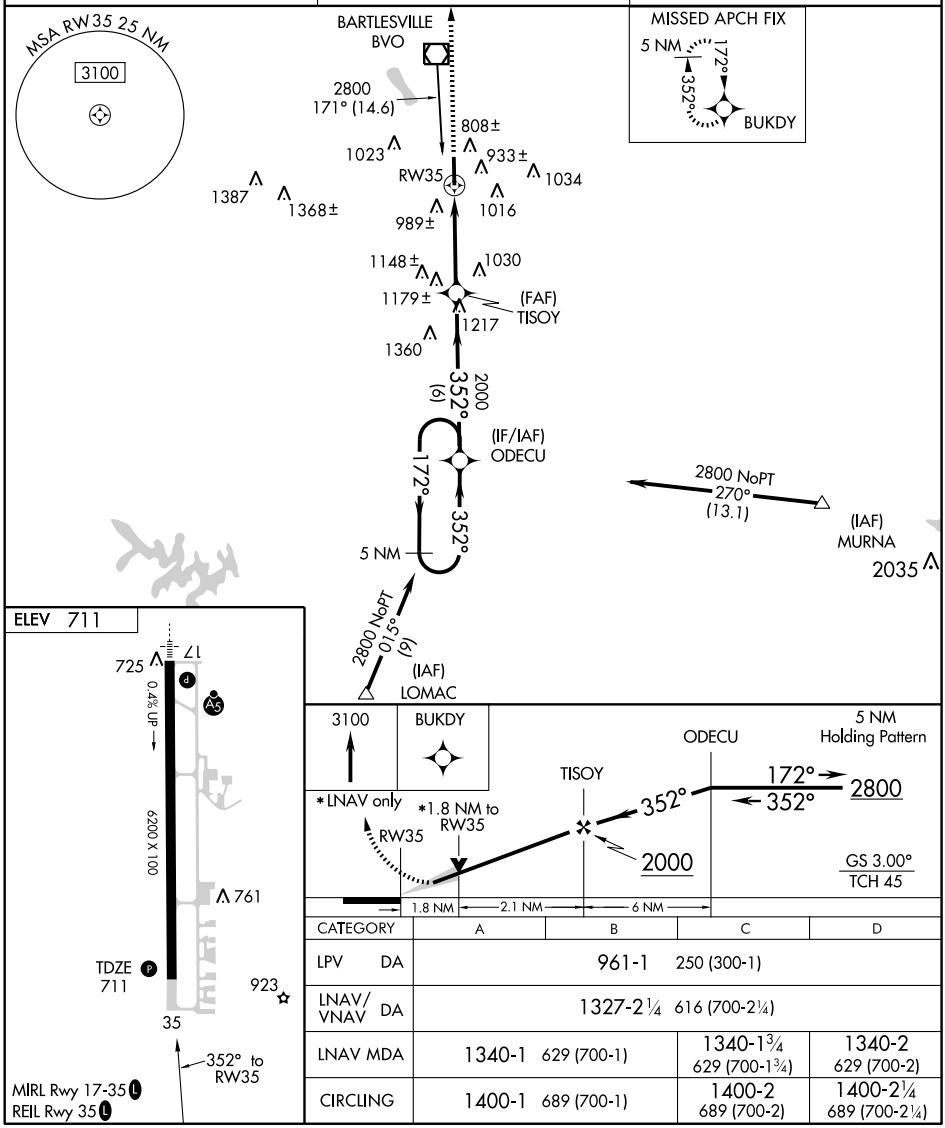
RNAV (GPS) RWY 35

BARTLESVILLE MUNI (BVO)

T A Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct BUKDY and hold.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	961-1 250 (300-1)			
LNAV/VNAV DA	1327-2¼ 616 (700-2¼)			
LNAV MDA	1340-1 629 (700-1)		1340-1¾ 629 (700-1¾)	1340-2 629 (700-2)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BVO 117.9 Chan 126	APP CRS 348°	Rwy Idg 6200 TDZE 711 Apt Elev 711

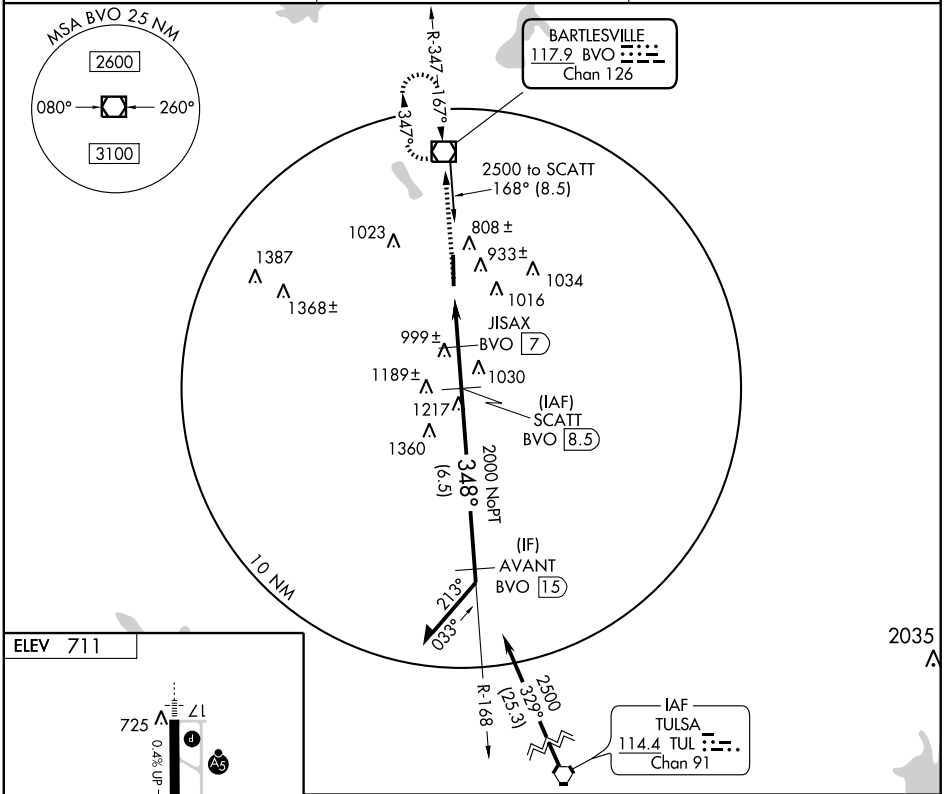
VOR/DME RWY 35

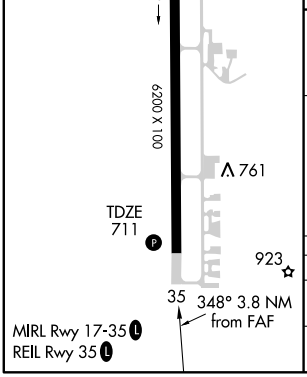
BARTLESVILLE MUNI (BVO)

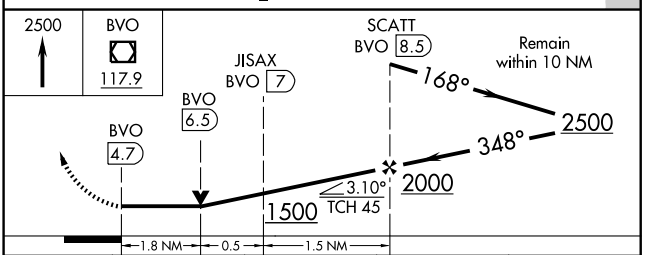
T A Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct BVO VOR/DME and hold.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	1320-1 609 (700-1)		1320-1¾ 609 (700-1¾)	1320-2 609 (700-2)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BVO 117.9 Chan 126	APP CRS 167°	Rwy Idg 6200 TDZE 695 Apt Elev 711

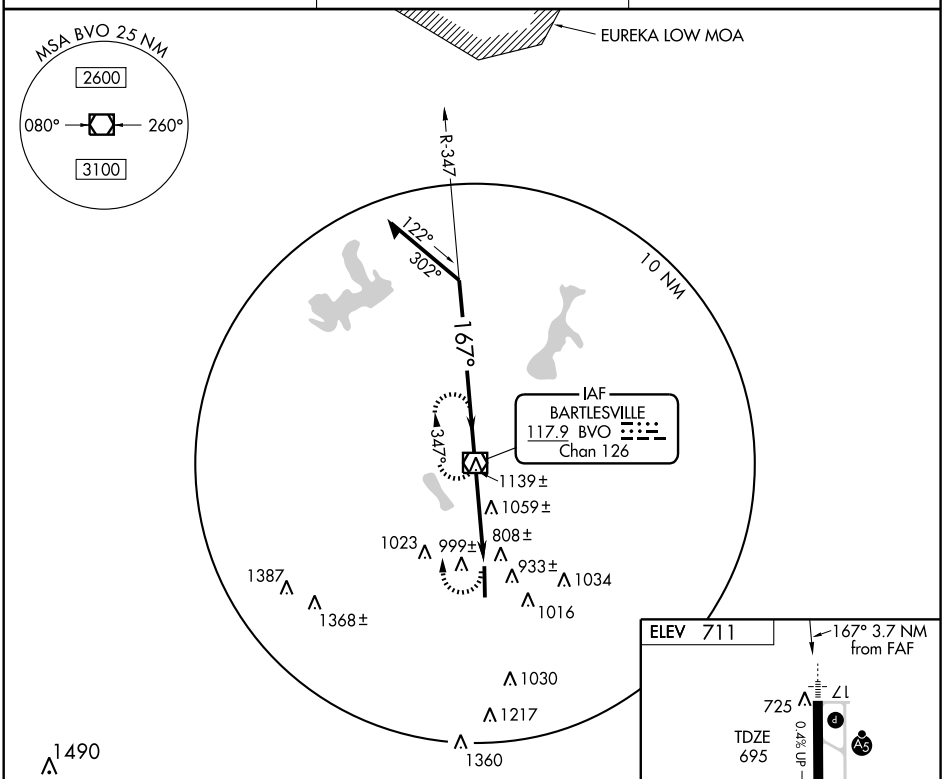
VOR RWY 17
BARTLESVILLE MUNI (BVO)

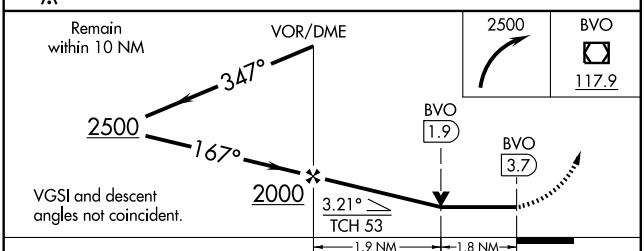
T A For inoperative MALSR, increase S-17 Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibility ¼ mile, Circling Cat B/C/Dvisibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

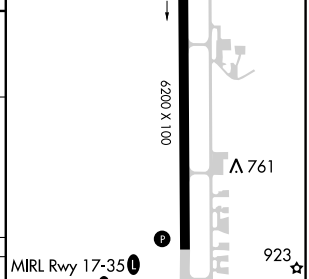
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF) L







FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-17	1320-¾	625 (700-¾)	1320-1¼ 625 (700-1¼)	1320-1½ 625 (700-1½)
CIRCLING	1400-1	689 (700-1)	1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3501
CH 97519	174°	TDZE	1030
W17A		Apt Elev	1030

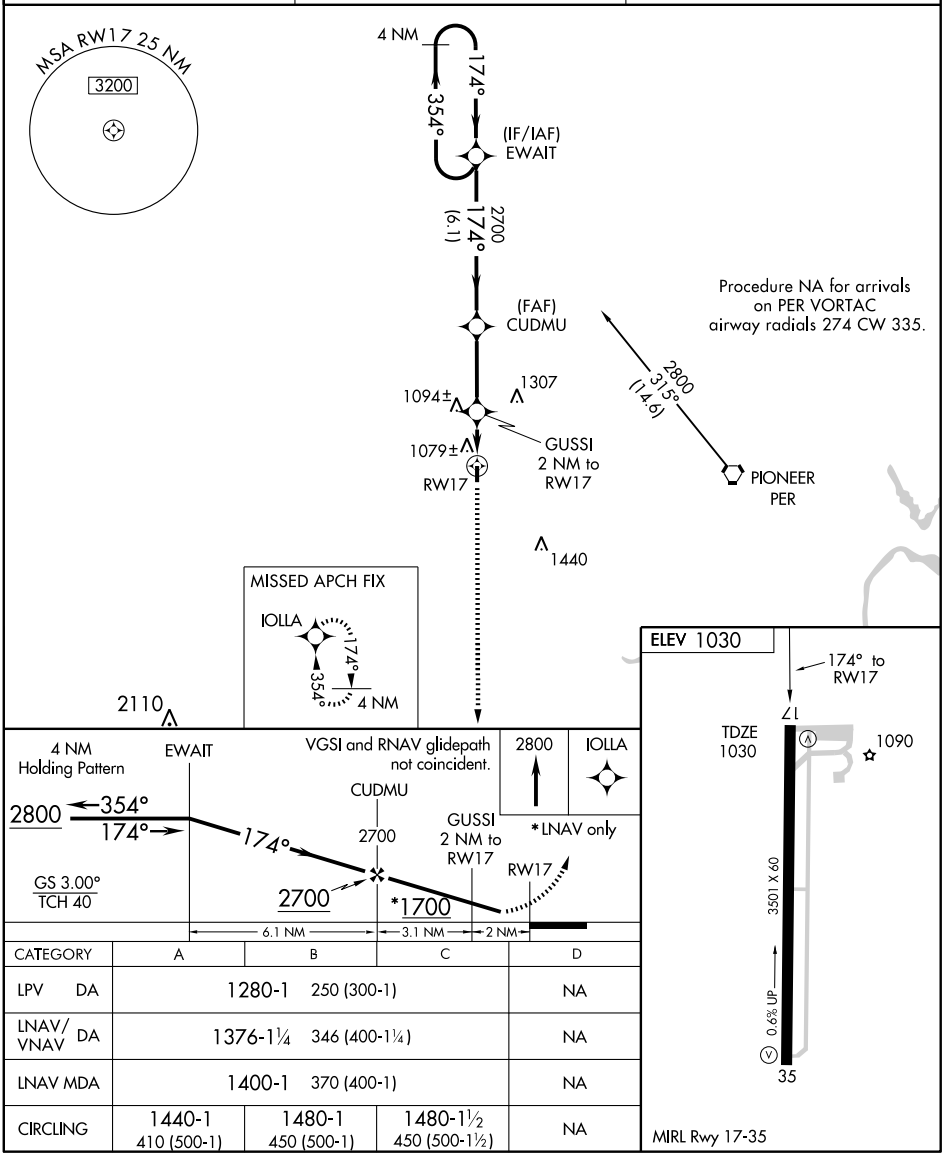
RNAV (GPS) RWY 17

BLACKWELL-TONKAWA MUNI (BKN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Ponca City altimeter setting.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1280-1	250 (300-1)		NA
LNAV/VNAV DA	1376-1¼	346 (400-1¼)		NA
LNAV MDA	1400-1	370 (400-1)		NA
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1½ 450 (500-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3501
CH 61119	354°	TDZE	1026
W35A		Apt Elev	1030

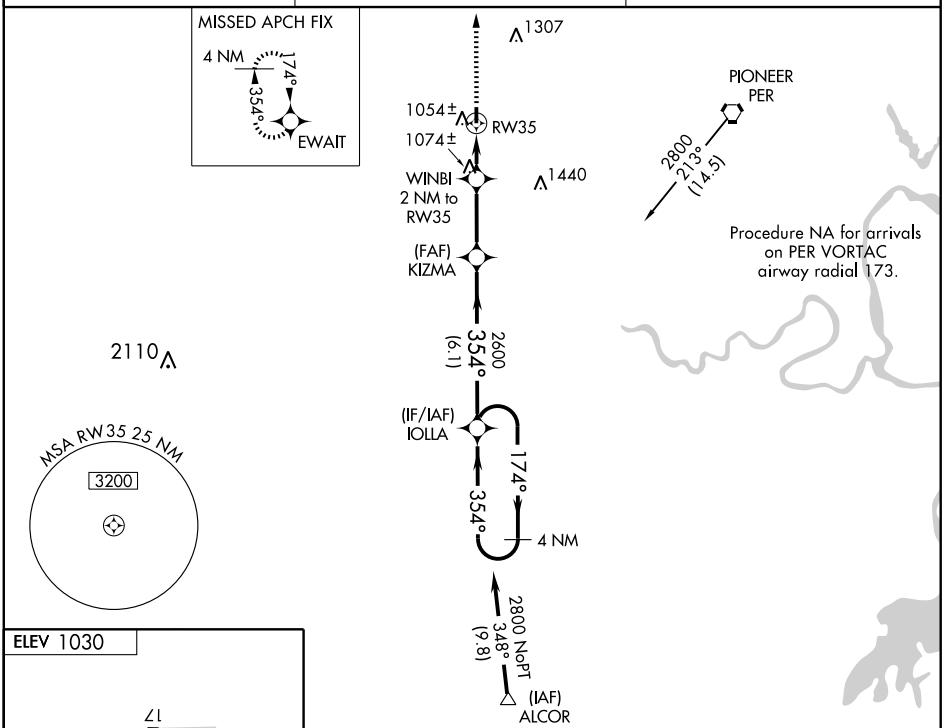
RNAV (GPS) RWY 35

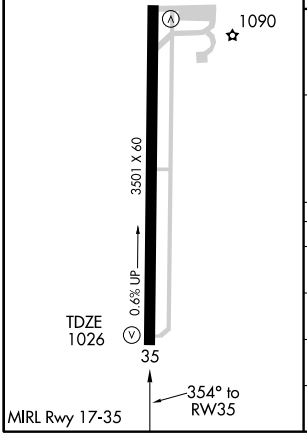
BLACKWELL-TONKAWA MUNI (BKN)

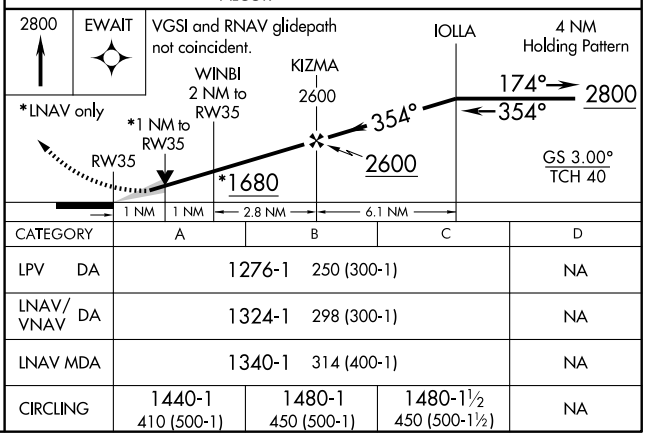
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ponca City altimeter setting.

MISSED APPROACH: Climb to 2800 direct EWAIT and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1276-1	250 (300-1)		NA
LNAV/VNAV DA	1324-1	298 (300-1)		NA
LNAV MDA	1340-1	314 (400-1)		NA
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1½ 450 (500-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PER	APP CRS	Rwy Idg	N/A
113.2	263°	TDZE	N/A
Chan 79		Apt Elev	1030

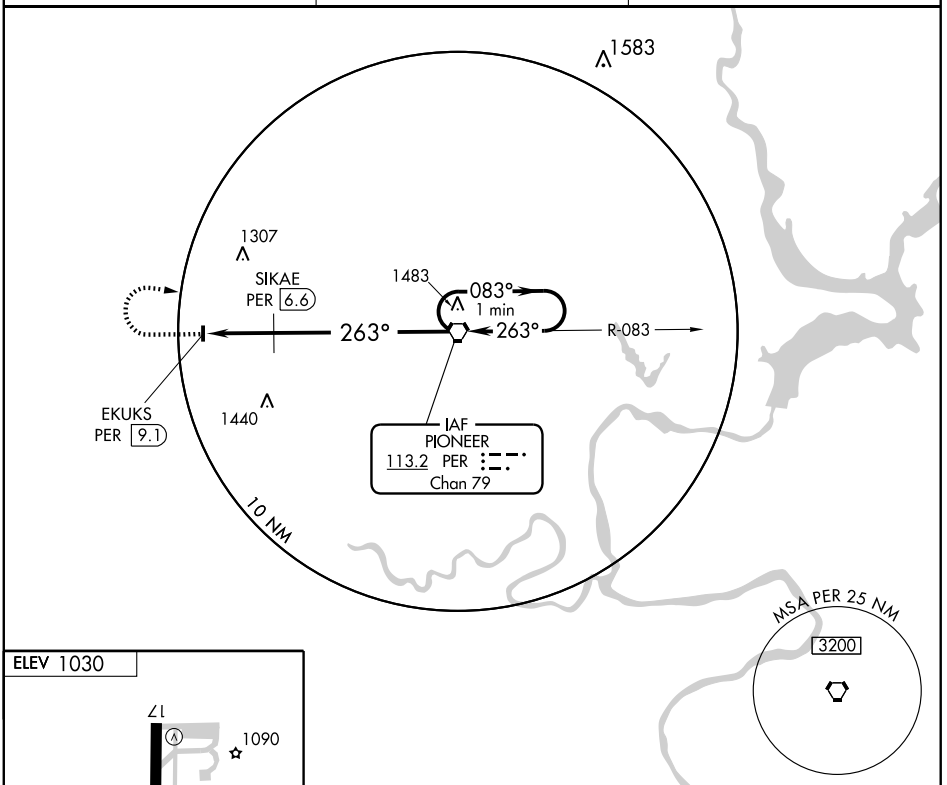
VOR-A

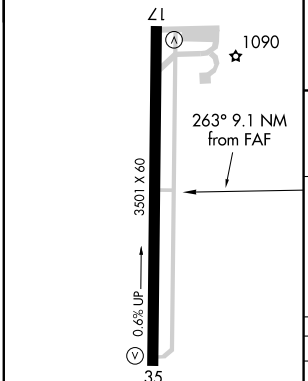
BLACKWELL-TONKAWA MUNI (BKN)

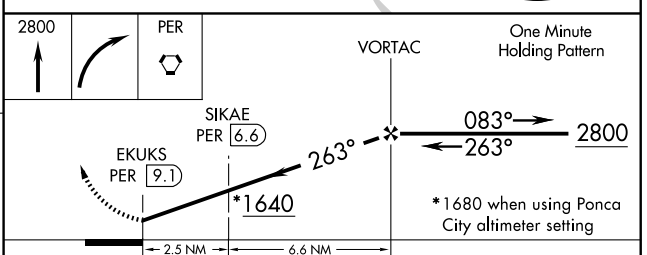
When local altimeter setting not received, use Ponca City altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2800 then right turn direct PER VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1640-1 610 (700-1)		1640-1¾ 610 (700-1¾)	NA

FAF to MAP 9.1 NM					
Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

SIKAE FIX MINIMUMS

CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1½ 450 (500-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4210
040°	TDZE	4178
	Apt Elev	4178

RNAV (GPS) RWY 4

BOISE CITY (17K)

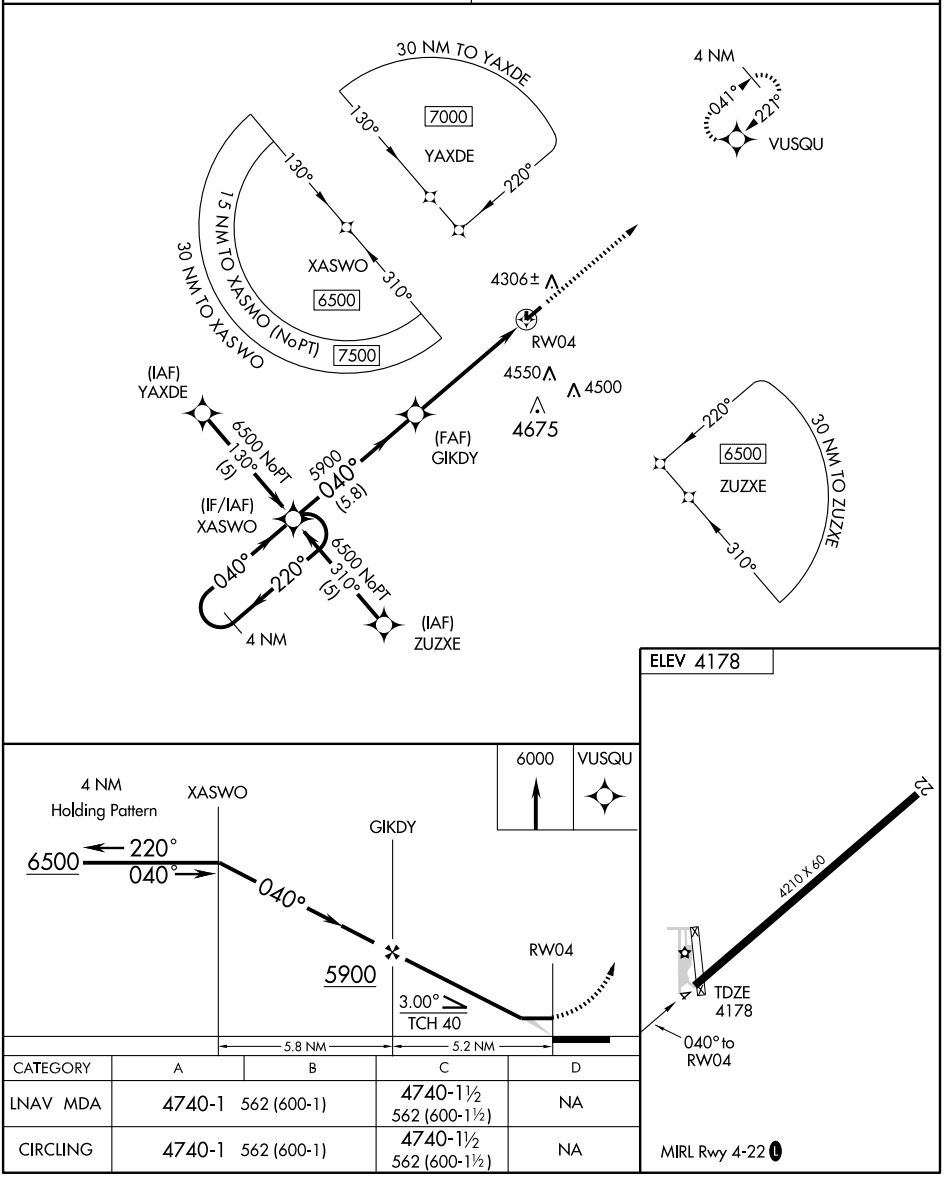
Use Dalhart, TX altimeter setting; when not received, procedure not authorized. GPS or RNP-0.3 required. DME/DME RNP-O.3 NA.

NA

MISSED APPROACH: Climb to 6000 direct VUSQU and hold.

ALBUQUERQUE CENTER
127.85 285.475

CTAF 122.9 L



CATEGORY	A	B	C	D
LNAV MDA	4740-1 562 (600-1)		4740-1½ 562 (600-1½)	NA
CIRCLING	4740-1 562 (600-1)		4740-1½ 562 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3400
176°	TDZE	848
	Apt Elev	851

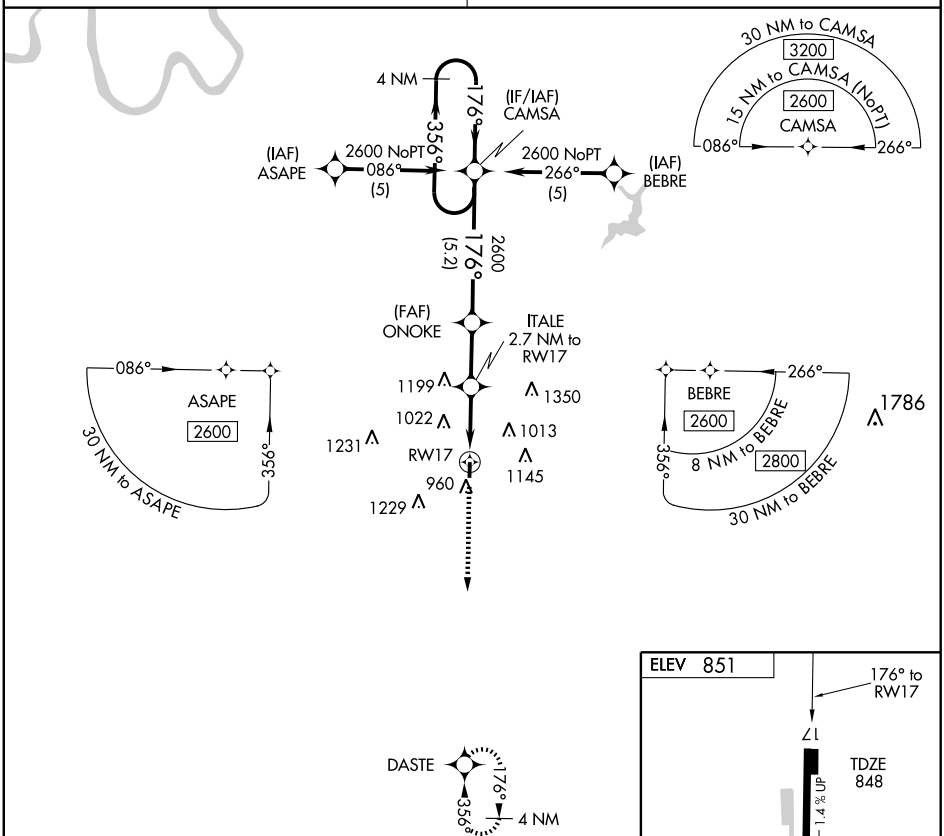
RNAV (GPS) RWY 17

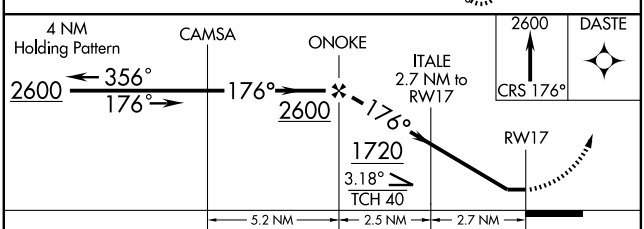
BRISTOW/JONES MEMORIAL (3F7)

Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.
NA

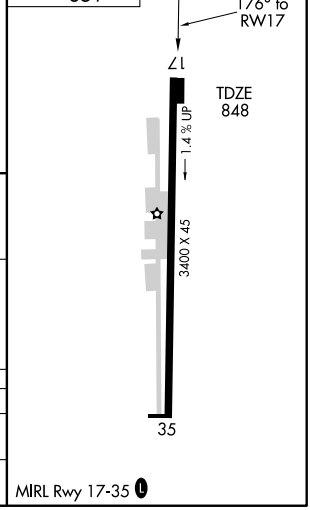
MISSED APPROACH: Climb to 2600 via 176° course to DASTE and hold.

KANSAS CITY CENTER	CTAF
128.8 354.1	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1400-1	552 (600-1)	1400-1½ 552 (600-1½)	NA
CIRCLING	1420-1	569 (600-1)	1440-1½ 589 (600-1½)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3400
356°	TDZE	851
	Apt Elev	851

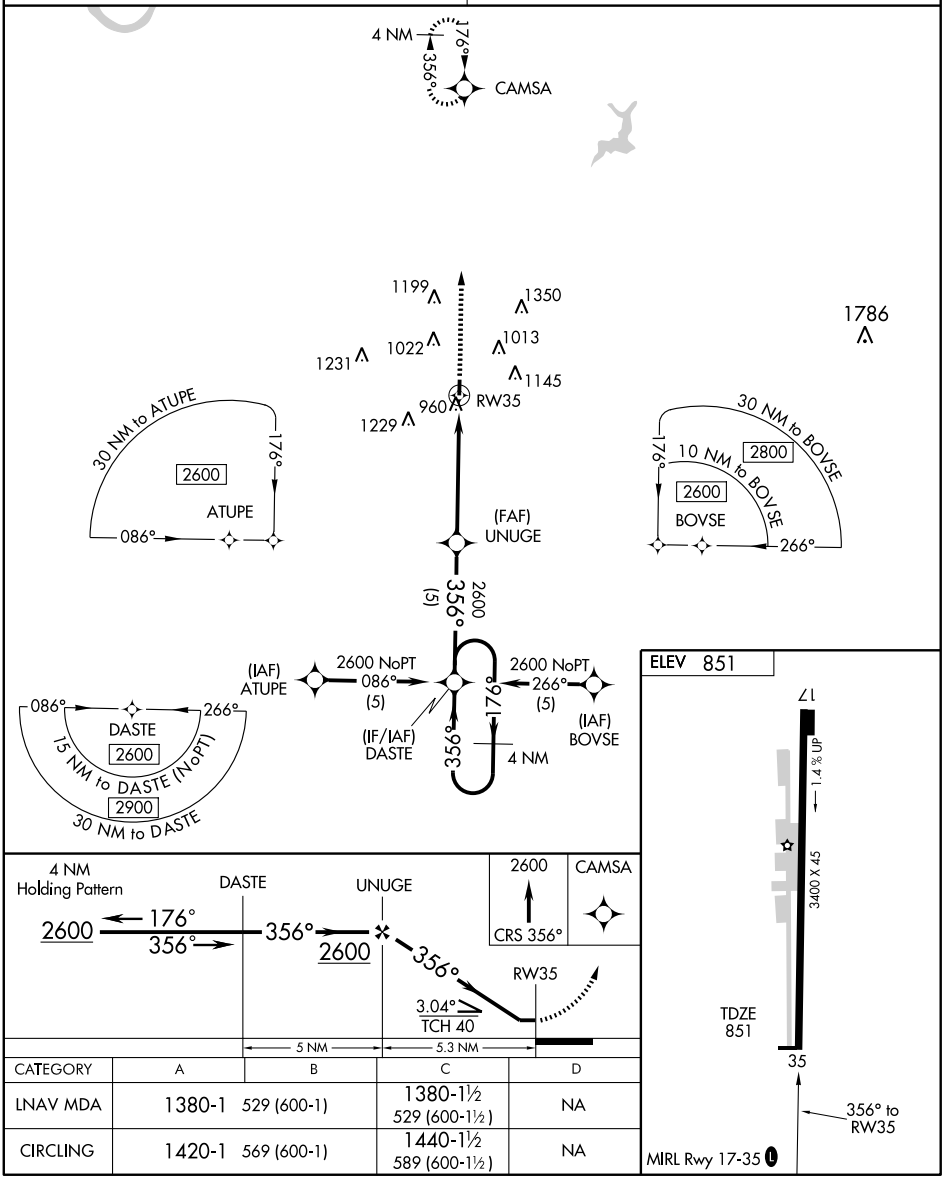
RNAV (GPS) RWY 35

BRISTOW/ JONES MEMORIAL (3F7)

Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.
NA

MISSED APPROACH: Climb to 2600 via 356° course to CAMSA and hold.

KANSAS CITY CENTER	CTAF
128.8 354.1	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1	529 (600-1)	1380-1½ 529 (600-1½)	NA
CIRCLING	1420-1	569 (600-1)	1440-1½ 589 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

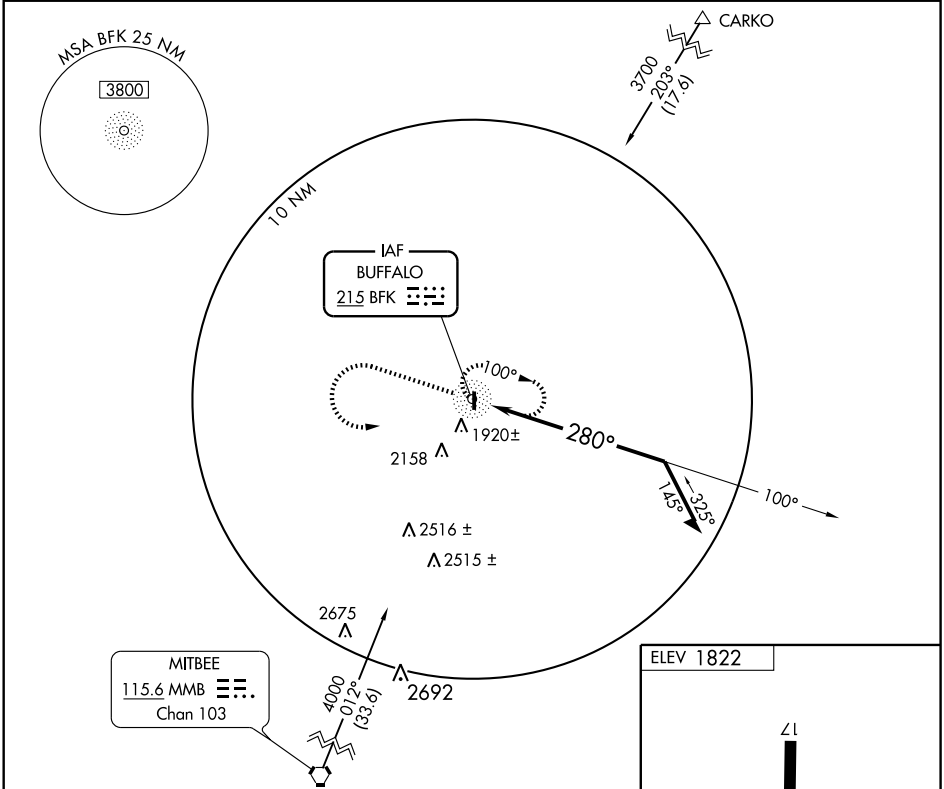
NDB BFK 215	APP CRS 280°	Rwy Idg N/A TDZE N/A Apt Elev 1822

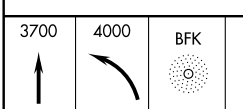
NDB-A
BUFFALO MUNI (BFK)

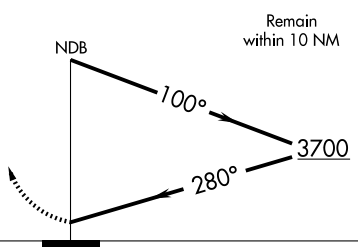
T NA Visibility reduction by helicopters NA. Use Woodward/West Woodward altimeter setting; when not received, use Gage altimeter setting and increase all MDA 40 feet.

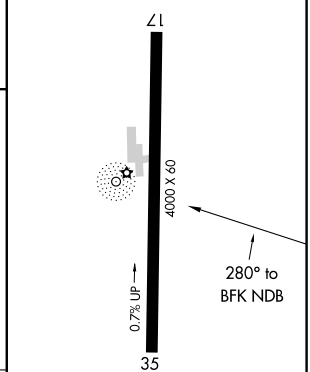
MISSED APPROACH: Climb to 3700 then climbing left turn to 4000 direct BFK NDB and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
118.425	126.95 379.2	122.9 L









CATEGORY	A	B	C	D
CIRCLING	2580-1 758 (800-1)	2580-1¼ 758 (800-1¼)	2580-2¼ 758 (800-2¼)	NA

MIRL Rwy 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

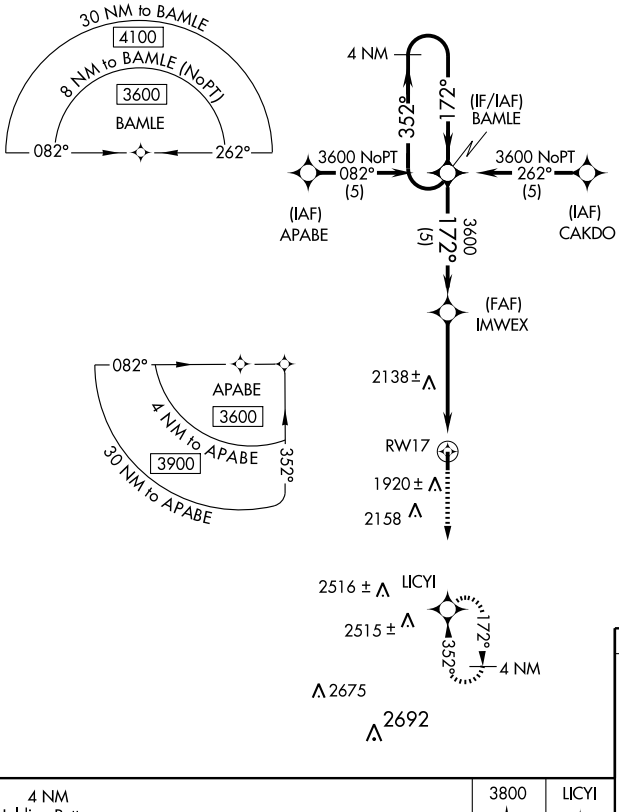
BUFFALO MUNI (BFK)

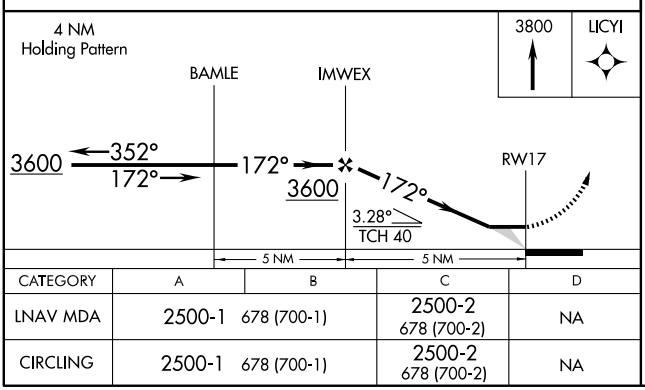
APP CRS	Rwy Idg	4000
172°	TDZE	1822
	Apt Elev	1822

DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.

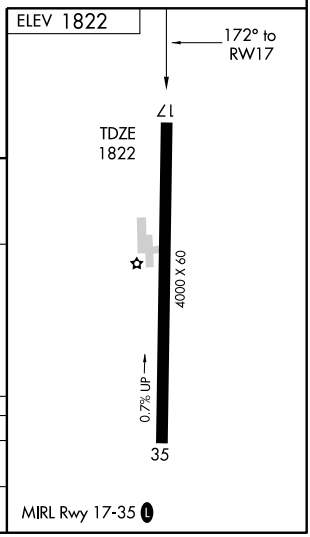
MISSED APPROACH: Climb to 3800 direct LICYI WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
118.425	126.95 379.2	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	2500-1	678 (700-1)	2500-2 678 (700-2)	NA
CIRCLING	2500-1	678 (700-1)	2500-2 678 (700-2)	NA



MIRL Rwy 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

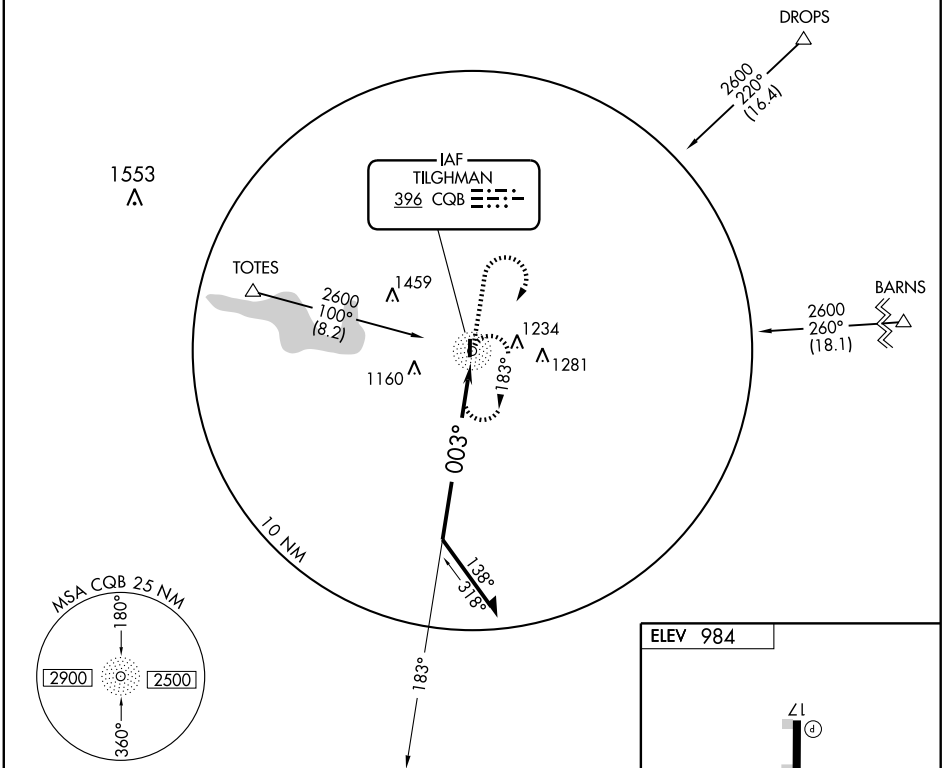
NDB CQB	APP CRS	Rwy Idg	4000
396	003°	TDZE	984
		Apt Elev	984

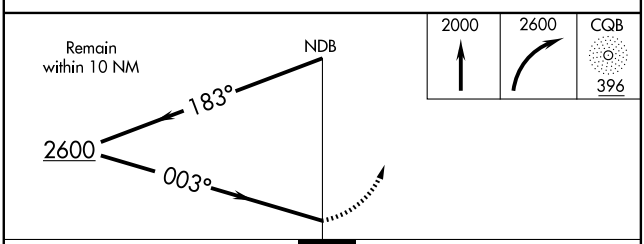
NDB RWY 35
CHANDLER RGNL (CQB)

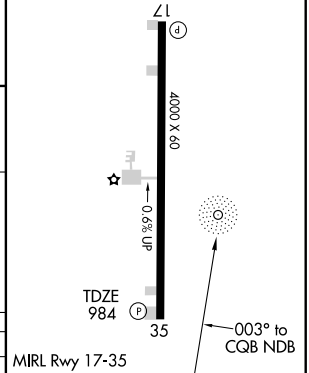
▼ NA If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct CQB NDB and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	128.3 291.7	122.9







CATEGORY	A	B	C	D
S-35	1420-1 436 (500-1)		1420-1¼ 436 (500-1¼)	NA
CIRCLING	1420-1 436 (500-1)	1440-1 456 (500-1)	1540-1½ 556 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

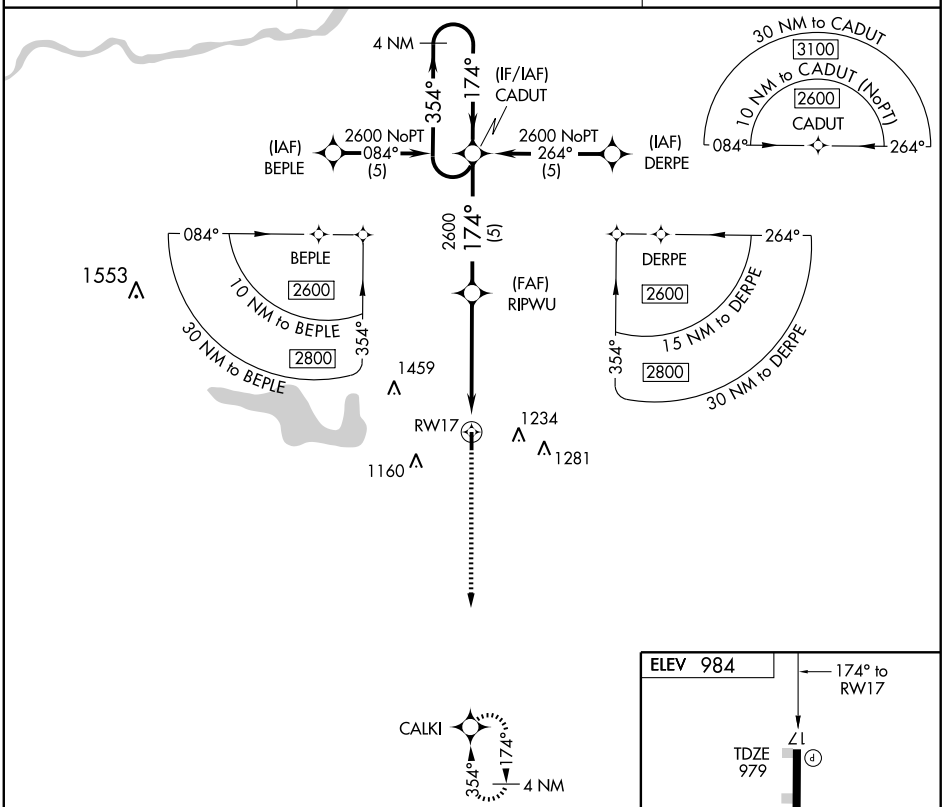
APP CRS	Rwy Idg	4000
174°	TDZE	979
	Apt Elev	984

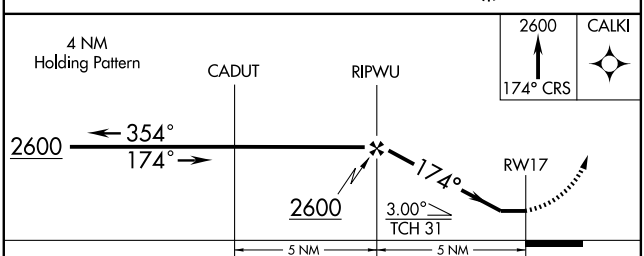
RNAV (GPS) RWY 17
CHANDLER RGNL (CQB)

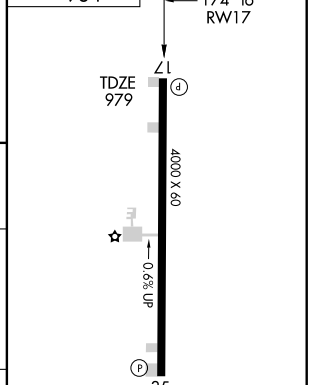
▼ If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 80 feet.
▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 174° course to CALKI WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	128.3 291.7	122.9







CATEGORY	A	B	C	D
LNAV MDA	1300-1 319 (400-1)			NA
CIRCLING	1380-1 396 (400-1)	1440-1 456 (500-1)	1540-1½ 556 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

CHANDLER RGNL (CQB)

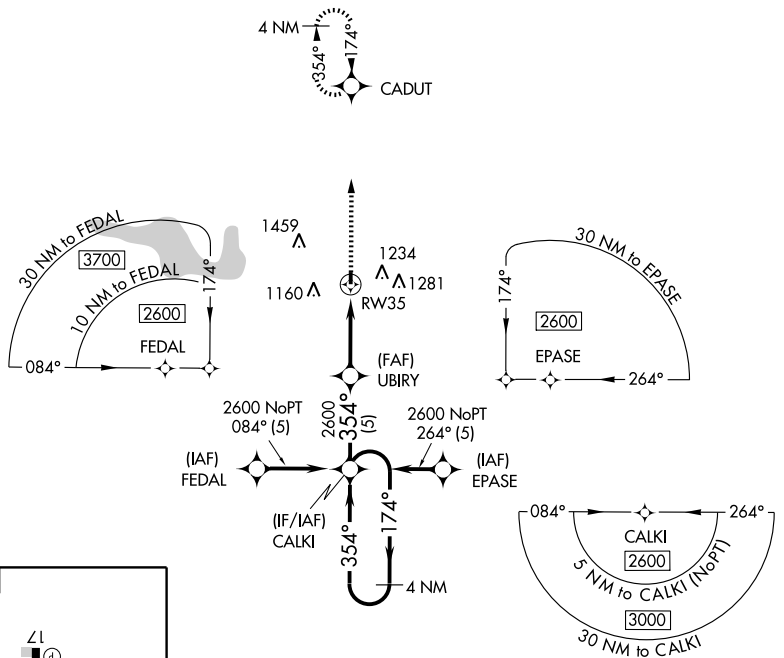
APP CRS	Rwy Idg	4000
354°	TDZE	984
	Apt Elev	984

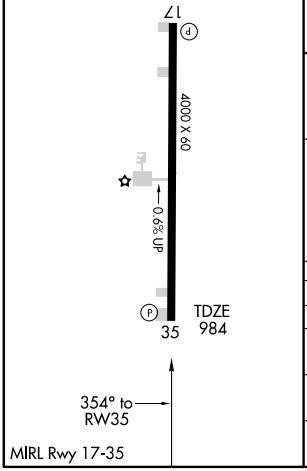
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all DAs/MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA BARO-VNAV NA below -16°C (4°F). BARO VNAV and VDP NA with Shawnee Rgnl altimeter setting.

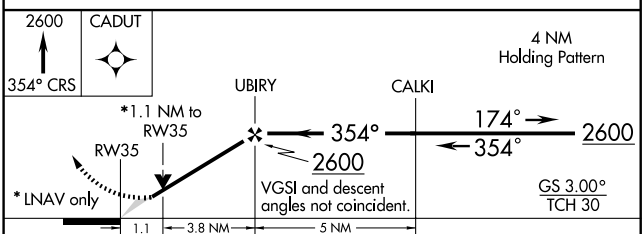
NA

MISSED APPROACH: Climb to 2600 via 354° course to CADUT WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	128.3 291.7	122.9





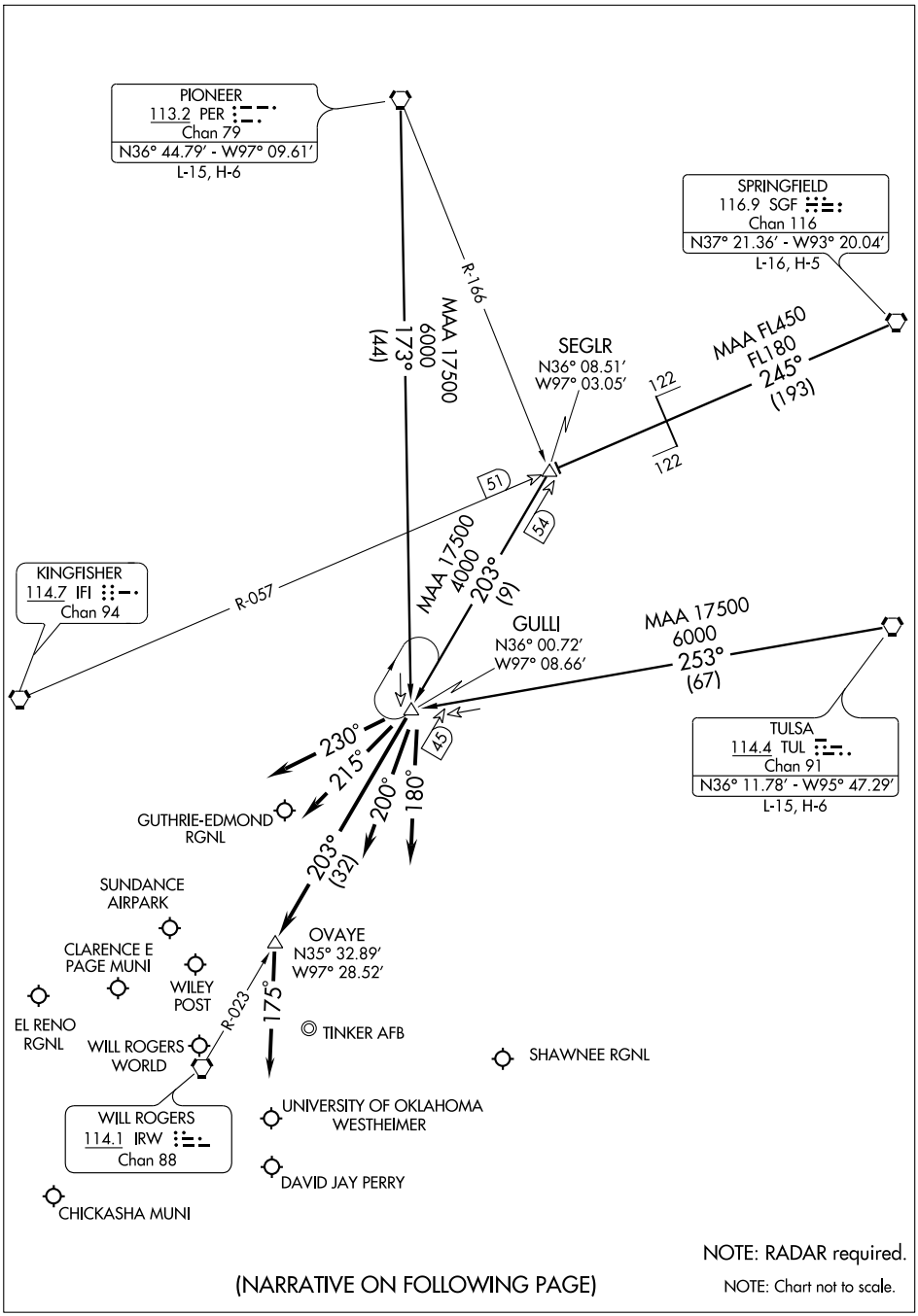


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1300-1¼ 316 (400-1¼)			NA
LNAV MDA	1300-1 316 (400-1)			NA
CIRCLING	1380-1¼ 396 (400-1¼)	1440-1¼ 456 (500-1¼)	1540-1½ 556 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

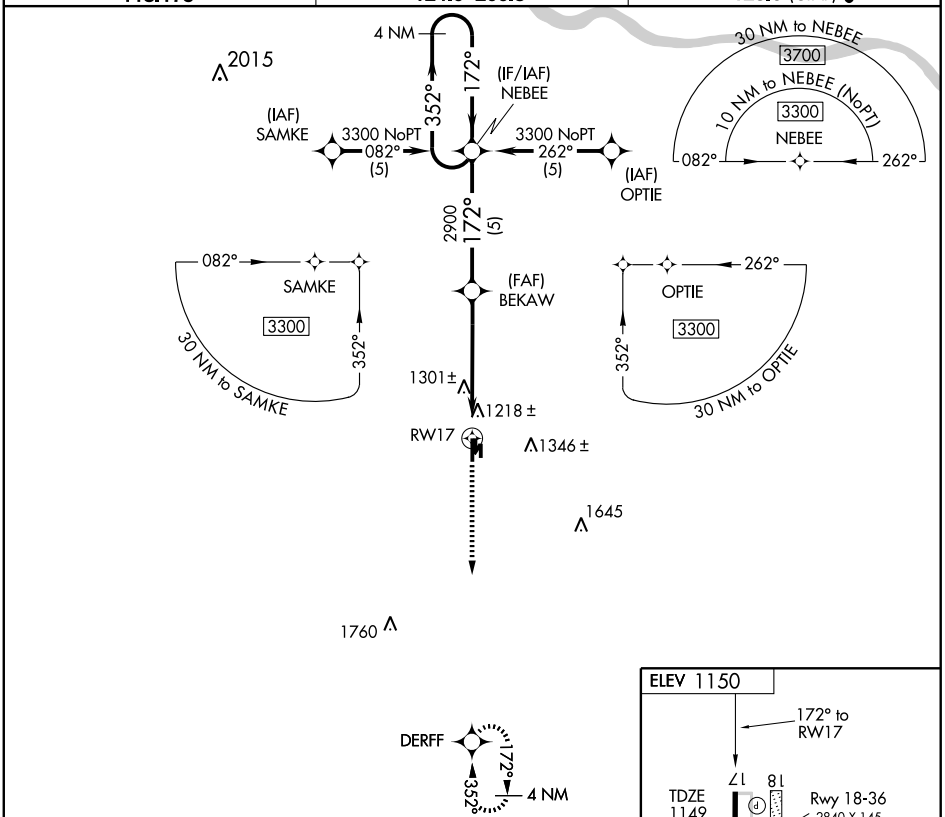
CHICKASHA MUNI (CHK)

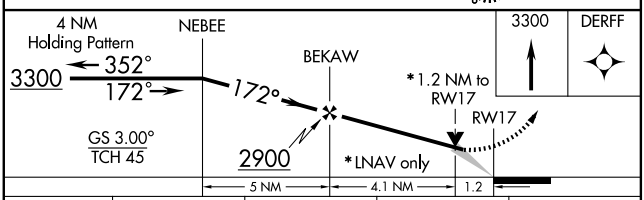
APP CRS	Rwy Idg	5101
172°	TDZE	1149
	Apt Elev	1150

NA BARO-VNAV NA below -17°C (+2°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet and all LNAV/VNAV visibilities ½ mile. BARO-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

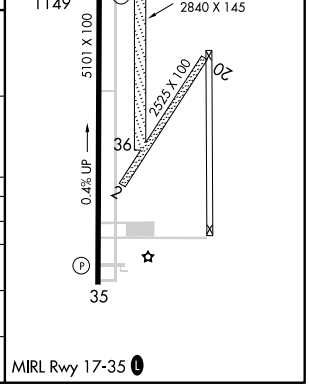
MISSED APPROACH: Climb to 3300 direct DERFF WP and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1480-1¼ 331 (400-1¼)			NA
LNAV MDA	1560-1 411 (500-1)		1560-1¼ 411 (500-1¼)	NA
CIRCLING	1560-1¼ 410 (500-1¼)	1600-1¼ 450 (500-1¼)	1620-1½ 470 (500-1½)	NA



MIRL Rwy 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5101
352°	TDZE	1138
	Apt Elev	1150

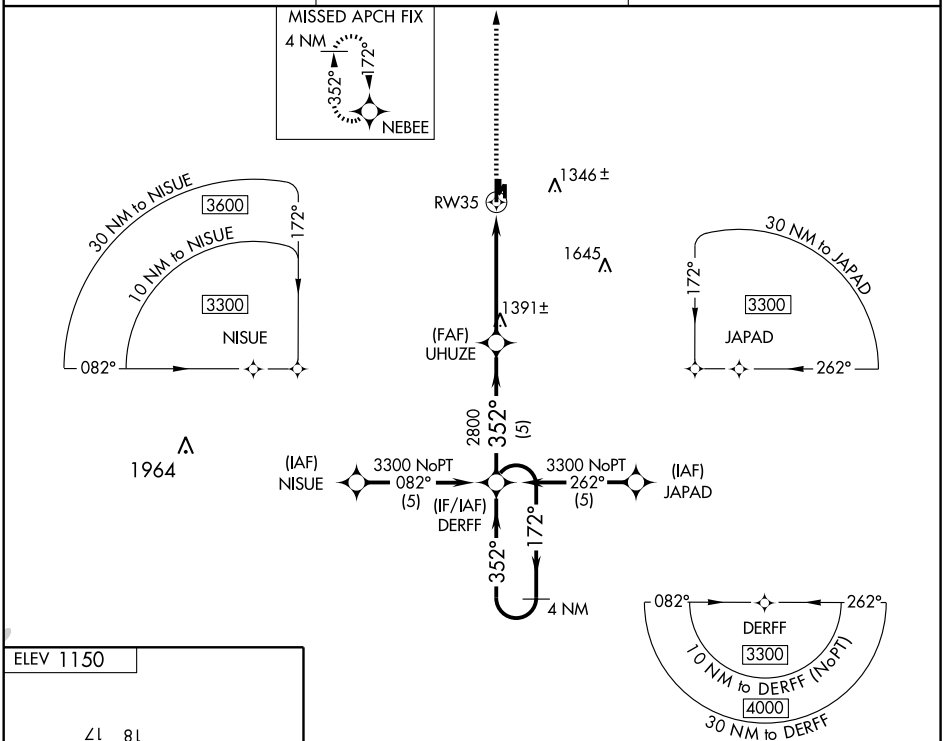
RNAV (GPS) RWY 35

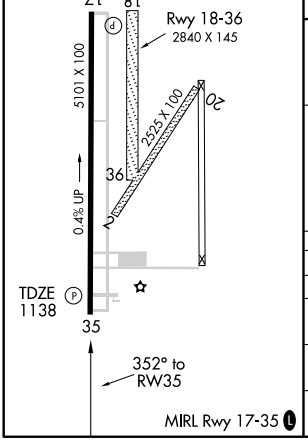
CHICKASHA MUNI (CHK)

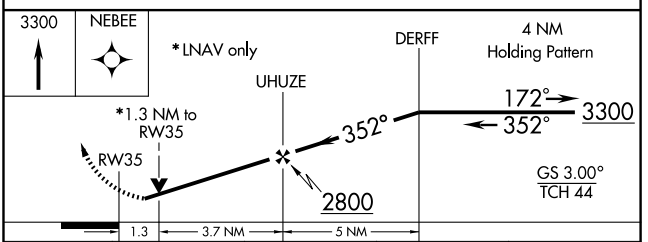
NA — Baro-VNAV NA below -17°C (1°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct NEBEE WP and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1440-1 302 (300-1)			NA
LNAV MDA	1580-1 442 (500-1)		1580-1¼ 442 (500-1¼)	NA
CIRCLING	1580-1 430 (500-1)	1600-1 450 (500-1)	1620-1½ 470 (500-1½)	NA

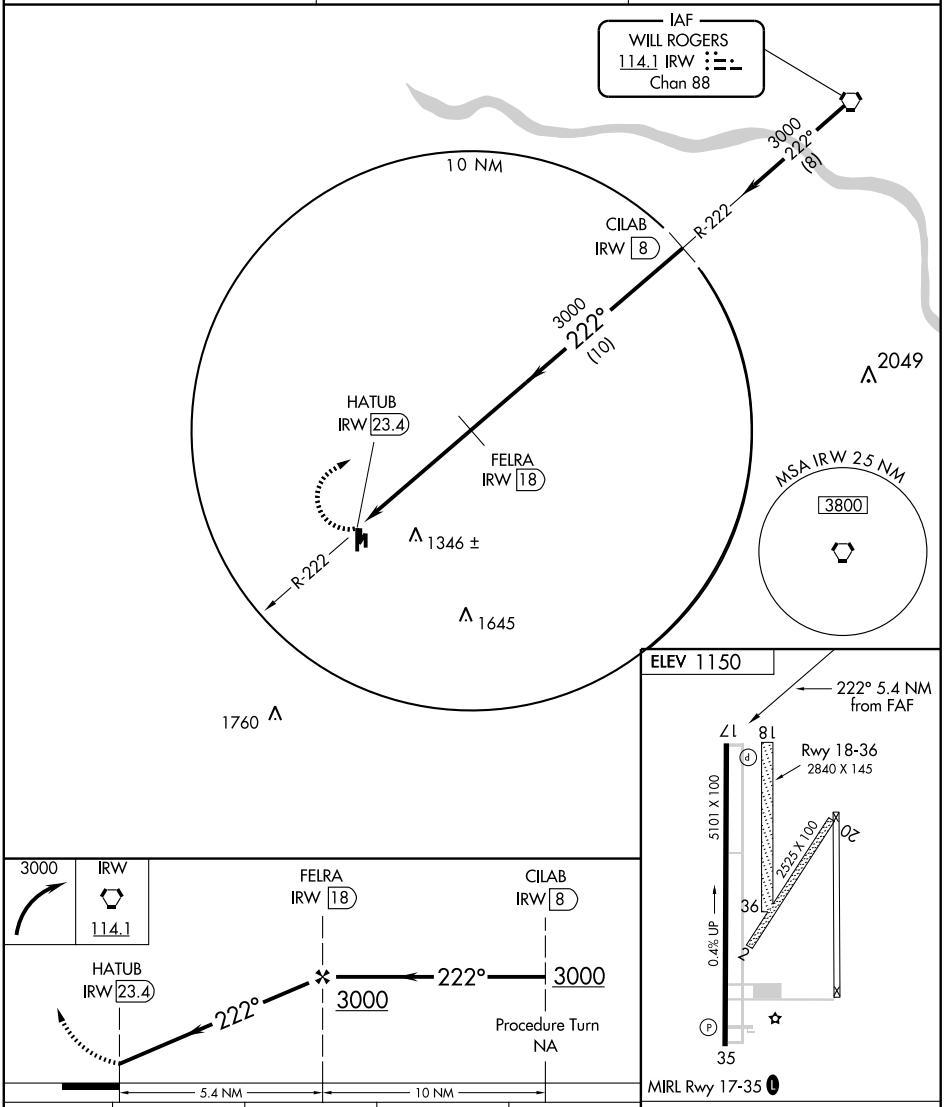
SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC IRW 114.1 Chan 88	APP CRS 222°	Rwy Idg N/A TDZE N/A Apt Elev 1150

VOR/DME-A
CHICKASHA MUNI (CHK)

⚠ NA If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climbing right turn to 3000 direct IRW VORTAC.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1660-1 510 (600-1)	1660-1¼ 510 (600-1¼)	1660-1½ 510 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5200
CH 63214	175°	TDZE	718
W17A		Apt Elev	733

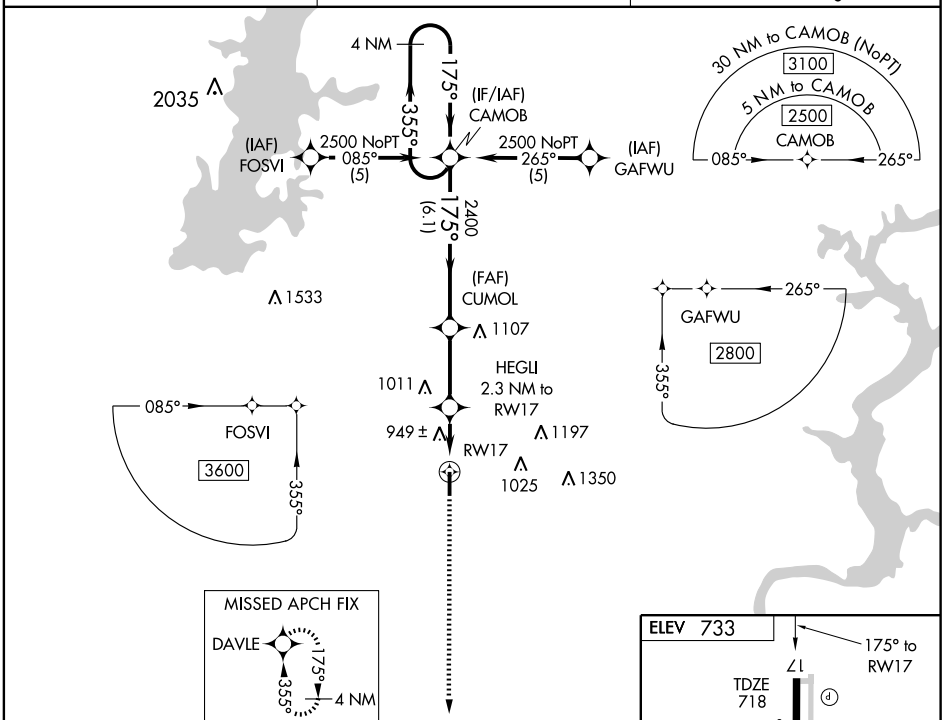
RNAV (GPS) RWY 17

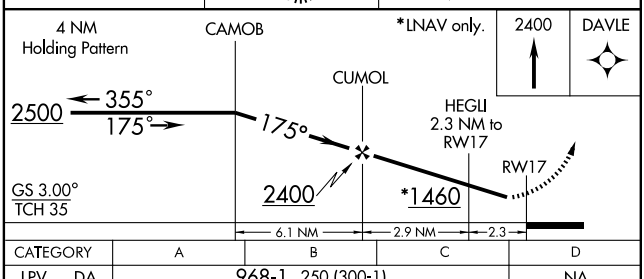
CLAREMORE RGNL (GCM)

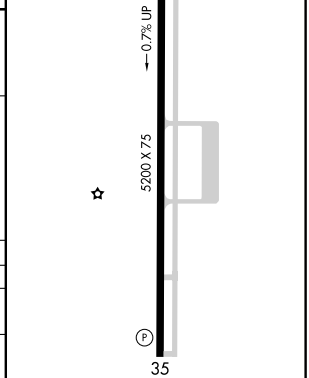
Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct DAVLE and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF)







MIRL Rwy 17-35

REIL Rwys 17 and 35

CATEGORY	A	B	C	D
LPV DA	968-1 250 (300-1)			NA
LNAV/VNAV DA	1281-2 563 (600-2)			NA
LNAV MDA	1200-1 482 (500-1)		1200-1¼ 482 (500-1¼)	NA
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5200
CH 99714	355°	TDZE	733
W35A		Apt Elev	733

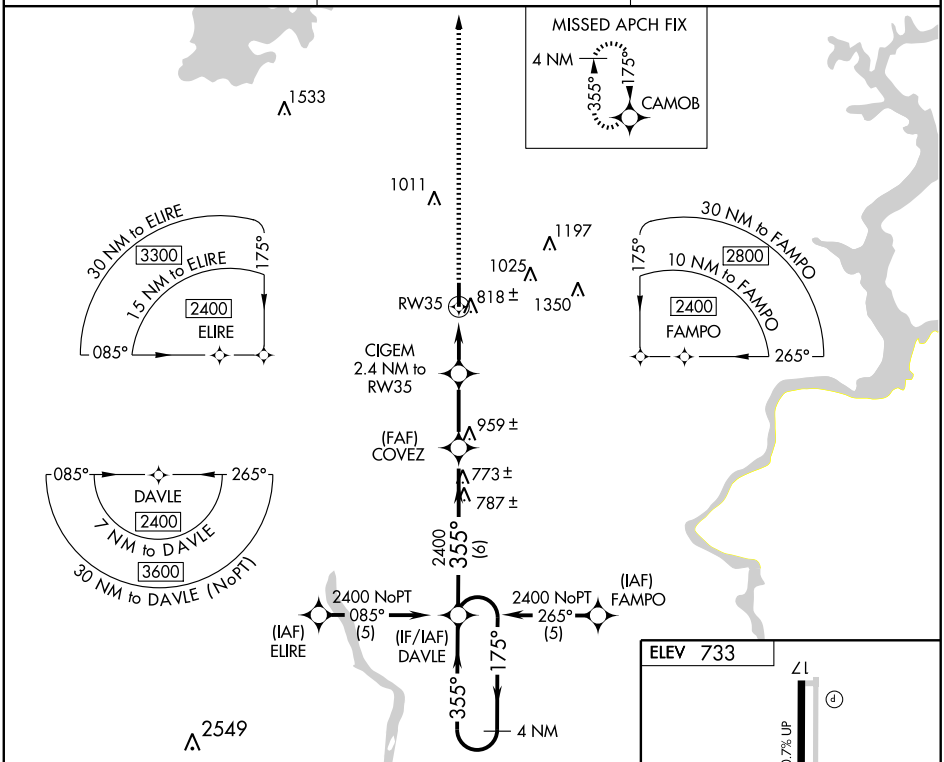
RNAV (GPS) RWY 35

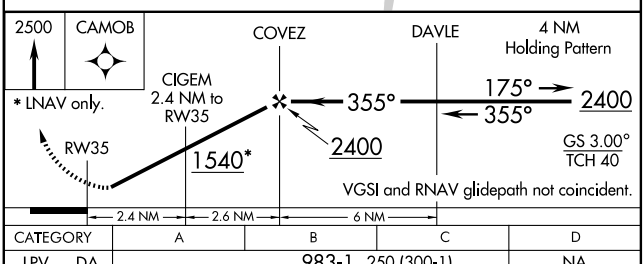
CLAREMORE RGNL (GCM)

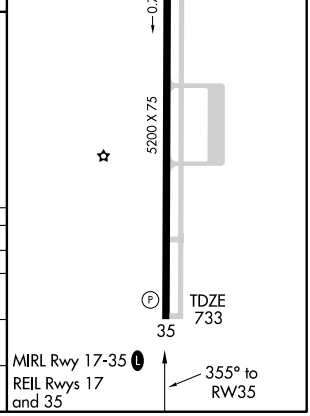
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A Baro-VNAV NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct CAMOB and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	983-1 250 (300-1)			NA
LNAV/VNAV DA	1052-1¼ 319 (400-1¼)			NA
LNAV MDA	1200-1 467 (500-1)		1200-1¼ 467 (500-1¼)	NA
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC TUL 114.4 Chan 91	APP CRS 240°	Rwy Idg N/A TDZE N/A Apt Elev 733

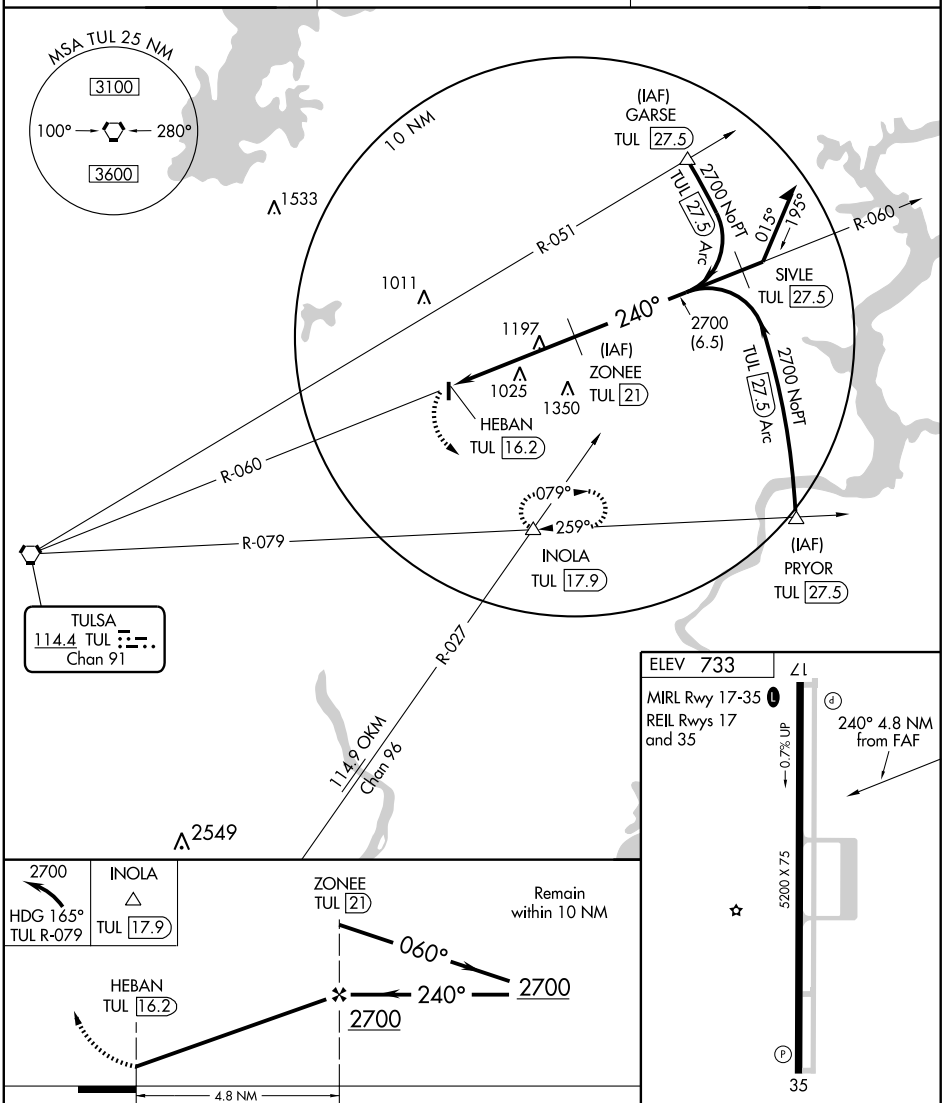
VOR/DME-A

CLAREMORE RGNL (GCM)

If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2700 via heading 165° and TUL R-079 to INOLA Int/TUL 17.9 DME and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1620-1¼	887 (900-1¼)	1620-2¾ 887 (900-2¾)	NA

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC TUL 114.4 Chan 91	APP CRS 060°	Rwy Idg N/A TDZE N/A Apt Elev 733

VOR/DME-B
CLAREMORE RGNL (GCM)

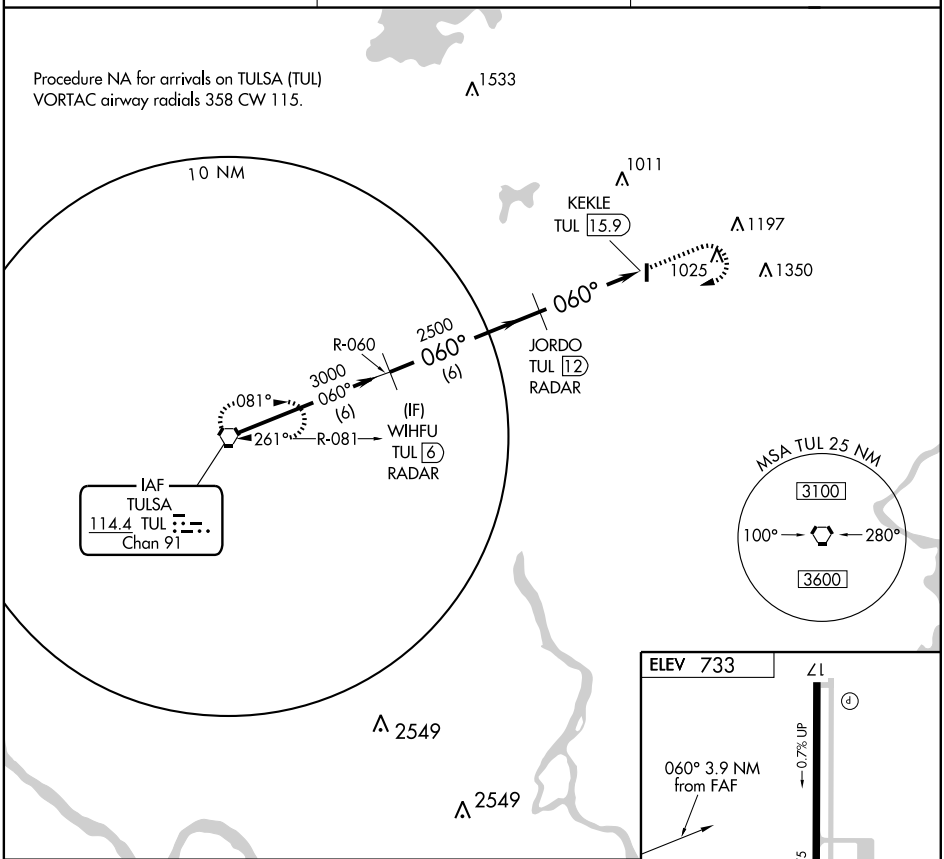
▼ If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

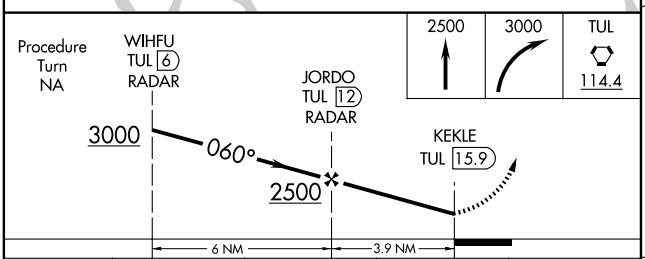
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.

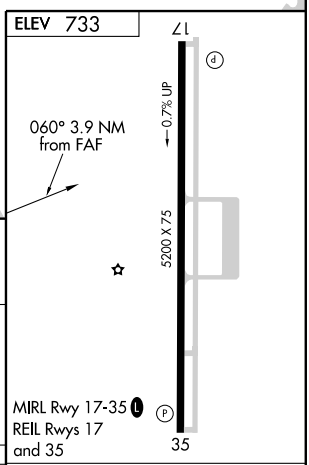
AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L

SC-1, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals on TULSA (TUL) VORTAC airway radials 358 CW 115.







CATEGORY	A	B	C	D
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

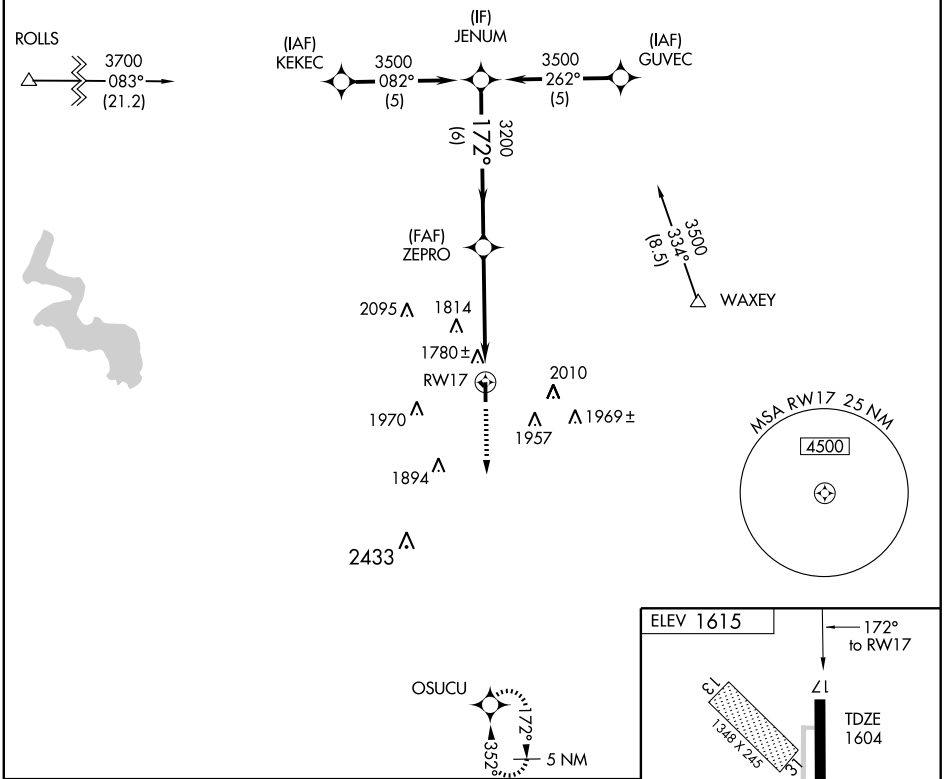
APP CRS	Rwy Idg	4306
172°	TDZE	1604
	Apt Elev	1615

RNAV (GPS) RWY 17
CLINTON RGNL (CLK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet. VDP NA with Hobart altimeter setting.

MISSED APPROACH: Climb to 3700 direct OSUCU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2080-1	476 (500-1)	2080-1¼ 476 (500-1¼)	NA
CIRCLING	2140-1	525 (600-1)	2240-1¾ 625 (700-1¾)	NA

MIRL Rwy 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

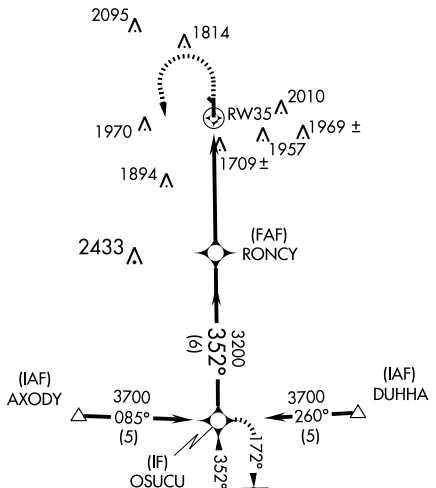
APP CRS		
352°	Rwy Idg	4306
	TDZE	1615
	Apt Elev	1615

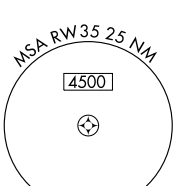
RNAV (GPS) RWY 35
CLINTON RGNL (CLK)

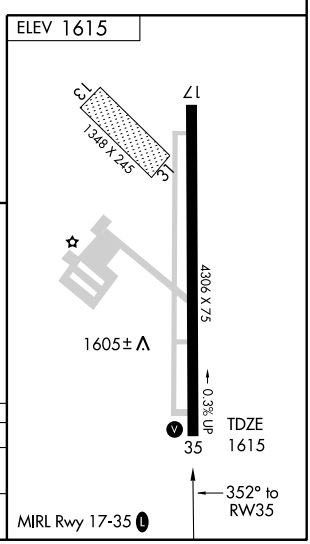
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet. VDP NA with Hobart altimeter setting.

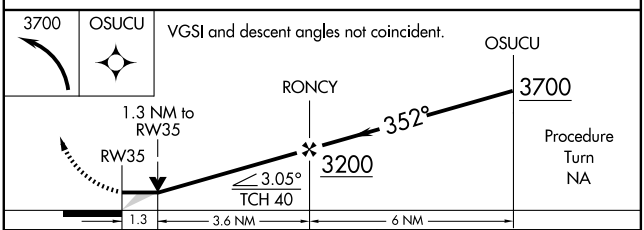
MISSED APPROACH: Climbing left turn to 3700 direct OSUCU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	2020-1 405 (500-1)		2020-1¼ 405 (500-1¼)	NA
CIRCLING	2140-1 525 (600-1)		2240-1¾ 625 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

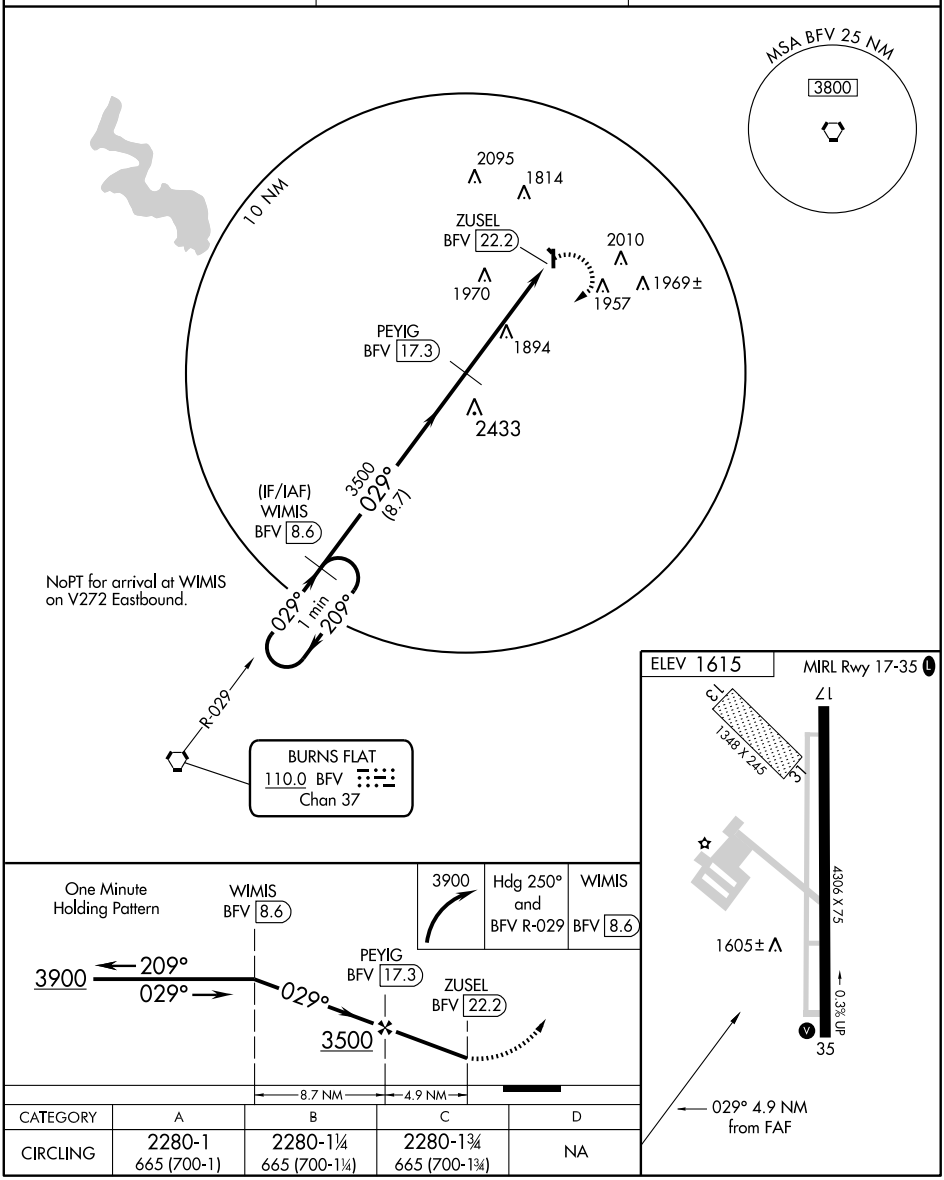
VORTAC BFV 110.0 Chan 37	APP CRS 029°	Rwy Idg N/A TDZE N/A Apt Elev 1615

VOR/DME-A
CLINTON RGNL (CLK)

If local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3900 via heading 250° and BFV R-029 to WIMIS/BFV 8.6 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L



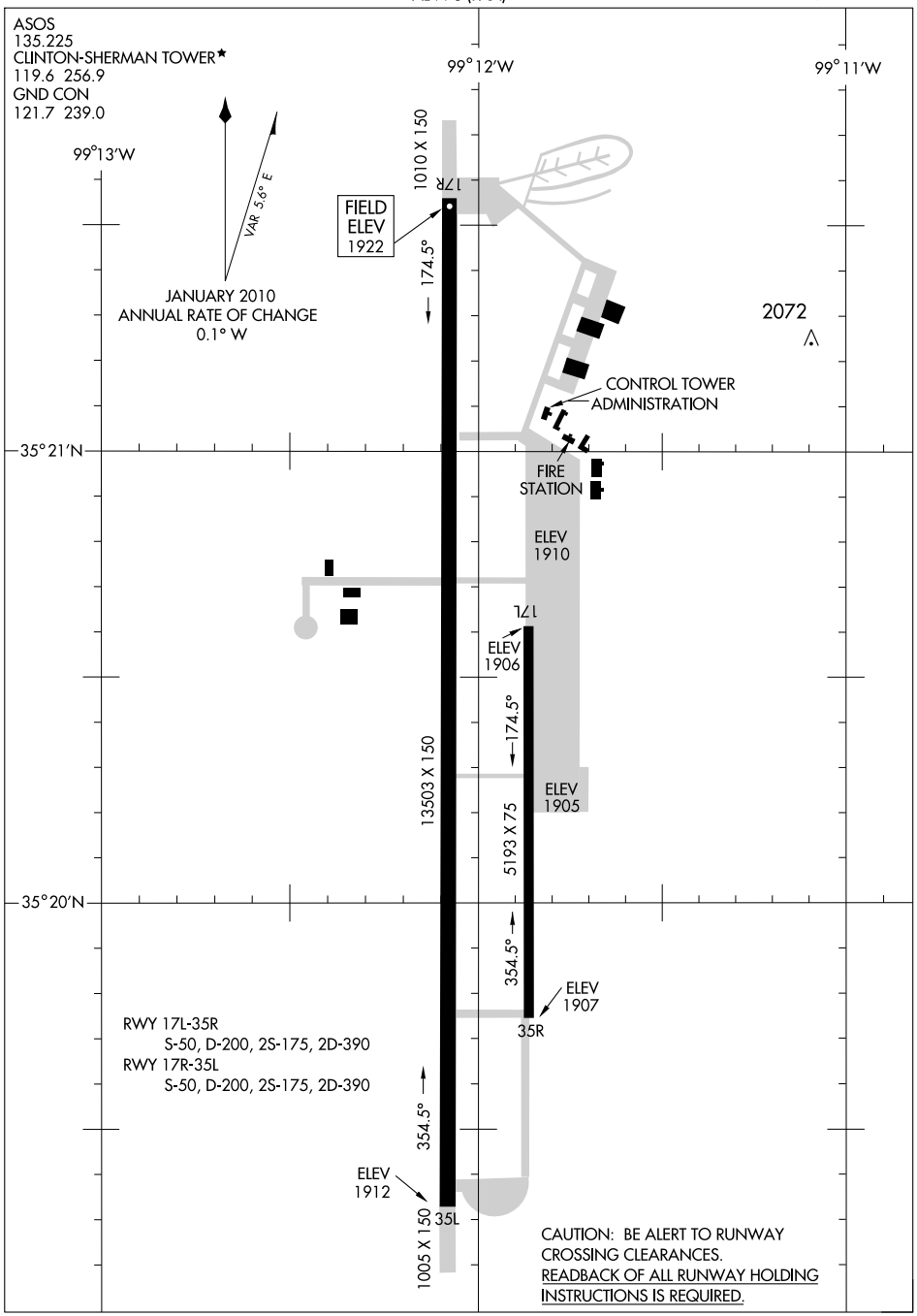
CATEGORY	A	B	C	D
CIRCLING	2280-1 665 (700-1)	2280-1¼ 665 (700-1¼)	2280-1¾ 665 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CLINTON-SHERMAN (CSM)
CLINTON, OKLAHOMA

AL-778 (FAA)



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CLINTON, OKLAHOMA
CLINTON-SHERMAN (CSM)

10210

HI-VOR/DME or TACAN RWY 17R

VORTAC BFV 110.0 Chan 37	APCH CRS 174°	Rwy ldg 13,503 TDZE 1922 Arpt Elev 1922

JAL-778 [USAF] — CLINTON-SHERMAN (KCSM)

Circling E of Rwy 17R-35L not authorized.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 via heading 220° and SYO VORTAC R-125 to SASHE and hold.

FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON
128.4 269.375	119.6 Ⓛ 256.9	121.7 239.0

† When local altimeter setting not received, use HOBART Municipal altimeter setting and increase all MDAs 120 ft. Increase S-17R CAT C vis ¼ mile, and CAT DE vis ½ mile. Increase Circling CAT D vis ¼ mile, and CAT E vis ½ mile. VDP NA when using HOBART Municipal altimeter setting.

SAYRE 115.2 SYO Chan 99

JUPOX BFV 19 R-354 LR-360

OLKAE BFV 12.8 174°

BFV 19 Arc R-033

WEROS BFV 19

BFV 5 213° 033°

(IAF) CANTO BFV 10

WAXEY 5000 217° (30)

SASHE SYO 5 5000 097° (22) 305° 125° R-125

2654 2259

BURNS FLAT 110.0 BFV Chan 37

All terminal routes are to BFV VORTAC

20 NM

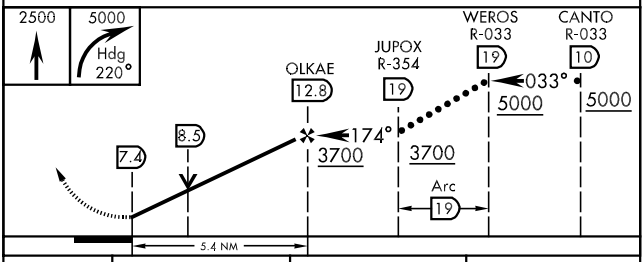
HIGH ALTITUDE FACILITIES

MSA BFV 25 NM 3800

5000 332° (23)

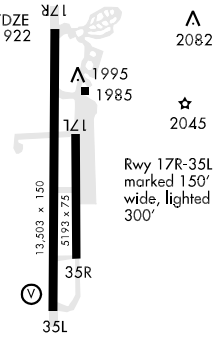
HOBART

EMERG SAFE ALT 100 NM 4800



ELEV 1922

174° to VORTAC



CATEGORY	C	D	E
S-17R †	2340-1¼ 418 (500-1¼)		2340-1½ 418 (500-1½)
CIRCLING †	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

CLINTON, OKLAHOMA — 35°20'N-99°12'W — CLINTON-SHERMAN (KCSM)

Amdt 2 09295

HI-VOR/DME or TACAN RWY 17R

SC-1, 21 OCT 2010 to 18 NOV 2010

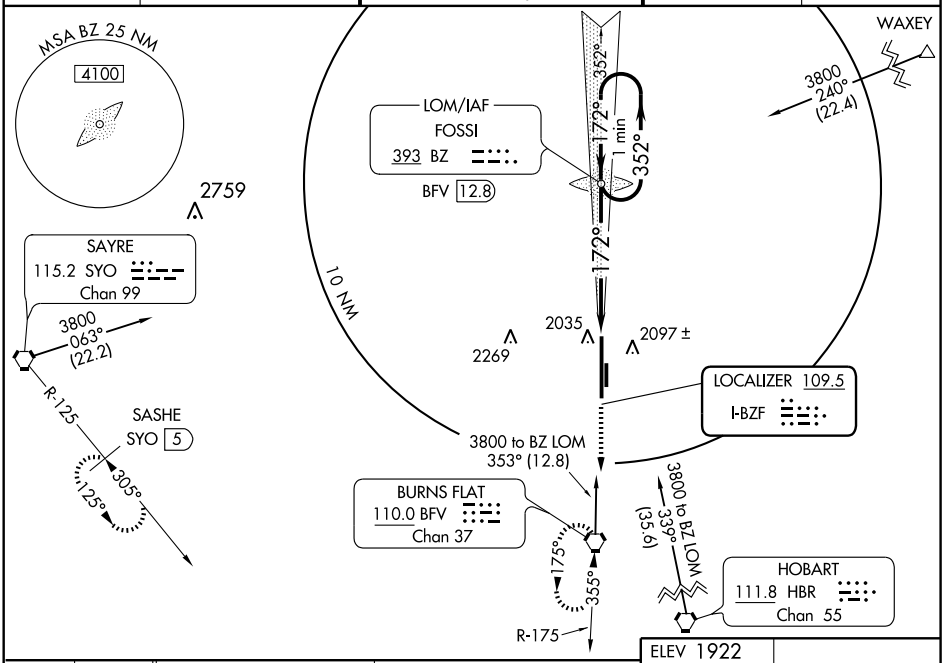
LOC I-BZF	APP CRS	Rwy Idg	13503
109.5	172°	TDZE	1922
		Apt Elev	1922

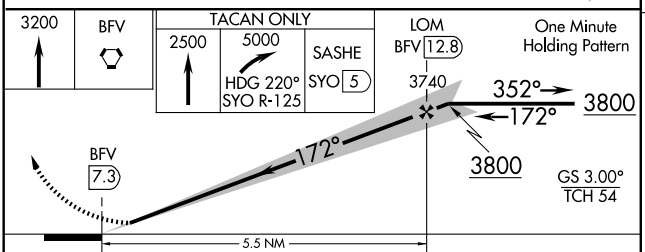
ILS or LOC RWY 17R
CLINTON-SHERMAN (CSM)

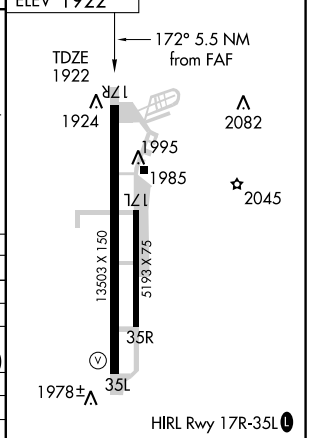
When control tower closed, use Hobart altimeter setting; when neither available, procedure not authorized. Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3200 direct BFV VORTAC and hold. (TACAN aircraft climb to 2500 then climbing right turn to 5000 via heading 220° and SYO R-125 to SASHE Int and hold SE, left turn, 305° inbound.)

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95







CATEGORY	A	B	C	D	E
S-ILS 17R	2122-¾ 200 (200-¾)				
S-LOC 17R	2240-1 318 (400-1)				
CIRCLING	2400-1 478 (500-1)		2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)
HOBART ALTIMETER SETTING MINIMUMS					
S-ILS 17R	2223-¾ 301(400-¾)				
S-LOC 17R	2340-1 418 (500-1)		2340-1¼ 418 (500-1¼)		2340-1½ 418 (500-1½)
CIRCLING	2500-1 578 (600-1)		2500-1½ 578 (600-1½)	2500-2 578 (600-2)	2740-3 818 (900-3)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86717 W17A	APP CRS 172°	Rwy ldg 13503 TDZE 1922 Apt Elev 1922

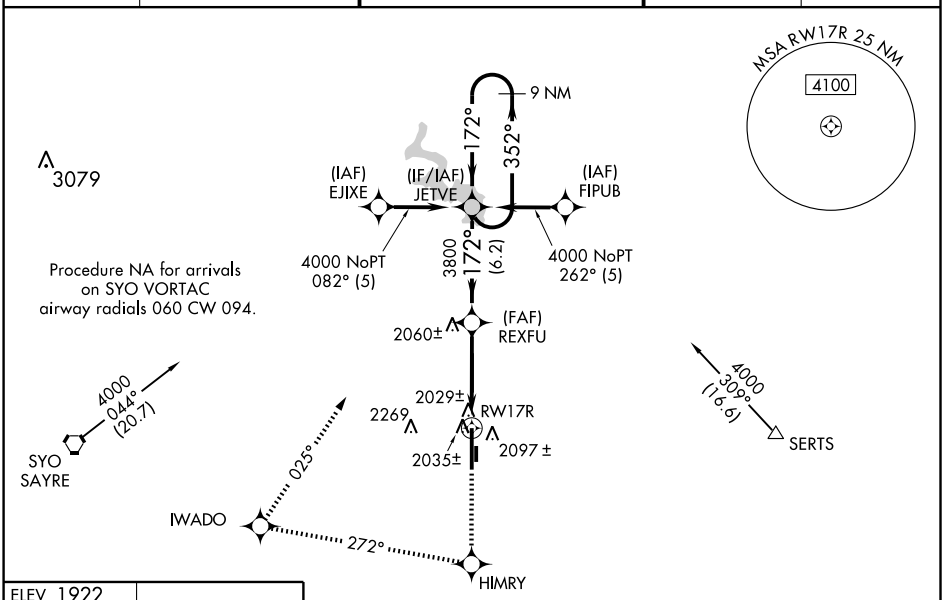
RNAV (GPS) RWY 17R

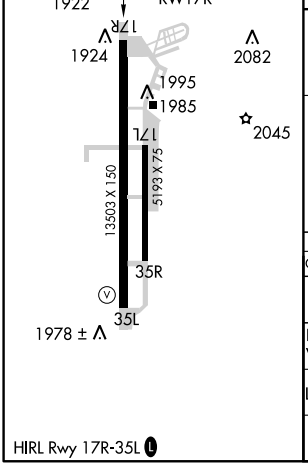
CLINTON-SHERMAN (CSM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Circling NA east of Rwys 17R and 35L. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all DA 102 feet and MDA 120 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Increase LNAV Cat D and E and Circling Cat E visibility ½ mile. Baro-VNAV NA when using Hobart Rgnl altimeter setting. VDP NA with Hobart Rgnl altimeter setting.

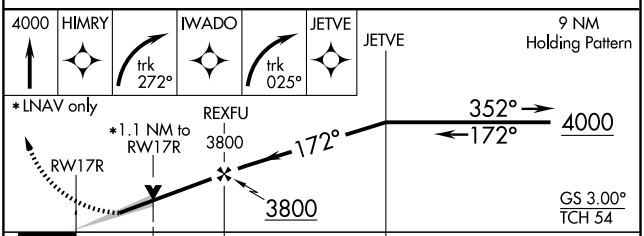
MISSED APPROACH: Climb to 4000 direct HIMRY and right turn on track 272° to IWADO and right turn on track 025° to JETVE and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95





HIRL Rwy 17R-35L L



CATEGORY	A	B	C	D	E
LPV DA	2122-¾ 200 (200-¾)				
LNAV/VNAV DA	2328-1½ 406 (500-1½)				
LNAV MDA	2340-1 418 (500-1)		2340-1¼ 418 (500-1¼)		2340-1½ 418 (500-1½)
CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40217 W35A | APP CRS 352° | Rwy Idg 13503 TDZE 1913 Apt Elev 1922

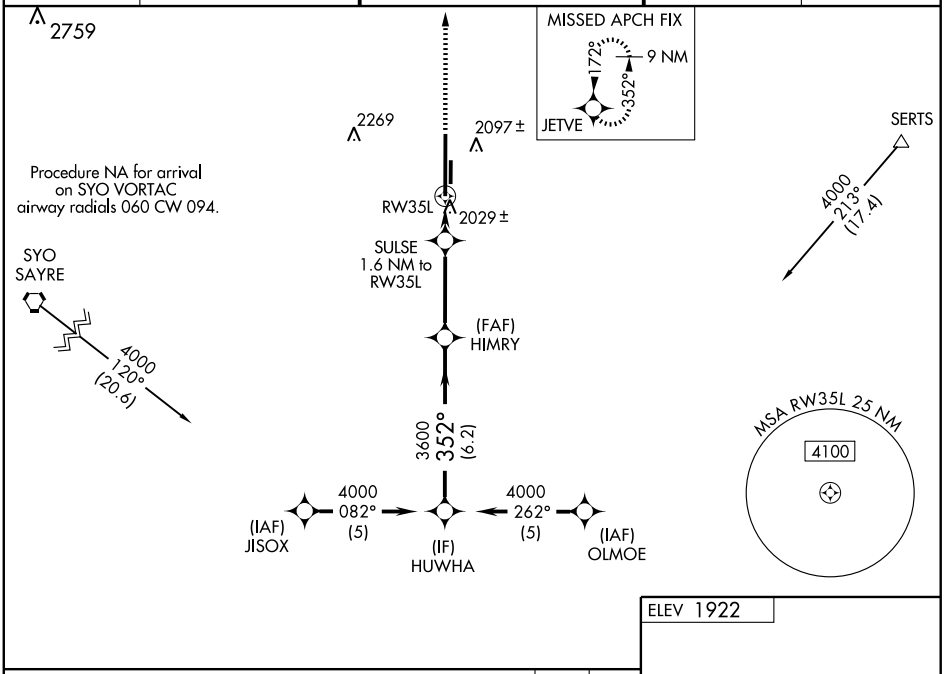
RNAV (GPS) RWY 35L

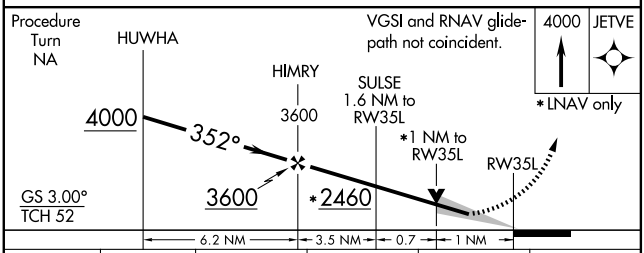
CLINTON-SHERMAN (CSM)

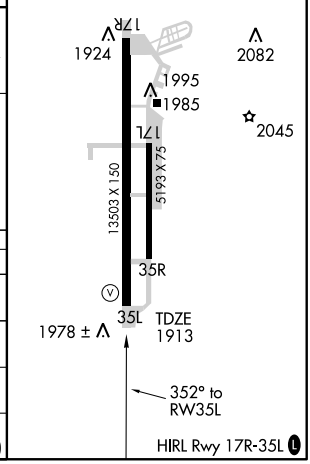
Circling NA east of Rwy 35L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Hobart RgnI altimeter setting and increase all DA 102 feet and all MDA 120 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cat D visibility ¼ mile. Increase LNAV and Circling Cat E visibility ½ mile. Baro-VNAV NA when using Hobart RgnI altimeter setting. VDP NA with Hobart RgnI altimeter setting.

MISSED APPROACH: Climb to 4000 direct JETVE and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95







CATEGORY	A	B	C	D	E
LPV DA	2113-¾ 200 (200-¾)				
LNAV/VNAV DA	2318-1½ 405 (400-1½)				
LNAV MDA	2280-1 367 (400-1)			2280-1¼ 367 (400-1¼)	
CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BFV 110.0 Chan 37	APP CRS 355°	Rwy Idg 13503 TDZE 1913 Apt Elev 1922

VOR RWY 35L
CLINTON-SHERMAN (CSM)

Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3800 direct BZ LOM and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) 256.9	121.7 239.0	122.95

SC-1, 21 OCT 2010 to 18 NOV 2010

MISSED APCH FIX
FOSSI
BZ
393
172°
352°

ADF REQUIRED

WAXEY
3500
217°
(29.9)

2759

SAYRE
115.2 SYO
Chan 99

3500
097°
(22.1)

2269

2097±
2083±
2070±

355°

IAF
BURNS FLAT
110.0 BFV
Chan 37

MSA BFV 25 NM
3800

175°
1 min
355°

R-175

3500 NoPT
332°
(23.3)

HOBART
111.8 HBR
Chan 55

ELEV 1922

17R
1924
2082
1995
1985
17L
2045
13503 X 150
5193 X 75
TDZE
1913
35R
35L
1978 ±
355° 5.2 NM
from FAF
HIRL Rwy 17R-35L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

One Minute
Holding Pattern
VORTAC
3500
175°
355°
355°
BFV
5.2
2.82°
TCH 52
5.2 NM

3800
BZ
393

CATEGORY	A	B	C	D	E
S-35L	2320-1	407 (400-1)	2320-1¼	407 (400-1 ¼)	2320-1½ 407 (400-1½)
CIRCLING	2400-1	478 (500-1)	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

NDB CUH 242	APP CRS 360°	Rwy Idg 4986 TDZE 903 Apt Elev 916

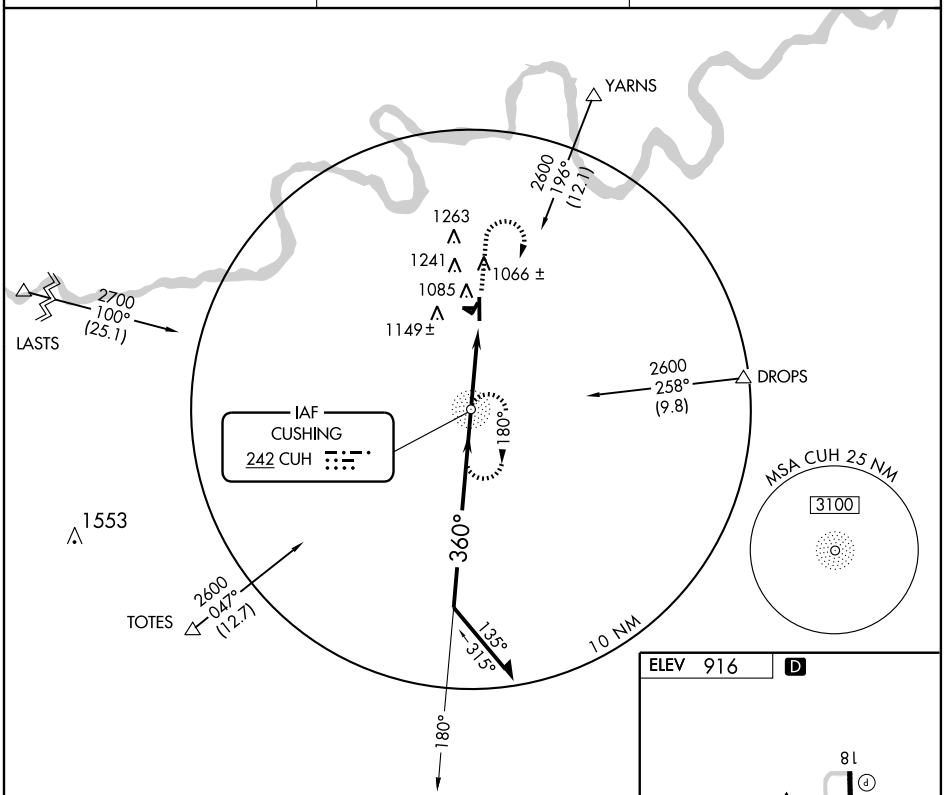
NDB RWY 36

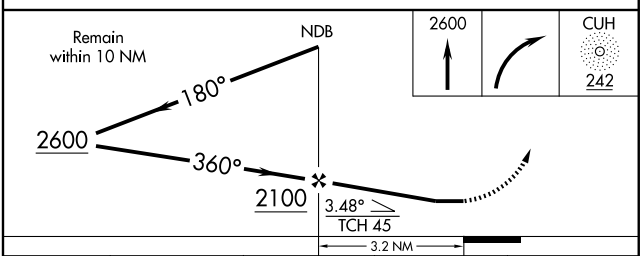
CUSHING MUNI (CUH)

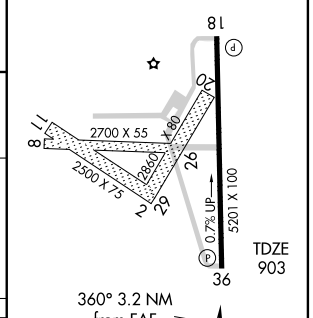
If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2600, then right turn direct CUH NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.25	128.3 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1460-1	557 (600-1)	1460-1½ 557 (600-1½)	NA
CIRCLING	1600-1	684 (700-1)	1600-2 684 (700-2)	NA

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SC-1, 21 OCT 2010 to 18 NOV 2010

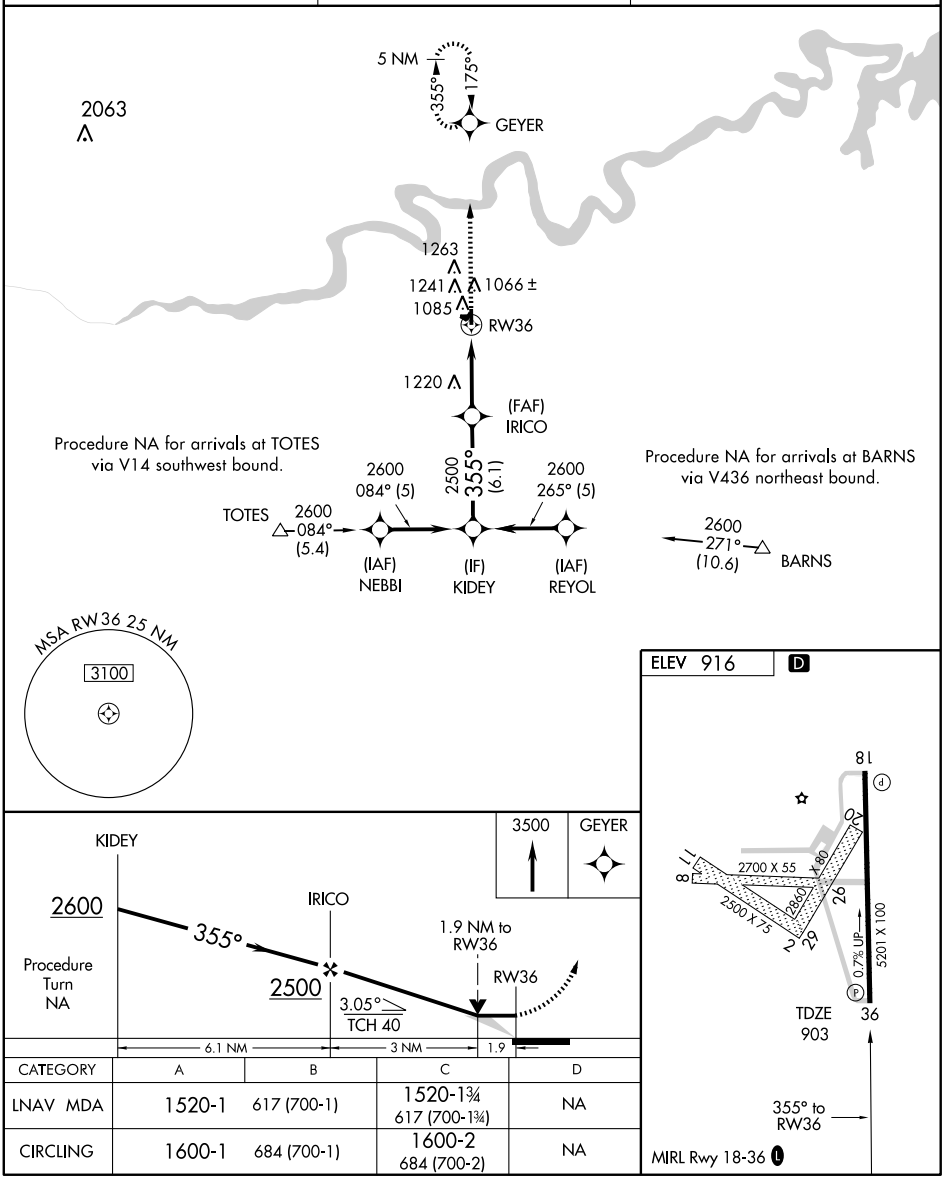
APP CRS	Rwy Idg	4986
355°	TDZE	903
	Apt Elev	916

RNAV (GPS) RWY 36
CUSHING MUNI (CUH)

If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.
VDP NA with Chandler Rgnl altimeter setting.

MISSED APPROACH: Climb to 3500 direct GEYER and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.25	128.3 291.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1520-1	617 (700-1)	1520-1¾ 617 (700-1¾)	NA
CIRCLING	1600-1	684 (700-1)	1600-2 684 (700-2)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-DUC	APP CRS	Rwy Idg	6326
111.5	352°	TDZE	1094
		Apt Elev	1114

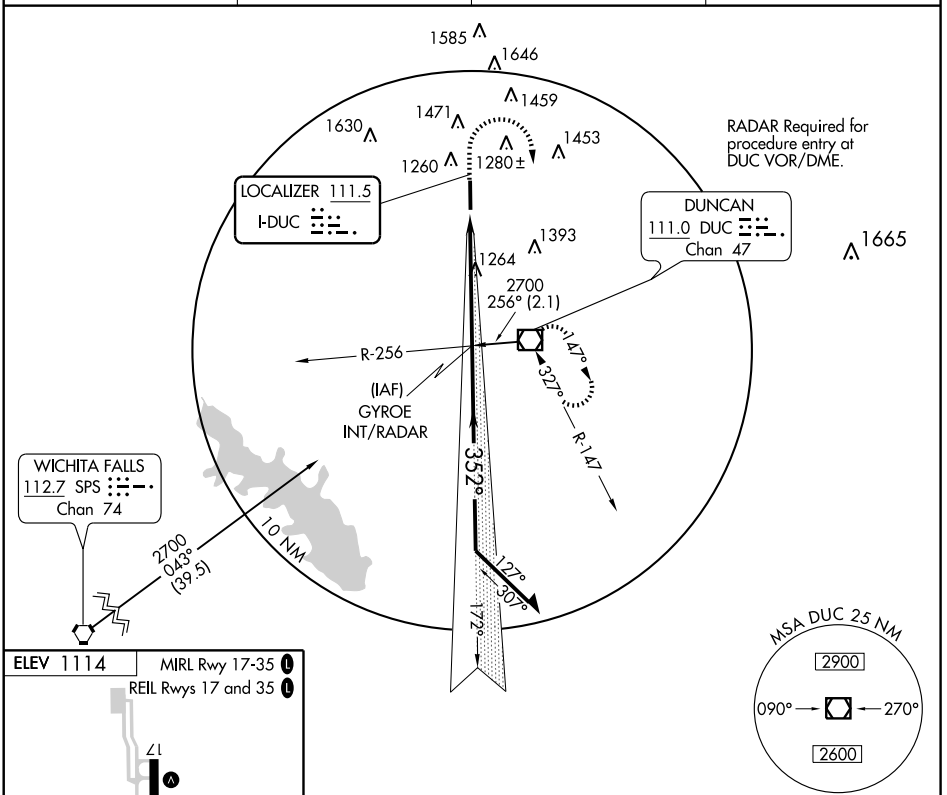
LOC RWY 35

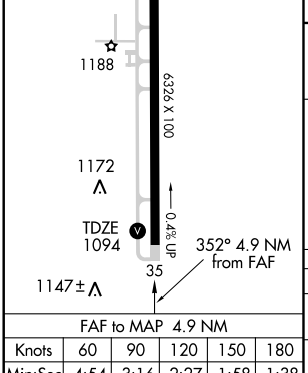
DUNCAN/ HALLIBURTON FIELD (DUC)

V NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and visibility S-35 Cat C/D ¼ mile and Circling Cat D ¼ mile.

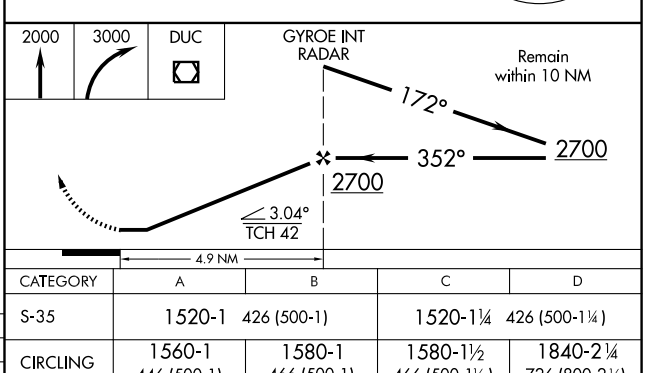
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-35	1520-1 426 (500-1)		1520-1¼ 426 (500-1¼)	
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6326
CH 93619	172°	TDZE	1114
W17A		Apt Elev	1114

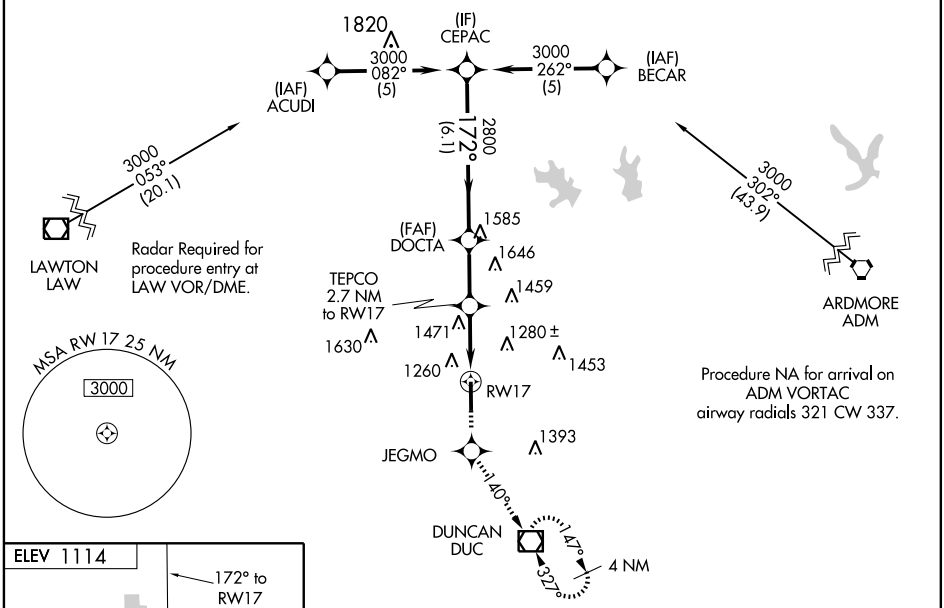
RNAV (GPS) RWY 17

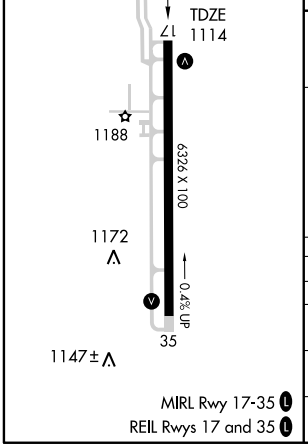
DUNCAN/ HALLIBURTON FIELD (DUC)

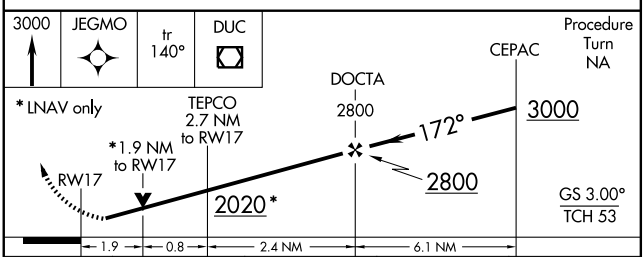
Baro-VNAV NA when using Henry Post AAF, (Fort Sill) altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF, (Fort Sill) altimeter setting and increase all DA 67 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat B visibility ¼ mile, Cat C and D visibility ½ mile, increase Circling Cat B and D visibility ¼ mile and Cat C visibility ½ mile. VDP NA with Henry Post AAF, (Fort Sill) altimeter setting.

MISSED APPROACH: Climb to 3000 direct JEGMO and on track 140° to DUC VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1390-1 276 (300-1)			
LNAV/ VNAV DA	1903-2¾ 789 (800-2¾)			
LNAV MDA	1780-1 666 (700-1)		1780-1¾ 666 (700-1¾)	1780-2 666 (700-2)
CIRCLING	1780-1 666 (700-1)		1780-1¾ 666 (700-1¾)	1840-2¼ 726 (800-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6326
352°	TDZE	1094
	Apt Elev	1114

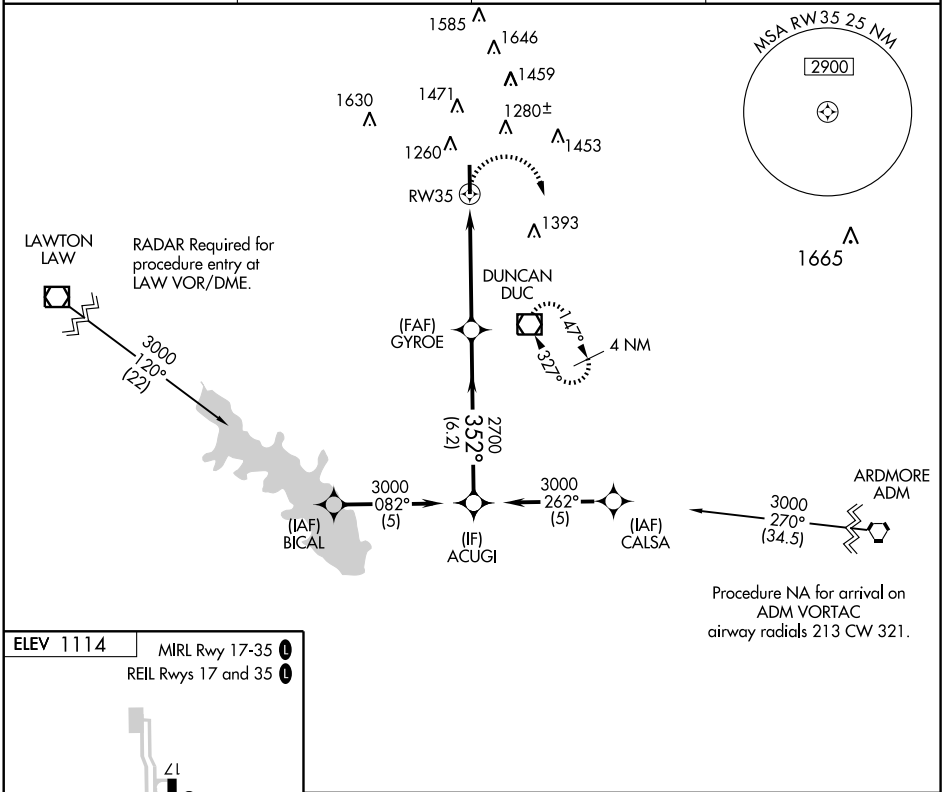
RNAV (GPS) RWY 35

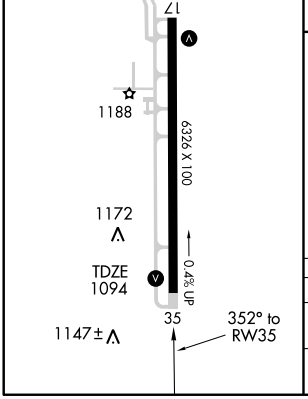
DUNCAN/ HALLIBURTON FIELD (DUC)

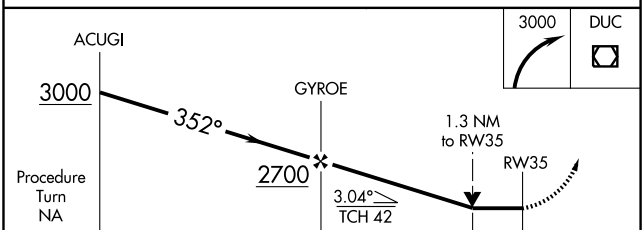
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and LNAV Cat C/D visibility ¼ mile, and Circling Cat D visibility ¼ mile. VDP NA with Henry Post AAF (Fort Sill) altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1 446 (500-1)		1540-1¼ 446 (500-1¼)	1540-1½ 446 (500-1½)
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME DUC	APP CRS	Rwy Idg	6326
111.0	327°	TDZE	1094
Chan 47		Apt Elev	1114

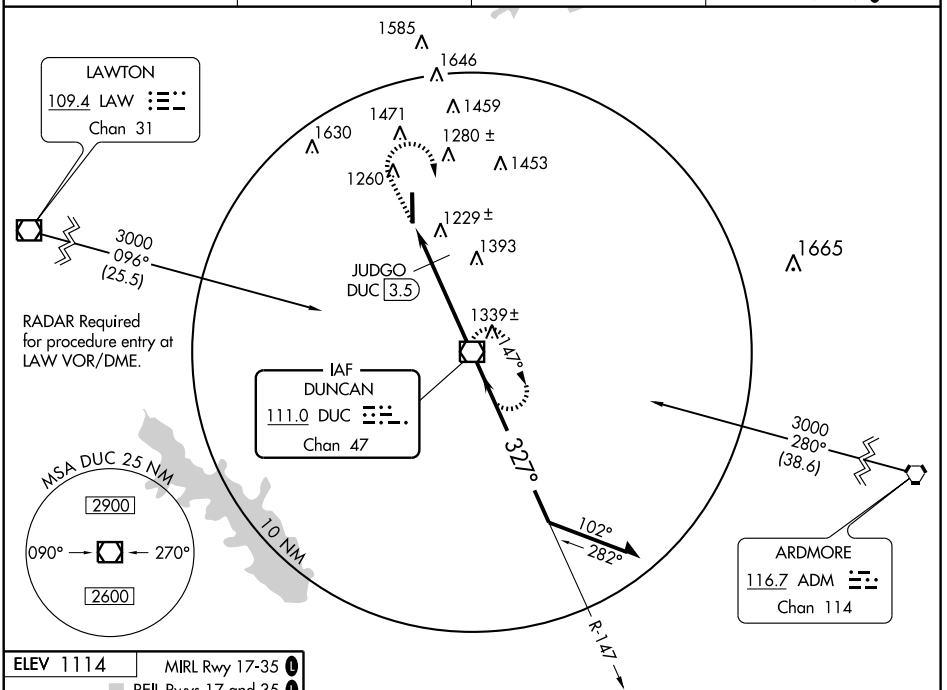
VOR RWY 35

DUNCAN/ HALLIBURTON FIELD (DUC)

T Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and visibility S-35 Cat C/D and Circling Cat D ¼ mile, JUDGO Fix minimums: increase S-35 Cat C/D and Circling Cat D ¼ mile.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

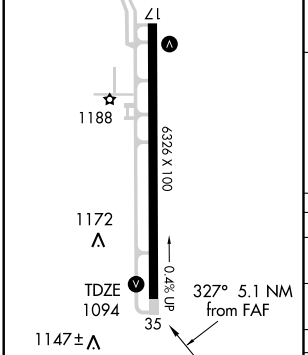
AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

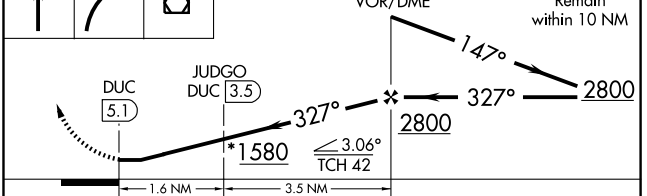
ELEV 1114 | MIRL Rwy 17-35 L | REIL Rwys 17 and 35 L



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

1700	3000	DUC
↑	↱	⬡

*1600 when using Henry Post AAF (Ft. Sill) altimeter setting.



CATEGORY	A	B	C	D
S-35	1580-1 486 (500-1)		1580-1¼ 486 (500-1¼)	1580-1½ 486 (500-1½)
CIRCLING	1580-1 466 (500-1)		1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)
JUDGO FIX MINIMUMS				
S-35	1480-1 386 (400-1)			1480-1¼ 386 (400-1¼)
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)

WAAS	APP CRS	Rwy Idg	5001
CH 99518	175°	TDZE	699
W17A		Apt Elev	699

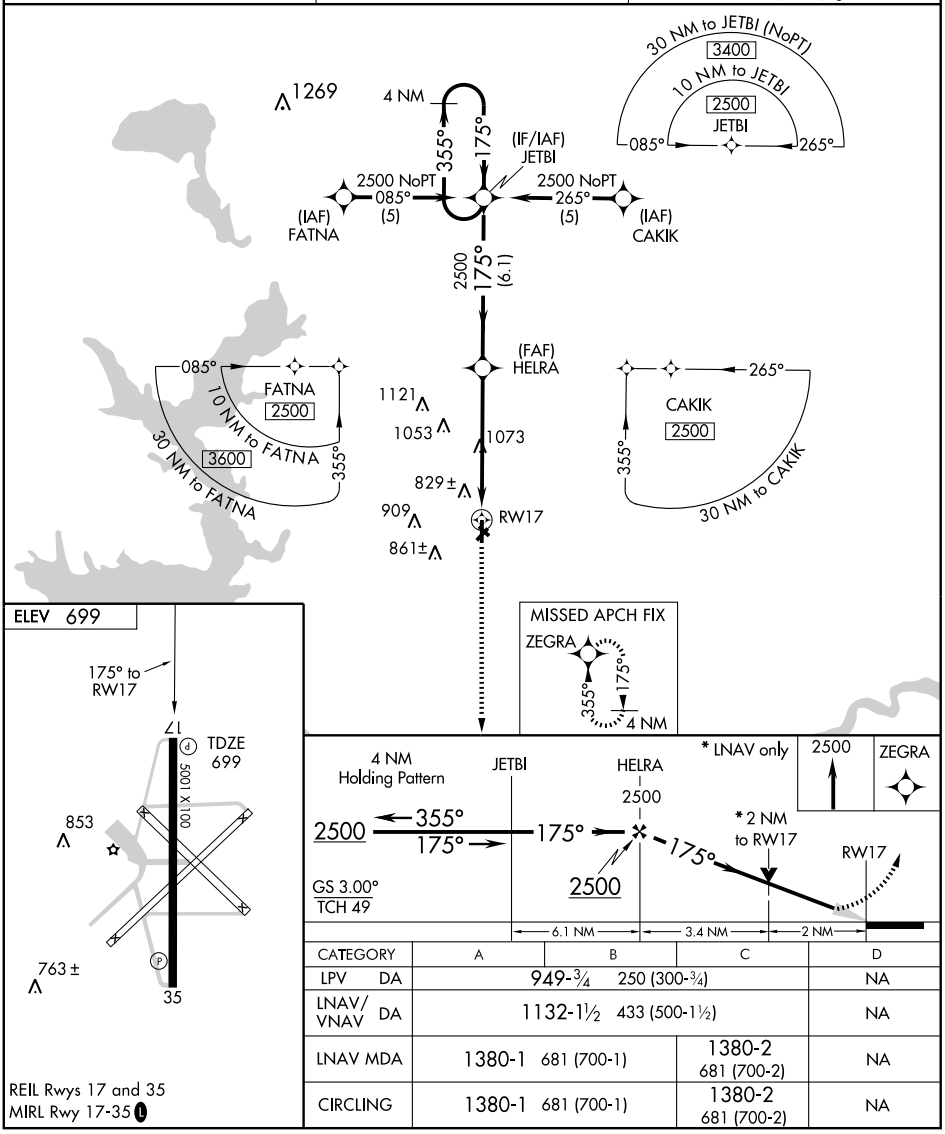
RNAV (GPS) RWY 17

DURANT/ EAKER FIELD (DUA)

Baro-VNAV NA when using Ardmore Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DA 96 feet and all MDA 100 feet; increase LPV Cats A, B, C visibility ½ mile, LNAV/VNAV Cats A, B, C and LNAV and Circling Cats B, C visibility ¼ mile. VDP NA with Ardmore Muni altimeter setting.

MISSED APPROACH: Climb to 2500 direct ZEGRA and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	949-¾	250 (300-¾)		NA
LNAV/VNAV DA	1132-1½	433 (500-1½)		NA
LNAV MDA	1380-1	681 (700-1)	1380-2 681 (700-2)	NA
CIRCLING	1380-1	681 (700-1)	1380-2 681 (700-2)	NA

REIL Rwys 17 and 35
MIRL Rwy 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 48918	355°	TDZE	690
W35A		Apt Elev	699

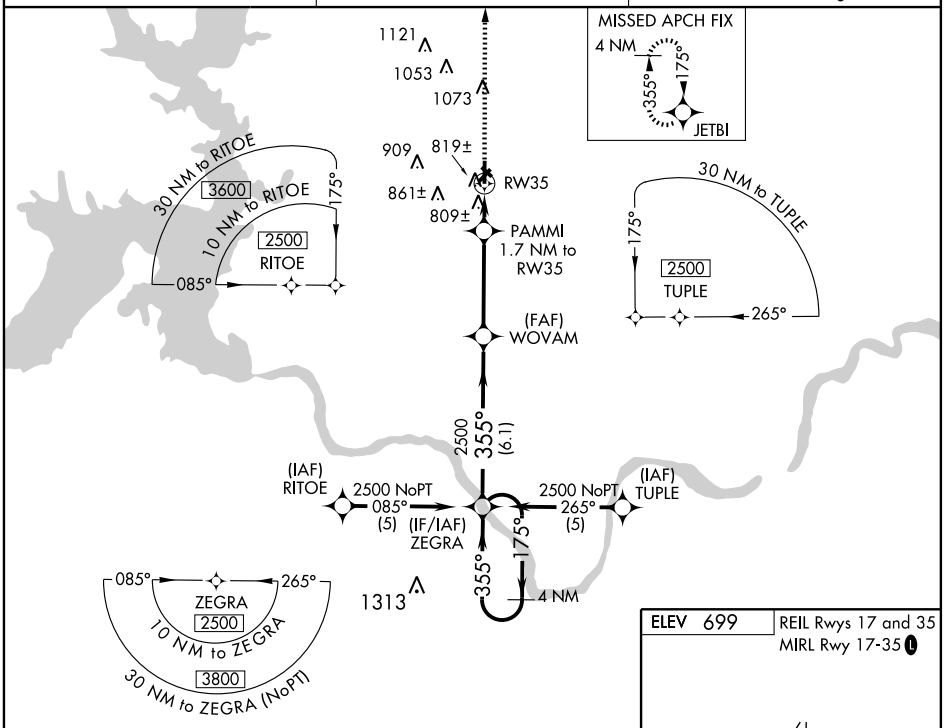
RNAV (GPS) RWY 35

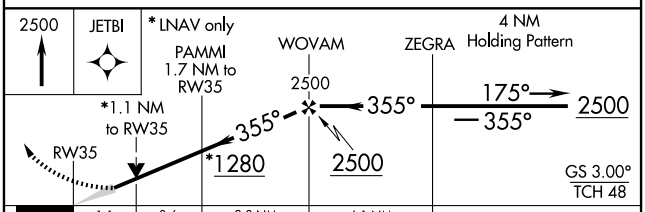
DURANT/ EAKER FIELD (DUA)

T A Baro-VNAV NA when using Ardmore Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DA 96 feet, all MDA 100 feet; increase LPV Cats A, B, C visibility ½ mile, increase LNAV/VNAV Cats A, B, C and LNAV and Circling Cat C visibility ¼ mile. VDP NA with Ardmore Muni altimeter setting.

MISSED APPROACH: Climb to 2500 direct JETBI and hold.

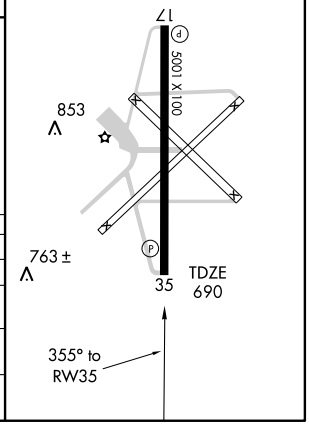
AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	940- ¾	250 (300-¾)		NA
LNAV/VNAV DA	1111-1½	421 (500-1½)		NA
LNAV MDA	1100-1	410 (500-1)	1100-1¼ 410 (500-1¼)	NA
CIRCLING	1220-1	521 (600-1)	1220-1½ 521 (600-1½)	NA

ELEV 699 REIL Rwys 17 and 35
MIRL Rwy 17-35 L



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME URH	APP CRS	Rwy Idg	5001
114.3	164°	TDZE	698
Chan 90		Apt Elev	698

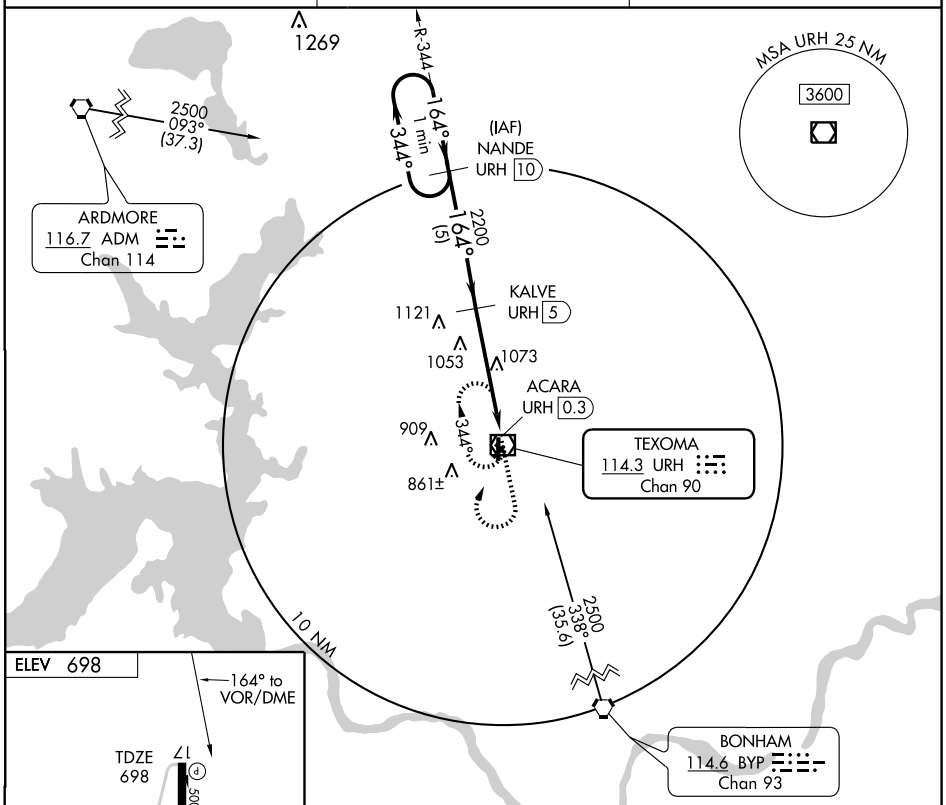
VOR/DME RWY 17

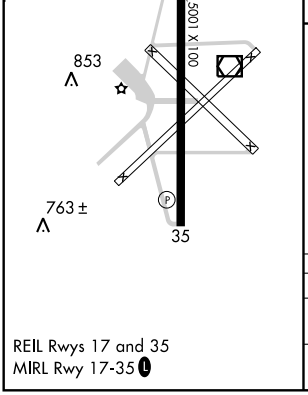
DURANT/ EAKER FIELD (DUA)

T If local altimeter setting not received, use Ardmore
NA Muni altimeter setting and increase all MDAs 100 feet.
VDP NA when using Ardmore Muni altimeter setting.

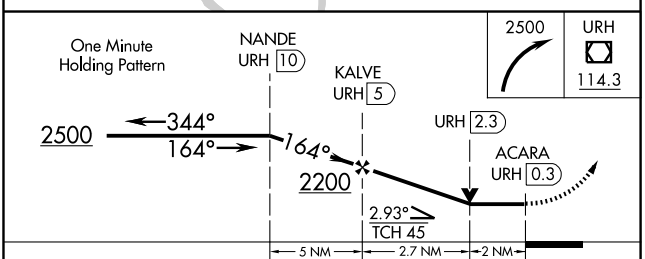
MISSED APPROACH: Climbing right turn to 2500 in URH VOR/DME holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L





REIL Rwys 17 and 35
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	1380-1 682 (700-1)		1380-2 682 (700-2)	NA
CIRCLING	1380-1 682 (700-1)		1380-2 682 (700-2)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME URH	APP CRS	Rwy Idg	5001
114.3	004°	TDZE	695
Chan 90		Apt Elev	698

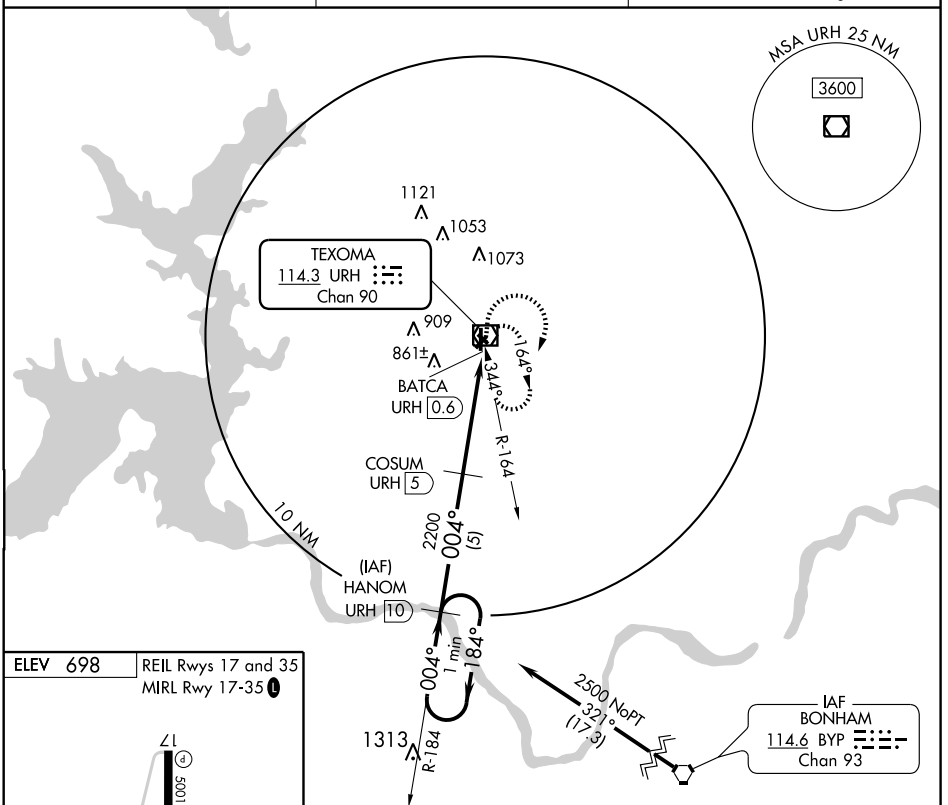
VOR/DME RWY 35

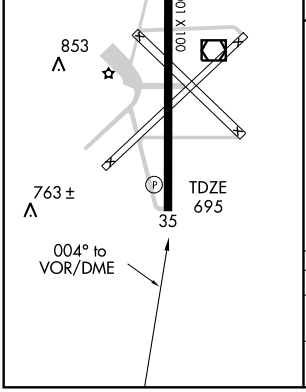
DURANT/ EAKER FIELD (DUA)

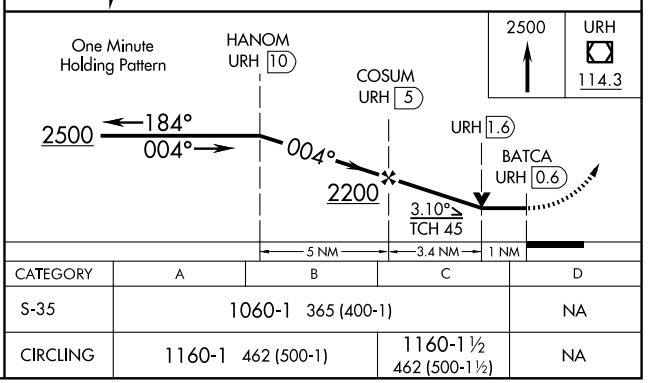
If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Ardmore Muni altimeter setting.

MISSED APPROACH: Climb to 2500 in URH VOR/DME holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L





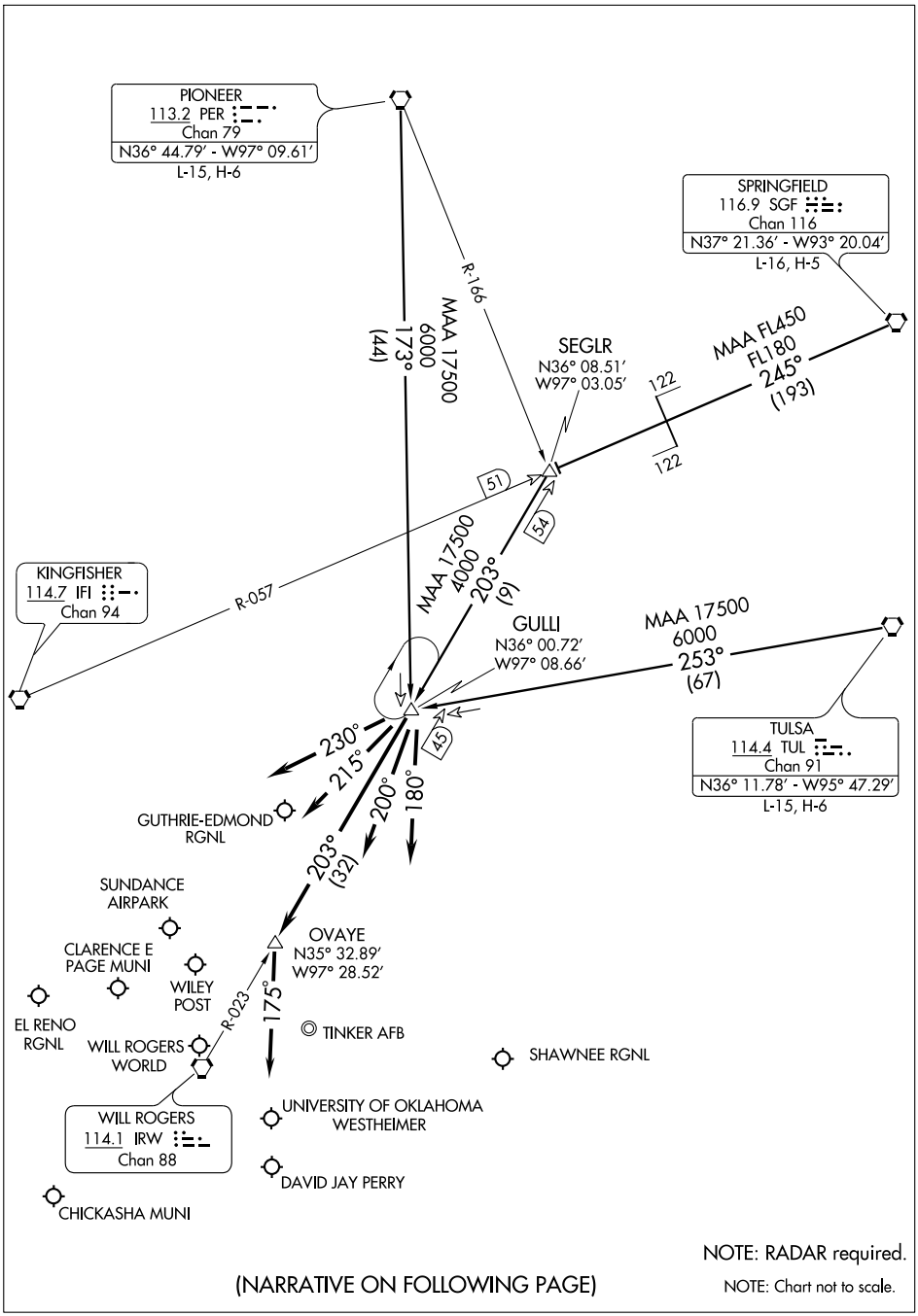


CATEGORY	A	B	C	D
S-35	1060-1 365 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5600
173°	TDZE	1415
	Apt Elev	1418

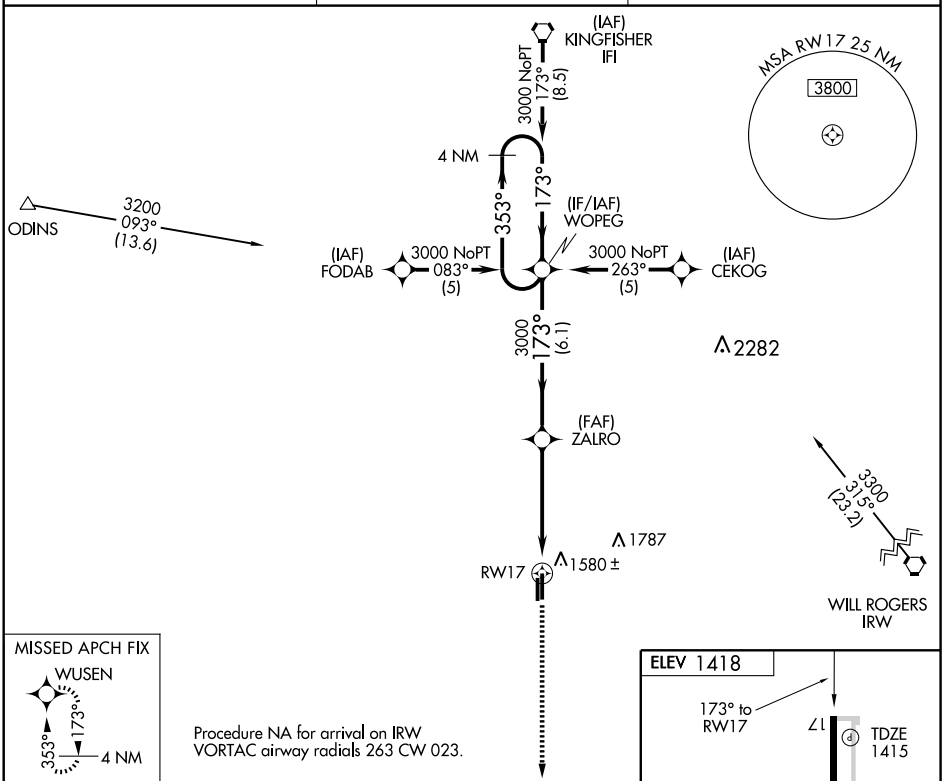
RNAV (GPS) RWY 17

EL RENO RGNL (RQO)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¼ mile.

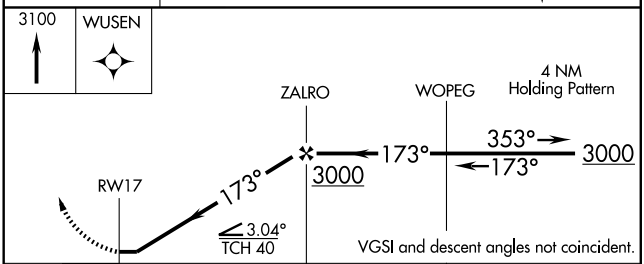
MISSED APPROACH: Climb to 3100 direct WUSEN and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L

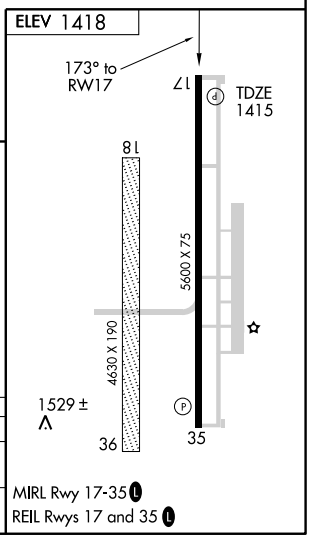


MISSED APCH FIX

Procedure NA for arrival on IRW
VORTAC airway radials 263 CW 023.



CATEGORY	A	B	C	D
LNAV MDA	1880-1	465 (500-1)	1880-1¼ 465 (500-1¼)	NA
CIRCLING	1940-1	522 (600-1)	1940-1½ 522 (600-1½)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

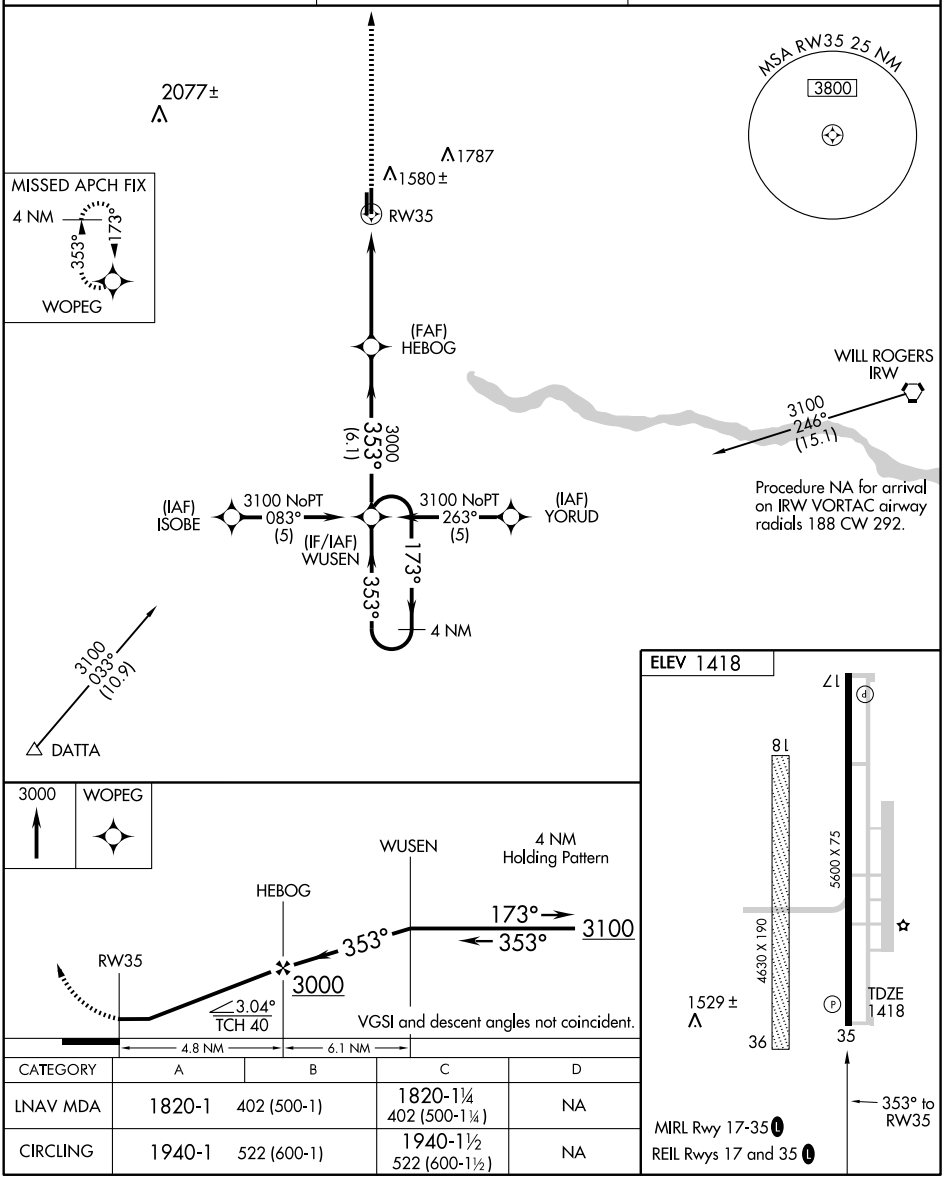
EL RENO RGNL (RQO)

APP CRS	Rwy Idg	5600
353°	TDZE	1418
	Apt Elev	1418

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct WOPEG and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1820-1	402 (500-1)	1820-1¼ 402 (500-1¼)	NA
CIRCLING	1940-1	522 (600-1)	1940-1½ 522 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC IFI 114.7 Chan 94	APP CRS 351°	Rwy Idg 5600 TDZE 1418 Apt Elev 1418

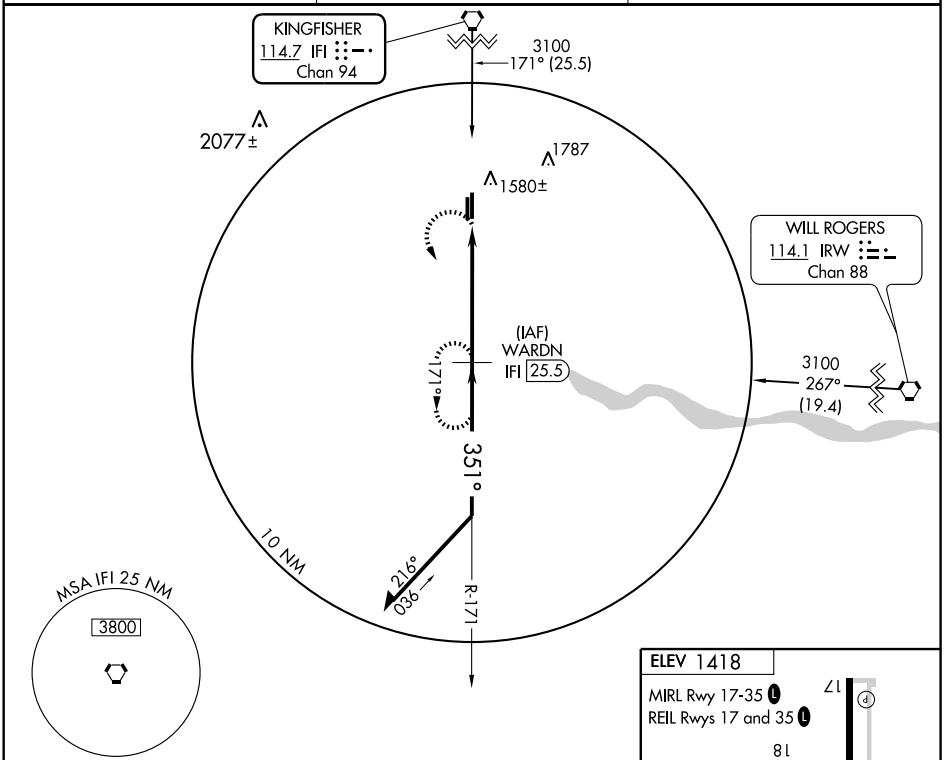
VOR/DME RWY 35

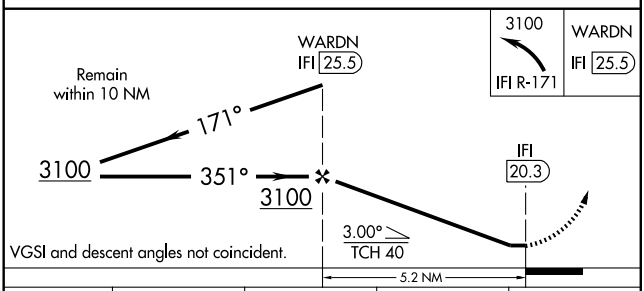
EL RENO RGNL (RQO)

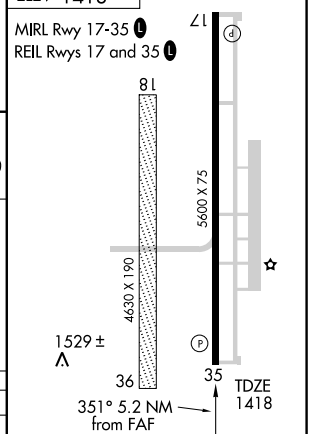
▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and visibilities Cat C ¼ mile.

MISSED APPROACH: Climbing left turn to 3100 via IFI VORTAC R-171 to WARDN/25.5 DME and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA
CIRCLING	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5399
CH 82408	174°	TDZE 2013
W17A		Apt Elev 2013

RNAV (GPS) RWY 17

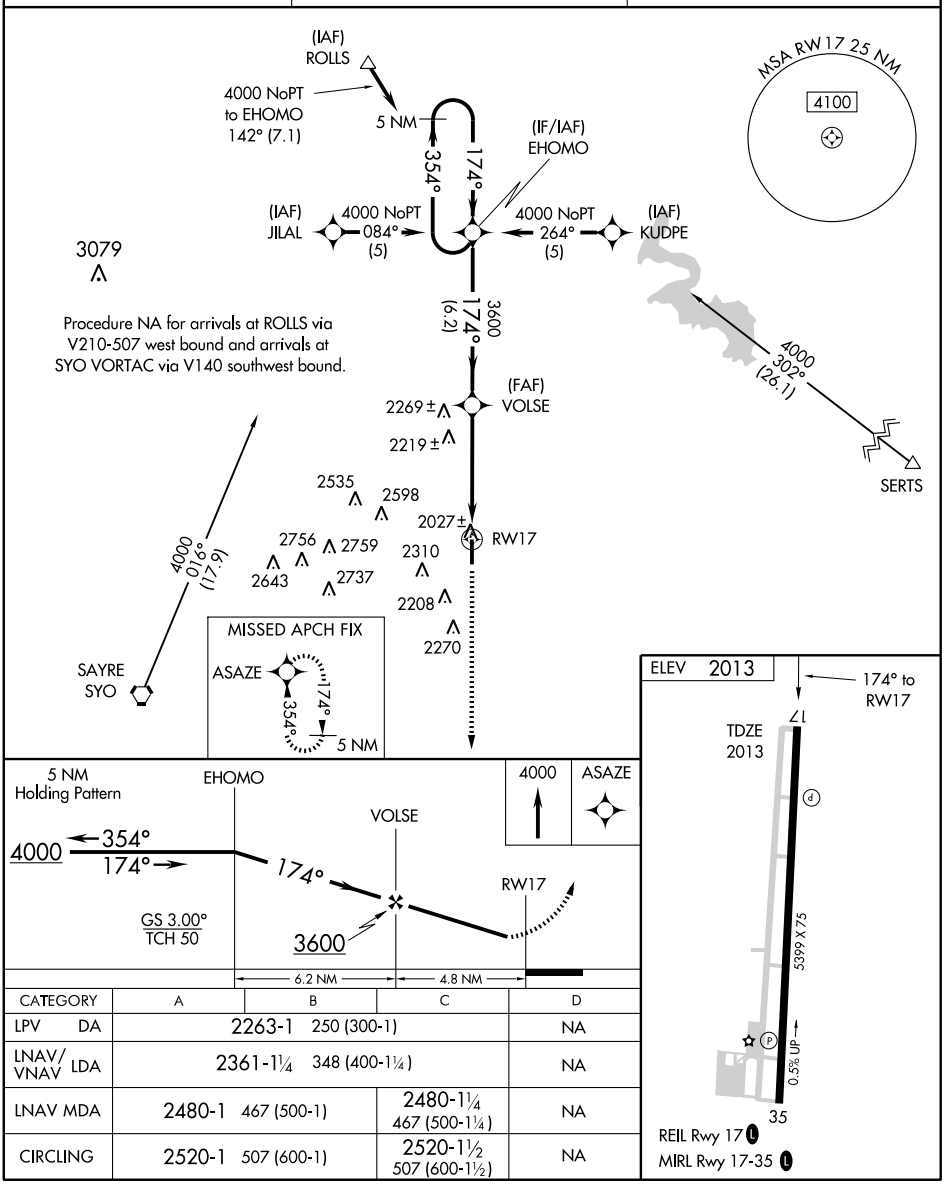
ELK CITY RGNL BUSINESS (ELK)

Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 4000 direct ASAZE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.225	128.4 269.375	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2263-1	250 (300-1)		NA
LNAV/VNAV LDA	2361-1¼	348 (400-1¼)		NA
LNAV MDA	2480-1	467 (500-1)	2480-1¼ 467 (500-1¼)	NA
CIRCLING	2520-1	507 (600-1)	2520-1½ 507 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53508 W35A	APP CRS 354°	Rwy Idg 5399 TDZE 1984 Apt Elev 2013

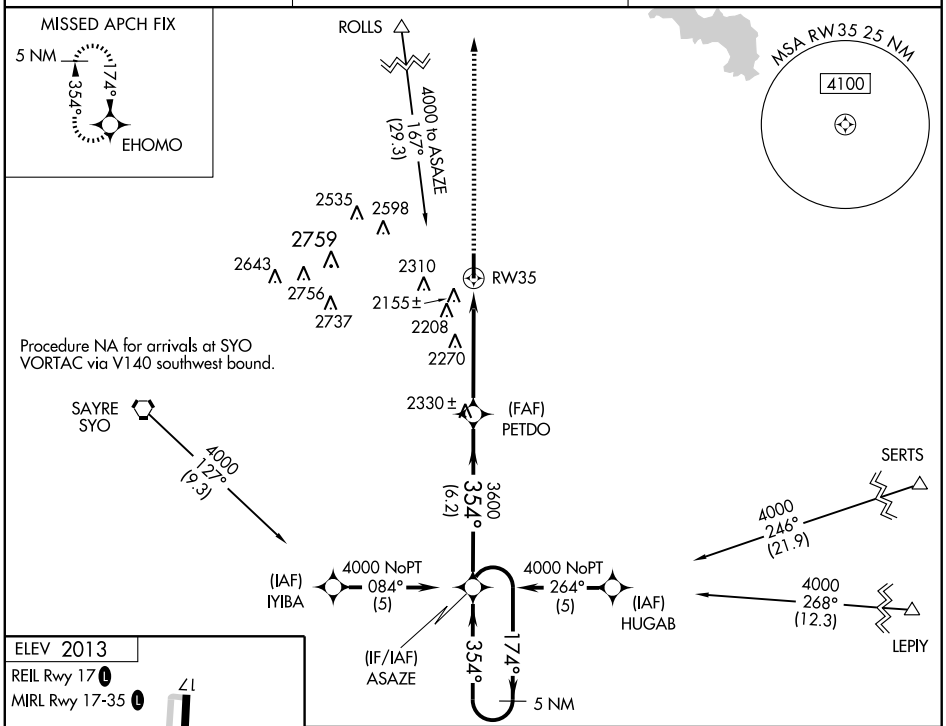
RNAV (GPS) RWY 35

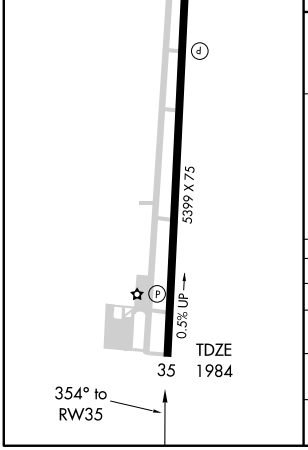
ELK CITY RGNL BUSINESS (ELK)

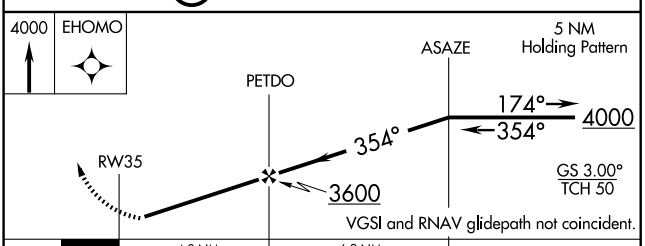
Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct EHOMO and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.225	128.4 269.375	122.8 (CTAF) L

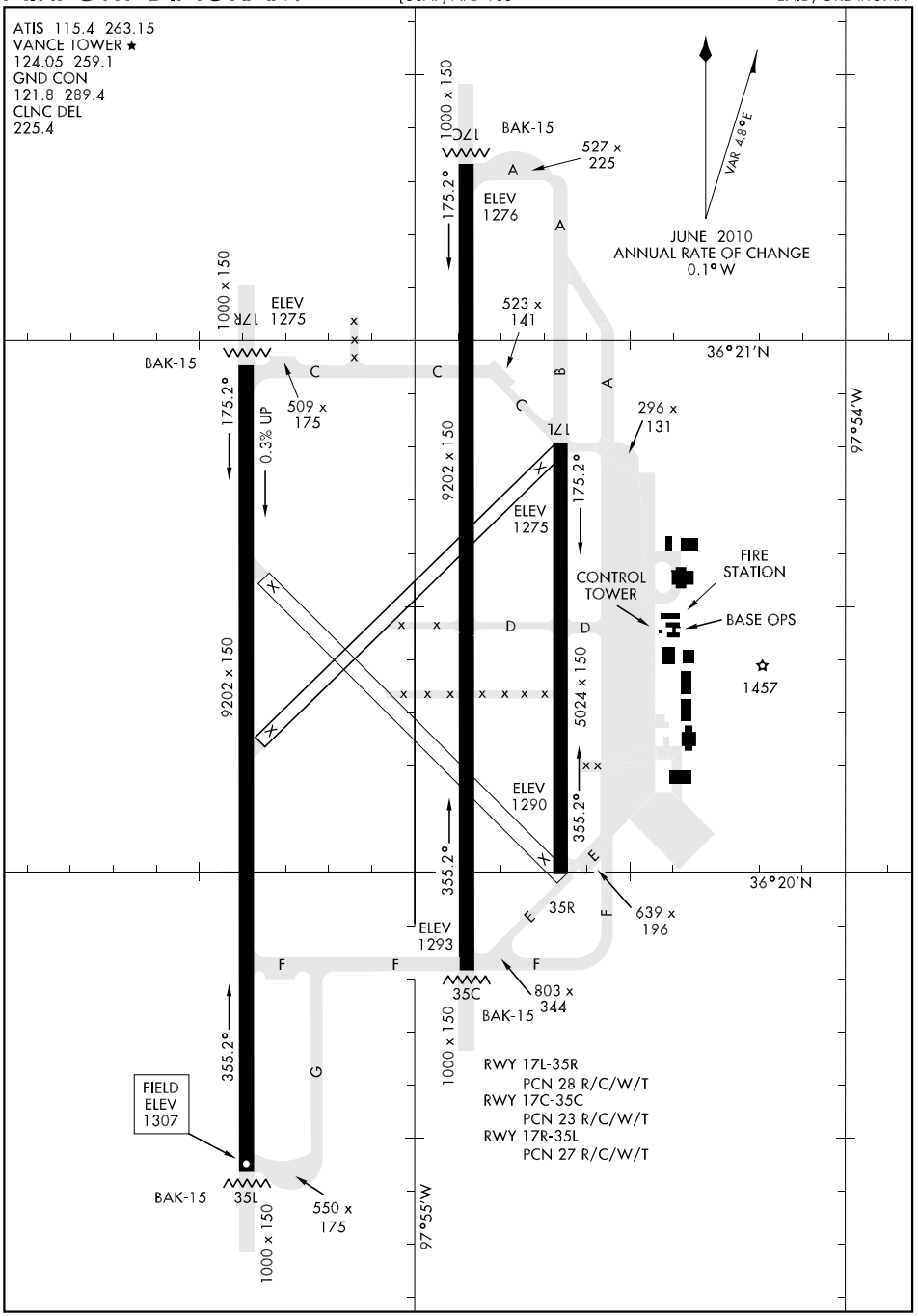






CATEGORY	A	B	C	D
LPV DA	2234-1 250 (300-1)			NA
LNAV/VNAV DA	2510-2 526 (500-2)			NA
LNAV MDA	2580-1 596 (600-1)		2580-1½ 596 (600-1½)	NA
CIRCLING	2580-1 567 (600-1)		2580-1½ 567 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

ANTHONY-TWO DEPARTURE (ANY 2•ANY)

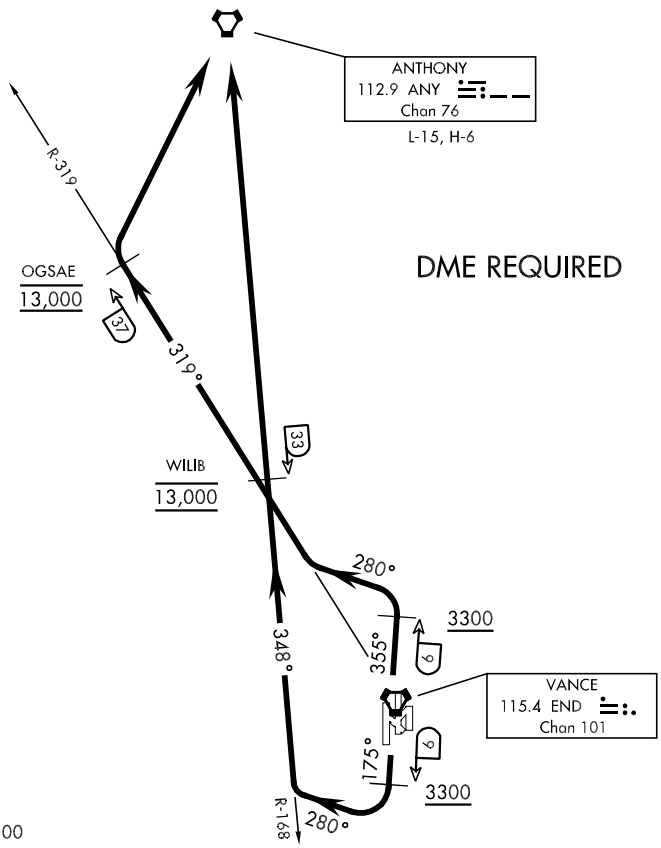
SL-135 [USAF]

ENID, OKLAHOMA

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3
KANSAS CITY CENTER
127.8 319.1

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 13,000



EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 280°. Intercept ANY VORTAC R-168 to ANY. Cross WILIB (ANY R-168/33 DME) at 13,000.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 280°. Intercept END R-319 to OGSAE (END R-319/37 DME), then direct ANY VORTAC. Cross OGSAE at 13,000.

SC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME Y RWY 17C

LOC I-LVC	APCH CRS	Rwy Idg 9202 THRE 1276 Arpt Elev 1307
108.9	175°	

AL-135 [USAF]

VANCE AFB (KEND)

▼* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

SALSF A2

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

*** Circling not authorized at night to Rwy 35R.

ANTHONY

3000 195° (34)

END 38

Max holding 265 KIAS

R-299

299°

119°

MITBEE

8000 066° (72)

(IAF) CHEEK END 30

CIRAL END 20

CERPA END 15

BUPKE END 15

END 15 Arc

LR-348

355°

(IAF) FILIE END 15

1798

2025

R-331

175°

1840

END 5 CUBES

1442

1498

END 1600 2.2 REGOE

1349

1346

20 NM

ENROUTE FACILITIES

VANCE 115.4 END Chan 101

LOCALIZER 108.9 I-LVC

R-174

Max holding 265 KIAS

ADOWS END 15

174°

354°

END 19

1569

VGSI TCH is more than 3' from procedure TCH

EMERG SAFE ALT 100 NM 4800

MSA END 25 NM 3600

3000 END R-174

ADOWS END 15

CHEEK R-299 30

CIRAL 20

CERPA R-299 15

BUPKE R-331 15

FILIE Intcp Lczr 15

6000

119°

6000

4000

3000

175°

CUBES 5

†REGOE 2.2

1.7

YEBUS 1.2

VORTAC

Arc 15

2500

1740

GS 2.50° TCH 45

2.8 NM 1.0 NM .6 NM

† LOC only

ELEV 1307

175° 4.4 NM from FAF

17C

17R

THRE 1276

9202 x 150

17L

1360

1457

1356

9202 x 150

6091 x 150

35C

35R

35L

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

CATEGORY	A	B	C	D	E
S-ILS 17C *	1476/26 200 (200-½)				
S-LOC 17C **	1620/40 344 (400-¾)				
CIRCLING ***	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ILS or LOC/DME Y RWY 17C

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME Y RWY 35C

LOC I-END	APCH CRS	Rwy Idg / THRE / Arpt Elev
110.1	355°	9202 / 1293 / 1307

AL-135 [USAF]

VANCE AFB (KEND)

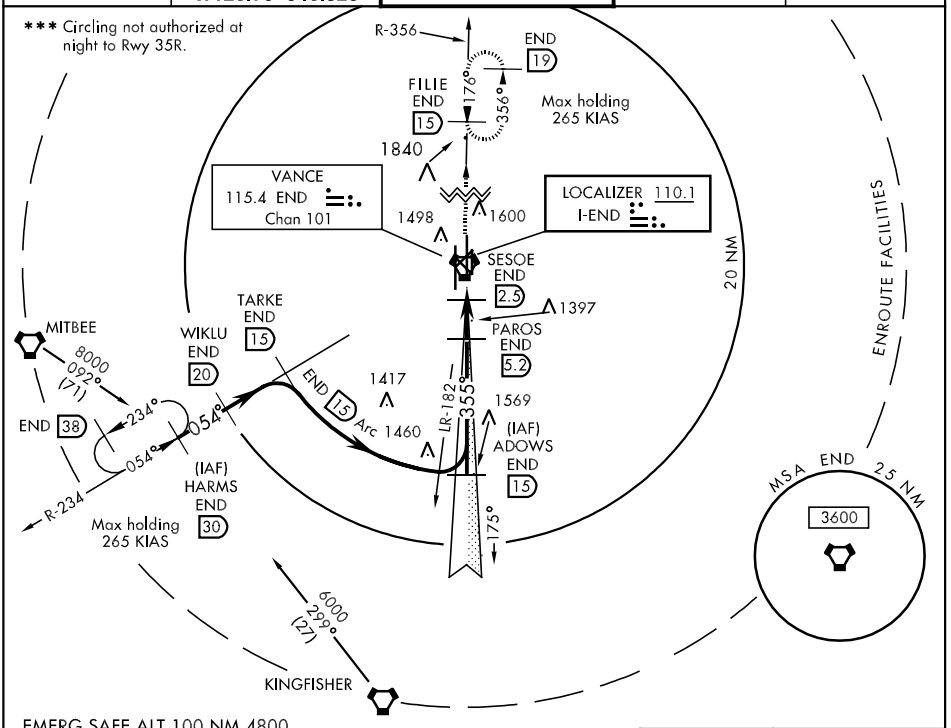
T * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 45 and vis to ⅞ mile.

SALSF

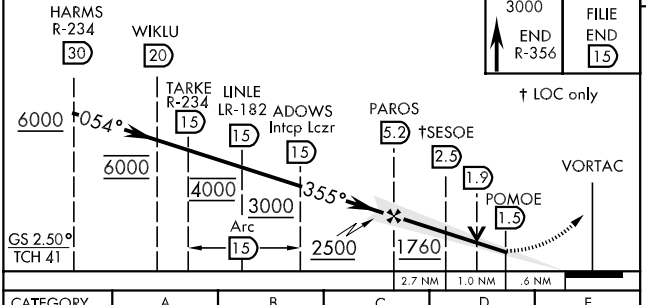
MISSED APPROACH: Climb to 3000 intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

*** Circling not authorized at night to Rwy 35R.



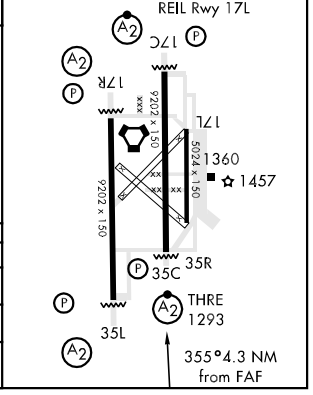
EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
S-ILS 35C *	1493/26 200 (200-½)				
S-LOC 35C **	1600/40 307 (300-¾)		1600/35 307 (300-⅝)		
CIRCLING ***	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



ILS or LOC/DME Y RWY 35C

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME Z RWY 17C

LOC I-LVC	APCH CRS	Rwy Idg / THRE / Arpt Elev
108.9	175°	9202 / 1276 / 1307

AL-135 [USAF]

VANCE AFB (KEND)

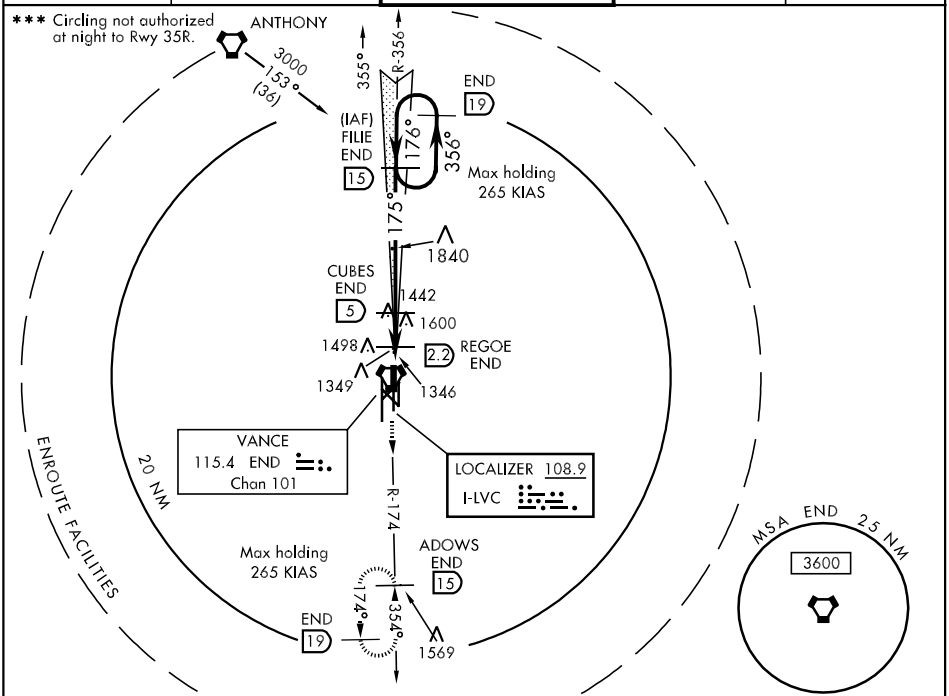
▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

SALSF (A2)

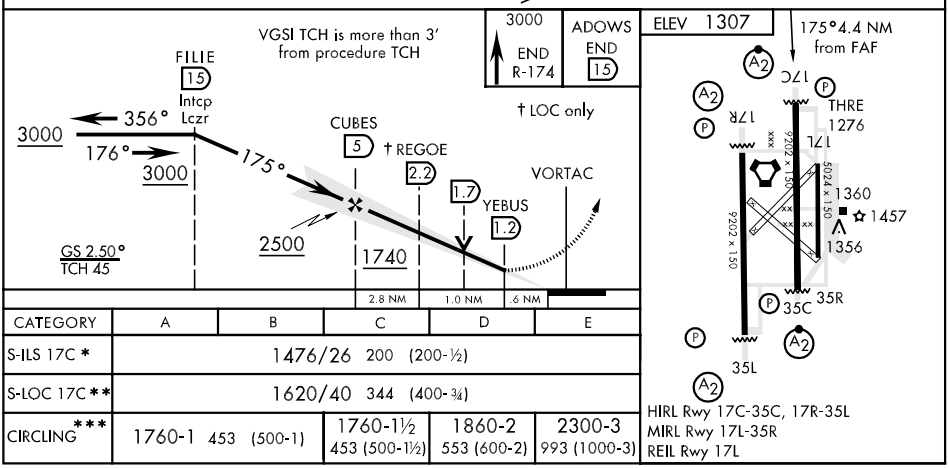
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

*** Circling not authorized at night to Rwy 35R.



EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
S-ILS 17C *	1476/26 200 (200-½)				
S-LOC 17C **	1620/40 344 (400-¾)				
CIRCLING ***	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME Z RWY 35C

LOC I-END	APCH CRS	Rwy Idg / THRE / Arpt Elev
110.1	355°	9202 / 1293 / 1307

AL-135 [USAF]

VANCE AFB (KEND)

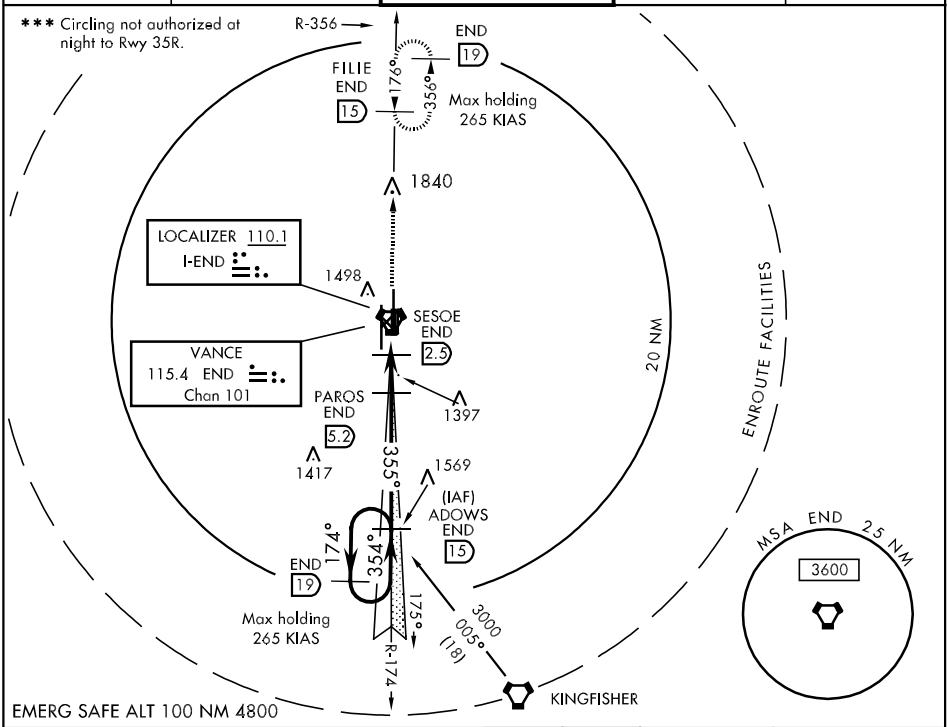
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 45 and vis to ⅞ mile.

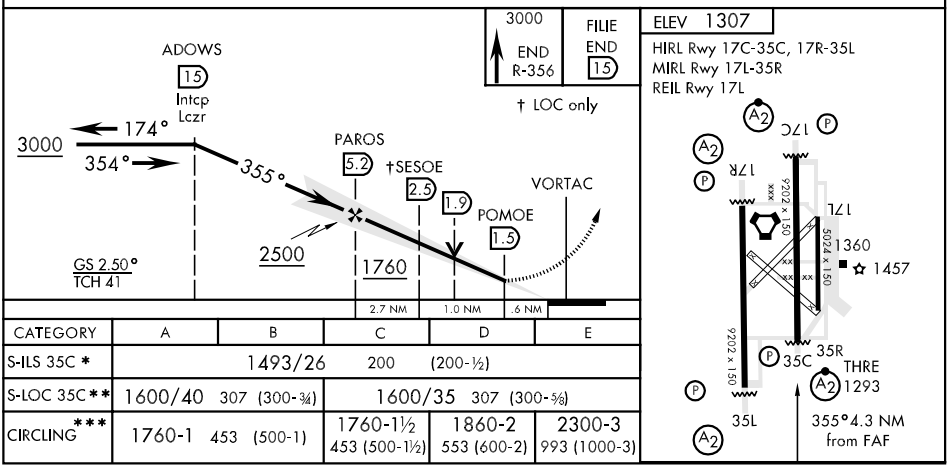
SALSF

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

*** Circling not authorized at night to Rwy 35R.





CATEGORY	A	B	C	D	E
S-ILS 35C *	1493/26 200 (200-½)				
S-LOC 35C**	1600/40 307 (300-¾)		1600/35 307 (300-⅝)		
CIRCLING***	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

SC-1, 21 OCT 2010 to 18 NOV 2010

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

SL-135 [USAF]

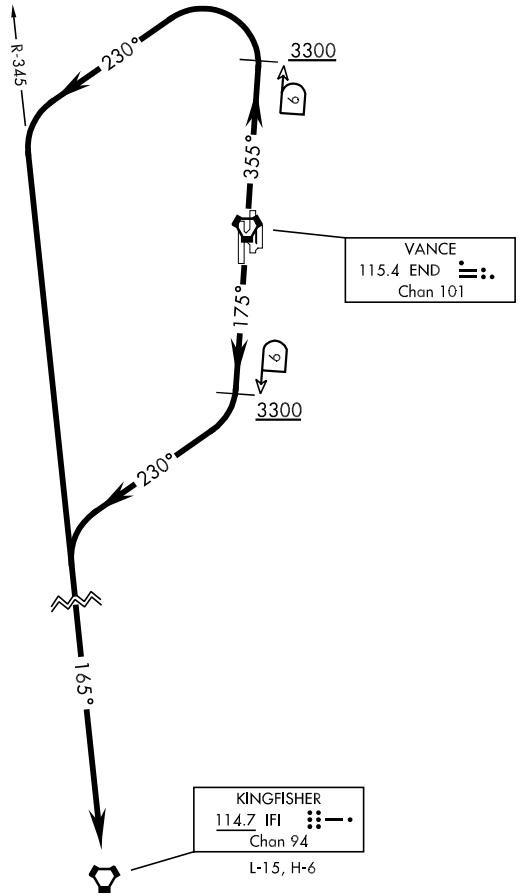
ENID, OKLAHOMA

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3
FORT WORTH CENTER
128.4 290.2

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 3300

DME REQUIRED



EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 230°, intercept IFI VORTAC R-345 to IFI.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 230°, intercept IFI VORTAC R-345 to IFI.

SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS)-A

APCH CRS	Rwy Idg	
314°	TDZE	NA
	Arpt Elev	NA 1307

AL-135 [USAF]

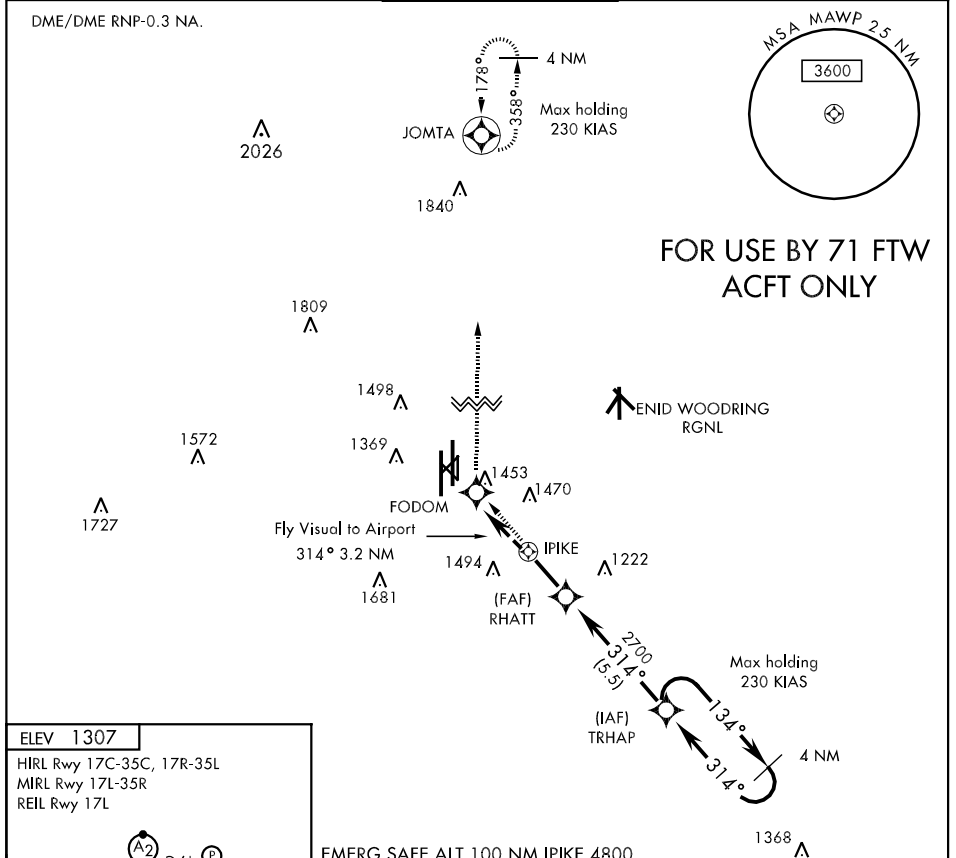
VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC.
* Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climb direct FODOM then climbing right turn to 4000 via 358° course to JOMTA and hold.

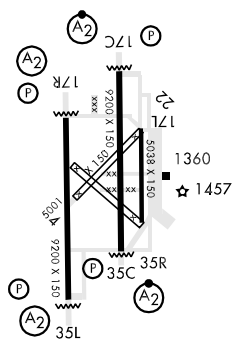
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.

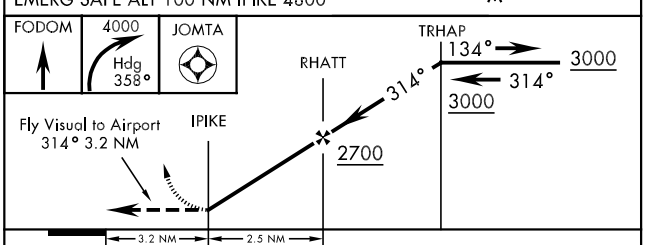


ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



EMERG SAFE ALT 100 NM IPIKE 4800



CATEGORY	A	B	C	D	E
CIRCLING *	1760-4 453 (500-4)		NOT AUTHORIZED		

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS)-B

APCH CRS	Rwy Idg	NA
199°	TDZE	NA
	Arpt Elev	1307

AL-135 [USAF]

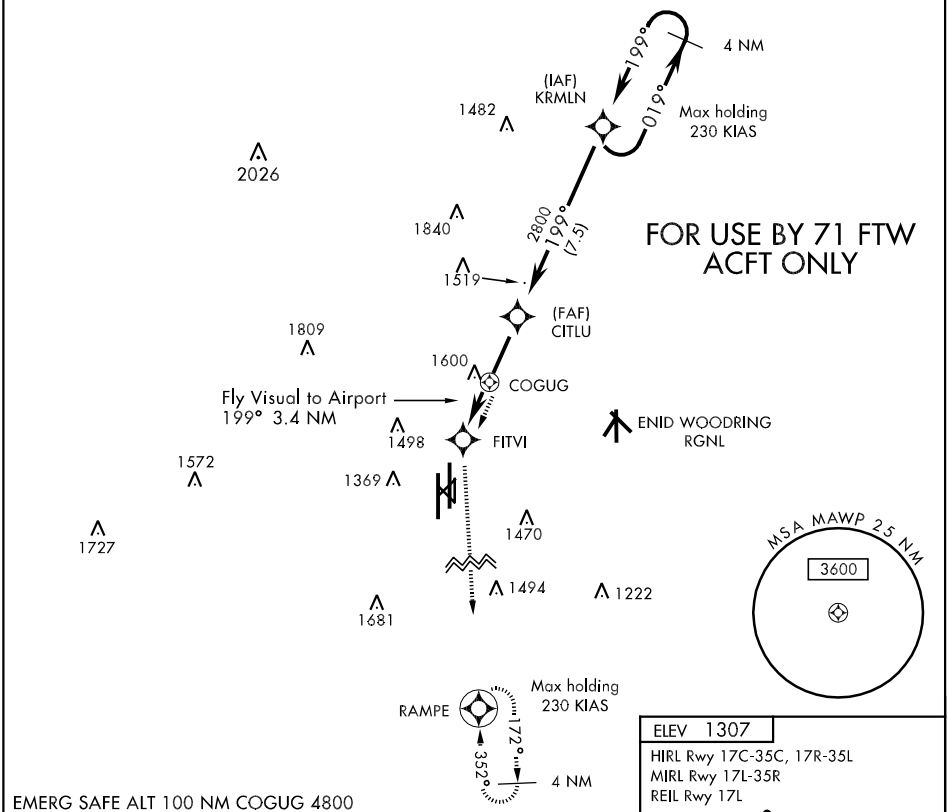
VANCE AFB (KEND)

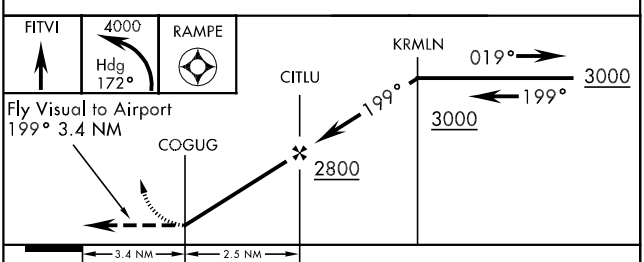
* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC.
* Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climb direct FITVI then climbing left turn to 4000 via 172° course to RAMPE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W121.3 291.1	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.

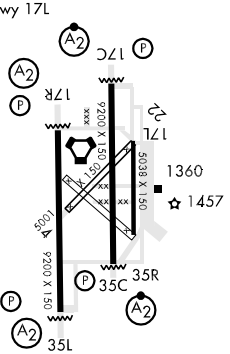




CATEGORY	A	B	C	D	E
CIRCLING *	1880-4	573	(600-4)	NOT AUTHORIZED	

ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17C

APCH CRS	Rwy Idg	THRE	Arpt Elev
175°	9202	1276	1307

AL-135 [USAF]

VANCE AFB (KEND)

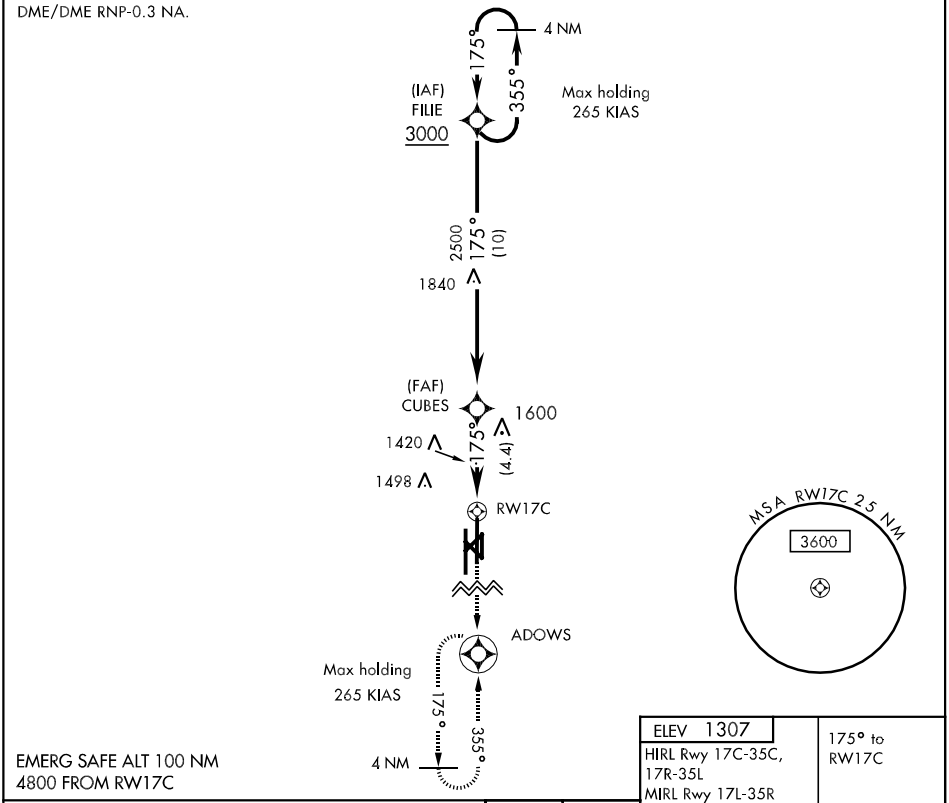
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized at night to RWY 35R.

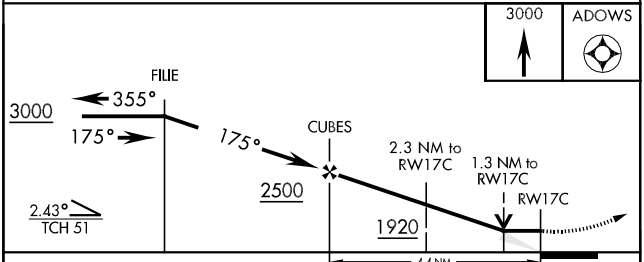
SALSF

MISSED APPROACH: Climb to 3000 direct ADOWS and hold.

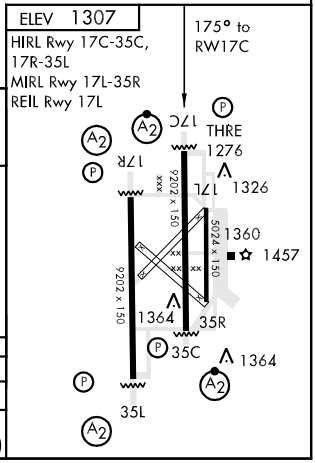
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.





CATEGORY	A	B	C	D	E
LNAV MDA *	1680/40 404 (400-¾)		1680/50 404 (400-1)		
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17L

APCH CRS	Rwy Idg	5024
175°	THRE	1273
	Arpt Elev	1307

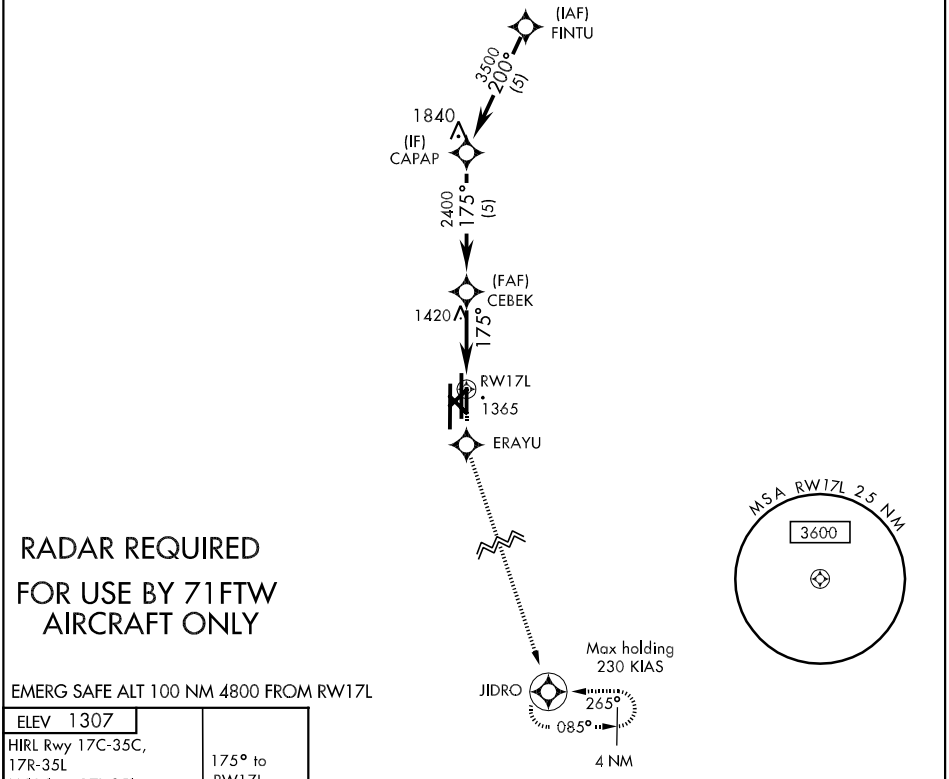
AL-135 [USAF]

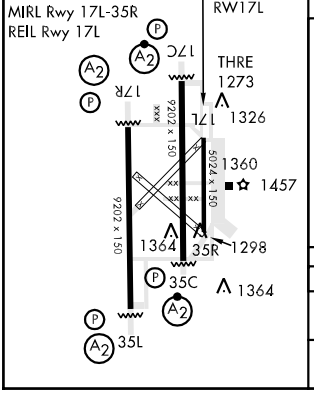
VANCE AFB (KEND)

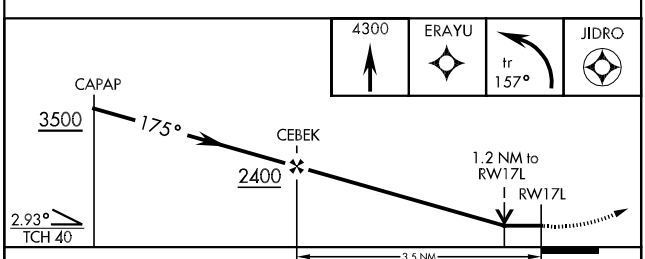
* Circling not authorized at night to RWY 35R.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4300 via direct ERAYU and 157° track to JIDRO and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4







CATEGORY	A	B	C	D	E
LNAV MDA	1700-1 427 (400-1)		NOT AUTHORIZED		
CIRCLING *	1760-1 453 (500-1)		NOT AUTHORIZED		

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	9202
175°	THRE	1275
	Arpt Elev	1307

AL-135 [USAF]

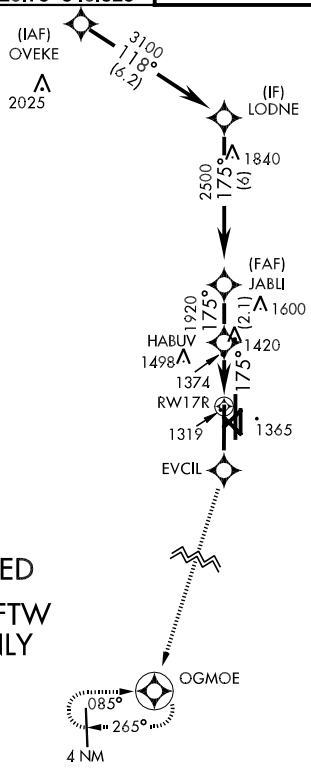
*When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.
**Circling not authorized at night to RWY 35R.

SALS (A2)

MISSED APPROACH: Climb to 4300 via direct EVCIL and 192° track to OGMOE and hold.

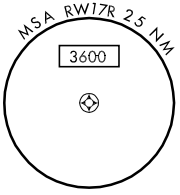
ATIS★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.

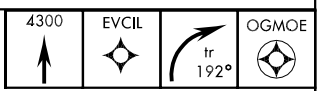


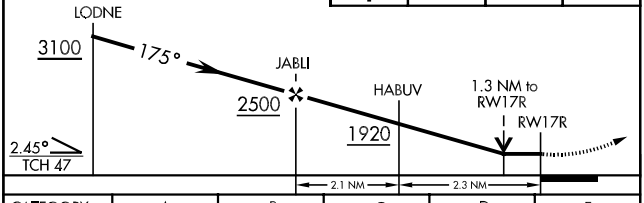
RADAR REQUIRED

FOR USE BY 71FTW AIRCRAFT ONLY



EMERG SAFE ALT 100 NM 4800 FROM RW17R



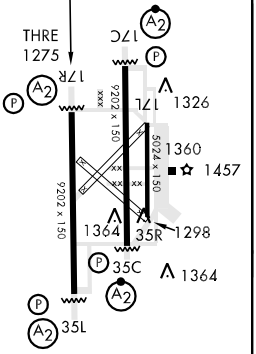


CATEGORY	A	B	C	D	E
LNAV MDA*	1680- ¾ 405 (400- ¾)		1680-1 405 (400-1)		
CIRCLING**	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

175° to RW17R



SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35C

APCH CRS	Rwy Idg	THRE	Arpt Elev
355°	9202	1293	1307

AL-135 [USAF]

VANCE AFB (KEND)

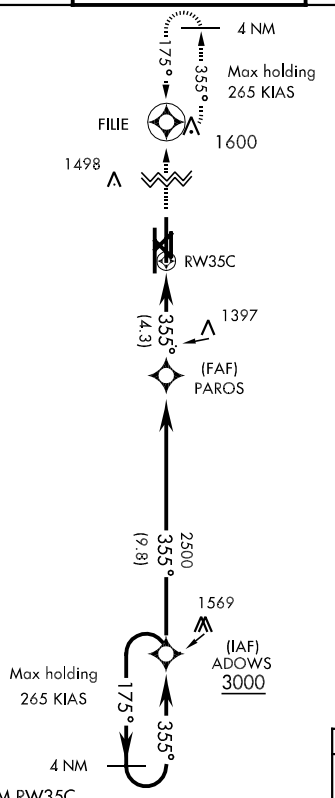
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized at night to RWY 35R.

SALSF

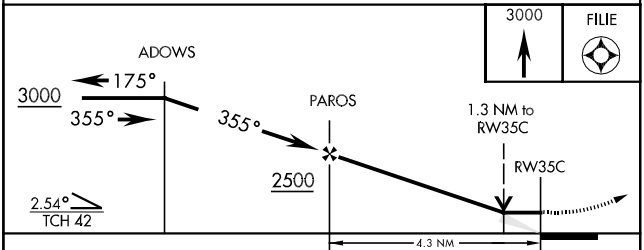
MISSED APPROACH: Climb to 3000 direct FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

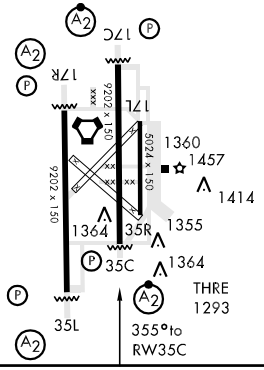
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 4800 FROM RW35C



ELEV 1307
HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
LNAV MDA *	1680/40 387 (400-¾)		1680/45 387 (400-⅞)		
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	THRE	Arpt Elev
355°	9202	1307	1307

AL-135 [USAF]

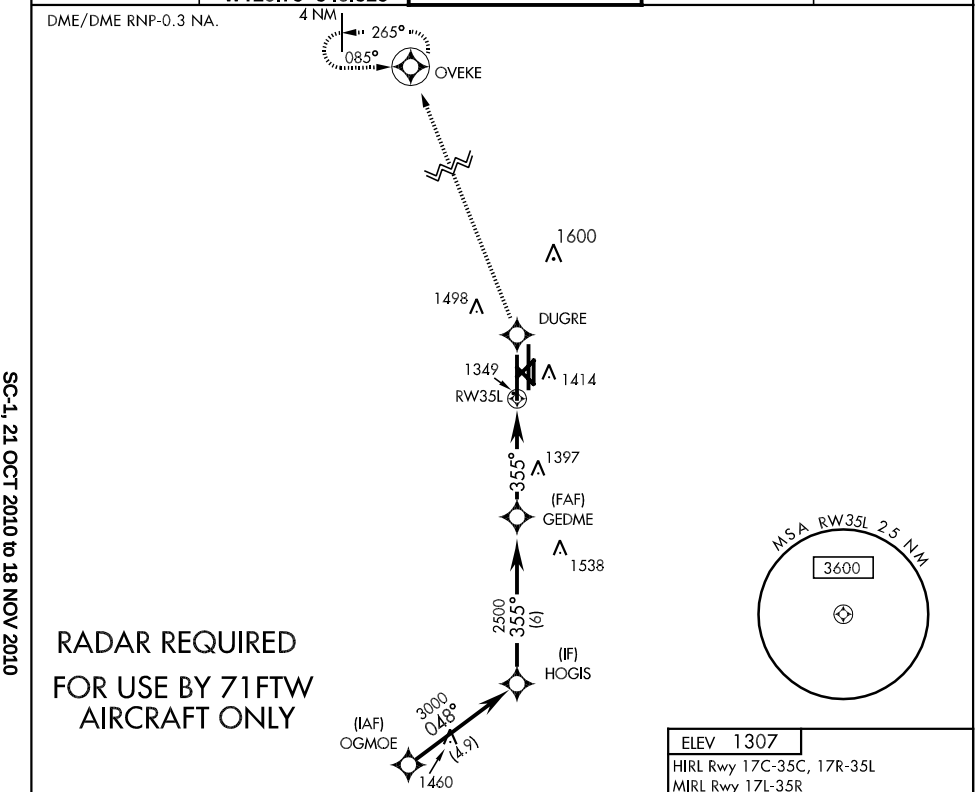
▼ * When ALS inop, increase CAT ABCDE vis to 1 mile.
** Circling not authorized at night to RWY 35R.

SALS A2

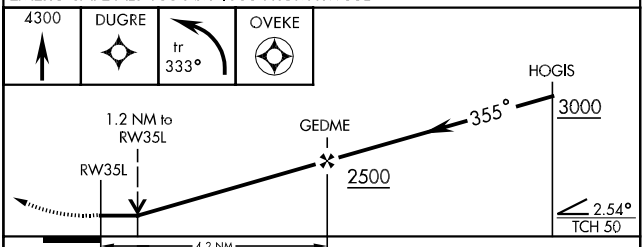
MISSED APPROACH: Climb to 4300 via direct DUGRE and 333° track to OVEKE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

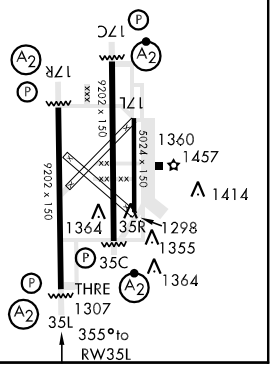
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 4800 FROM RW35L



ELEV 1307
HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
LNAV MDA *	1680- ¾ 373 (400-¾)				
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

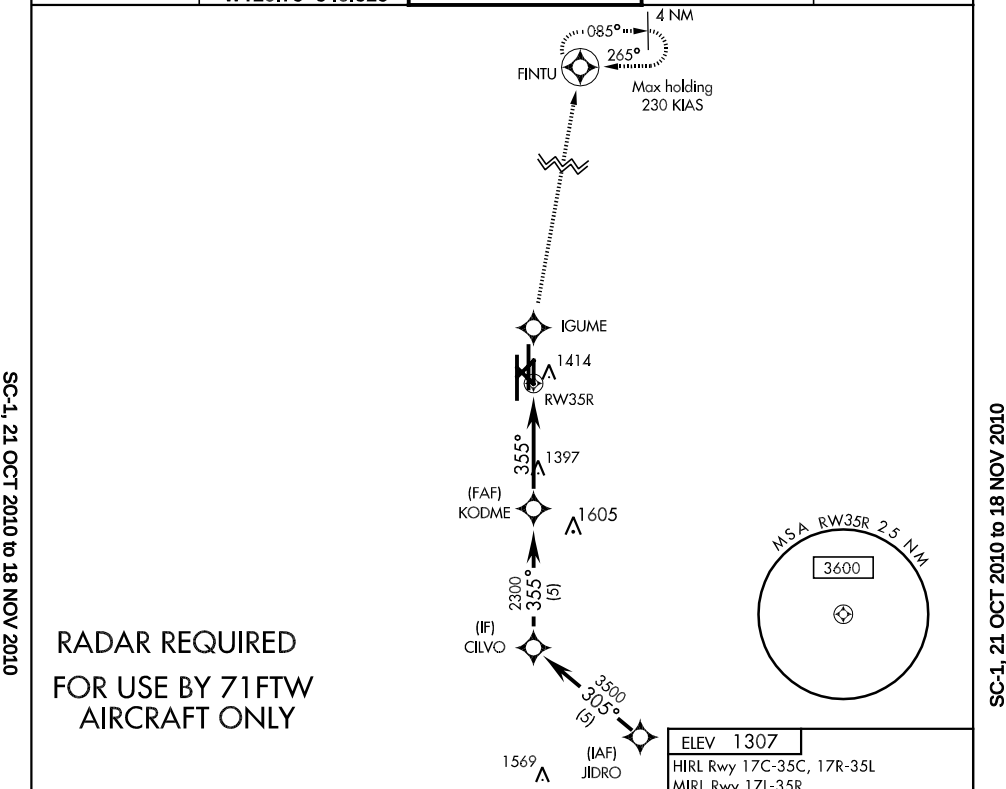
APCH CRS	Rwy Idg	TDZE	Arpt Elev
355°	5024	1284	1307

AL-135 [USAF]

* Circling not authorized at night to RWY 35R.
DME/DME RNP-0.3 NA.

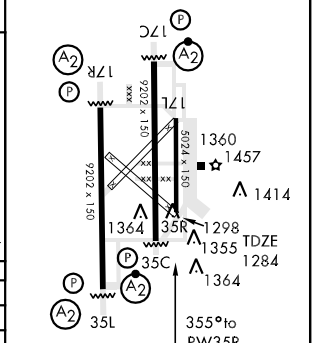
MISSED APPROACH: Climb to 4300 direct IGUME and 005° track to FINTU and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

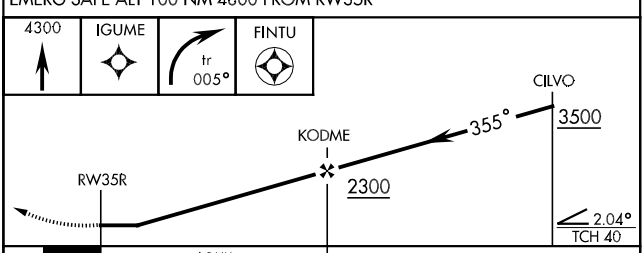


ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



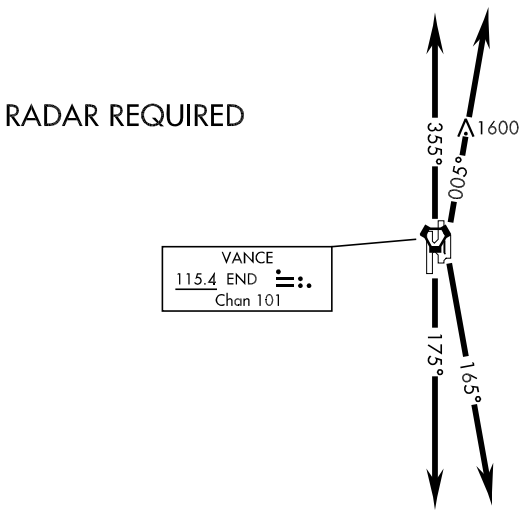
EMERG SAFE ALT 100 NM 4800 FROM RW35R



CATEGORY	A	B	C	D	E
LNAV MDA	1700-1	416 (400-1)	NOT AUTHORIZED		
CIRCLING *	1760-1	453 (500-1)	NOT AUTHORIZED		

SC-1, 21 OCT 2010 to 18 NOV 2010

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3



SC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 17L: Track 165° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35R: Track 005° climbing to 5000 or assigned altitude...

Expect radar vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.

VOR/DME-A

VORTAC END 115.4 Chan 101	APCH CRS 314°	Rwy Idg NA TDZE NA Arpt Elev 1307

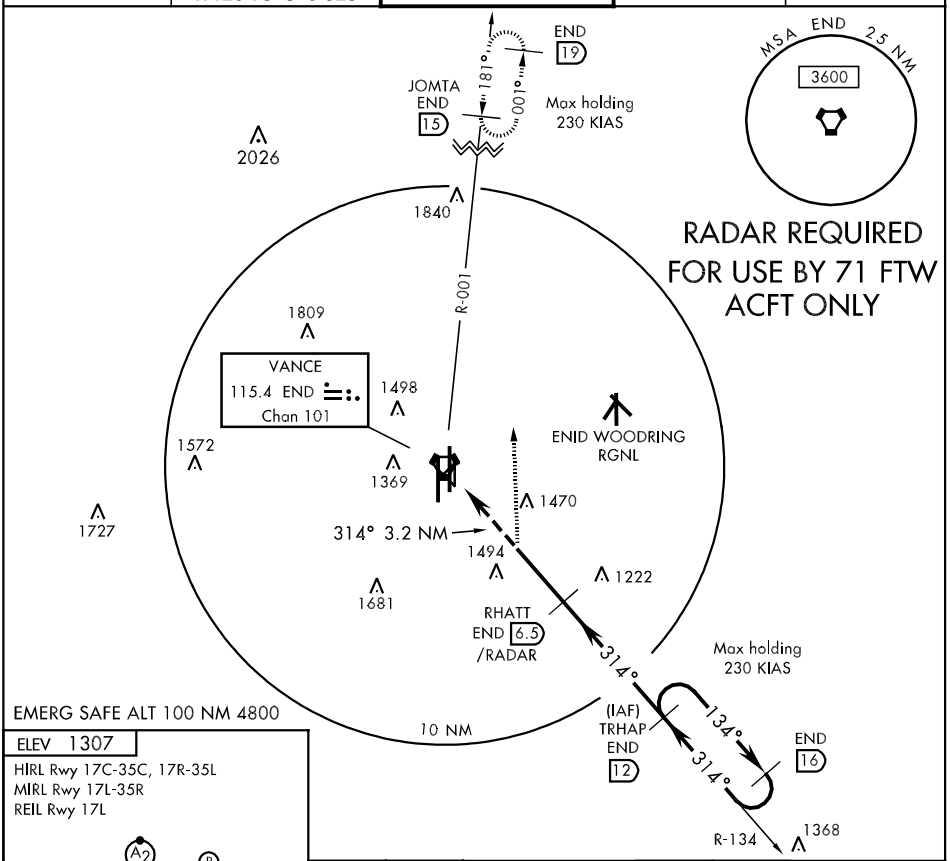
AL-135 [USAF]

VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

MISSED APPROACH: Immediate climbing right turn to 4000 via heading 353° to JOMTA and hold.

ATIS★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

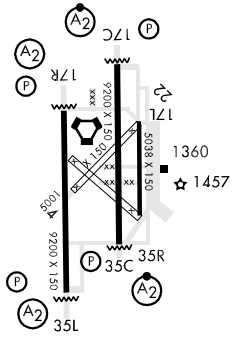


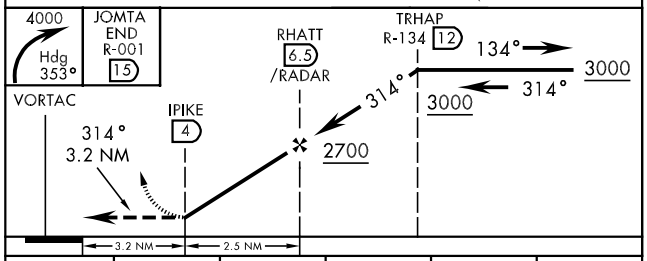
ELEV 1307

HIRL Rwy 17C-35C, 17R-35L

MIRL Rwy 17L-35R

REIL Rwy 17L





CATEGORY	A	B	C	D	E
CIRCLING *	1780-4	473 (500-4)	NOT AUTHORIZED		

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC END 115.4 Chan 101	APCH CRS 199°	Rwy Idg NA TDZE NA Arpt Elev 1307

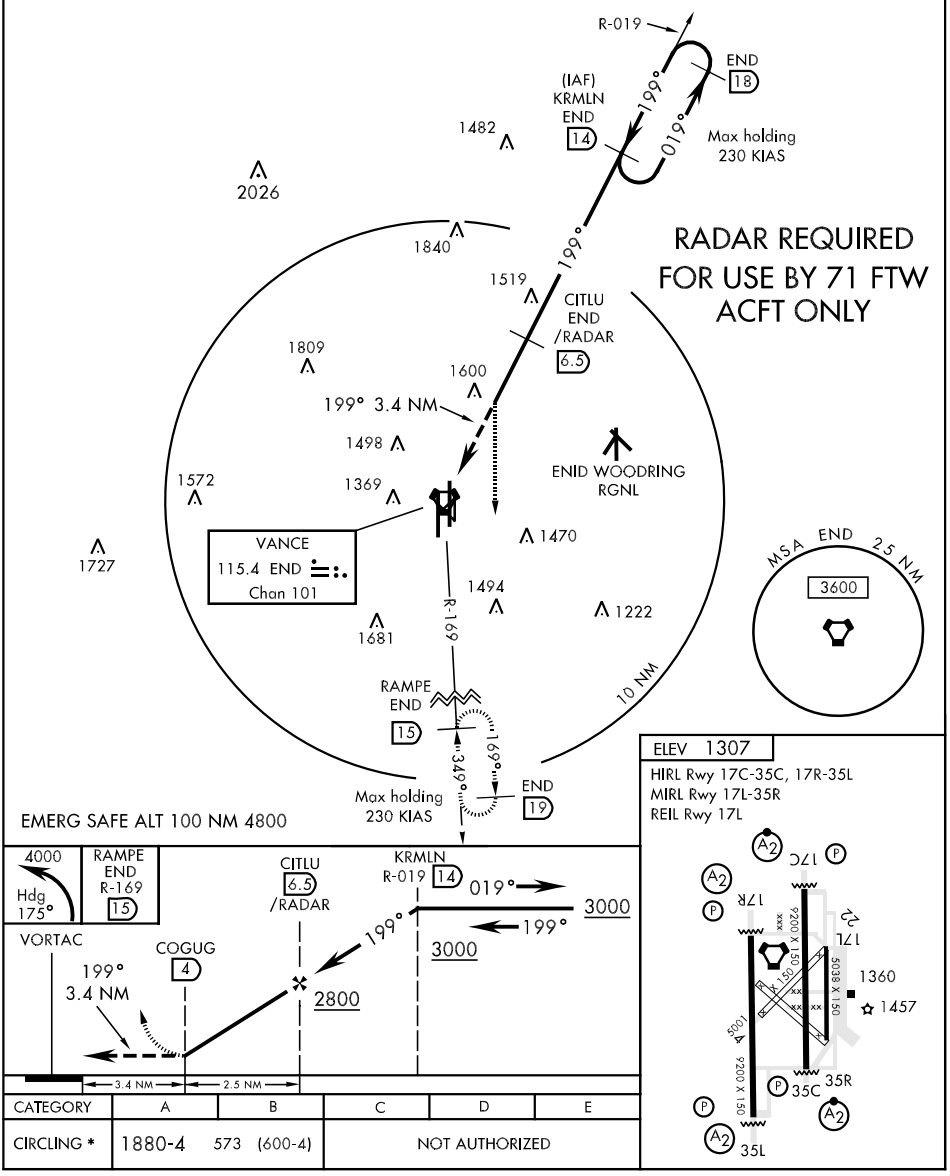
AL-135 [USAF]

VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

MISSED APPROACH: Immediate climbing left turn to 4000 via heading 175° to RAMPE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W121.3 291.1	124.05 259.1	121.8 289.4	225.4



CATEGORY	A	B	C	D	E
CIRCLING *	1880-4	573 (600-4)	NOT AUTHORIZED		

VOR/DME or TACAN RWY 17C

VORTAC END	APCH CRS	Rwy ldg	9202
115.4	182°	THRE	1276
Chan 101		Arpt Elev	1307

AL-135 [USAF]

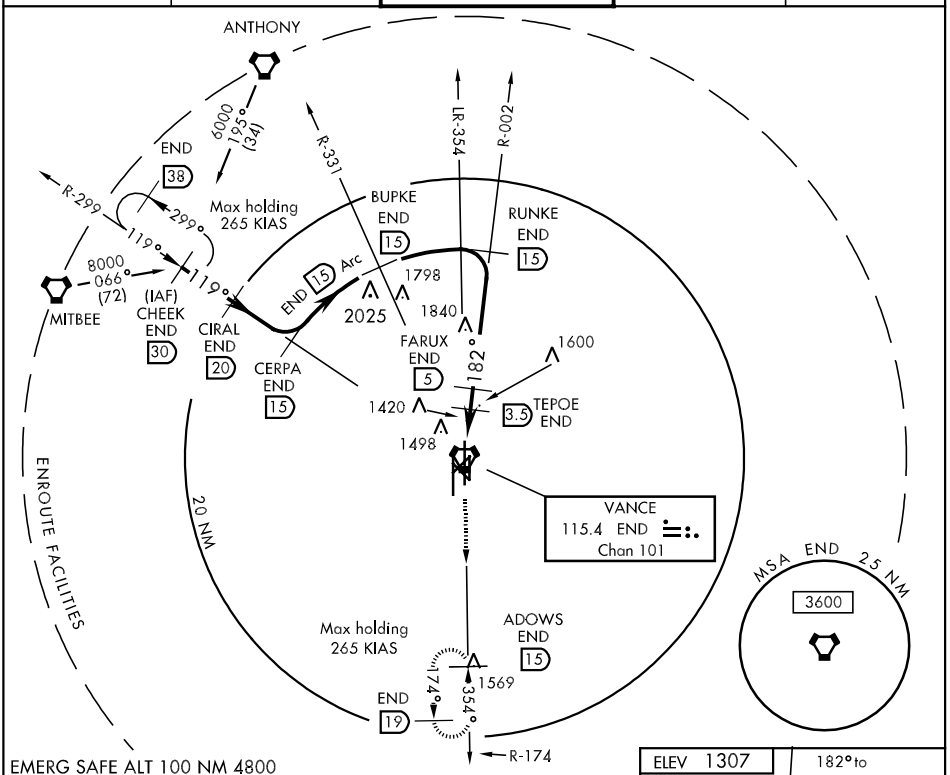
VANCE AFB (KEND)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized at night to Rwy 35R.

SALSF

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

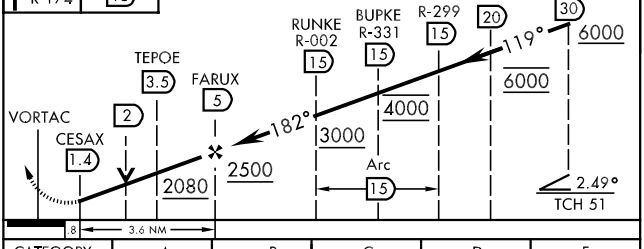
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4

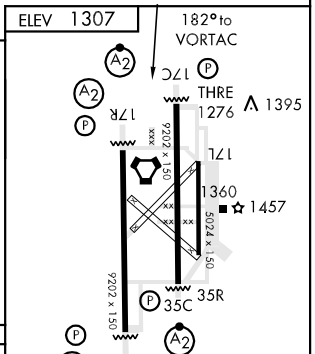


EMERG SAFE ALT 100 NM 4800

3000 END R-174

ADOWS END 15





CATEGORY	A	B	C	D	E
S-17C *	1680/40	404 (400-¾)	1680/50	404 (400-1)	
CIRCLING **	1760-1	453 (500-1)	1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 17R

VORTAC END	APCH CRS	Rwy Idg	9202
115.4	162°	THRE	1275
Chan 101		Arpt Elev	1307

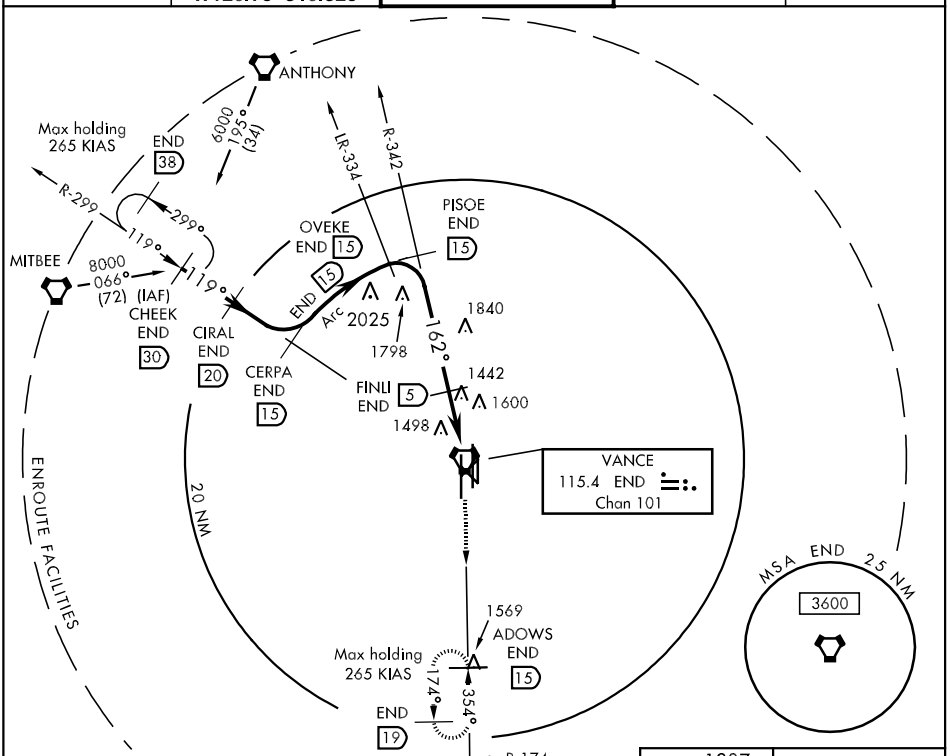
AL-135 [USAF] VANCE AFB (KEND)

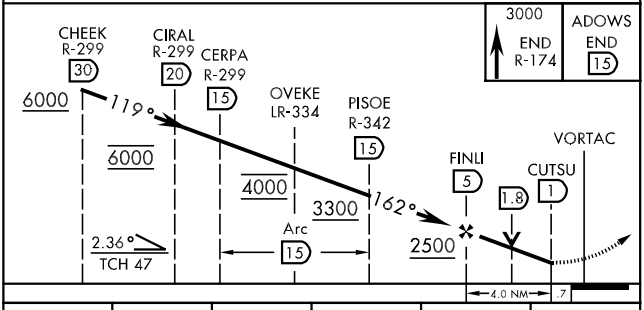
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling not authorized at night to Rwy 35R.

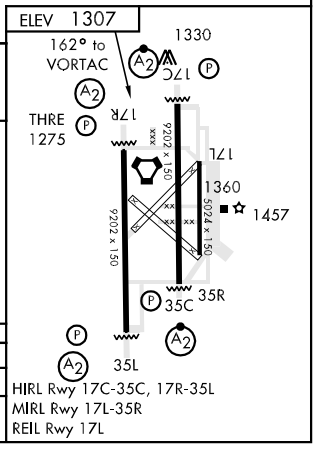
SALS A2

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4







CATEGORY	A	B	C	D	E
S-17R *	1720-¾ 445 (500-¾)		1720-1 445 (500-1)		
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 35C

VORTAC END	APCH CRS	Rwy Idg	9202
115.4	349°	THRE	1293
Chan 101		Arpt Elev	1307

AL-135 [USAF]

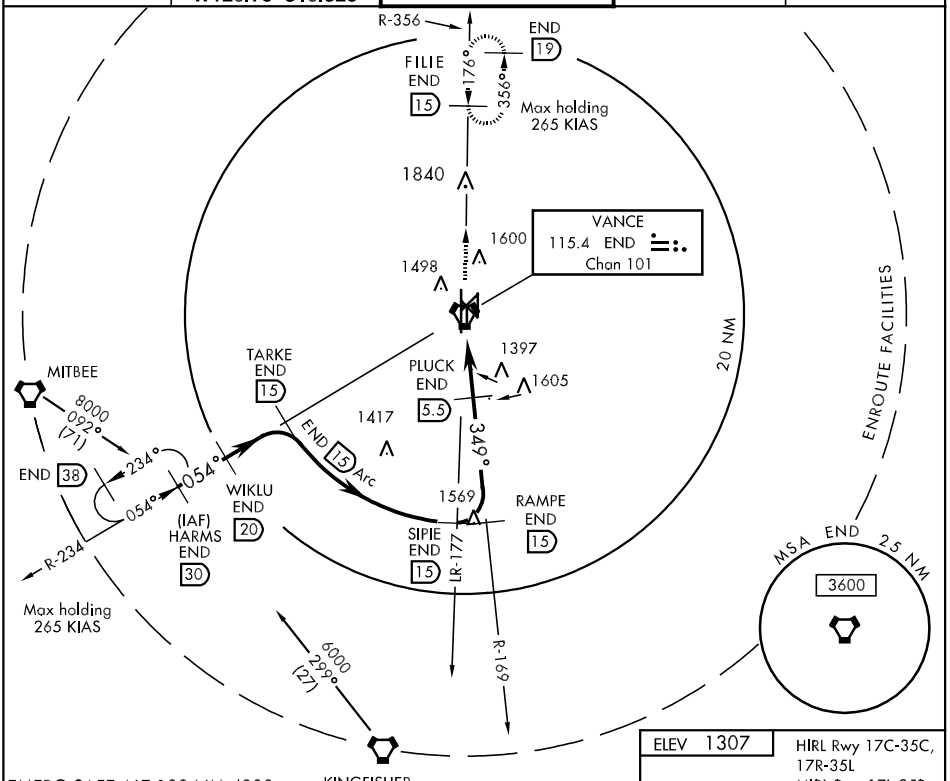
VANCE AFB (KEND)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized at night to Rwy 35R.

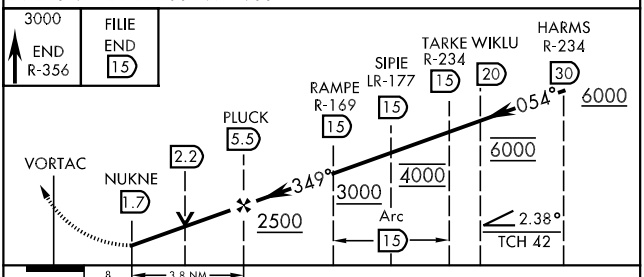
SALSF

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4



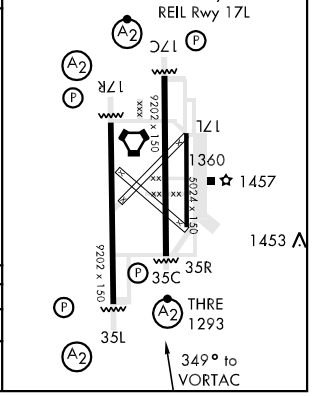
EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
S-35C *	1680/40 387 (400-¾)		1680/45 387 (400-⅞)		
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 35L

VORTAC END	APCH CRS	Rwy Idg	9202
115.4	003°	THRE	1307
Chan 101		Arpt Elev	1307

AL-135 [USAF]

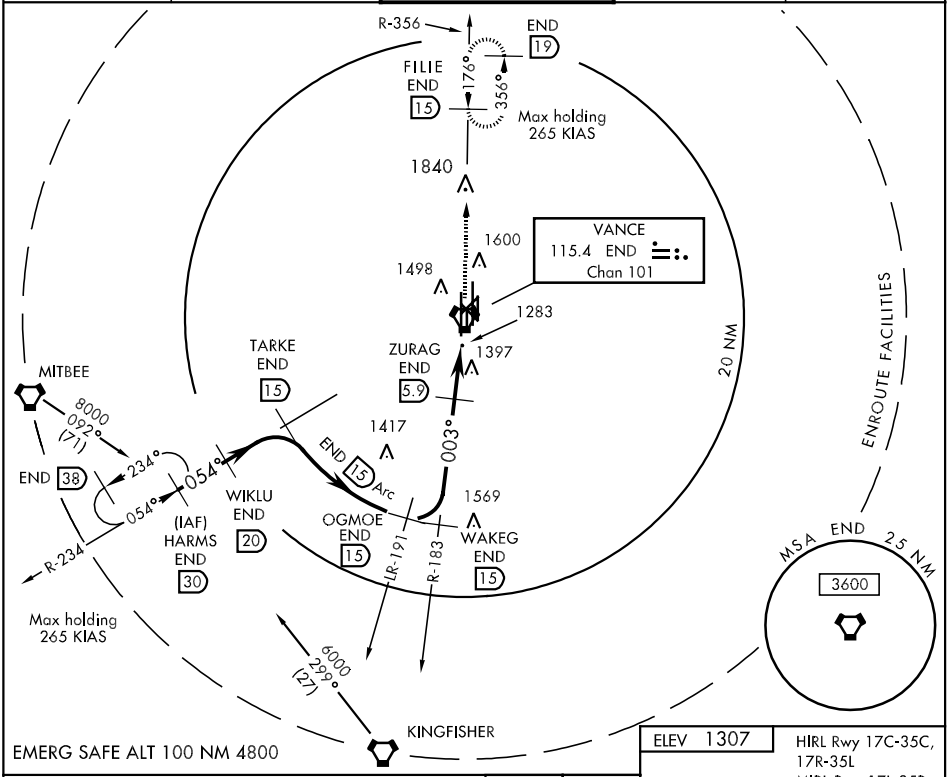
VANCE AFB (KEND)

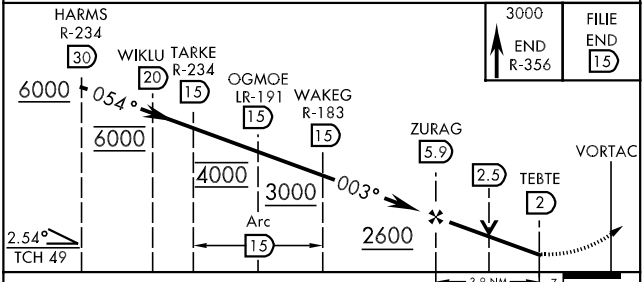
* When ALS inop, increase CAT ABCDE vis to 1 mile.
** Circling not authorized at night to Rwy 35R.

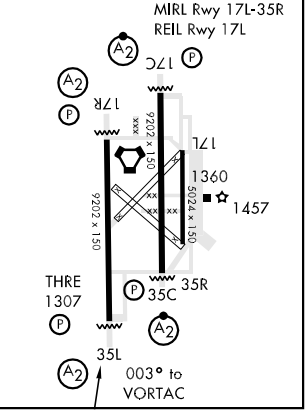
SALS A2

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 346.325	124.05 259.1	121.8 289.4	225.4







CATEGORY	A	B	C	D	E
S-35L *	1680-¾ 373 (400-¾)				
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

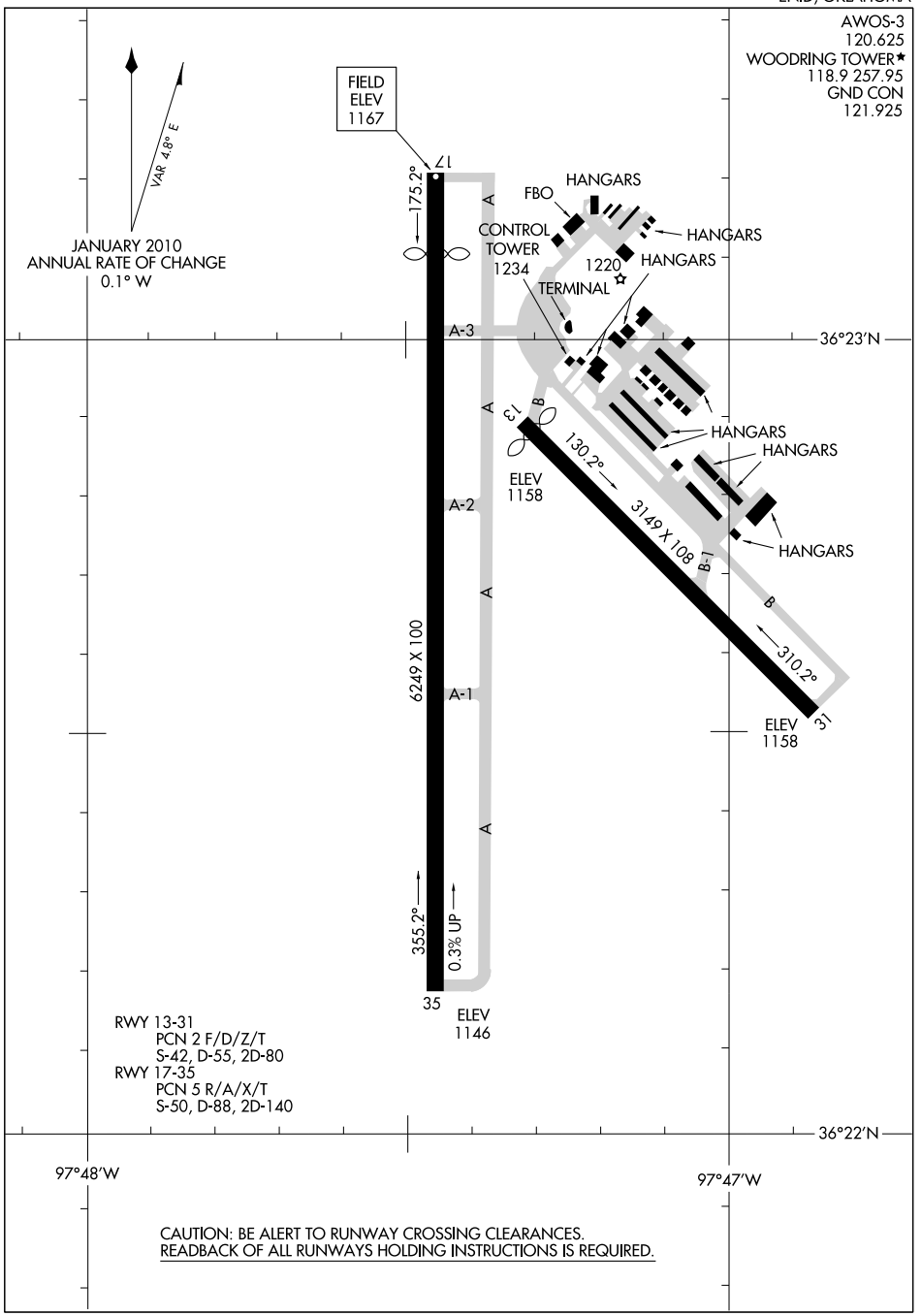
SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)

ENID, OKLAHOMA



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-EIU	APP CRS	Rwy Idg	6249
108.3	355°	TDZE	1152
		Apt Elev	1167

ILS or LOC RWY 35

ENID WOODRING RGNL (WDG)

ADF required. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA/MDA 100 feet, S-LOC Cat C/D visibility and Circling Cat C visibility ¼ mile. For inoperative MALSR, when using Guthrie altimeter setting, increase S-ILS 35 all Cats visibility to 1 mile, S-LOC 35 Cat C visibility to 1¼ and S-LOC Cat D visibility to 1½.

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct GARFY LOM and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 346.325	118.9 (CTAF) L 257.95	121.925	122.95

ANTHONY 112.9 ANY Chan 76

PIONEER 113.2 PER Chan 79

LOCALIZER 108.3 I-EIU

WOODRING 109.0 ODG Chan 27

LOM/IAF GARFY 341 EI

ODG 5.9

(IAF) PODDS ODG 12

(IF) YOBUL ODG 12

KINGFISHER 114.7 IFI Chan 94

(IAF) KJACK INT

WILL ROGERS 114.1 IRW Chan 88

3100 to LOM 154° (56)

3100 to LOM 221° (41.6)

3600 212° (29.8)

3100 173° (5.9)

3100 355° (6.1)

3600 NoPT 355° (3.9)

3600 NoPT ODG 12 Arc

3600 021° (20.9)

3600 342° (45.8)

R-087

R-025

R-173

R-175

R-021

LR-163

355°

175°

130°

310°

10 NM

A-562A

MSA EI 25 NM 3600

ALTERNATE MISSED APCH FIX ODG 109.0 Chan 27 GARFY ODG 5.9

ELEV 1167 D

1209 1184 1176 1191 1217 1234 1205 1188 1175 1167± TDZE 1152

6249 X 100 0.3% up

3149 X 100

35

355° 5.7 NM from FAF

REIL Rwy 17

MIRL Rwy 13-31

MIRL Rwy 17-35 L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

2500 3100 EI

VGSI and ILS glidepath not coincident.

LOM ODG 5.9

Remain within 10 NM

3042 175° 355° 3100

MM 1352 3100

GS 3.00° TCH 60

0.5 5.2 NM

CATEGORY	A	B	C	D
S-ILS 35	1352-½ 200 (200-½)			
S-LOC 35	1520-½ 368 (400-½)			1520-¾ 368 (400-¾)
CIRCLING	1740-1 573 (600-1)		1740-1½ 573 (600-1½)	1740-2 573 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5638
CH 50213	175°	TDZE	1165
W17A		Apt Elev	1167

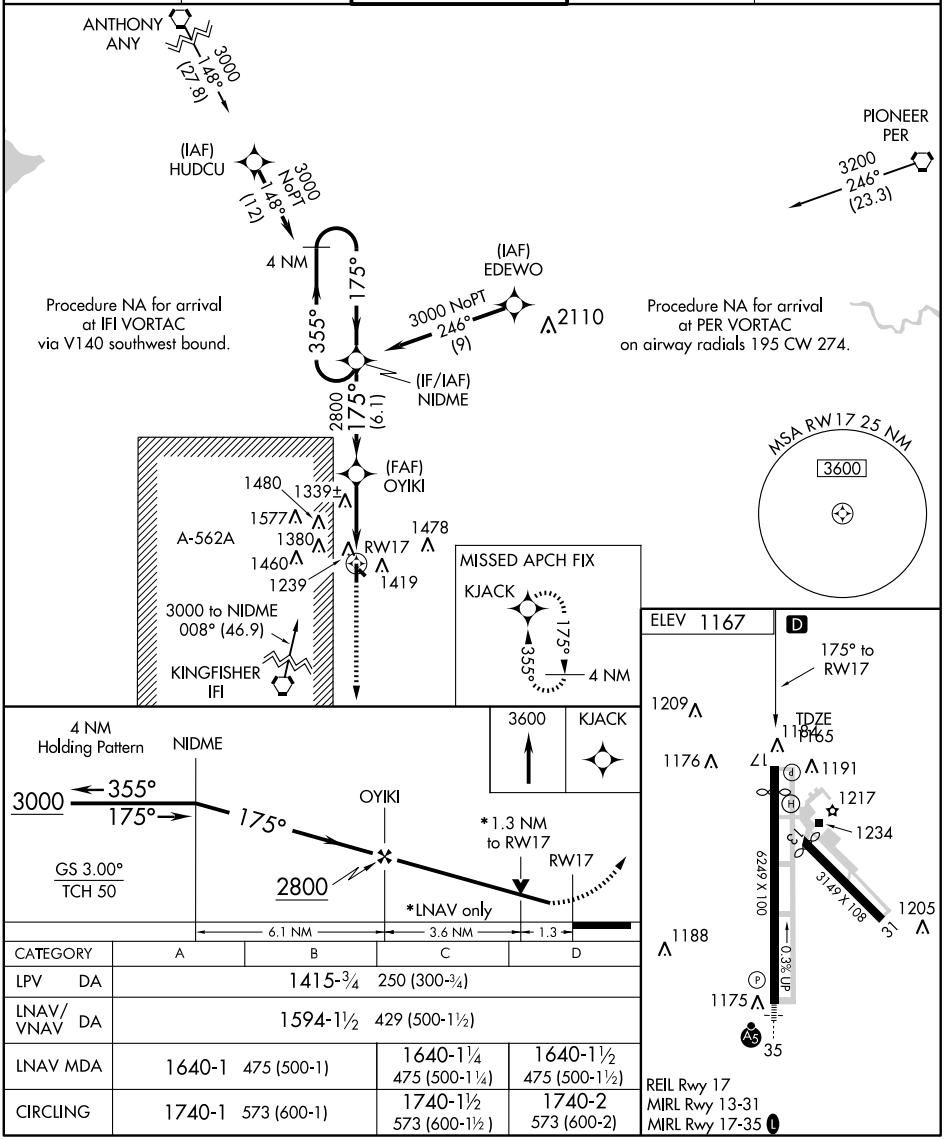
RNAV (GPS) RWY 17

ENID WOODRING RGNL (WDG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LPV all Cats visibility to 1¼ miles, LNAV/VNAV all Cats visibility to 1¾ miles, LNAV Cat C visibility to 1½ miles, LNAV Cat D visibility to 1¾ miles, Circling Cat C visibility to 2 miles and Circling Cat D visibility to 2¼ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting.

MISSED APPROACH: Climb to 3600 direct KJACK and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 346.325	118.9 (CTAF) L 257.95	121.925	122.95



CATEGORY	A	B	C	D
LPV DA	1415-¾ 250 (300-¾)			
LNAV/VNAV DA	1594-1½ 429 (500-1½)			
LNAV MDA	1640-1 475 (500-1)		1640-1¼ 475 (500-1¼)	1640-1½ 475 (500-1½)
CIRCLING	1740-1 573 (600-1)		1740-1½ 573 (600-1½)	1740-2 573 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6249
CH 97413	355°	TDZE	1152
W35A		Apt Elev	1167

RNAV (GPS) RWY 35

ENID WOODRING RGNL (WDG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility to 1¼ miles, LNAV Cat C visibility to 1 mile and Circling Cat C visibility to 1¾ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ miles. For inoperative MALSR, when using Guthrie altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1¾ miles and LNAV Cats C and D visibility to 1½ miles.

MALSR

MISSED APPROACH: Climb to 3000 direct NIDME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 346.325	118.9 (CTAF) L 257.95	121.925	122.95

MISSED APCH FIX

4 NM 355° 175° NIDME

1480 1577 1380 1460 1239 1419 1478 1259± RW35

PIONEER PER 3600 214° (49)

A-562A

(FAF) JUPMI

355° 3100 (9.8)

Procedure NA for arrival at PER VORTAC via V354 northbound.

MSA RW35 25 NM 3600

(IF/IAF) KJACK

175° 355° 4 NM 2569

(IAF) PENYN 3600 NoPT 025° (10)

(IAF) WENDY 3600 NoPT 308° (16.2)

KINGFISHER IFI 3600 025° (10.9)

ELEV 1167 D

1209 1184 1176 1191 1217 1234 1205 1188 1175 TDZE 1152

6249 X 100 3149 X 108 0.3% UP

35

355° to RW35

REIL Rwy 17
MIRL Rwy 13-31
MIRL Rwy 17-35 L

3000 NIDME

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern KJACK 175° 355° 3600

JUPMI

*1.1 NM to RW35

RW35 355° 3100

*LNAV only

GS 3.00° TCH 60

1.1 NM 4.8 NM 9.8 NM

CATEGORY	A	B	C	D
LPV DA	1352-½ 200 (200-½)			
LNAV/VNAV DA	1541-¾ 389 (400-¾)			
LNAV MDA	1560-½ 408 (400-½)		1560-¾ 408 (400-¾)	1560-1 408 (400-1)
CIRCLING	1740-1 573 (600-1)		1740-1½ 573 (600-1½)	1740-2 573 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ODG	APP CRS	Rwy Idg	5638
109.0	167°	TDZE	1165
Chan 27		Apt Elev	1167

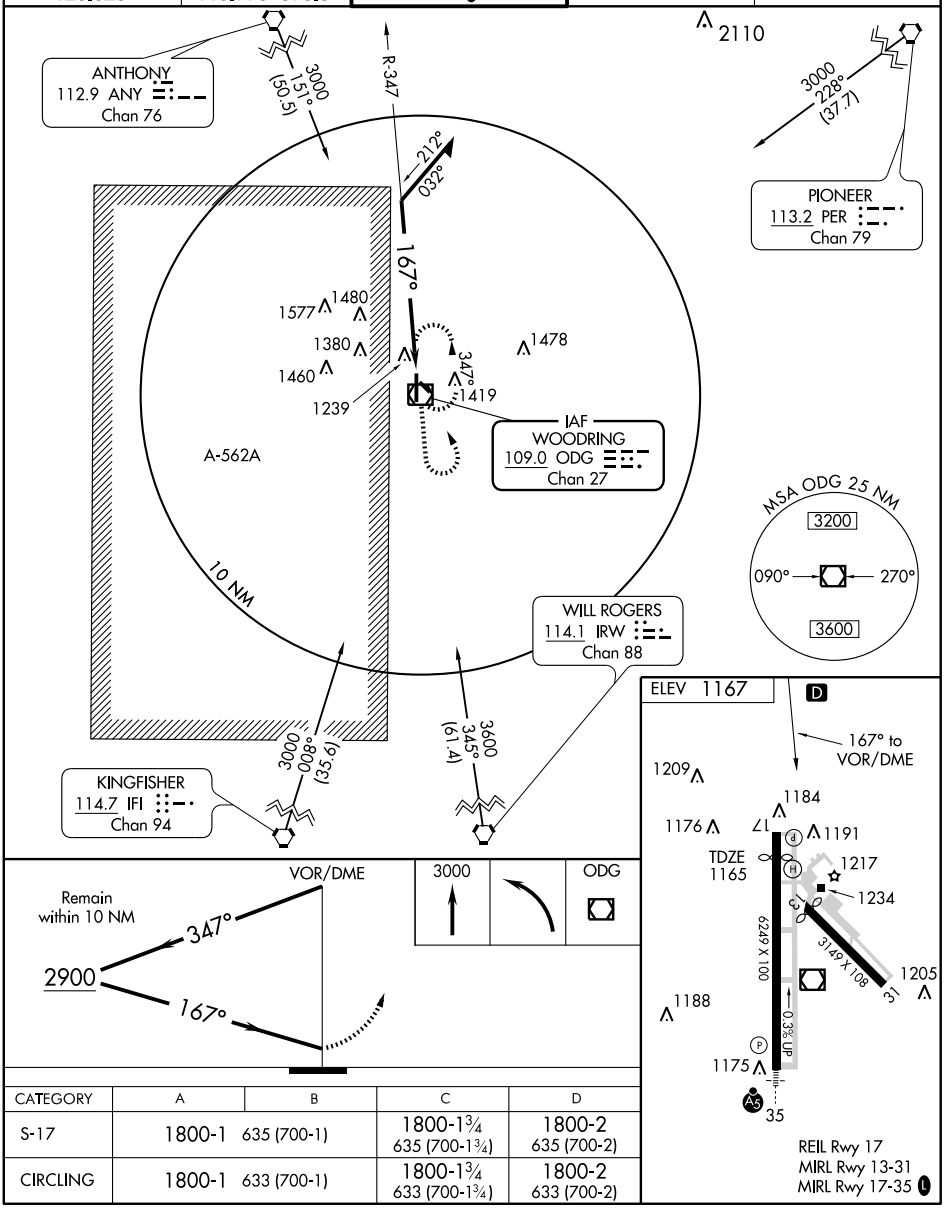
VOR RWY 17

ENID WOODRING RGNL (WDG)

When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-17 Cat C/D visibility and Circling Cat C/D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 378.8	118.9 (CTAF) L 257.95	121.925	122.95



CATEGORY	A	B	C	D
S-17	1800-1	635 (700-1)	1800-1¾ 635 (700-1¾)	1800-2 635 (700-2)
CIRCLING	1800-1	633 (700-1)	1800-1¾ 633 (700-1¾)	1800-2 633 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 35

ENID WOODRING RGNL (WDG)

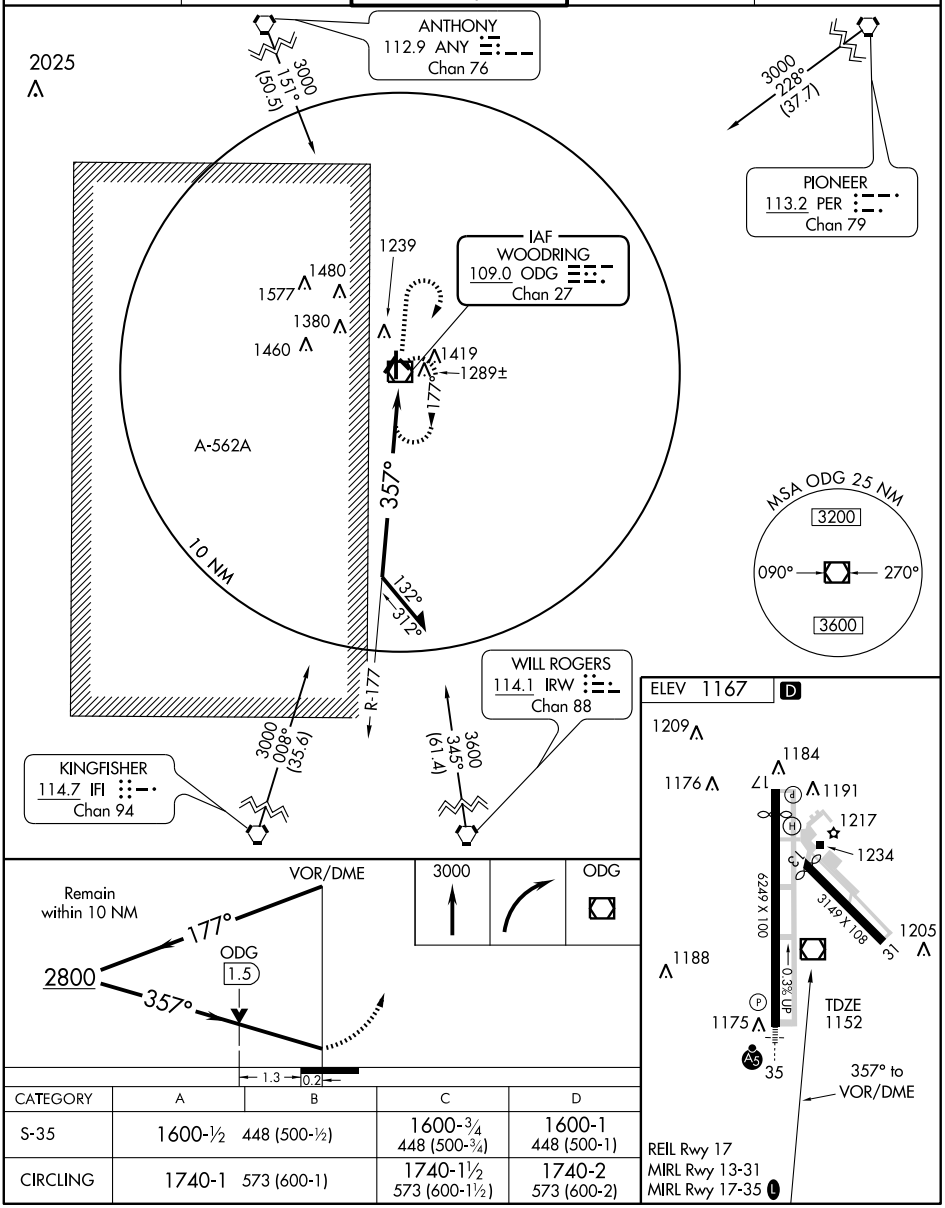
VOR/DME ODG	APP CRS	Rwy Idg	6249
109.0	357°	TDZE	1152
Chan 27		Apt Elev	1167

When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-35 Cat C/D visibility and Circling Cat C visibility ¼ mile. VDP NA when using Guthrie altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct ODG VOR/DME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 346.325	118.9 (CTAF) L 257.95	121.925	122.95



CATEGORY	A	B	C	D
S-35	1600-½	448 (500-½)	1600-¾ 448 (500-¾)	1600-1 448 (500-1)
CIRCLING	1740-1	573 (600-1)	1740-1½ 573 (600-1½)	1740-2 573 (600-2)

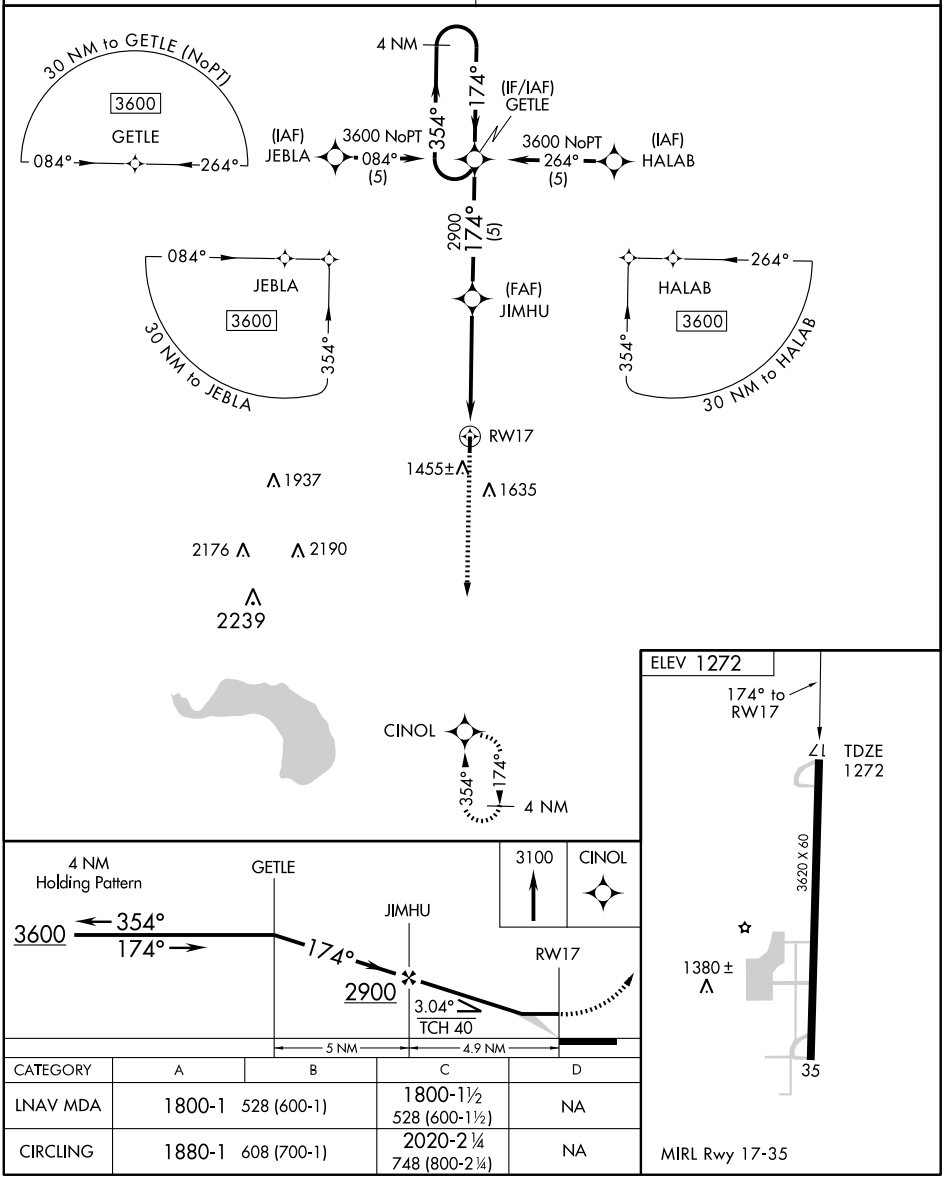
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3620
174°	TDZE	1272
	Apt Elev	1272

RNAV (GPS) RWY 17

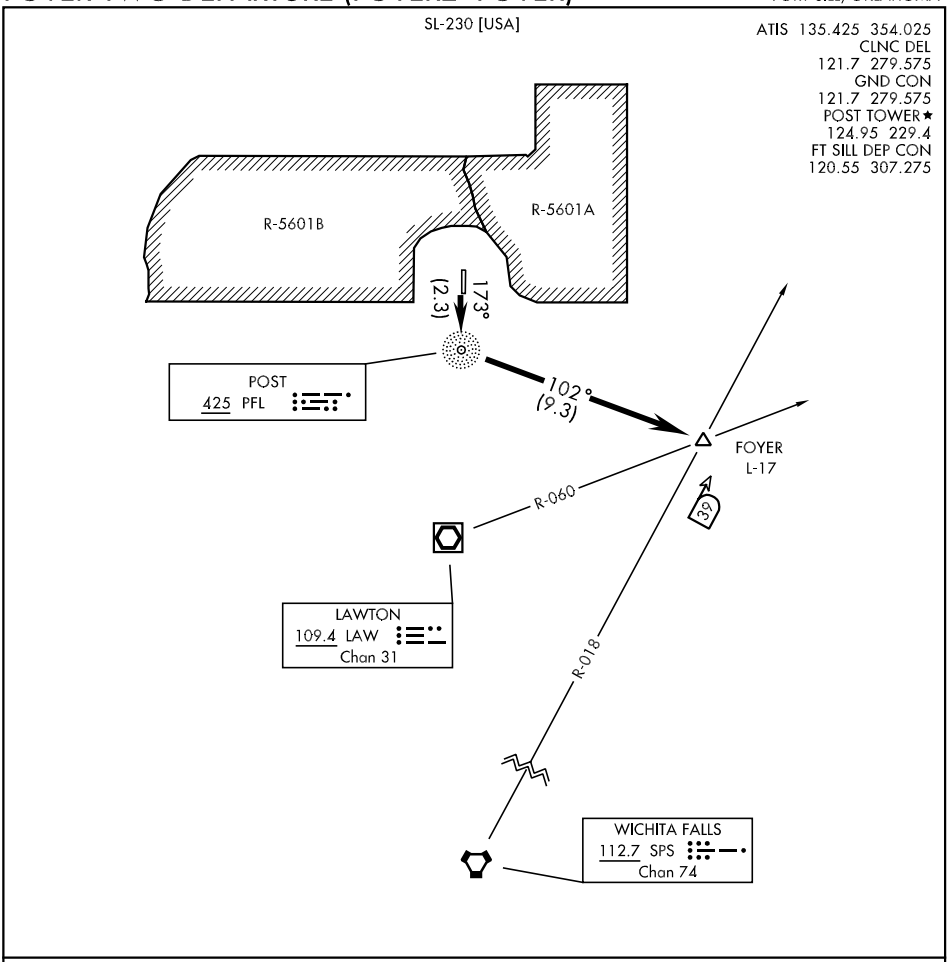
FAIRVIEW MUNI (6K4)

NA Use Vance AFB altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3100 direct CINOL WP and hold.
VANCE APP CON ★ 120.525 244.875	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1800-1 528 (600-1)		1800-1½ 528 (600-1½)	NA
CIRCLING	1880-1 608 (700-1)		2020-2¼ 748 (800-2¼)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 102° mag brg from PFL NDB to FOYER INT, maintain (assigned altitude).

SC-1, 21 OCT 2010 to 18 NOV 2010

NDB-A

NDB PFL	APCH CRS	Rwy Idg / TDZE / Arpt Elev
425	354°	5000 / N/A / 1189

AL-230 [USA]

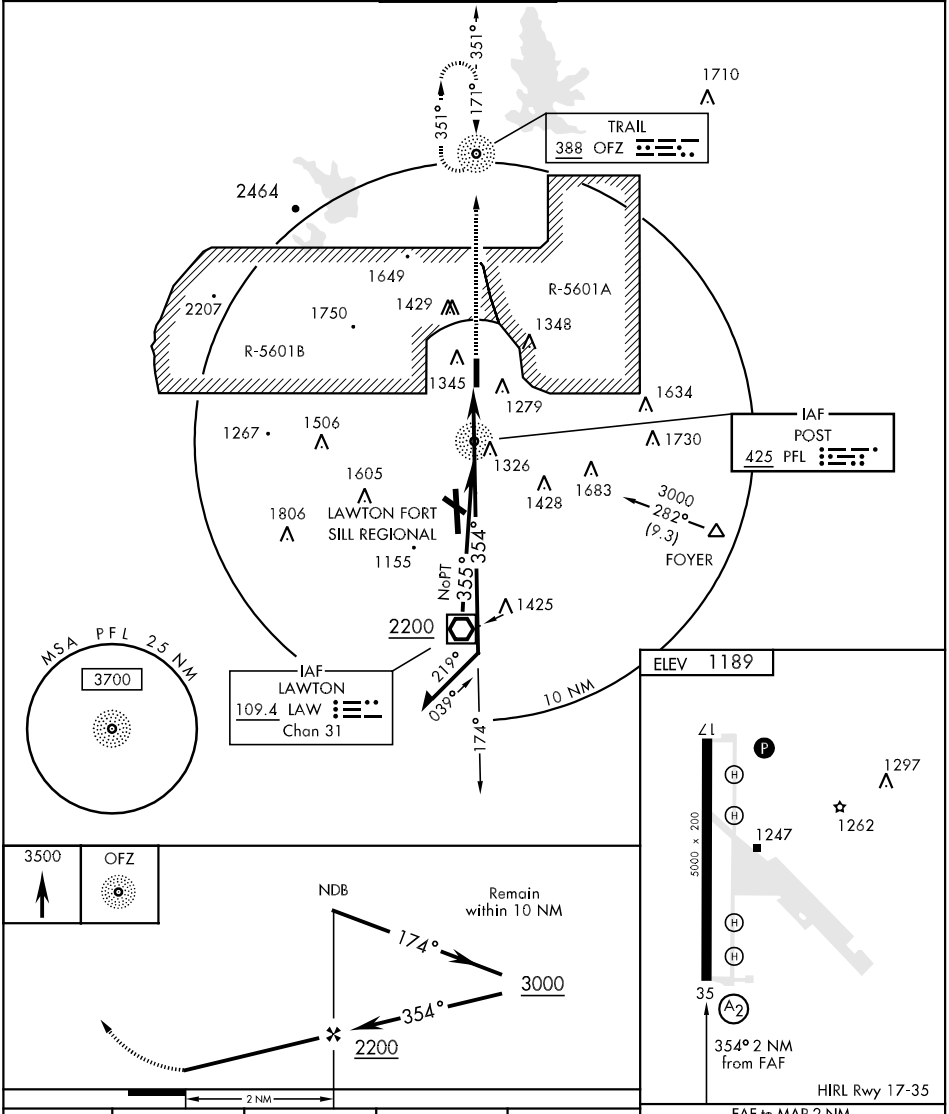
HENRY POST AAF (KFSI)

When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb to 3500 direct to OFZ NDB and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	

SC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

FAF to MAP 2 NM

Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

NDB RWY 17

NDB OFZ	APCH CRS	Rwy ldg	TDZE	Arpt Elev
388	171°	5000	1189	1189

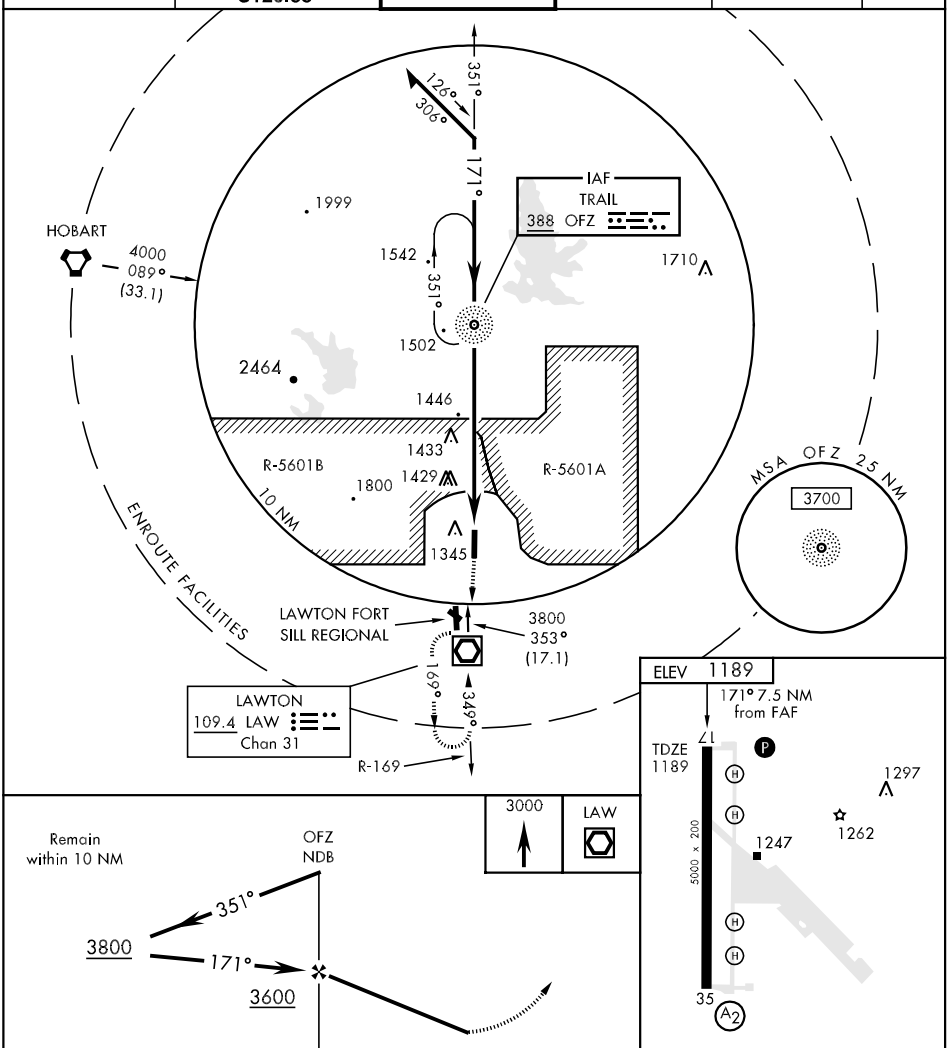
AL-230 [USA]

HENRY POST AAF (KFSI)

When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	



CATEGORY	A	B	C	D
S-17	1780-1 591 (600-1)		1780-1½ 591 (600-1½)	1780-1¾ 591 (600-1¾)
CIRCLING	1780-1 591 (600-1)		1780-1½ 591 (600-1½)	1780-2 591 (600-2)

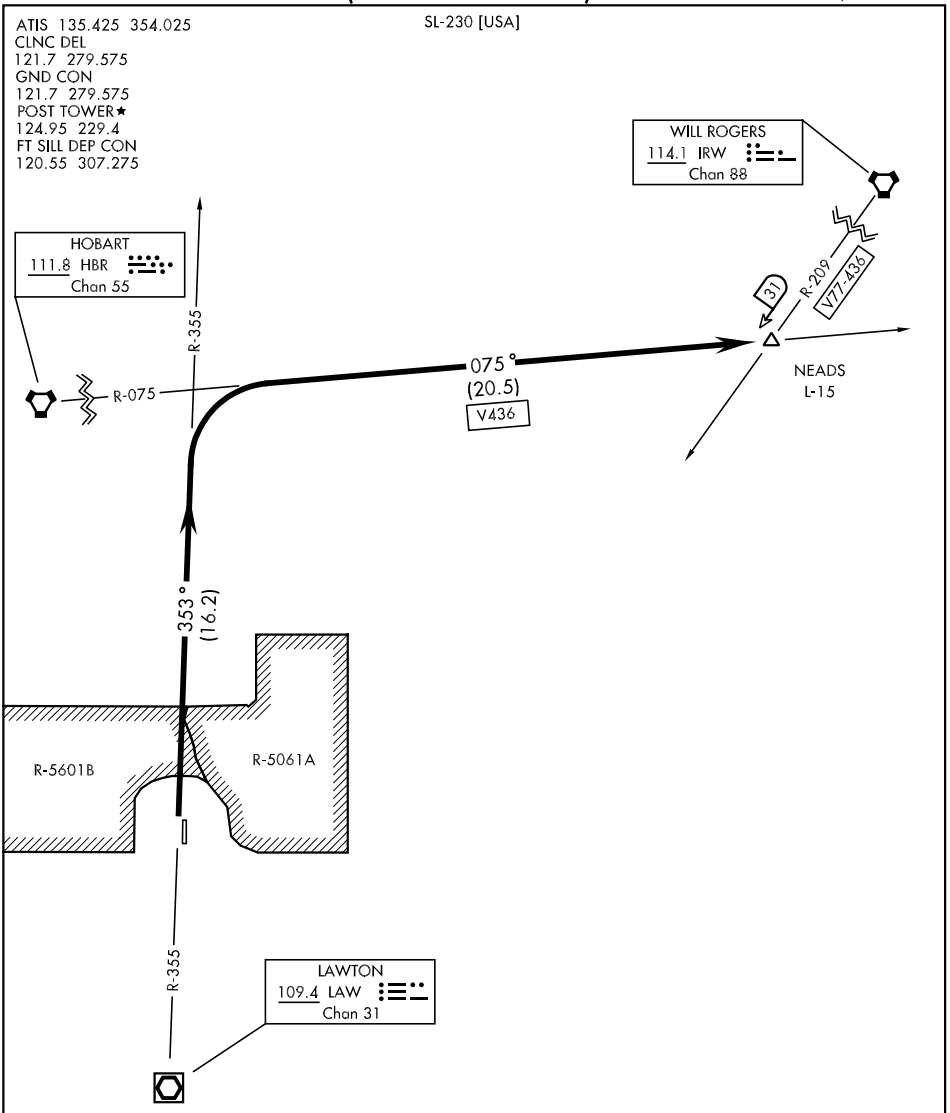
HIRL Rwy 17-35

FAF to MAP 7.5 NM

Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

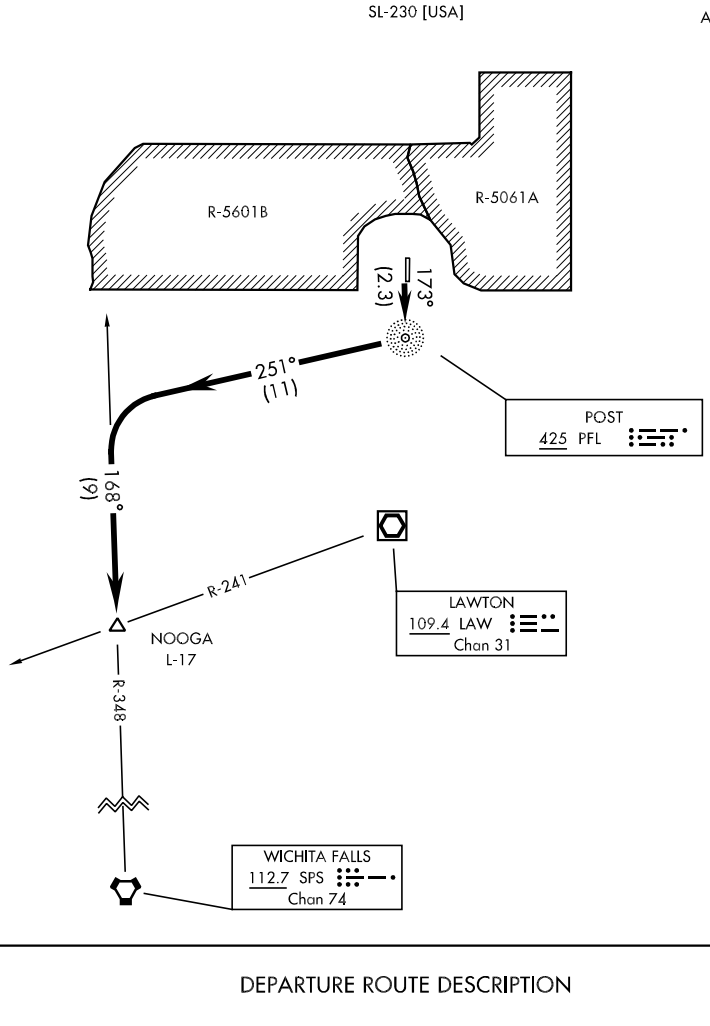
NEADS-ONE DEPARTURE (NEADS1 • NEADS)



DEPARTURE ROUTE DESCRIPTION

Proceed via LAW R-353 and thence via HBR R-075 to NEADS INT, maintain (assigned altitude).

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 251° mag brg from PFL NDB to and via SPS R-348 to NOOGA INT, maintain (assigned altitude).

SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

APCH CRS	Rwy Idg	TDZE	Arpt Elev
172°	5000	1189	1189

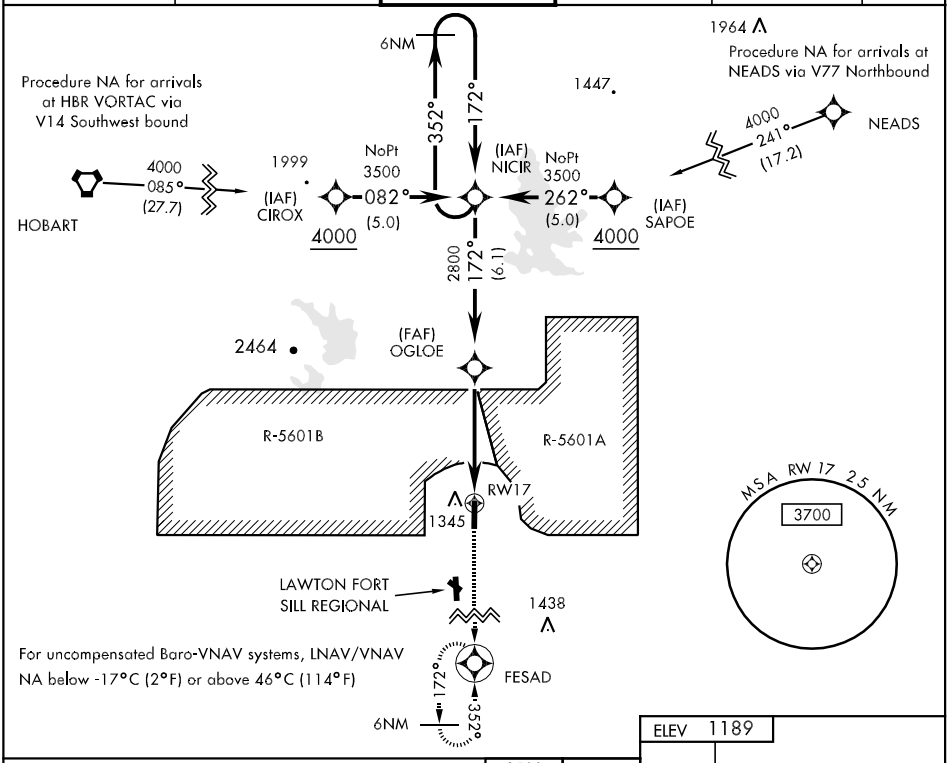
AL-230 [USA]

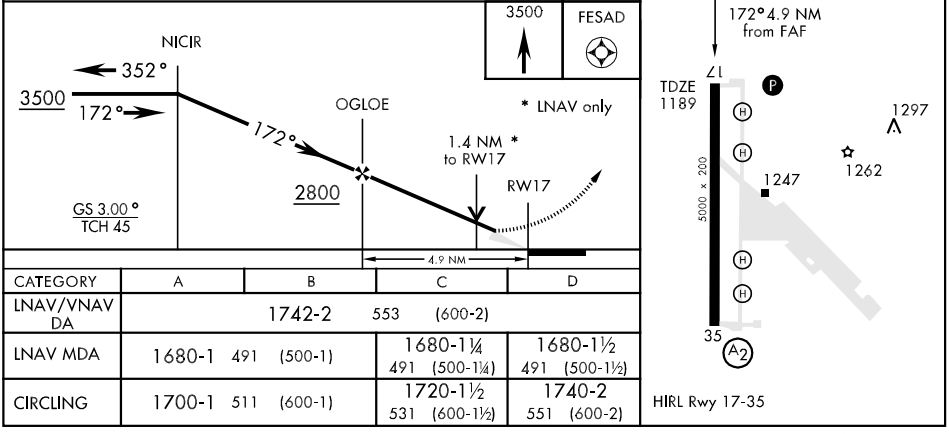
HENRY POST AAF (KFSI)

When local altimeter setting not recieved, use Lawton-Fort Sill Rgnl altimeter setting. DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3500 direct to FESAD and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	





CATEGORY	A	B	C	D
LNAV/VNAV DA	1742-2 553 (600-2)			
LNAV MDA	1680-1 491 (500-1)		1680-1¼ 491 (500-1¼)	1680-1½ 491 (500-1½)
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

APCH CRS	Rwy Idg	TDZE	Arpt Elev
352°	5000	1187	1189

AL-230 [USA]

HENRY POST AAF (KFSI)

* When ALS inop, increase CAT ABCD vis to 1¼ miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.

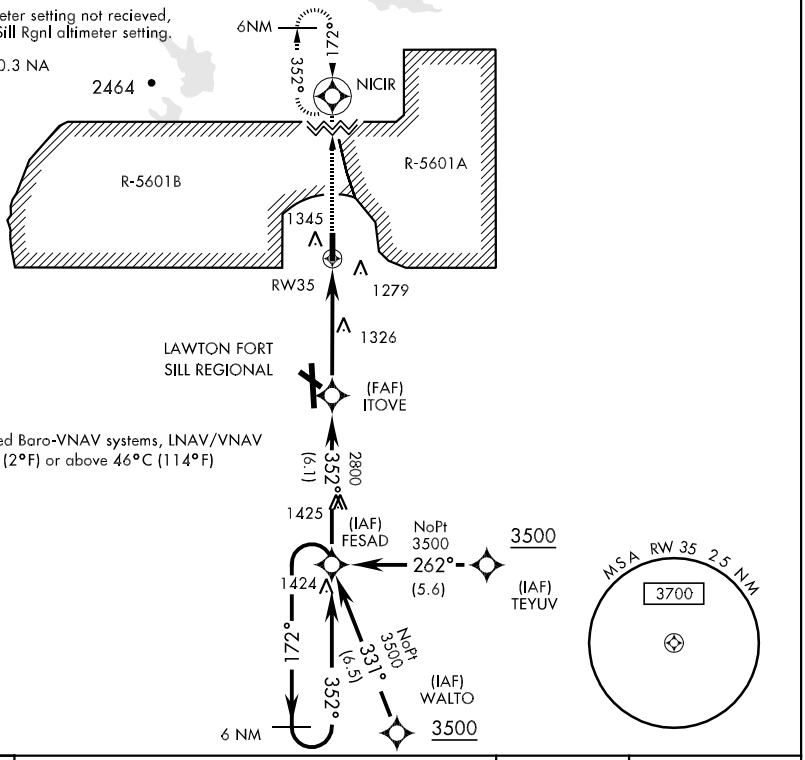
SALS A2

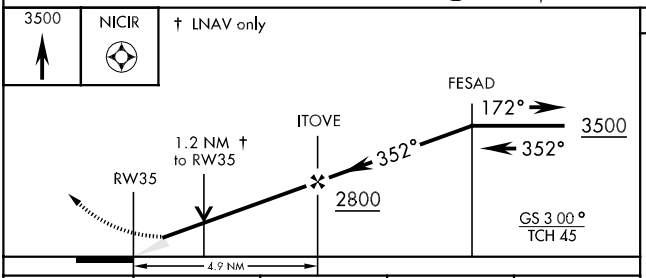
MISSED APPROACH: Climb to 3500 direct NICIR and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	

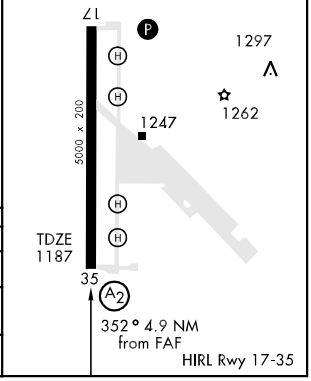
When local altimeter setting not recieved, use Lawton-Fort Sill Rgnl altimeter setting.

DME/DME RNP-0.3 NA





ELEV 1189



CATEGORY	A	B	C	D
LNAV/VNAV * DA	1512-1 325 (400-1)			
LNAV MDA **	1640-¾ 453 (500-¾)		1640-1 453 (500-1)	1640-1¼ 453 (500-1¼)
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 17

VOR/DME LAW	APCH CRS	Rwy Idg	5000
109.4 Chan 31	174°	TDZE	1189
		Arpt Elev	1189

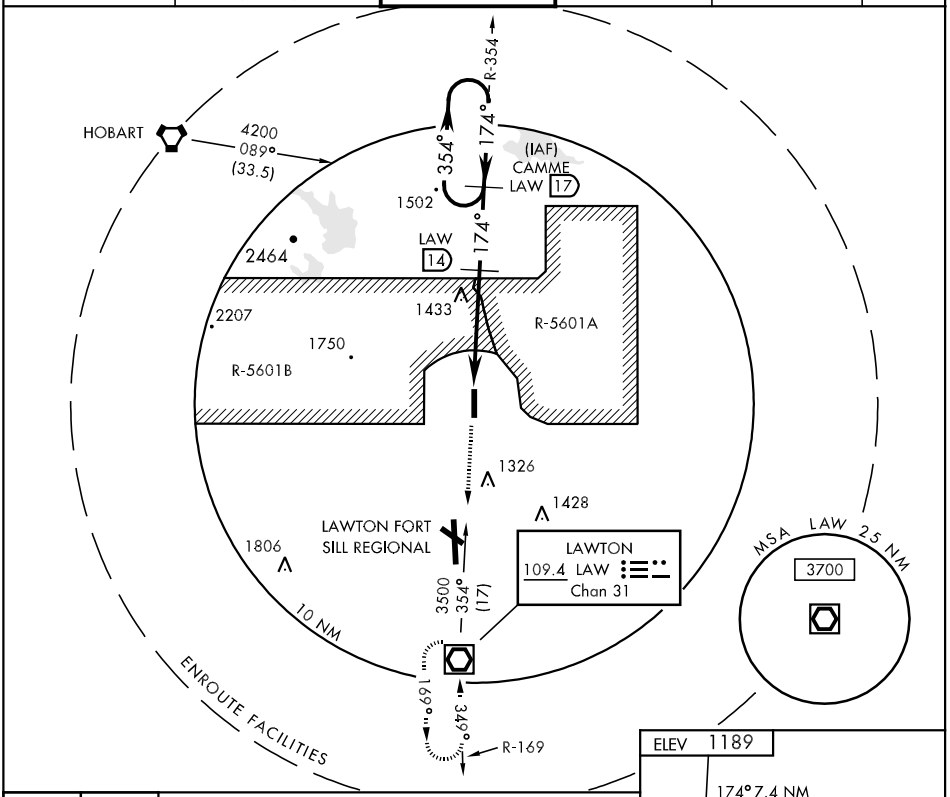
AL-230 [USA]

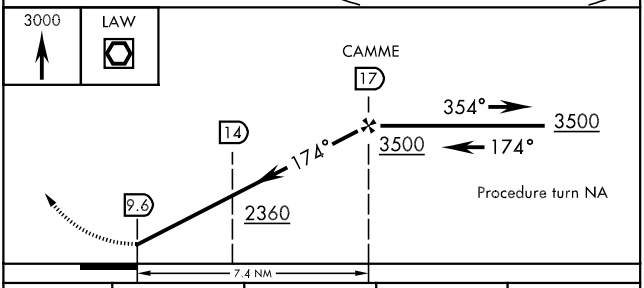
HENRY POST AAF (KFSI)

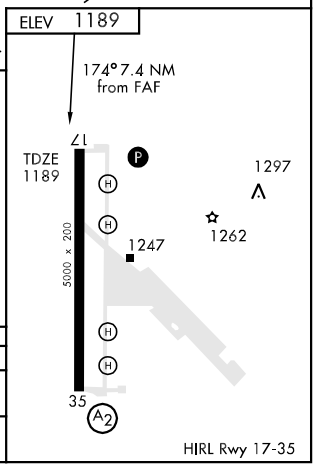
Radar required for holding above 6000', or speeds greater than 175 KIAS.

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	







CATEGORY	A	B	C	D
S-17	1700-1 511 (600-1)		1700-1½ 511 (600-1½)	1700-1¾ 511 (600-1¾)
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 35

VOR/DME LAW	APCH CRS	Rwy Idg	TDZE	Arpt Elev
109.4 Chan 31	355°	5000	1187	1189

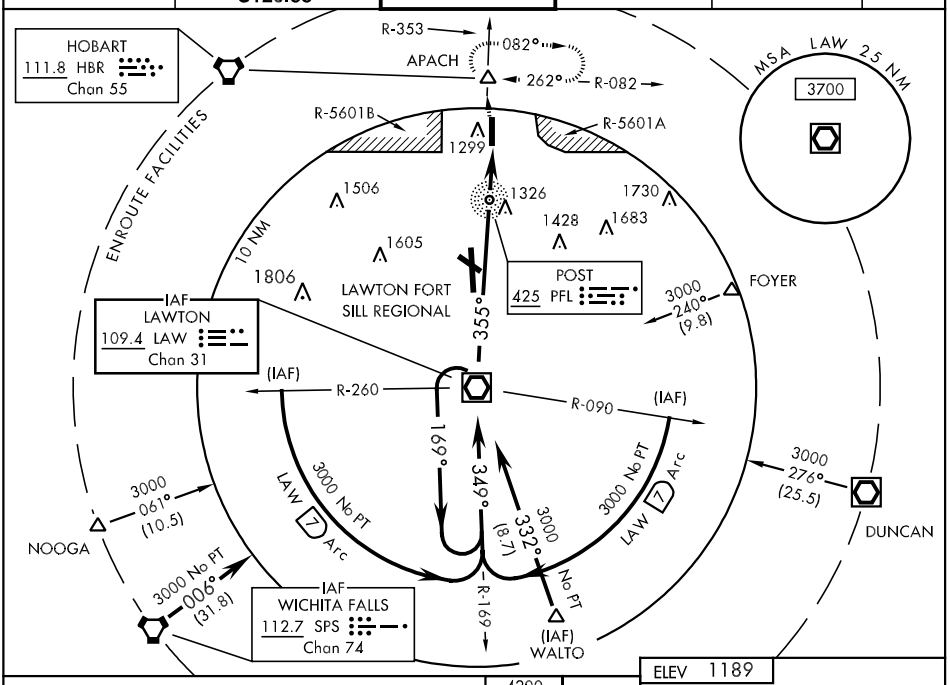
AL-230 [USA]

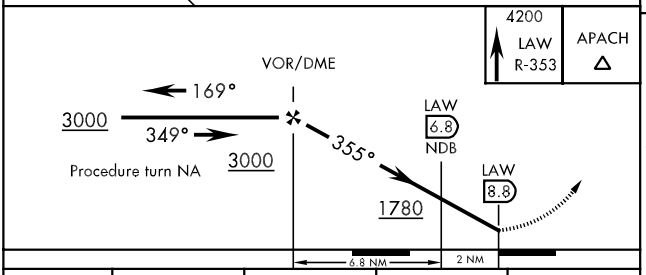
HENRY POST AAF (KFSI)

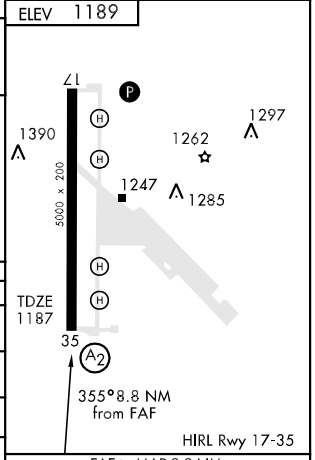
SALS

MISSED APPROACH: To 4200 out LAW VOR/DME R-353 to APACH INT and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	







CATEGORY	A	B	C	D
S-35	1780/40 593 (600-¾)		1780/60 593 (600-1¼)	1780-1½ 593 (600-1½)
CIRCLING	1780-1 591 (600-1)		1780-1½ 591 (600-1½)	1780-2 591 (600-2)
DME/PFL NDB MINIMUMS				
S-35	1640/40 453 (500-¾)		1640/50 453 (500-1)	1640/60 453 (500-1¼)
CIRCLING	1680-1 491 (500-1)		1680-1½ 491 (500-1½)	1740-2 551 (600-2)

FAF to MAP 8.8 NM

Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6099
CH 56419	353°	TDZE	1238
W35A		Apt Elev	1258

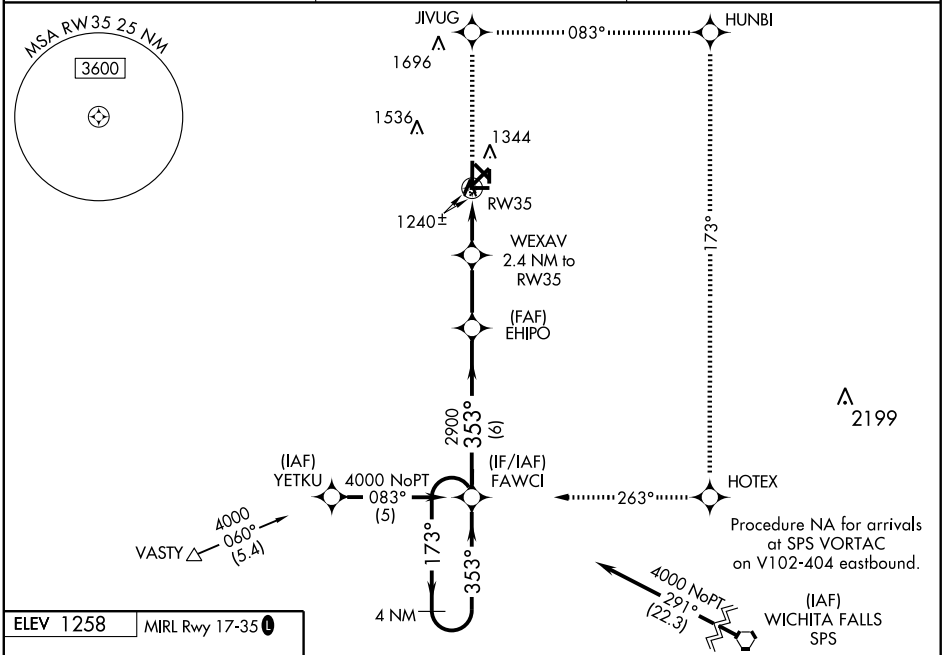
RNAV (GPS) RWY 35

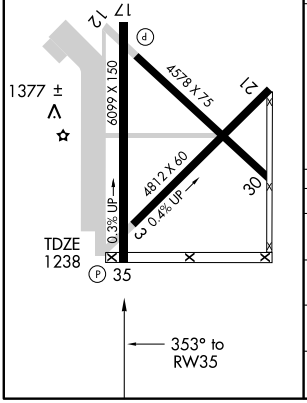
FREDERICK RGNL (FDR)

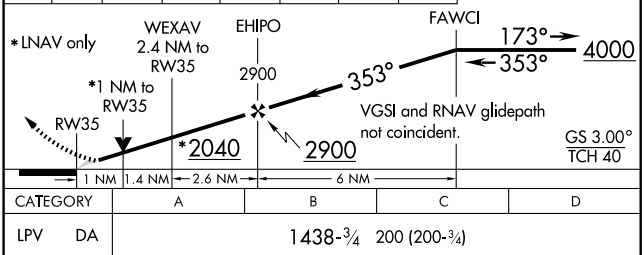
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Vernon altimeter setting. When local altimeter setting not received, use Vernon altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct JIVUG and right turn on track 083° to HUNBI and right turn on track 173° to HOTEX and right turn on track 263° to FAWCI and hold.

ASOS	ALTUS APP CON *	UNICOM
132.675	125.1 257.725	123.05 (CTAF) L





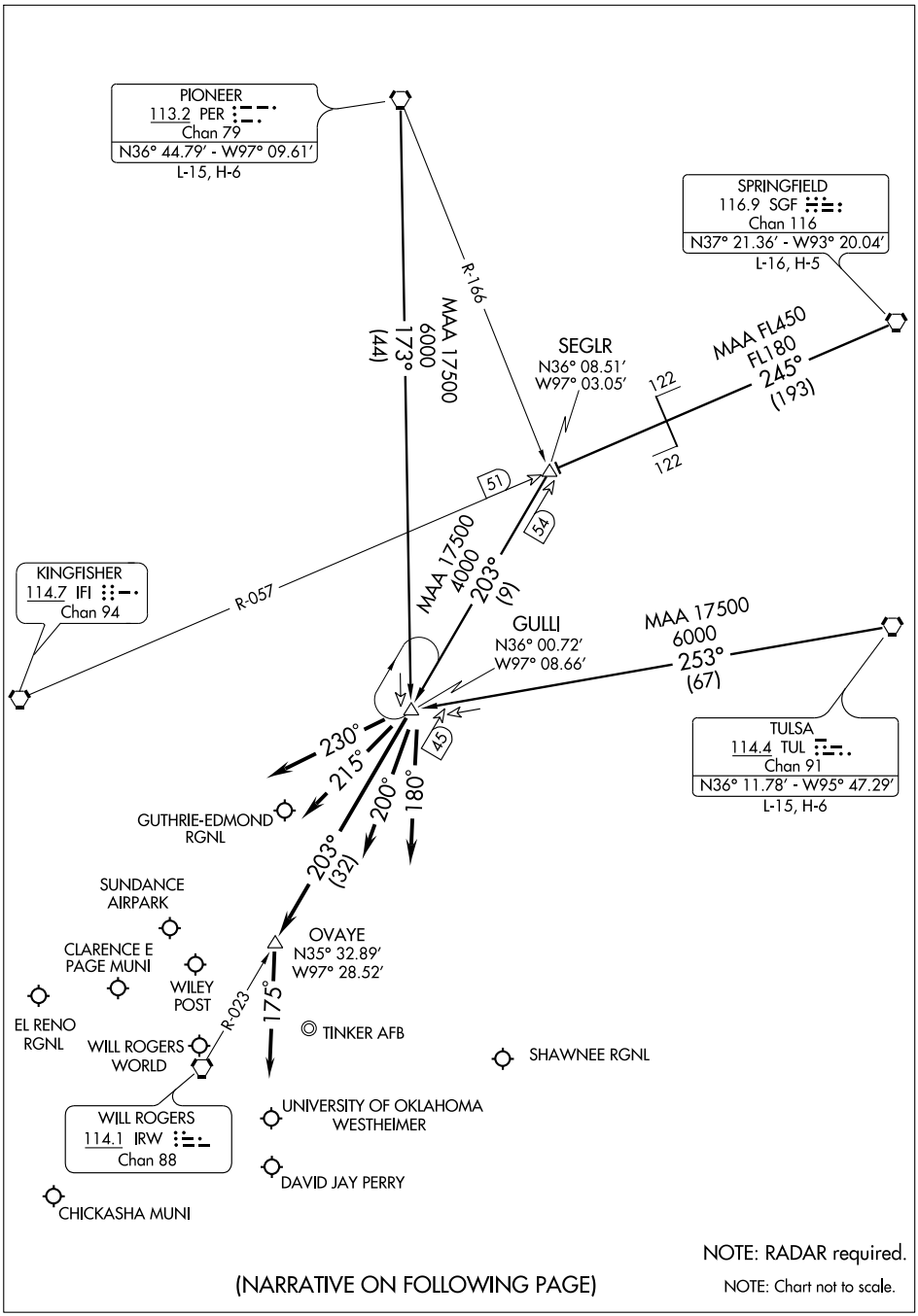


CATEGORY	A	B	C	D
LPV DA	1438-¾ 200 (200-¾)			
LNAV/VNAV DA	1500-1 262 (300-1)			
LNAV MDA	1600-1 362 (400-1)			1600-1¼ 362 (400-1¼)
CIRCLING	1700-1 442 (500-1)	1720-1 462 (500-1)	1780-1½ 522 (600-1½)	1880-2 622 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

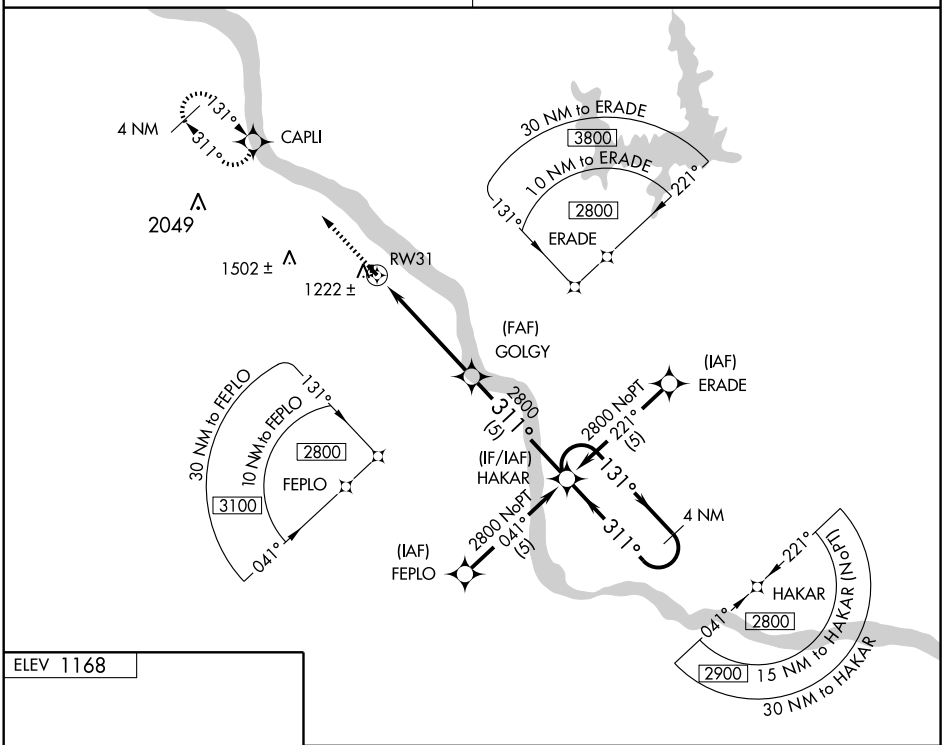
SC-1, 21 OCT 2010 to 18 NOV 2010

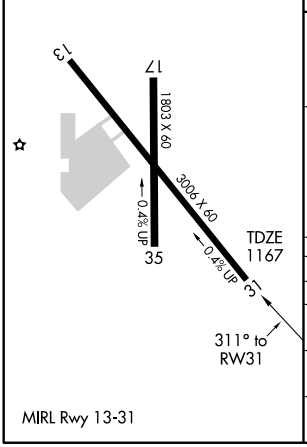
APP CRS	Rwy Idg	3006
311°	TDZE	1167
	Apt Elev	1168

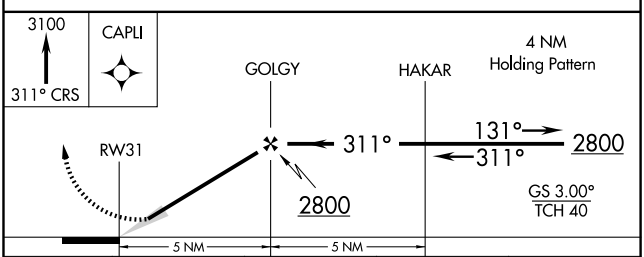
RNAV (GPS) RWY 31

GOLDSBY/ DAVID JAY PERRY (1K4)

⚠ NA Use Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO VNAV NA.	MISSED APPROACH: Climb to 3100 via 311° course to CAPLI and hold.
OKE CITY APP CON **120.45 288.325**	UNICOM **122.7** (CTAF)







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1520-1¼ 353 (400-1¼)			NA
LNAV MDA	1540-1 373 (400-1)			NA
CIRCLING	1660-1¼ 492 (500-1¼)	1700-1¼ 532 (600-1¼)	1700-1½ 532 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC IRW 114.1 Chan 88	APP CRS 323°	Rwy Idg 3006 TDZE 1167 Apt Elev 1168

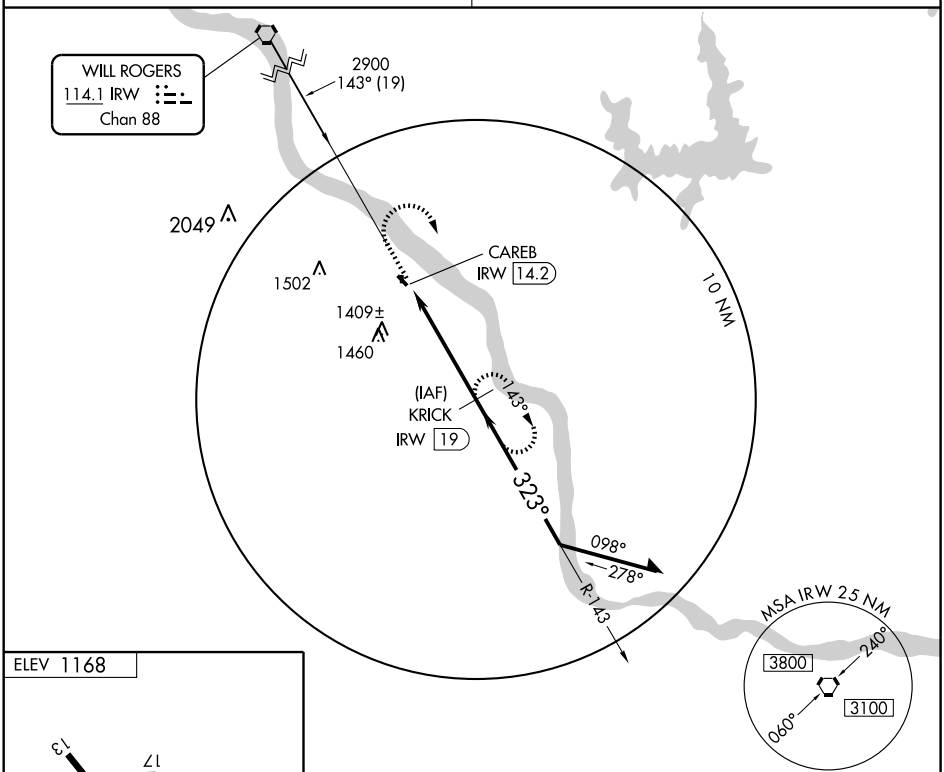
VOR/DME RWY 31

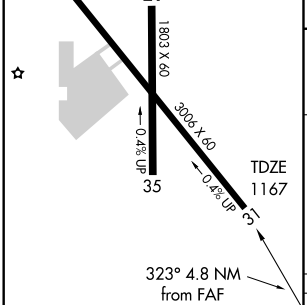
GOLDSBY/DAVID JAY PERRY (1K4)

Use Will Rogers World altimeter setting.
NA

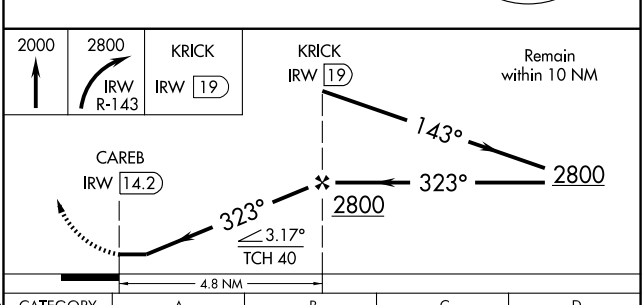
MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 via IRW VORTAC R-143 to KRICK/19 DME and hold.

OKE CITY APP CON	UNICOM
120.45 288.325	122.7 (CTAF)





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	1780-1	613 (700-1)	1780-1¾ 613 (700-1¾)	NA
CIRCLING	1780-1	612 (700-1)	1780-1¾ 612 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 5200
CH 58308	176°	TDZE 826
W18A		Apt Elev 831

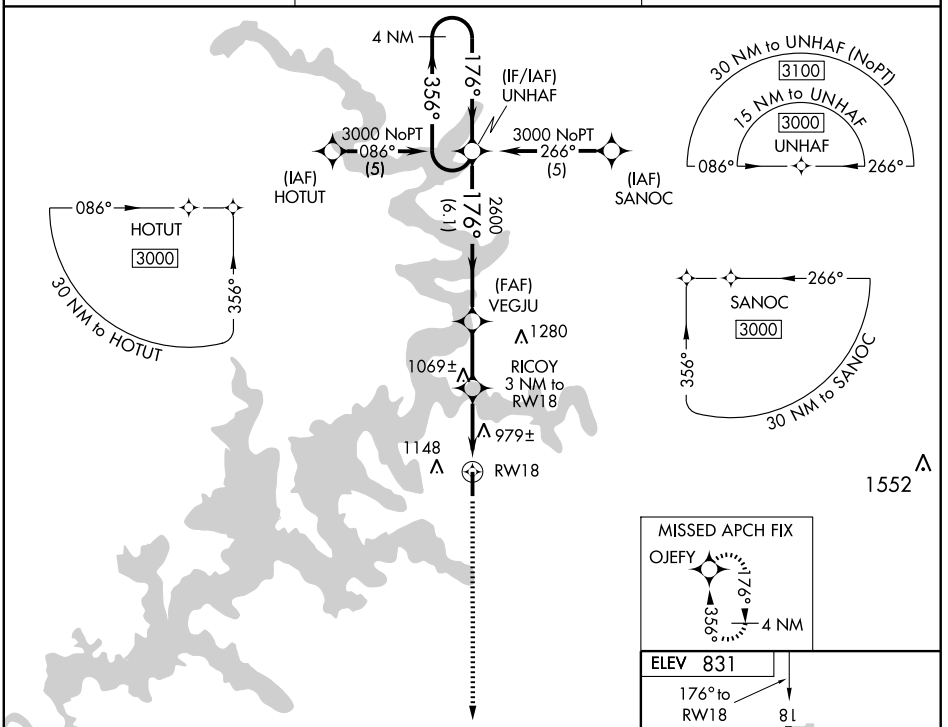
RNAV (GPS) RWY 18

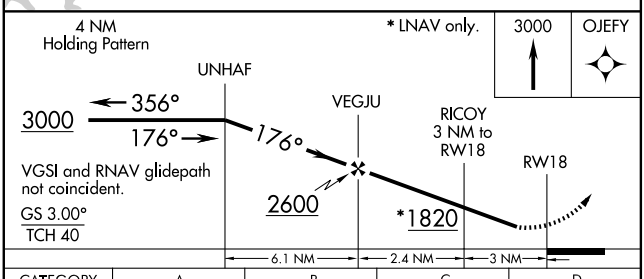
GROVE MUNI (GMJ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OJEFY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1153-1¼ 327 (400-1¼)			NA
LNAV/VNAV DA	1346-2 520 (600-2)			NA
LNAV MDA	1240-1 414 (500-1)		1240-1¼ 414 (500-1¼)	NA
CIRCLING	1500-1 669 (700-1)		1500-1¾ 669 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

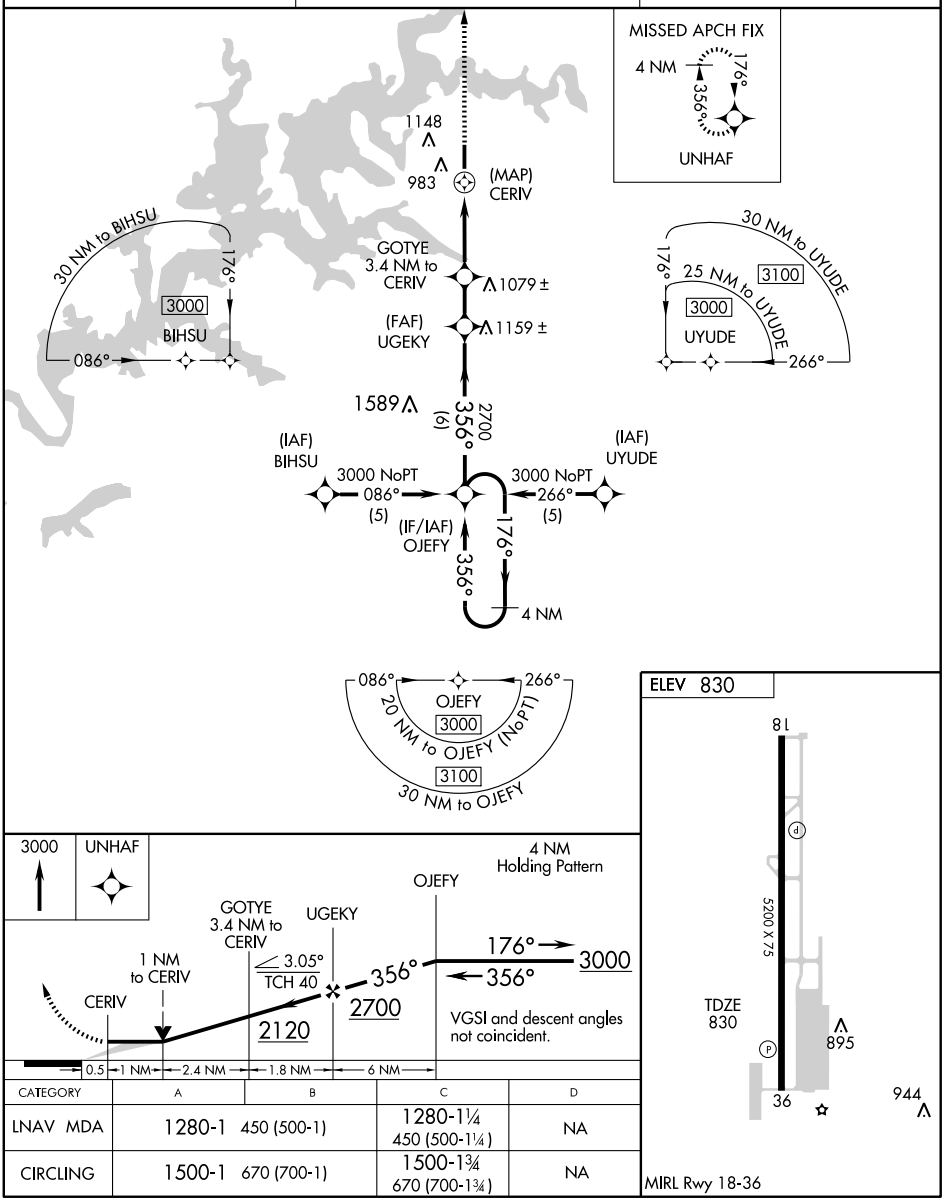
GROVE MUNI (GMJ)

APP CRS	Rwy Idg	5200
356°	TDZE	830
	Apt Elev	830

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct UNHAF and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1280-1 450 (500-1)		1280-1¼ 450 (500-1¼)	NA
CIRCLING	1500-1 670 (700-1)		1500-1¾ 670 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

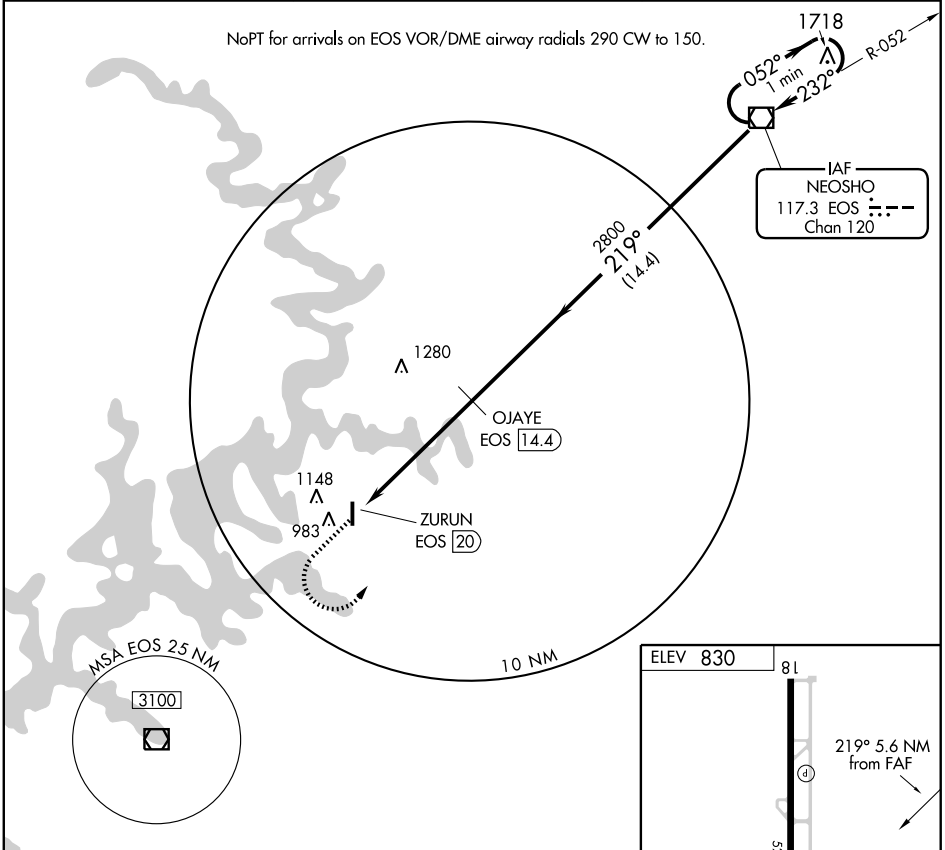
VOR/DME EOS 117.3 Chan 120	APP CRS 219°	Rwy Idg N/A TDZE N/A Apt Elev 830

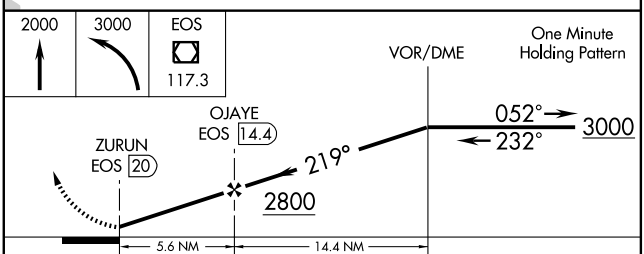
VOR/DME-A
GROVE MUNI (GMJ)

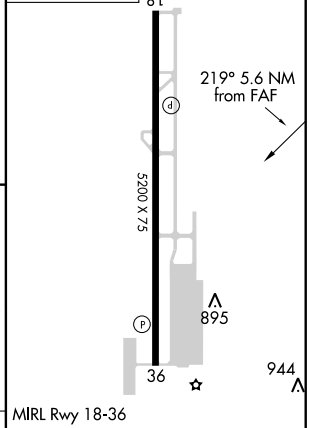
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EOS VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)

NoPT for arrivals on EOS VOR/DME airway radials 290 CW to 150.







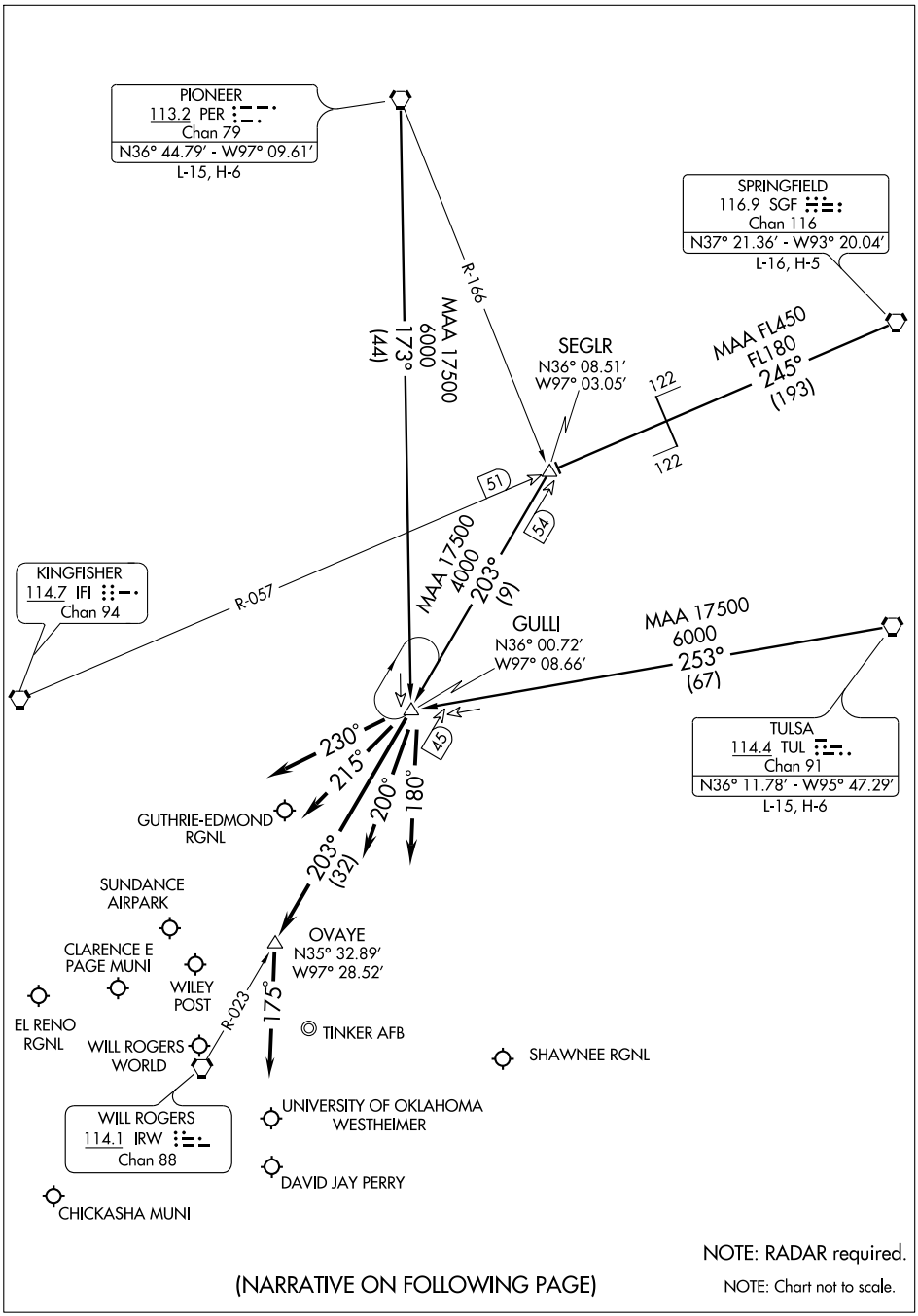
CATEGORY	A	B	C	D
CIRCLING	1500-1 670 (700-1)	1500-1¼ 670 (700-1¼)	1500-1¾ 670 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 56308	158°	TDZE	1069
W16A		Apt Elev	1069

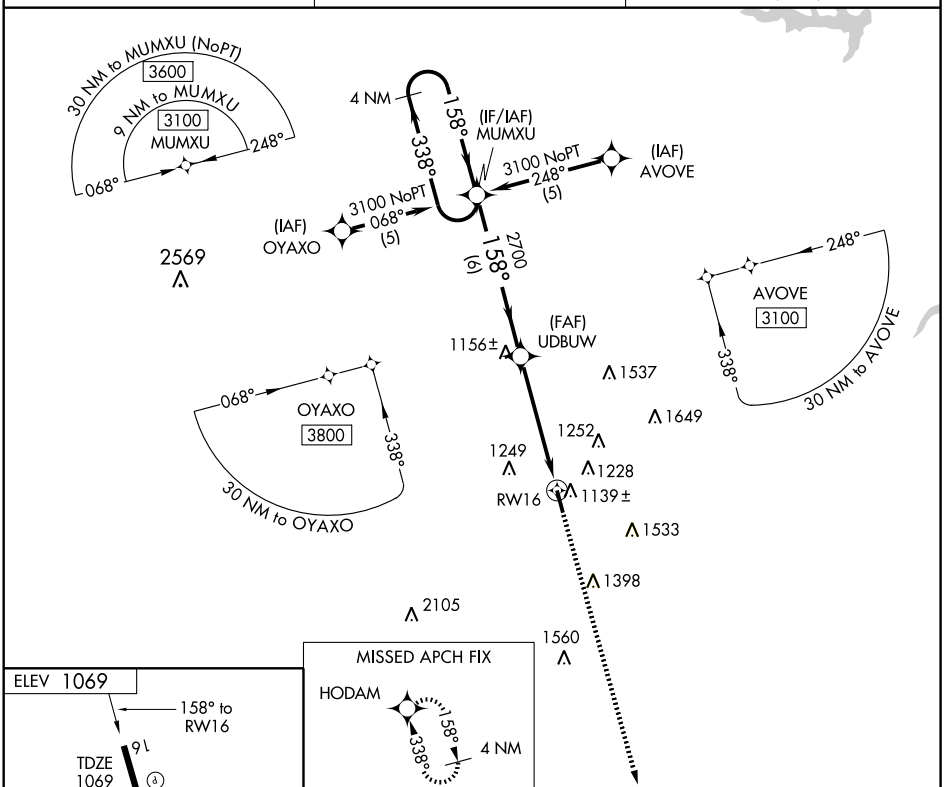
RNAV (GPS) RWY 16

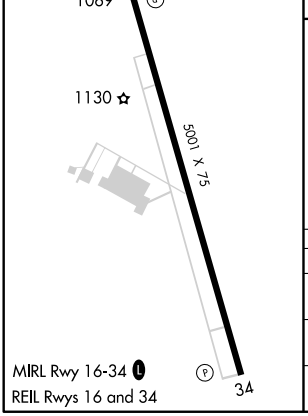
GUTHRIE-EDMOND RGNL (GOK)

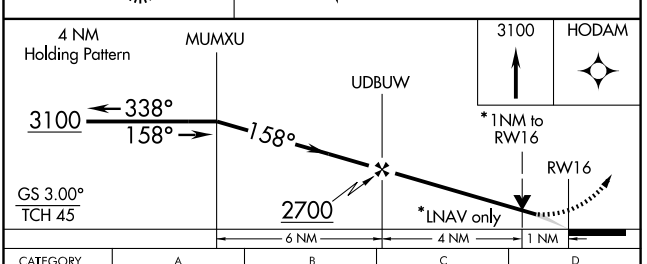
DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct HODAM and hold.

ASOS	OKE CITY APP CON	UNICOM
133.975	124.2 336.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1319-1 250 (300-1)		NA	
LNAV MDA	1420-1 351 (400-1)		NA	
CIRCLING	1540-1 471 (500-1)		NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56607 W34A	APP CRS 338°	Rwy Idg 5001 TDZE 1069 Apt Elev 1069

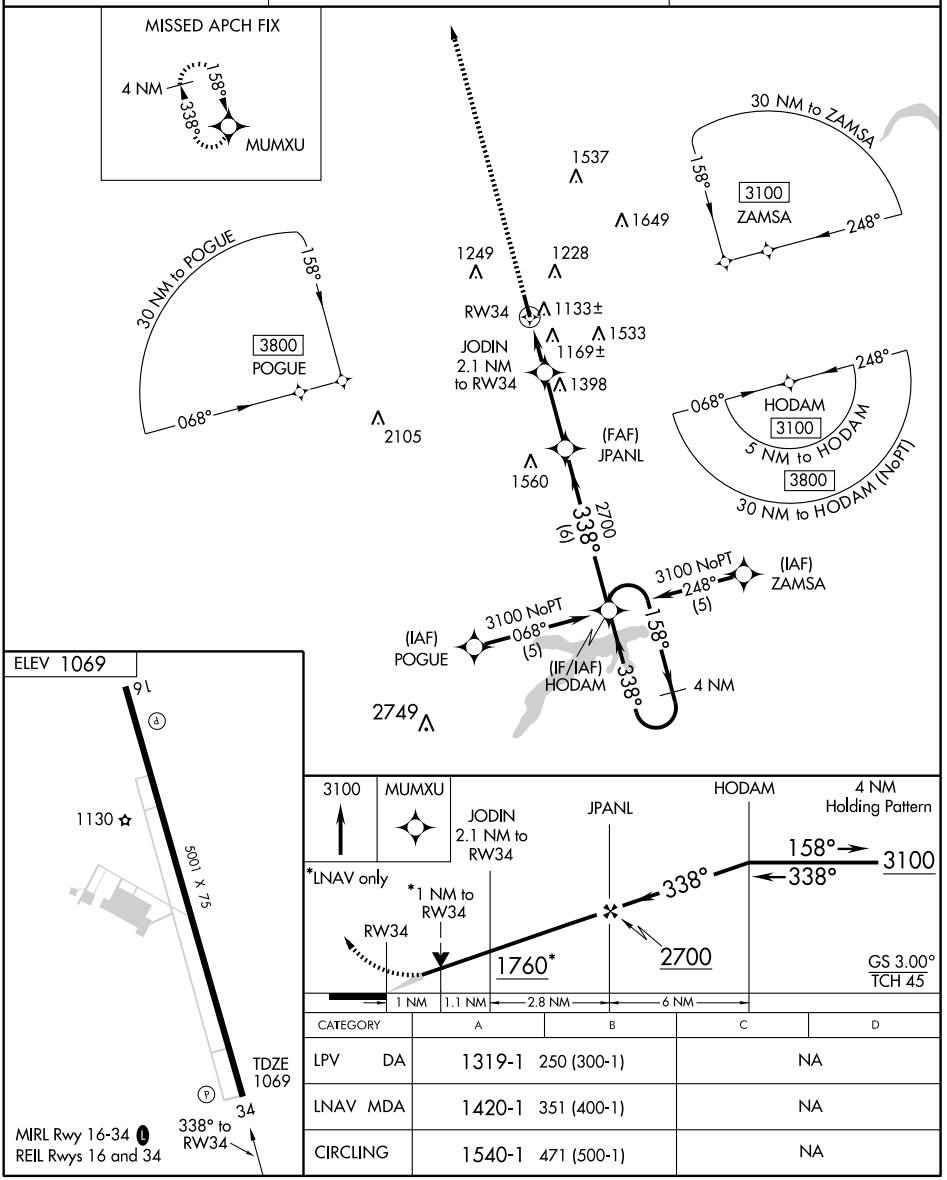
RNAV (GPS) RWY 34

GUTHRIE-EDMOND RGNL (GOK)

DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct MUMXU and hold.

ASOS	OKE CITY APP CON	UNICOM
133.975	124.2 336.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1319-1 250 (300-1)		NA	
LNAV MDA	1420-1 351 (400-1)		NA	
CIRCLING	1540-1 471 (500-1)		NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5900
357°	TDZE	3123
	Apt Elev	3123

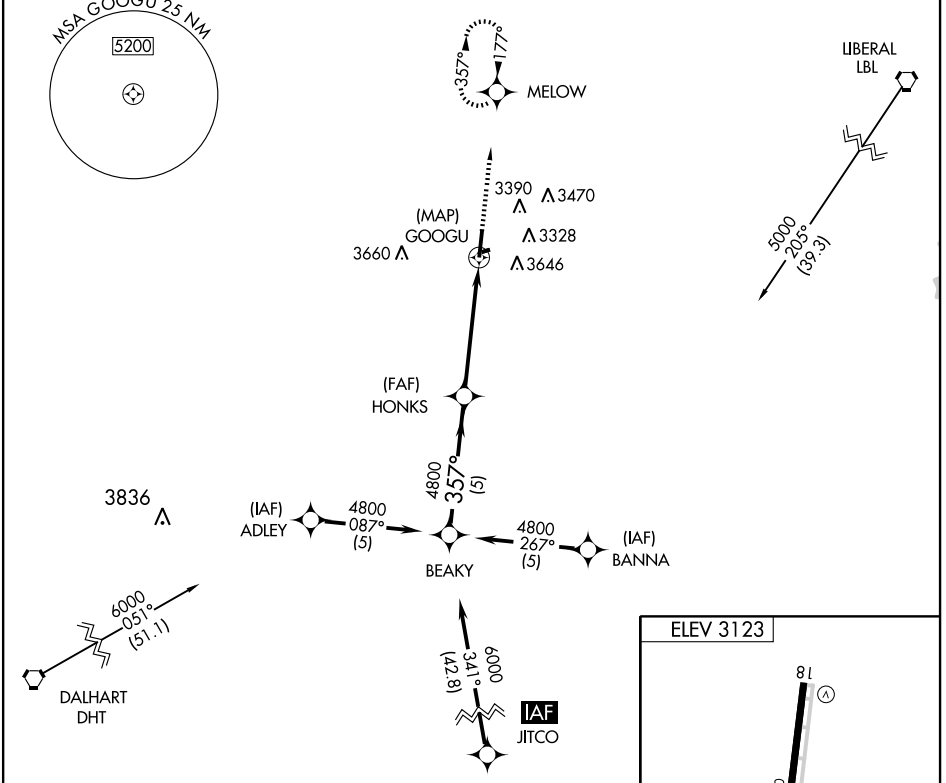
GPS RWY 36
GUYMON MUNI (GUY)

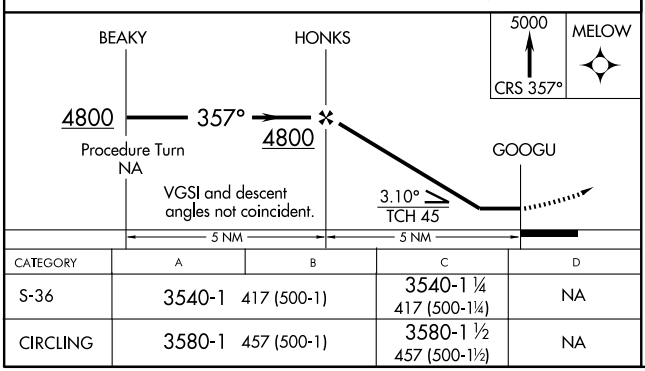
T
A NA — Circling not authorized east of Rwy 18-36.
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 5000 via 357° course to MELOW WP and hold.

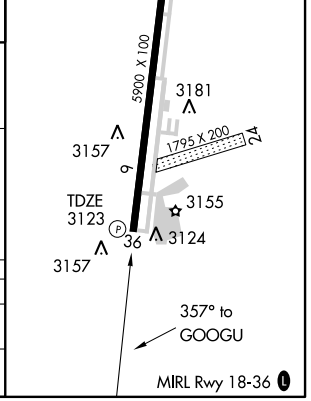
ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 290.8	122.7 (CTAF) L

SC-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-36	3540-1	417 (500-1)	3540-1 ¼ 417 (500-1¼)	NA
CIRCLING	3580-1	457 (500-1)	3580-1 ½ 457 (500-1½)	NA



NDB GUY 275	APP CRS 177°	Rwy Idg 5900 TDZE 3123 Apt Elev 3123

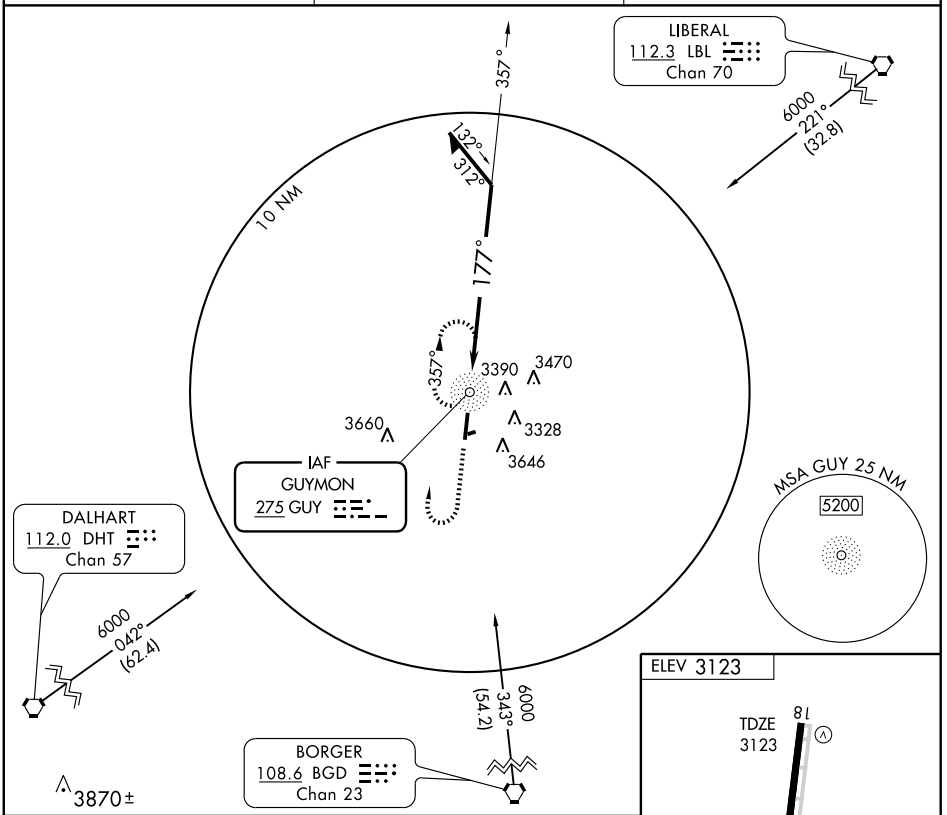
NDB RWY 18
GUYMON MUNI (GUY)

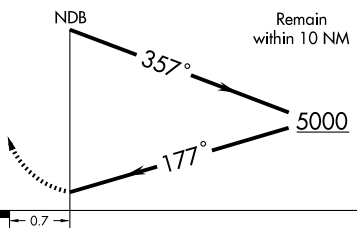
NA

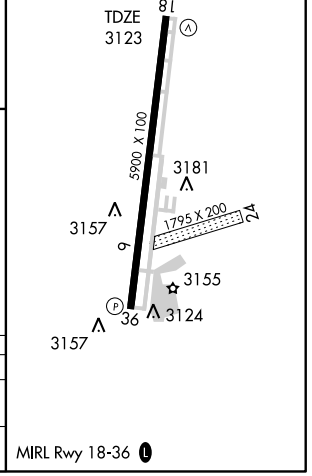
Circling not authorized east of Rwy 18-36.

MISSED APPROACH: Climb to 5000 then right turn direct GUY NDB and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 290.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	3900-1 777 (800-1)	3900-1¼ 777 (800-1¼)	3900-2¼ 777 (800-2¼)	NA
CIRCLING	3900-1 777 (800-1)	3900-1¼ 777 (800-1¼)	3900-2¼ 777 (800-2¼)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

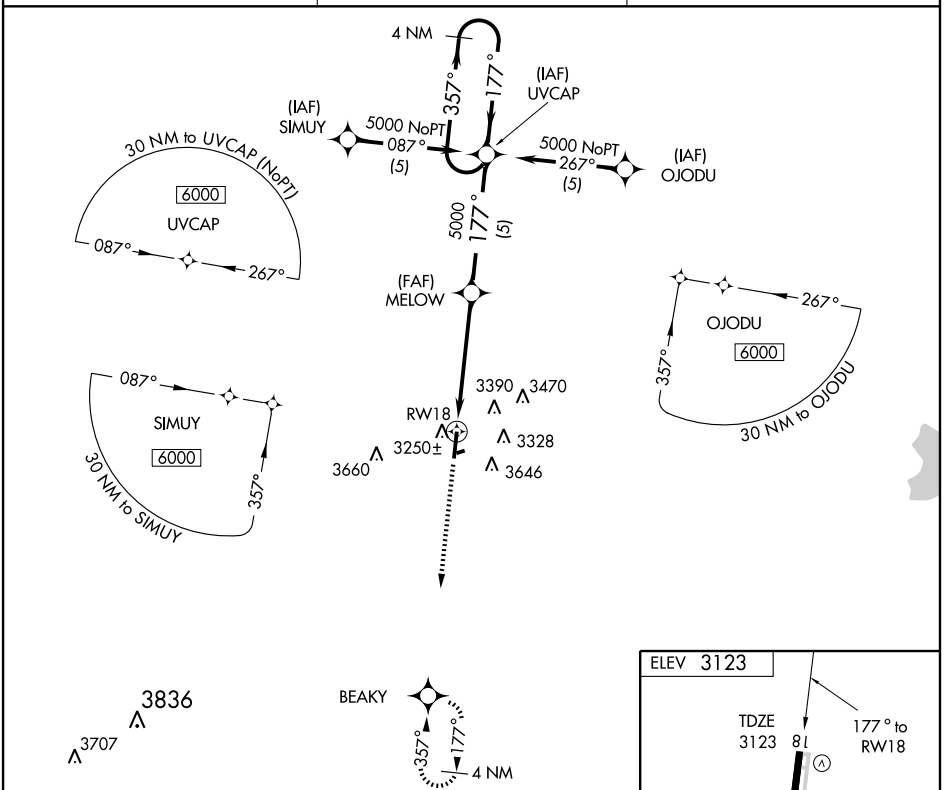
RNAV (GPS) RWY 18
GUYMON MUNI (GUY)

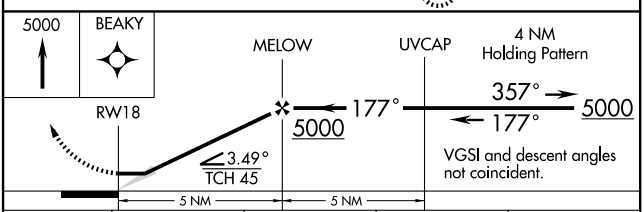
APP CRS	Rwy Idg	5900
177°	TDZE	3123
	Apt Elev	3123

Circling not authorized east of Rwy 18-36.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 not authorized.

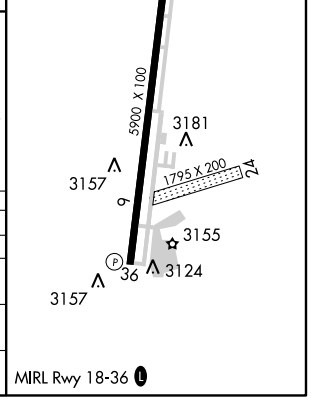
MISSED APPROACH: Climb to 5000 direct BEAKY WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 290.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	3700-1 577 (600-1)		3700-1½ 577 (600-1½)	NA
CIRCLING	3700-1 577 (600-1)		3700-1½ 577 (600-1½)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB HET	APP CRS	Rwy Idg	3501
267	005°	TDZE	849
		Apt Elev	849

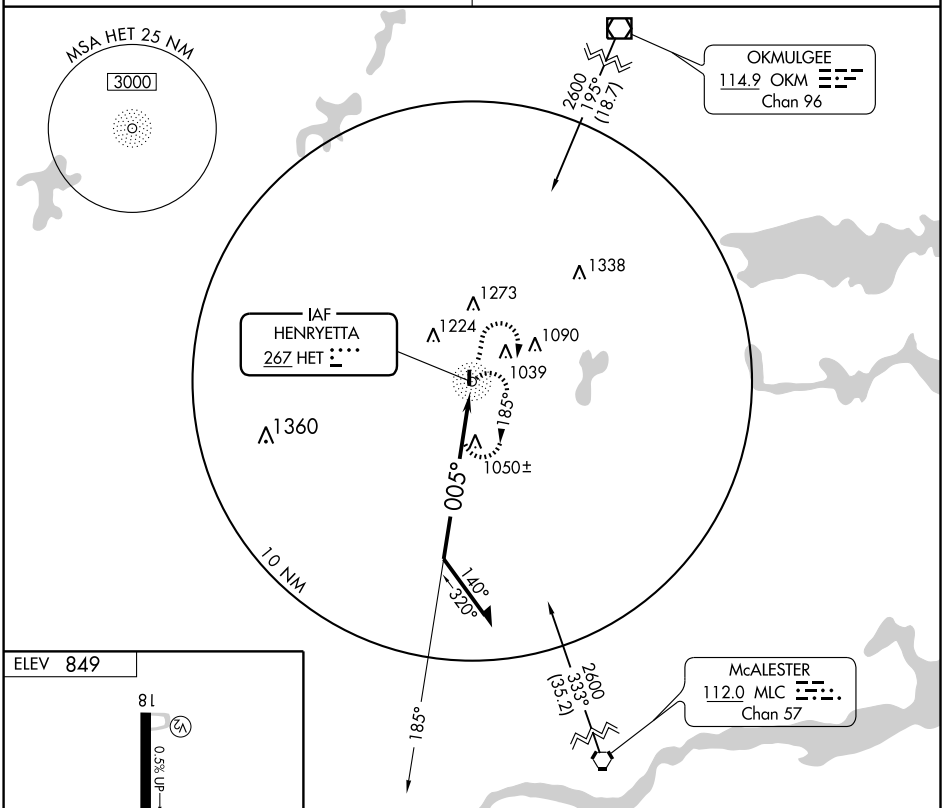
NDB RWY 36
HENRYETTA MUNI (F10)

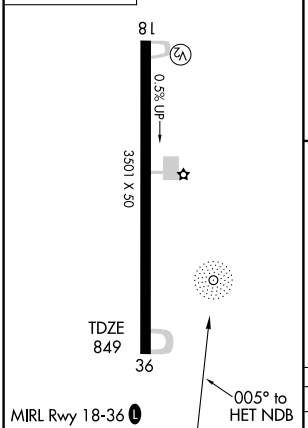
Use McAlester Rgnl altimeter setting.
NA

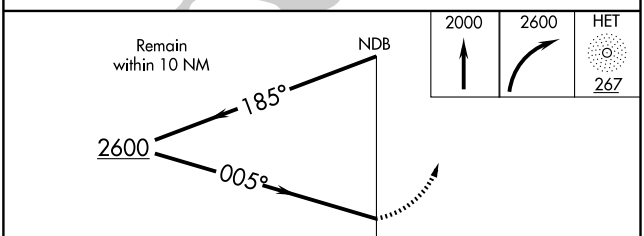
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct HET NDB and hold.

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-36	1540-1¼ 691 (700-1¼)		1540-2 691 (700-2)	NA
CIRCLING	1540-1¼ 691 (700-1¼)		1620-2¼ 771 (800-2¼)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

HENRYETTA MUNI (F1Ø)

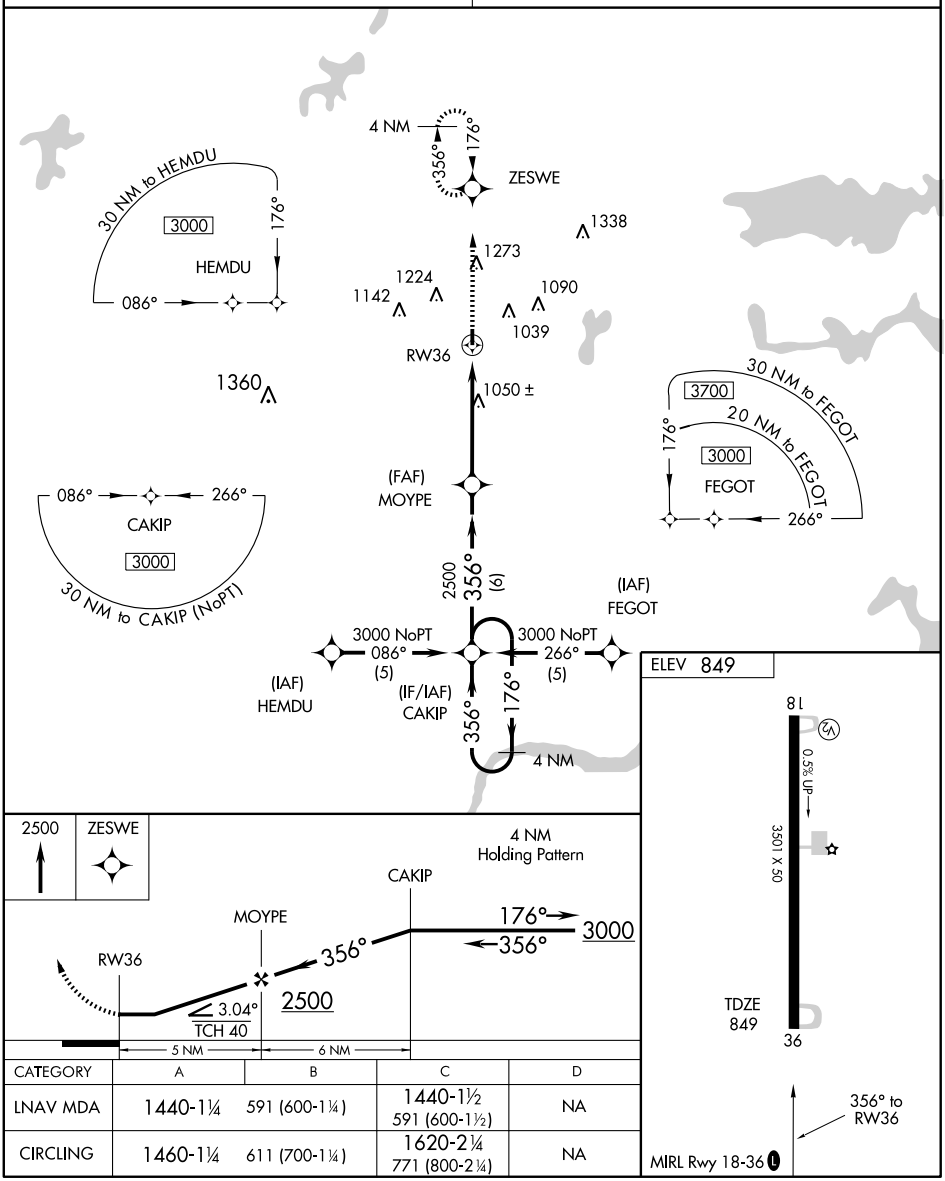
APP CRS	Rwy Idg	3501
356°	TDZE	849
	Apt Elev	849

Use McAlester Rgnl altimeter setting.
NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ZESWE WP and hold.

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1440-1¼	591 (600-1¼)	1440-1½ 591 (600-1½)	NA
CIRCLING	1460-1¼	611 (700-1¼)	1620-2¼ 771 (800-2¼)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
173°	TDZE	1584
	Apt Elev	1587

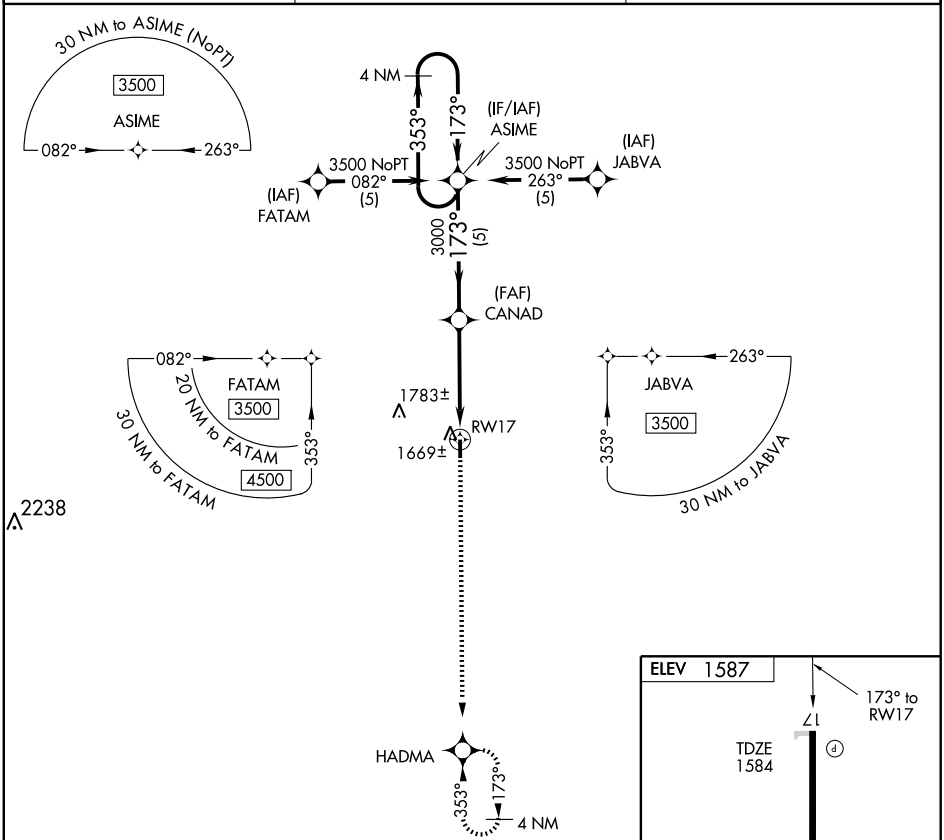
RNAV (GPS) RWY 17

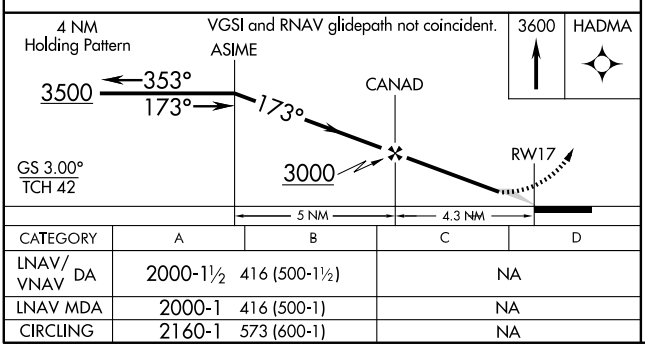
HINTON MUNI (208)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Weatherford altimeter setting; when not received procedure NA.

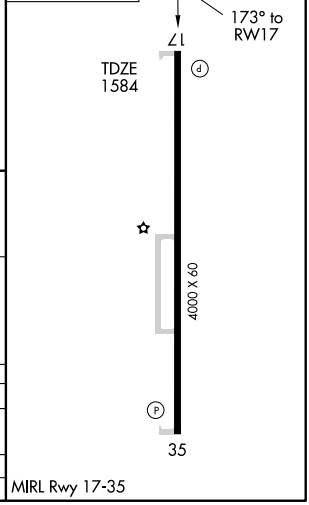
MISSED APPROACH: Climb to 3600 direct HADMA and hold.

WEATHERFORD AWOS-3	FORT WORTH CENTER	UNICOM
118.575	128.4 269.375	123.05 (CTAF)





CATEGORY	A	B	C	D
LNAV/VNAV DA	2000-1½	416 (500-1½)	NA	
LNAV MDA	2000-1	416 (500-1)	NA	
CIRCLING	2160-1	573 (600-1)	NA	



MIRL Rwy 17-35

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

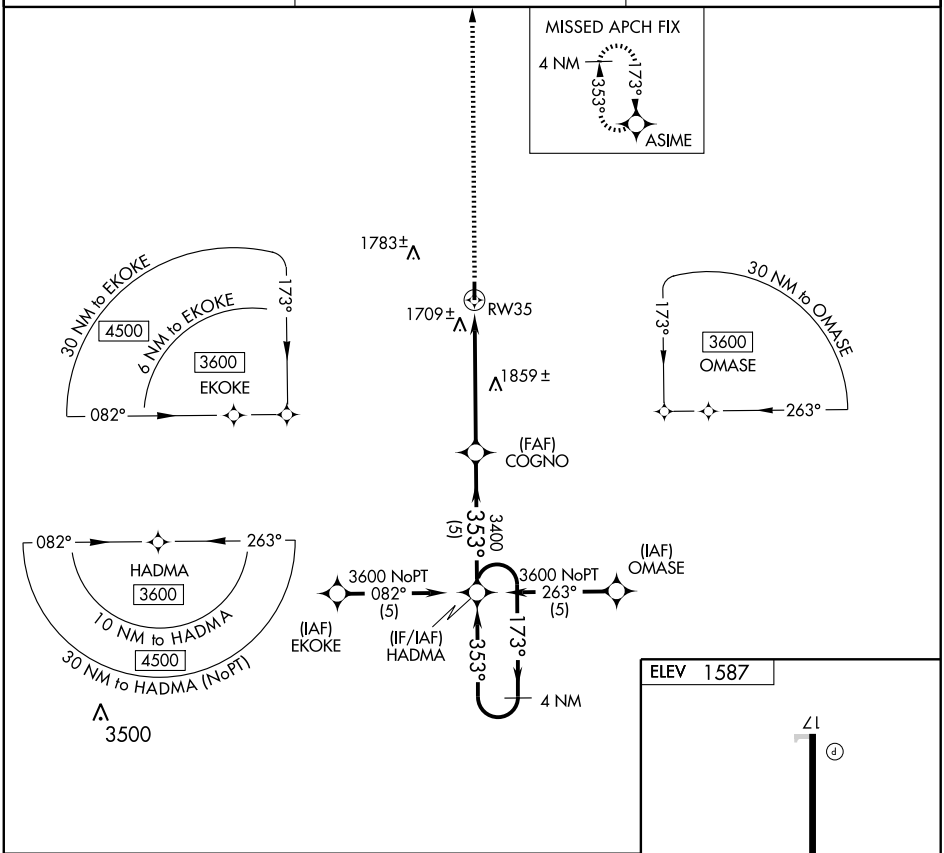
HINTON MUNI (208)

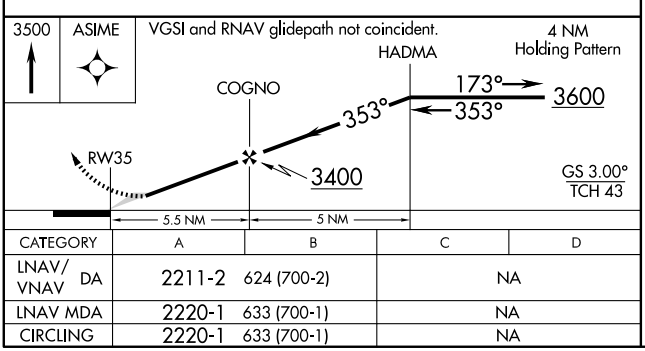
APP CRS	Rwy Idg	4000
353°	TDZE	1587
	Apt Elev	1587

NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Weatherford altimeter setting; when not received procedure NA.

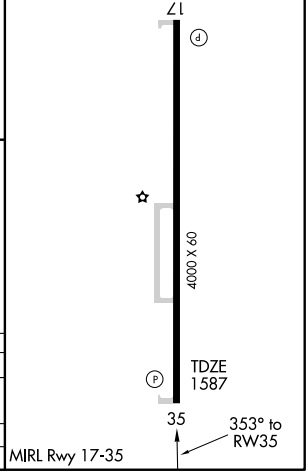
MISSED APPROACH: Climb to 3500 direct ASIME and hold.

WEATHERFORD AWOS-3	FORT WORTH CENTER	UNICOM
118.575	128.4 269.375	123.05 (CTAF)





CATEGORY	A	B	C	D
LNAV/VNAV DA	2211-2	624 (700-2)	NA	
LNAV MDA	2220-1	633 (700-1)	NA	
CIRCLING	2220-1	633 (700-1)	NA	



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5507
CH 99417	173°	TDZE	1553
W17A		Apt Elev	1563

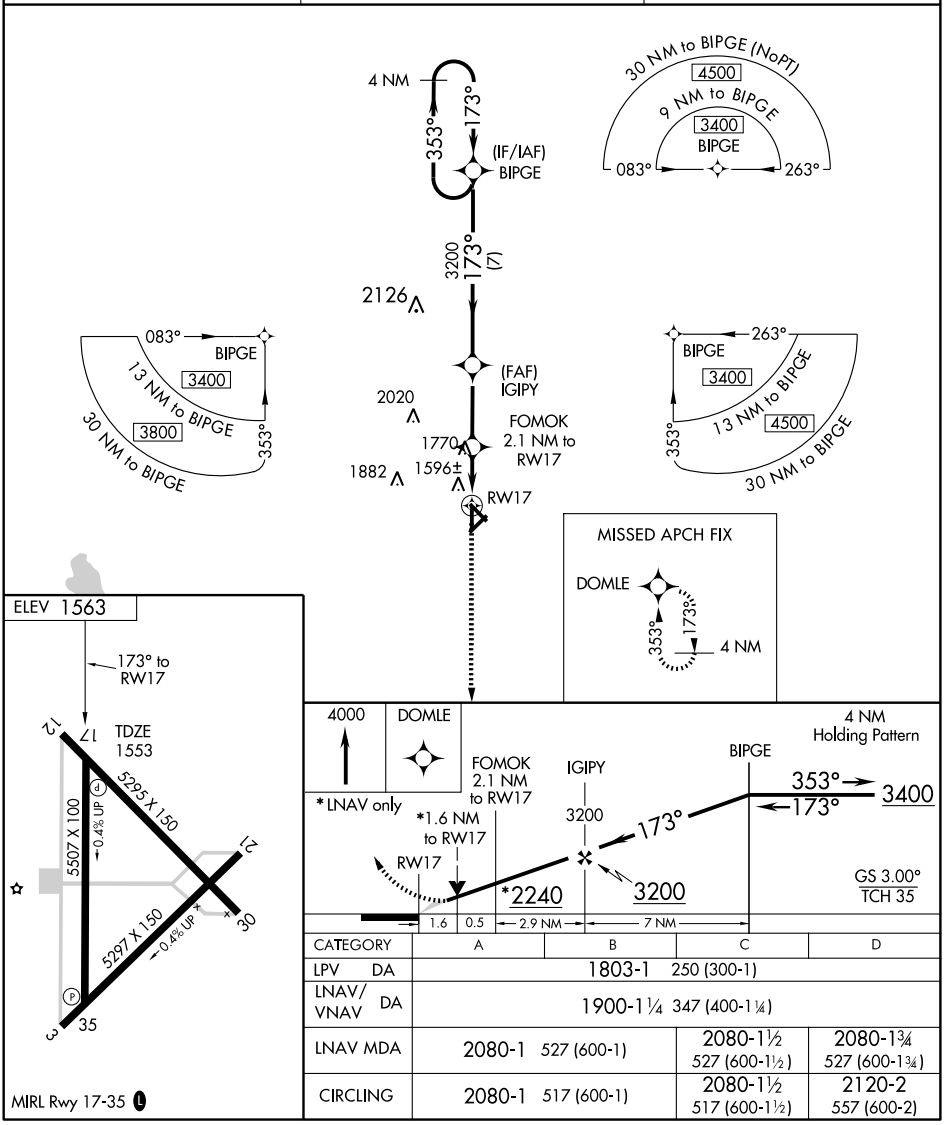
RNAV (GPS) RWY 17

HOBART RGNL (HBR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain altimeter setting. VDP NA with Altus/Quartz Mountain altimeter setting.

MISSED APPROACH: Climb to 4000 direct DOMLE and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 257.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1803-1 250 (300-1)			
LNAV/VNAV DA	1900-1¼ 347 (400-1¼)			
LNAV MDA	2080-1 527 (600-1)		2080-1½ 527 (600-1½)	2080-1¾ 527 (600-1¾)
CIRCLING	2080-1 517 (600-1)		2080-1½ 517 (600-1½)	2120-2 557 (600-2)

MIRL Rwy 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5507
CH 53417	353°	TDZE	1561
W35A		Apt Elev	1563

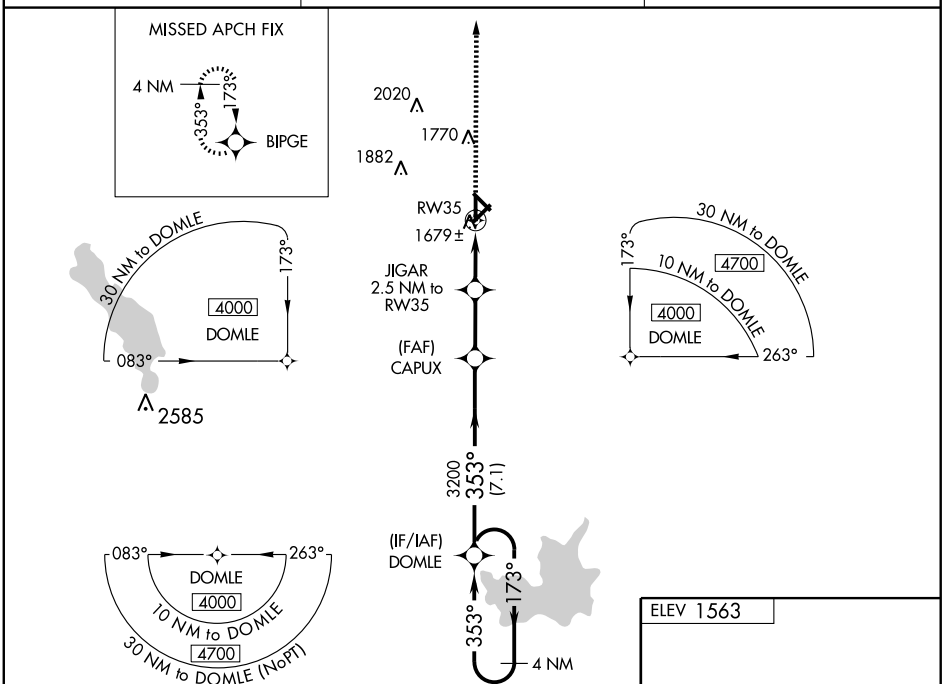
RNAV (GPS) RWY 35

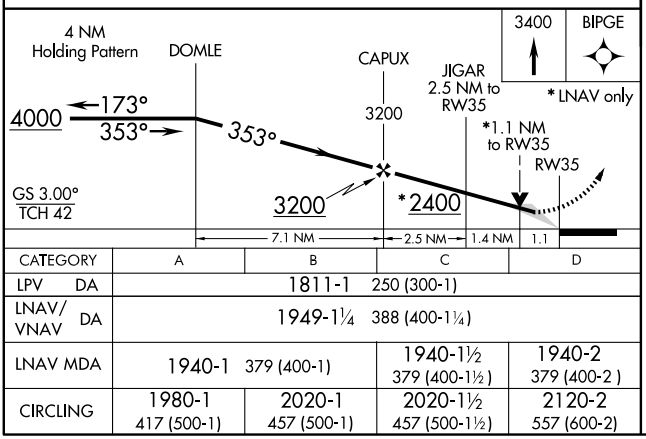
HOBART RGNL (HBR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting. VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.

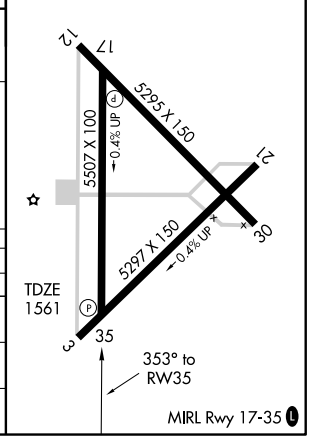
MISSED APPROACH: Climb to 3400 direct BIPGE and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 257.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1811-1 250 (300-1)			
LNAV/VNAV DA	1949-1¼ 388 (400-1¼)			
LNAV MDA	1940-1 379 (400-1)		1940-1½ 379 (400-1½)	1940-2 379 (400-2)
CIRCLING	1980-1 417 (500-1)	2020-1 457 (500-1)	2020-1½ 457 (500-1½)	2120-2 557 (600-2)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

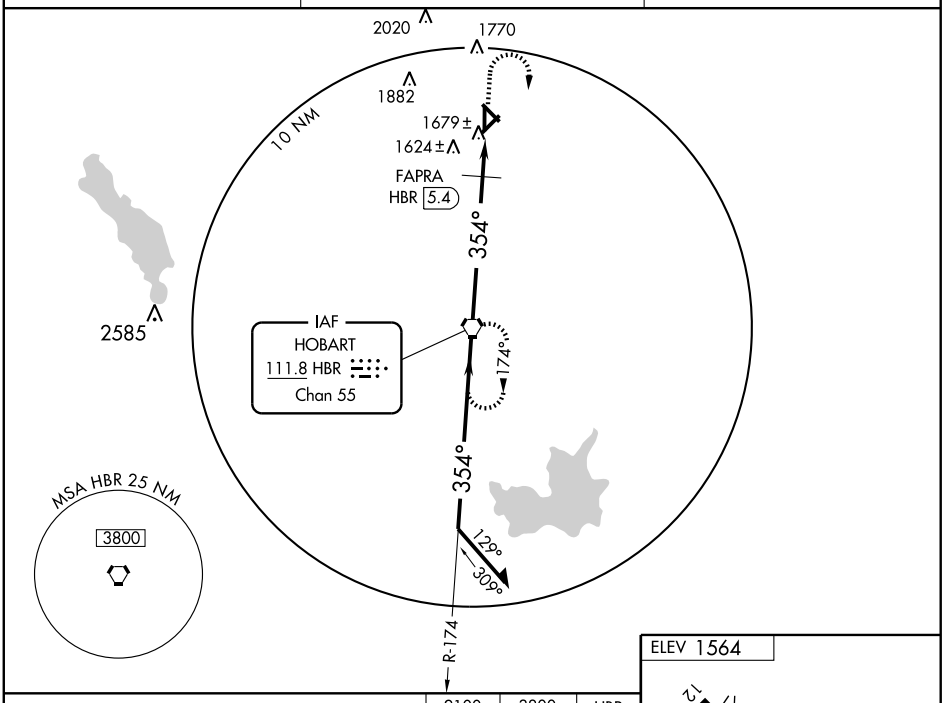
VORTAC HBR 111.8 Chan 55	APP CRS 354°	Rwy Idg 5507 TDZE 1561 Apt Elev 1564

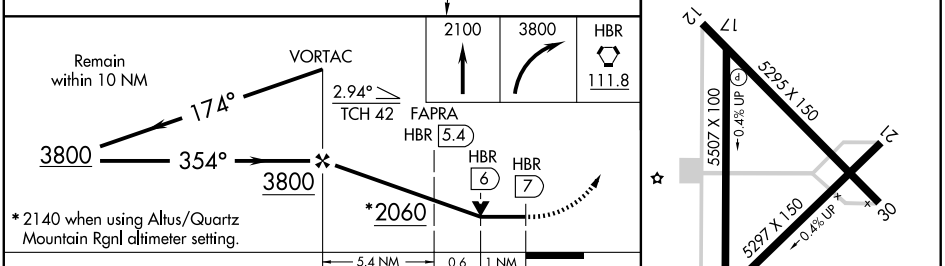
VOR RWY 35
HOBART RGNL (HBR)

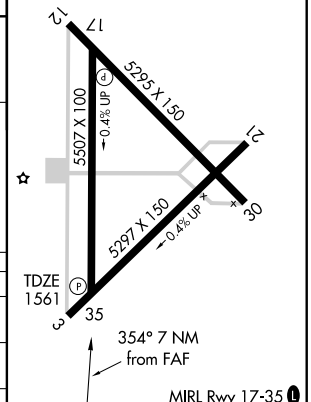
When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, S-35 Cat C and D visibility ¼ mile, FAPRA fix minimums S-35 Cat D visibility ¼ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 257.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	2060-1	499 (500-1)	2060-1¼ 499 (500-1¼)	2060-1½ 499 (500-1½)
CIRCLING	2060-1	496 (500-1)	2060-1½ 496 (500-1½)	2120-2 556 (600-2)
FAPRA FIX MINIMUMS				
S-35	1980-1	419 (500-1)	1980-1¼	419 (500-1¼)
CIRCLING	1980-1 416 (500-1)	2020-1 456 (500-1)	2020-1½ 456 (500-1½)	2120-2 556 (600-2)

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

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SC-1, 21 OCT 2010 to 18 NOV 2010

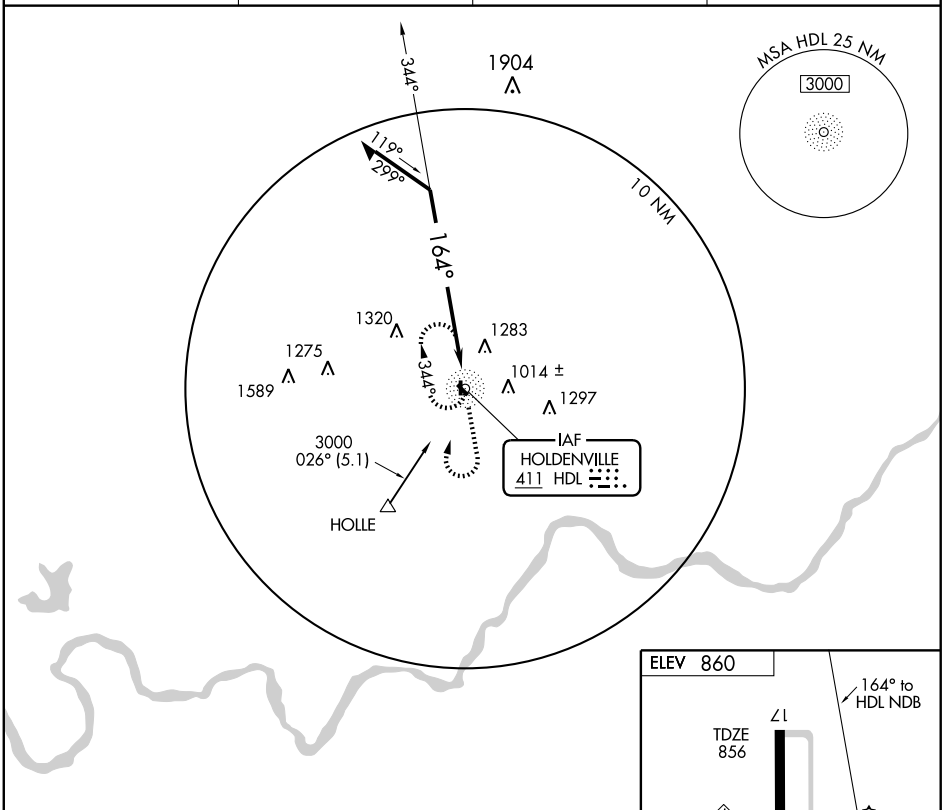
NDB HDL 411	APP CRS 164°	Rwy Idg 3251 TDZE 856 Apt Elev 860

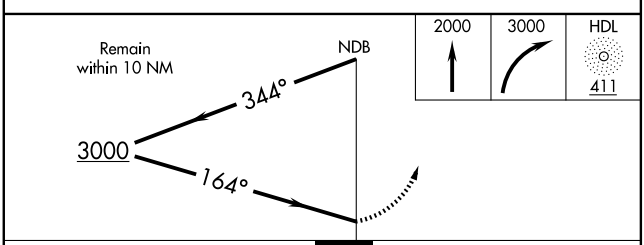
NDB RWY 17
HOLDENVILLE MUNI (F99)

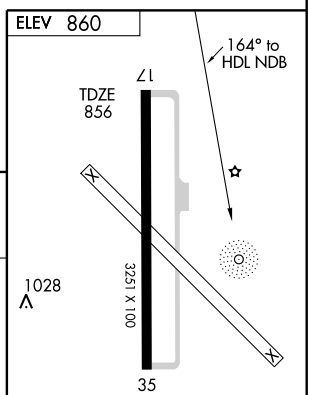
NA — Use McAlester altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HDL NDB and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8 (CTAF)







MIRL Rwy 17-35

CATEGORY	A	B	C	D
S-17	1780-1¼	918 (1000-1¼)	1780-2¾ 918 (1000-2¾)	NA
CIRCLING	1780-1¼	920 (1000-1¼)	1780-2¾ 920 (1000-2¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3251
174°	TDZE	862
	Apt Elev	862

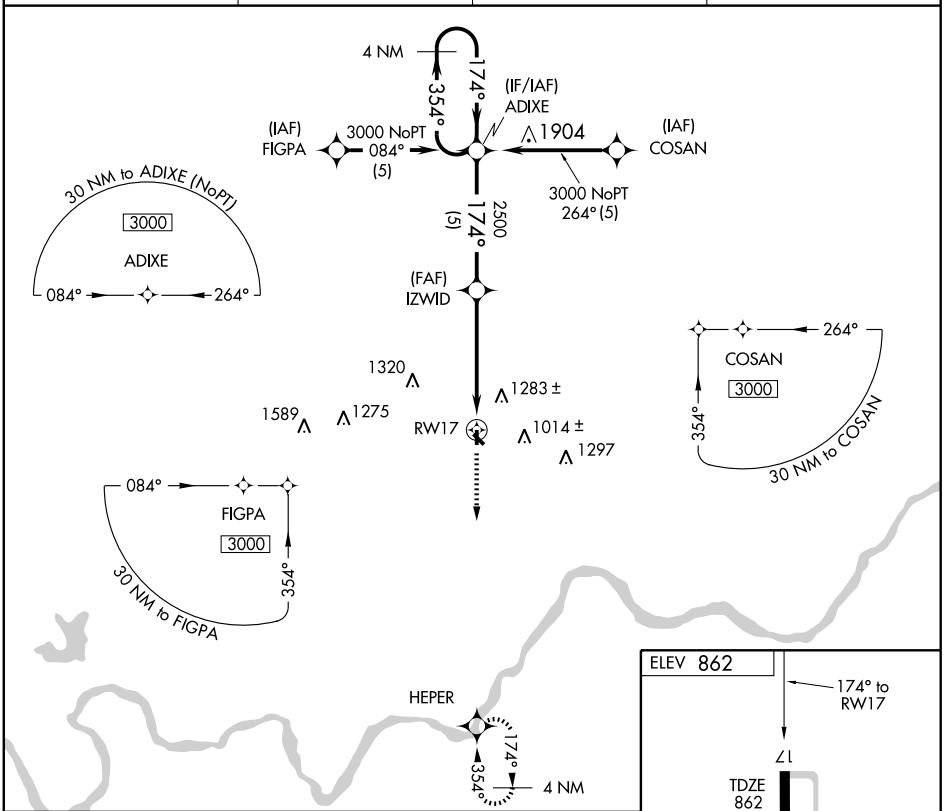
RNAV (GPS) RWY 17

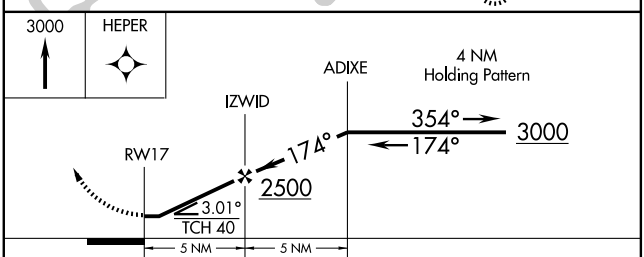
HOLDENVILLE MUNI (F99)

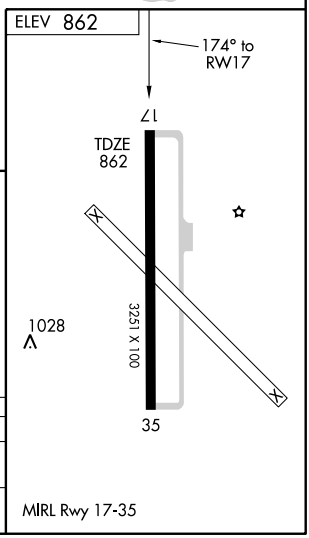
NA Use ADA Muni altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8 (CTAF)







MIRL Rwy 17-35

CATEGORY	A	B	C	D
LNAV MDA	1520-1 658 (700-1)		1520-1¾ 658 (700-1¾)	NA
CIRCLING	1520-1 658 (700-1)	1660-1¼ 798 (800-1¼)	1660-2¼ 798 (800-2¼)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3251
354°	TDZE	857
	Apt Elev	862

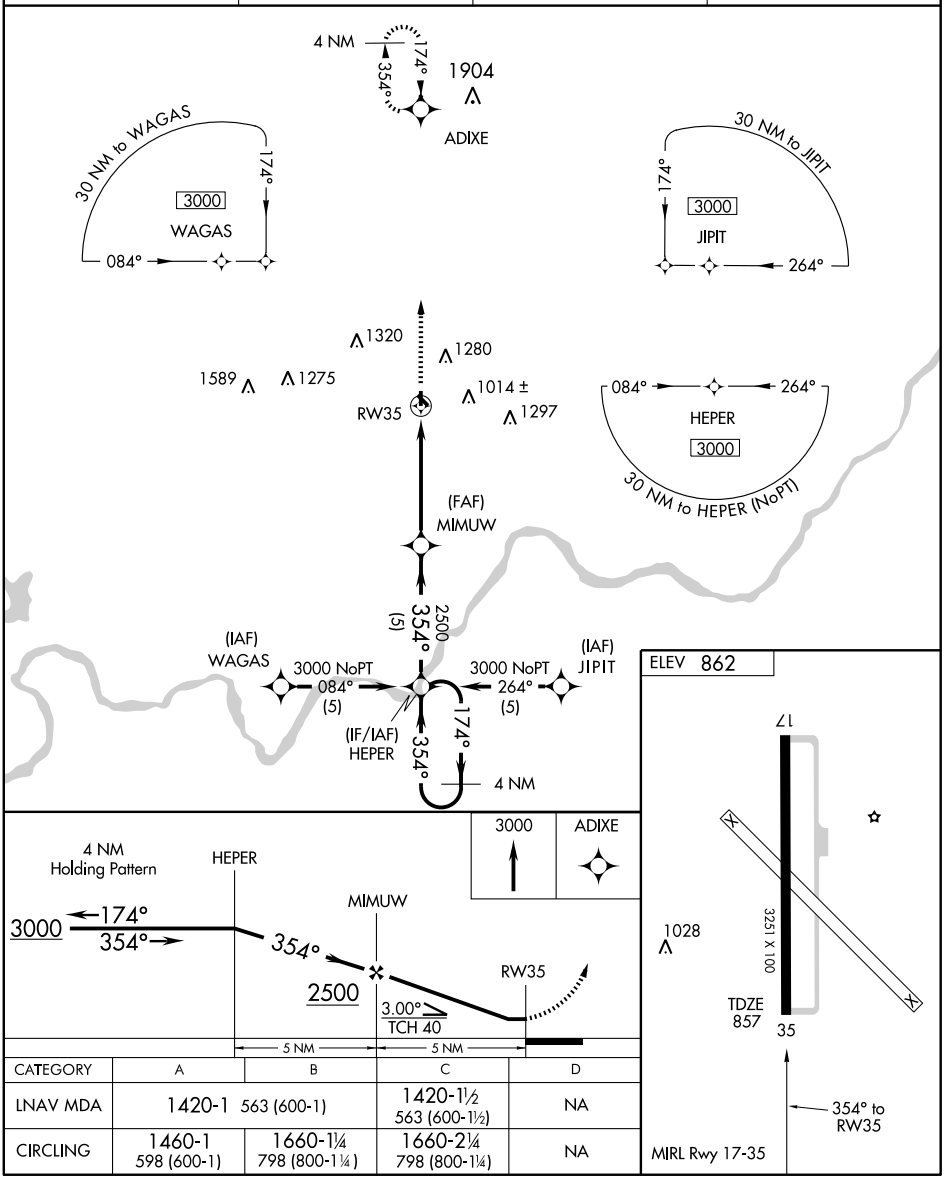
RNAV (GPS) RWY 35

HOLDENVILLE MUNI (F99)

NA Use ADA Muni altimeter setting, if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ADIXE and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1420-1 563 (600-1)		1420-1½ 563 (600-1½)	NA
CIRCLING	1460-1 598 (600-1)	1660-1¼ 798 (800-1¼)	1660-2¼ 798 (800-1¼)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB HHW	APP CRS	Rwy Idg	4007
323	002°	TDZE	571
		Apt Elev	571

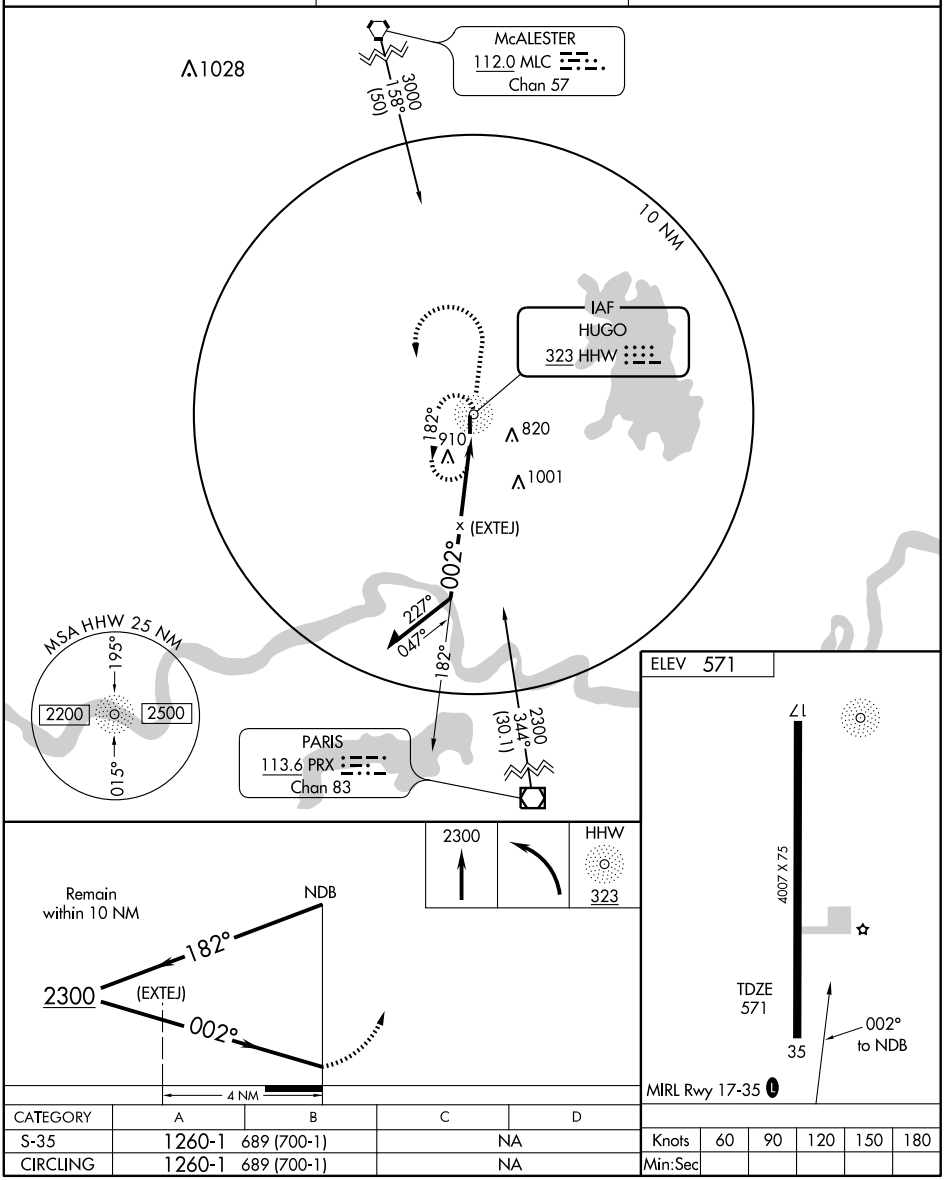
NDB or GPS RWY 35

HUGO/STAN STAMPER MUNI (HHW)

NA

MISSED APPROACH: Climb to 2300 then left turn direct HHW NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.025	124.875 307.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	1260-1	689 (700-1)	NA	
CIRCLING	1260-1	689 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
020°	TDZE	472
	Apt Elev	472

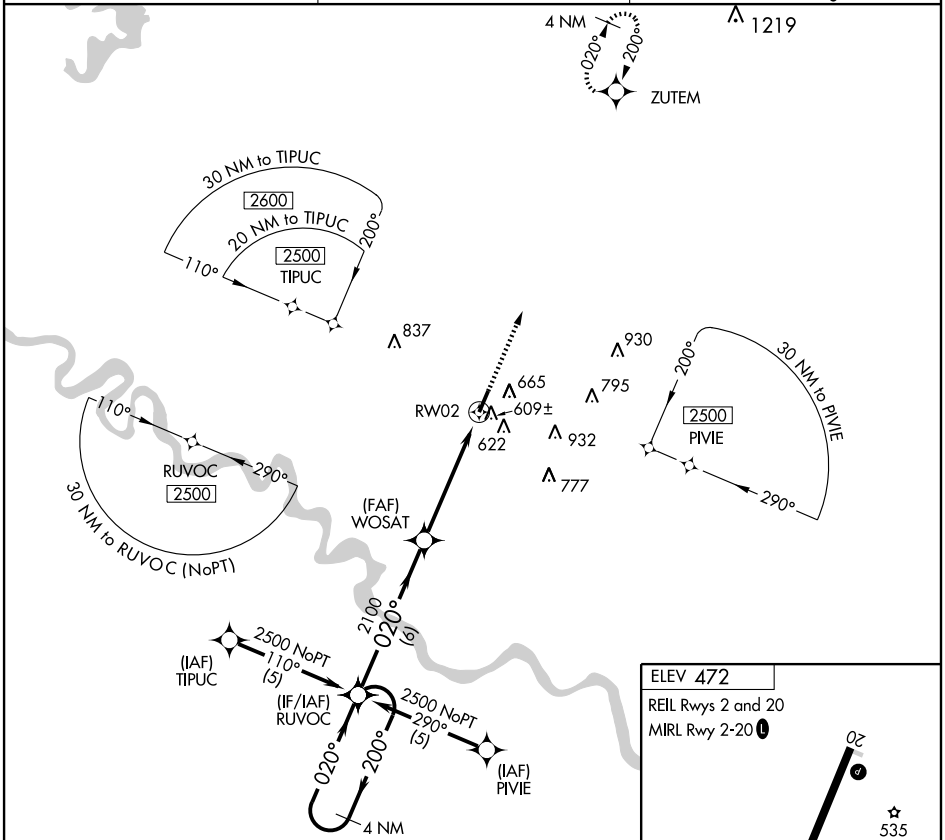
RNAV (GPS) RWY 2

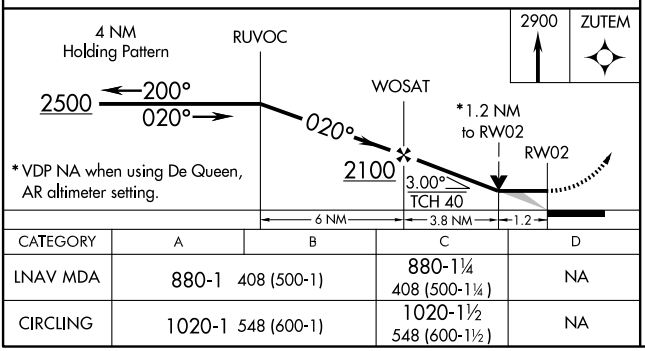
IDABEL/MC CURTAIN COUNTY RGNL (404)

If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet.
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

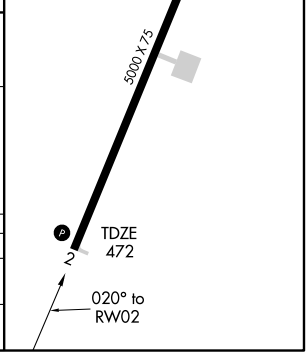
MISSED APPROACH: Climb to 2900 direct ZUTEM and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.0	123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	880-1 408 (500-1)		880-1¼ 408 (500-1¼)	NA
CIRCLING	1020-1 548 (600-1)		1020-1½ 548 (600-1½)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
200°	TDZE	464
	Apt Elev	472

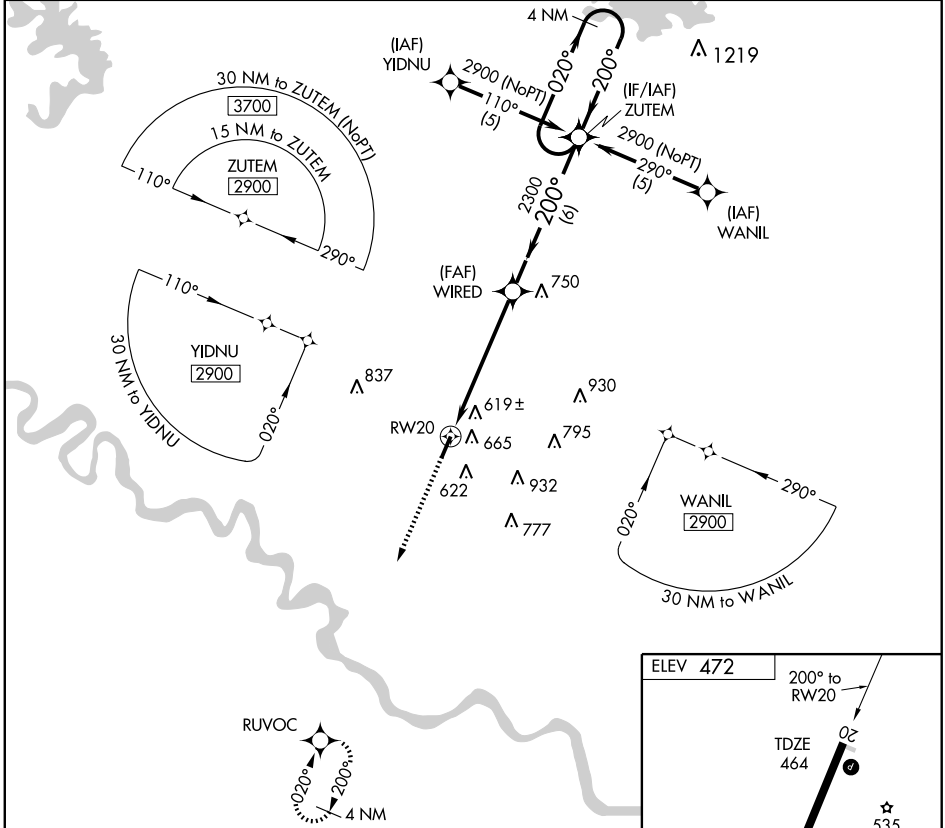
RNAV (GPS) RWY 20

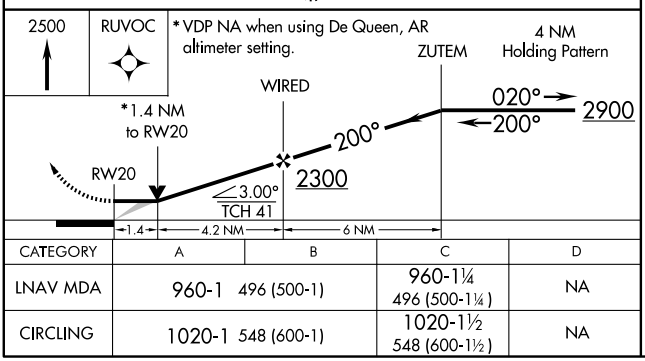
IDABEL/ MC CURTAIN COUNTY RGNL (404)

If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

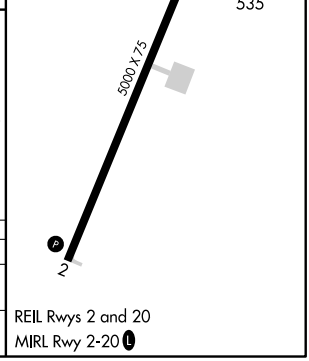
MISSED APPROACH: Climb to 2500 direct RUVOC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.0	123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 496 (500-1)		960-1¼ 496 (500-1¼)	NA
CIRCLING	1020-1 548 (600-1)		1020-1½ 548 (600-1½)	NA



REIL Rwys 2 and 20
MIRL Rwy 2-20 L

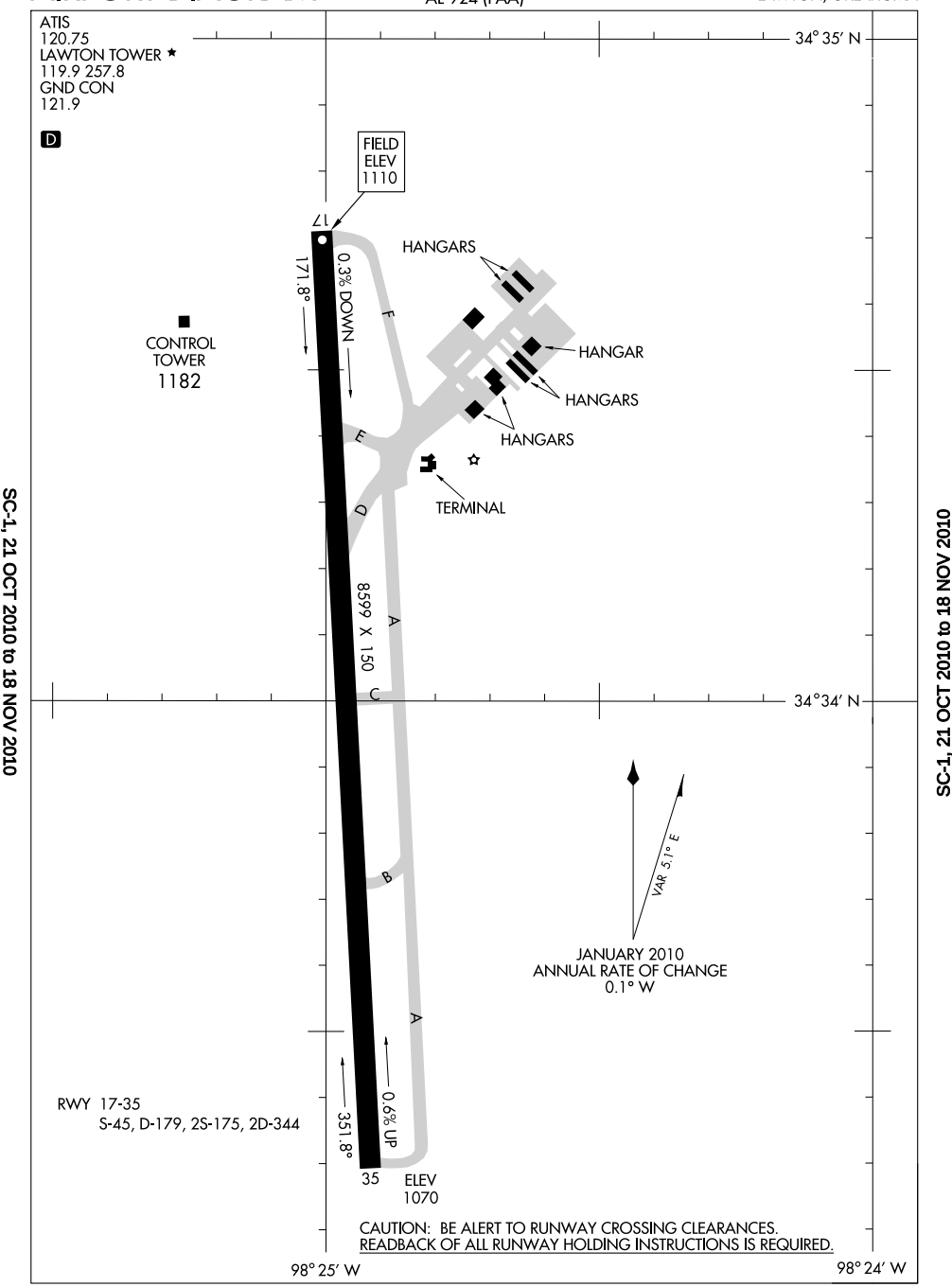
SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LAWTON-FORT SILL RGNL (LAW)

LAWTON, OKLAHOMA

AL-924 (FAA)



SC-1, 21 OCT 2010 to 18 NOV 2010

GPS RWY 35

LAWTON-FORT SILL RGNL (LAW)

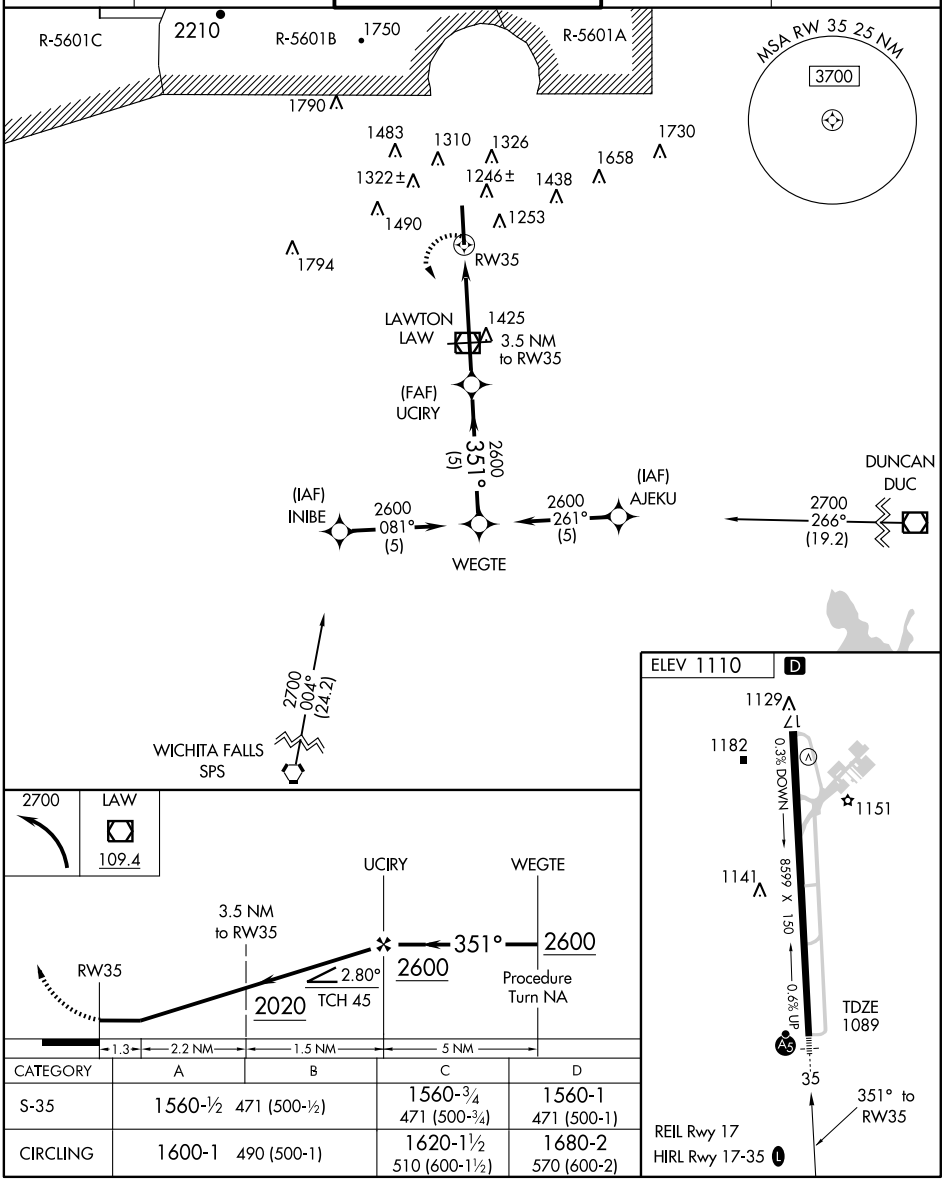
APP CRS	Rwy Idg	8599
351°	TDZE	1089
	Apt Elev	1110

T
NA
ASR

MALSR

MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-35	1560-½ 471 (500-½)		1560-¾ 471 (500-¾)	1560-1 471 (500-1)
CIRCLING	1600-1 490 (500-1)		1620-1½ 510 (600-1½)	1680-2 570 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-LAW	APP CRS	Rwy Idg	8599
109.1	351°	TDZE	1089
		Apt Elev	1110

ILS or LOC RWY 35

LAWTON-FORT SILL RGNL (LAW)

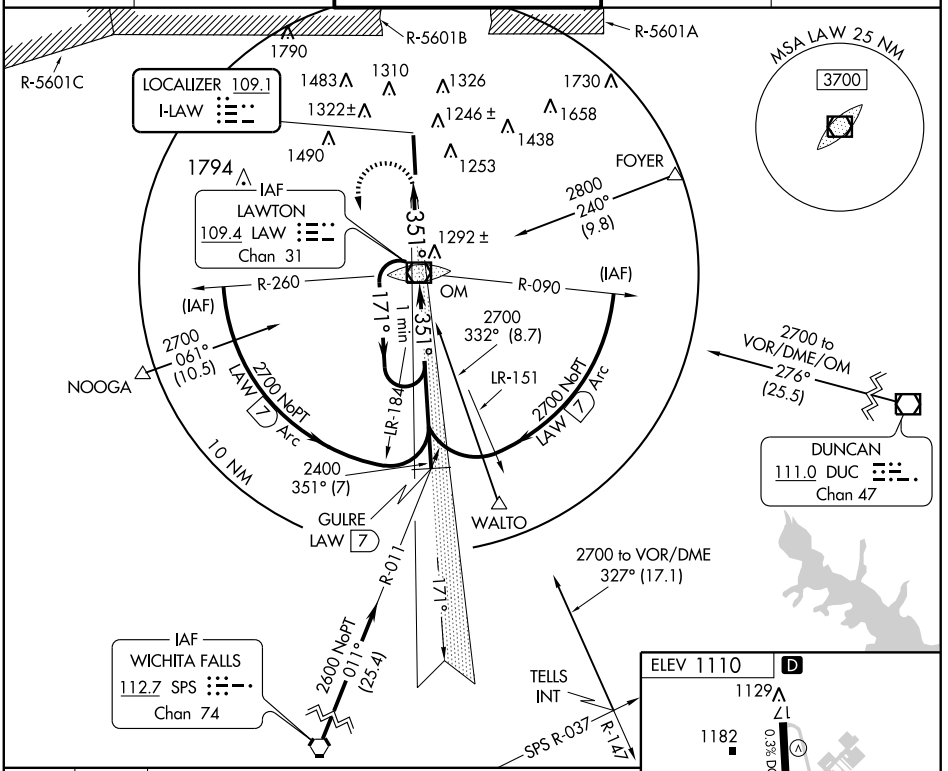
ASR

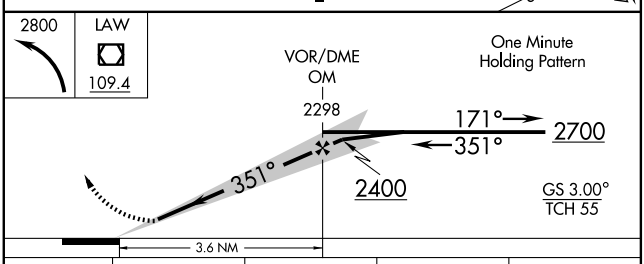
Autopilot coupled approach NA below 2000.

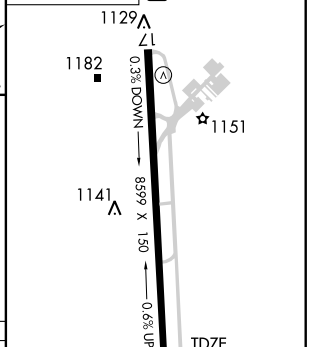
MALSR

MISSED APPROACH: Climbing left turn to 2800 direct LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 35	1289-½ 200 (200-½)			
S-LOC 35	1520-½ 431 (500-½)		1520-¾ 431 (500-¾)	1520-1 431 (500-1)
CIRCLING	1600-1 490 (500-1)		1620-1½ 510 (600-1½)	1680-2 570 (600-2)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME LAW	APP CRS	Rwy Idg	8599
109.4	349°	TDZE	1089
Chan 31		Apt Elev	1110

VOR RWY 35

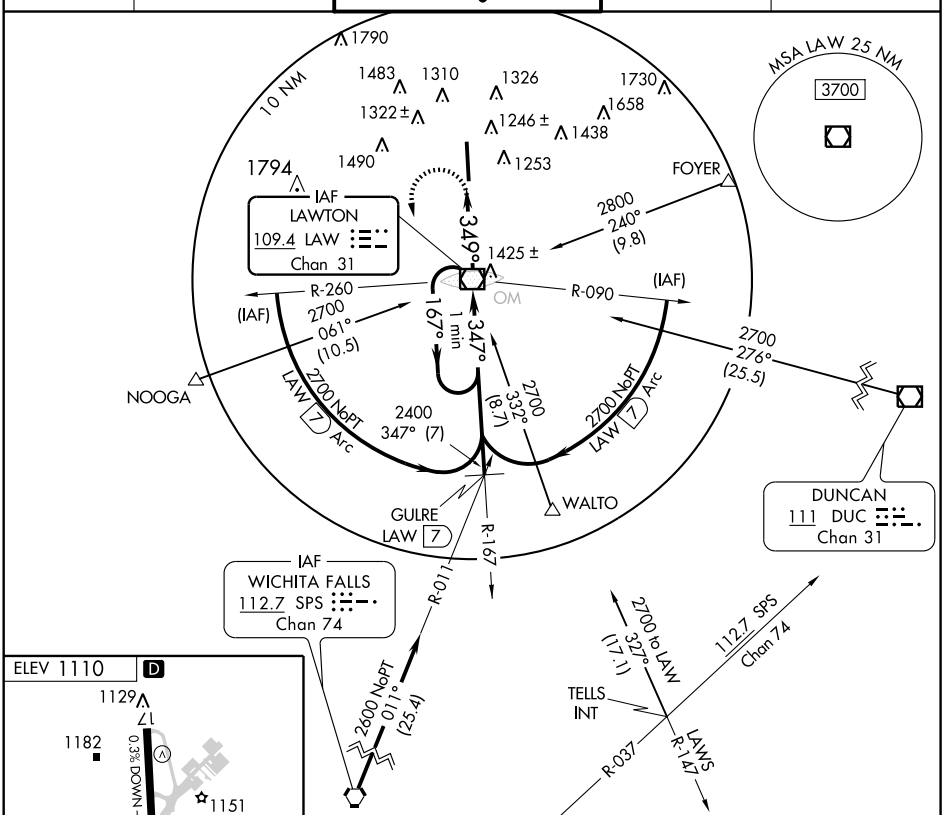
LAWTON-FORT SILL RGNL (LAW)

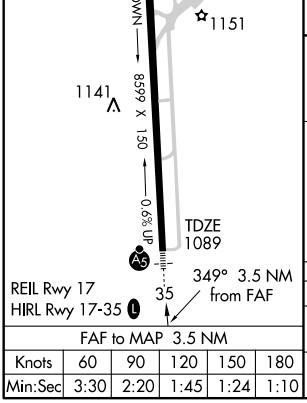
T
A
ASR

MALSR

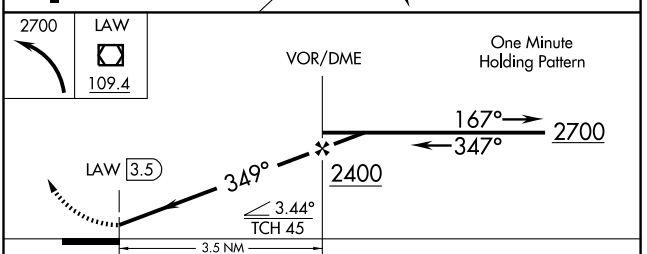
MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-35	1560-½	471 (500-½)	1560-¾ 471 (500-¾)	1560-1 471 (500-1)
CIRCLING	1600-1	490 (500-1)	1620-1½ 510 (600-1½)	1680-2 570 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

COPTER NDB RWY 17

NDB	HMY
	512

APCH CRS
169°

Rwy Idg	2005
TDZE	1091
Arpt Elev	1091

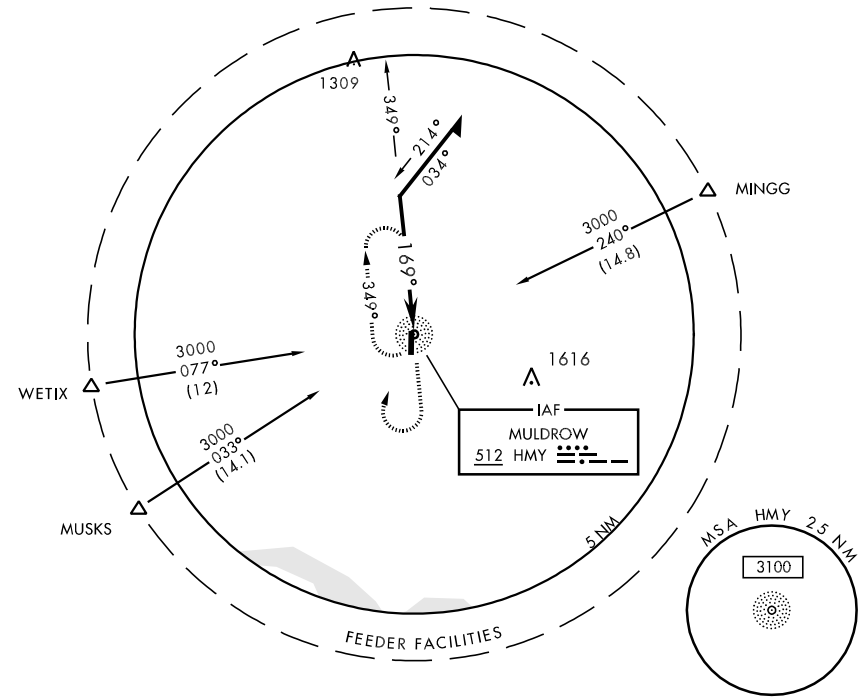
AL-2497 [USA]

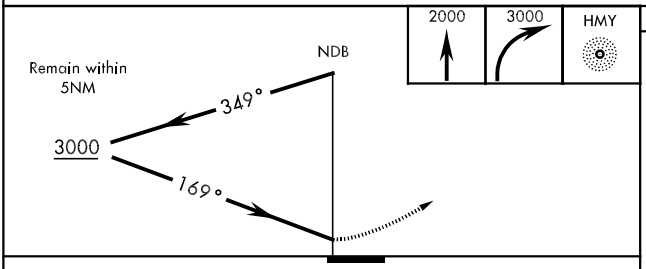
MULDROW AHP (KHMY)

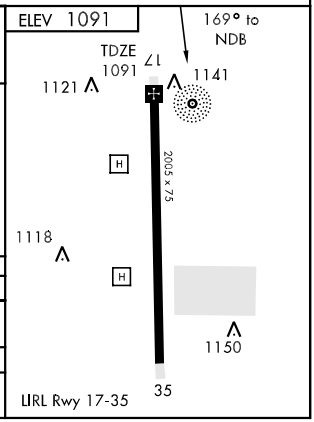
NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)







CATEGORY	COPTER
H-17	1620-1 529 (600-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
H-17	1680-1 589 (600-1)

SC-1, 21 OCT 2010 to 18 NOV 2010

COPTER NDB RWY 35

NDB	HMY
	512

APCH CRS
359°

Rwy Idg	2005
TDZE	1091
Arpt Elev	1091

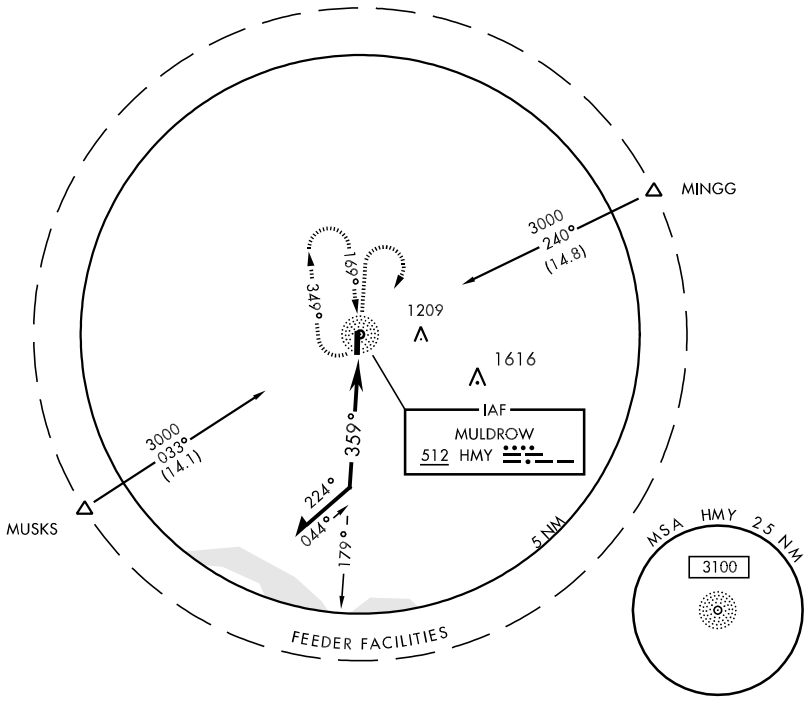
AL-2497 [USA]

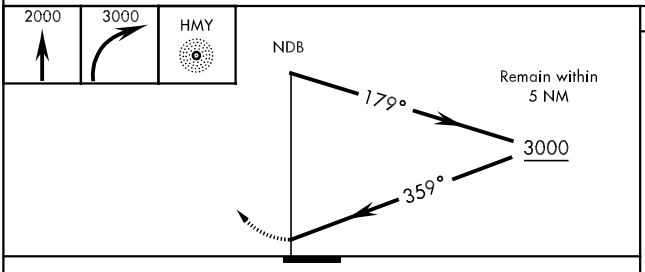
MULDROW AHP (KHMY)

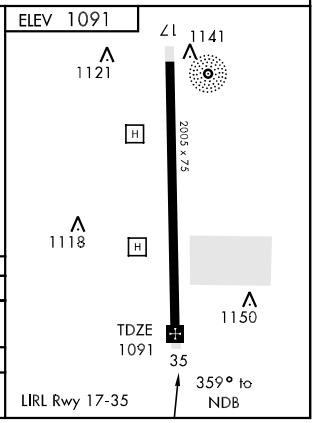
NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)







CATEGORY	COPTER
H-35	1520-1 429 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
H-35	1580-1 489 (500-1)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) RWY 17

APCH CRS	Rwy Idg	2005
175°	TDZE	1091
	Arpt Elev	1091

AL-2497 [USA]

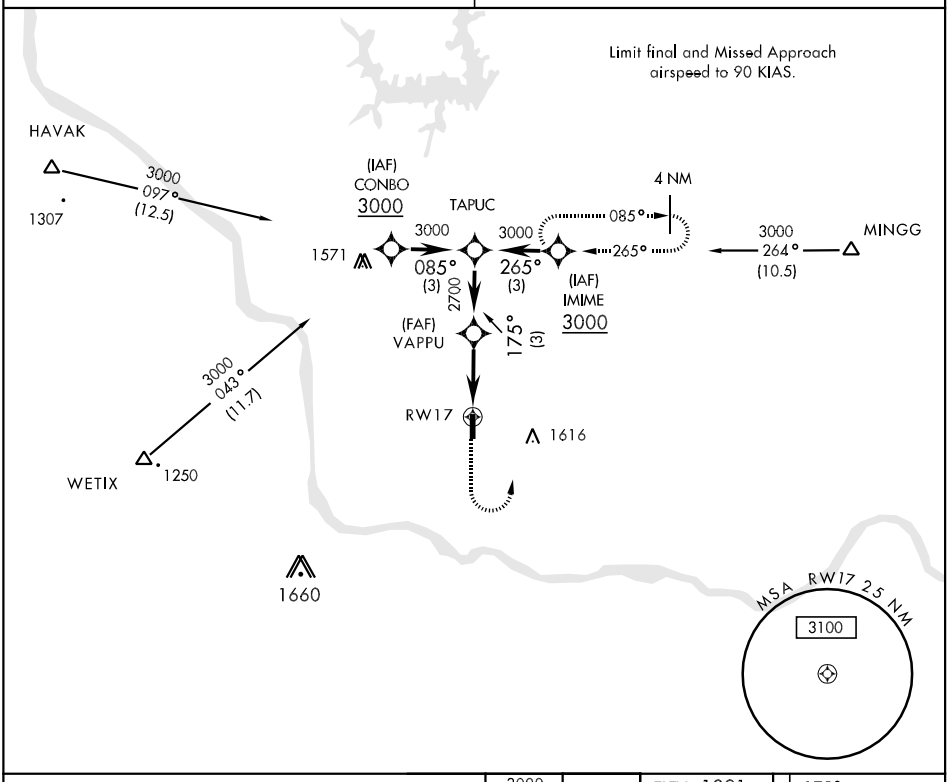
MULDROW AHP (KHMY)

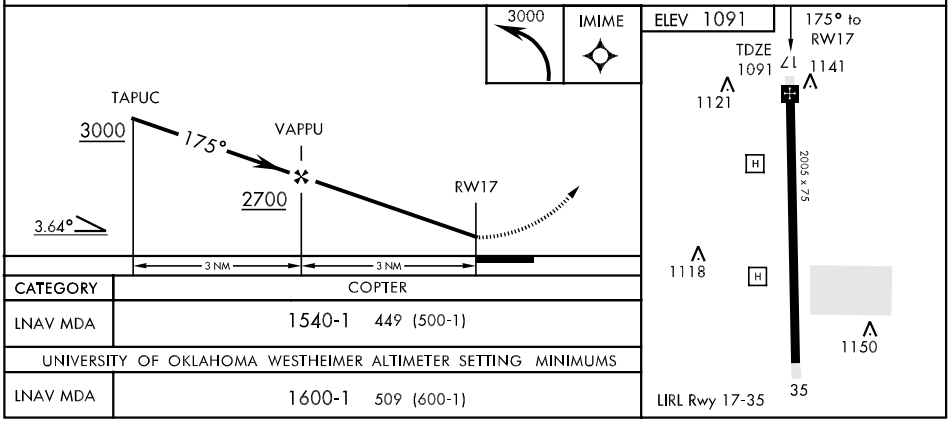
NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3000 direct IMIME and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)

Limit final and Missed Approach airspeed to 90 KIAS.





CATEGORY	COPTER
LNAV MDA	1540-1 449 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
LNAV MDA	1600-1 509 (600-1)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) RWY 35

APCH CRS	Rwy Idg	2005
355°	TDZE	1091
	Arpt Elev	1091

AL-2497 [USA]

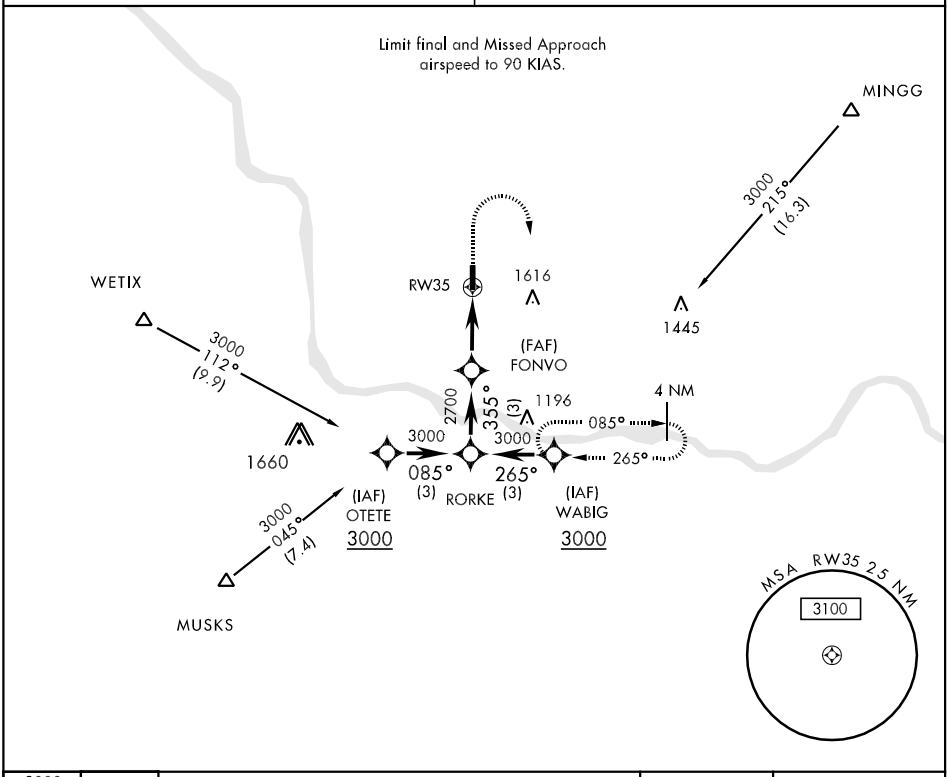
MULDROW AHP (KHMY)

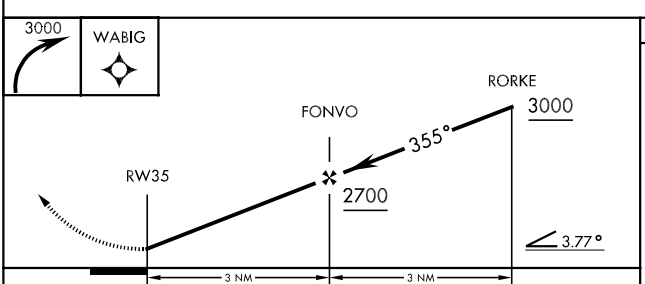
NA — Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. DME/DME RNP-0.3 NA

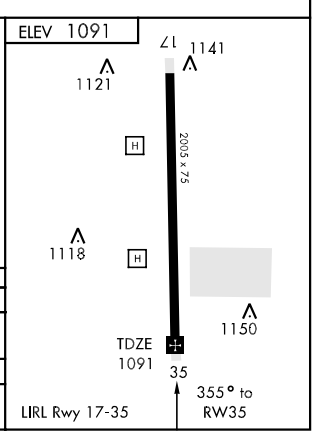
MISSED APPROACH: Climbing right turn to 3000 direct WABIG and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)

Limit final and Missed Approach airspeed to 90 KIAS.







CATEGORY	COPTER
LNAV MDA	1500-1 409 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
LNAV MDA	1560-1 469 (500-1)

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3005
180°	TDZE	890
	Apt Elev	890

RNAV (GPS) RWY 18

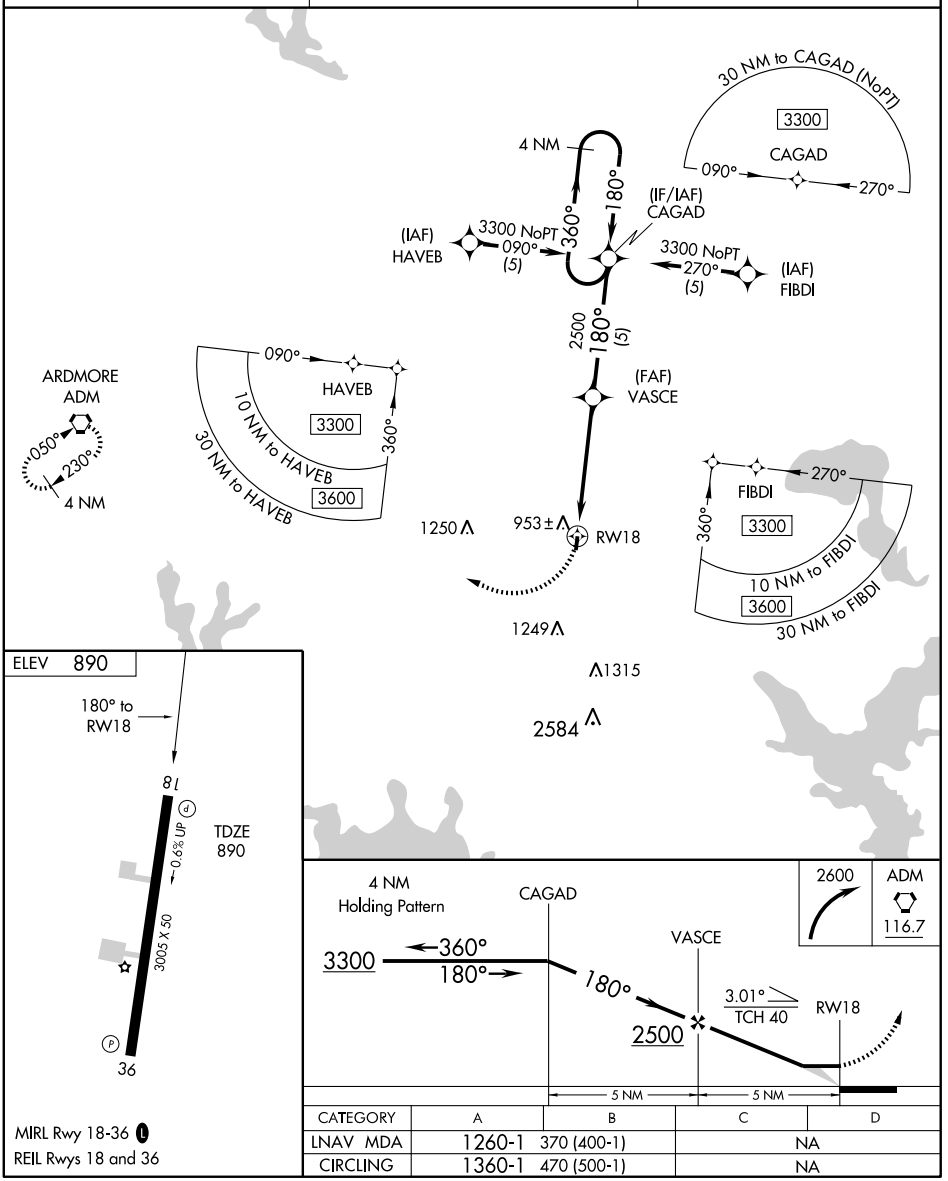
MADILL MUNI (1F4)

Use Ardmore Downtown Executive altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 2600 direct ADM VORTAC and hold.

ARDMORE DOWNTOWN AWOS-3	FORT WORTH CENTER	CTAF
118.15	128.1 327.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	370 (400-1)	NA	
CIRCLING	1360-1	470 (500-1)	NA	

MIRL Rwy 18-36 L

REIL Rwys 18 and 36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ADM 116.7 Chan 114	APP CRS 097°	Rwy Idg N/A TDZE N/A Apt Elev 890

VOR/DME-A

MADILL MUNI (1F4)

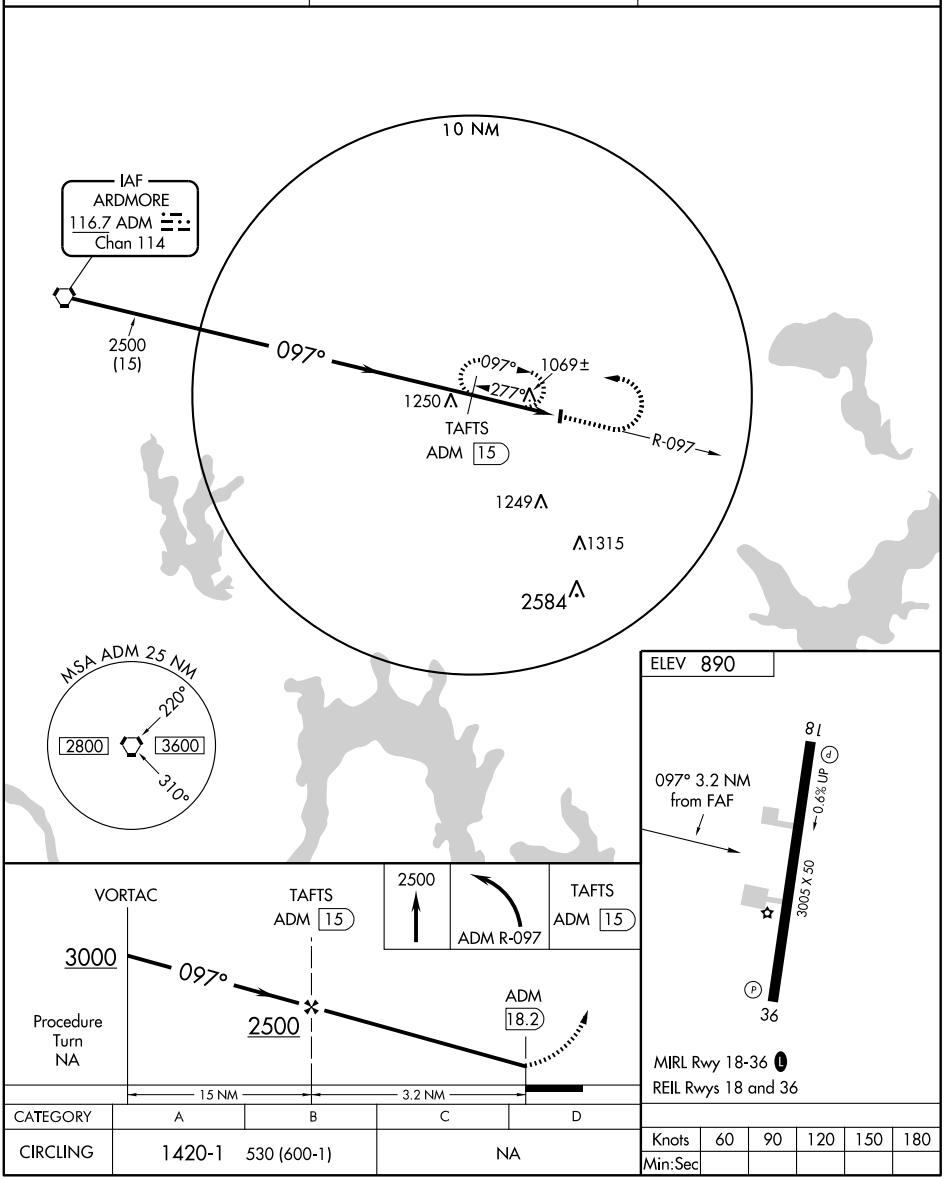
Use Ardmore Downtown altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 180 feet.

NA

MISSED APPROACH: Climb to 2500, then left turn via ADM R-097 to TAFTS 15 DME and hold.

ARDMORE DOWNTOWN AWOS-3 118.15	FORT WORTH CENTER 128.1 327.15	CTAF 122.9 L

SC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	1420-1	530 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy Idg	4200
172°	TDZE	1634
	Apt Elev	1644

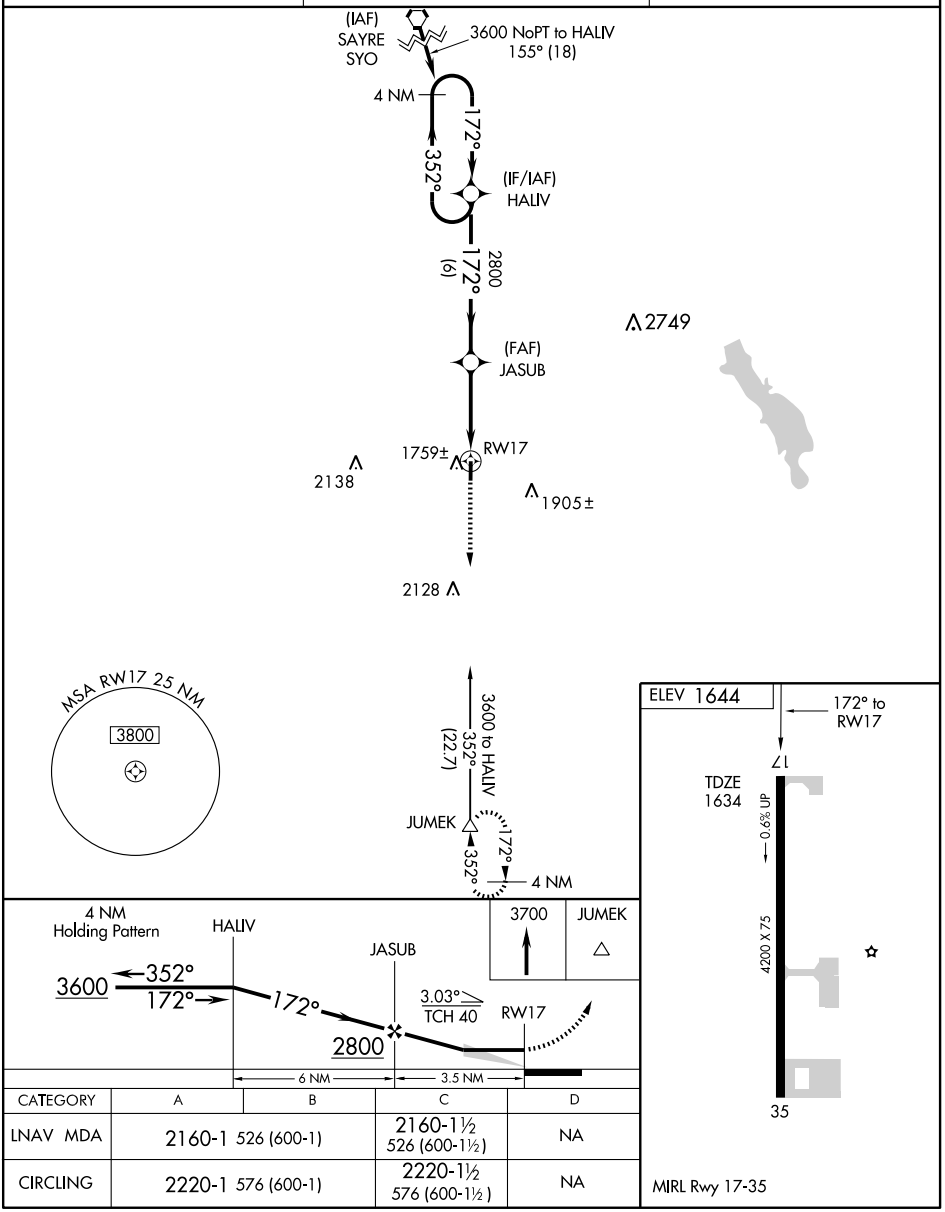
RNAV (GPS) RWY 17

MANGUM/SCOTT FIELD (2K4)

NA Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3700 direct JUMEK and hold.

HOBART ASOS	ALTUS APP CON★	CTAF
133.325	125.1 257.725	122.9



CATEGORY	A	B	C	D
LNAV MDA	2160-1 526 (600-1)		2160-1½ 526 (600-1½)	NA
CIRCLING	2220-1 576 (600-1)		2220-1½ 576 (600-1½)	NA

MIRL Rwy 17-35

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4200
352°	TDZE	1643
	Apt Elev	1644

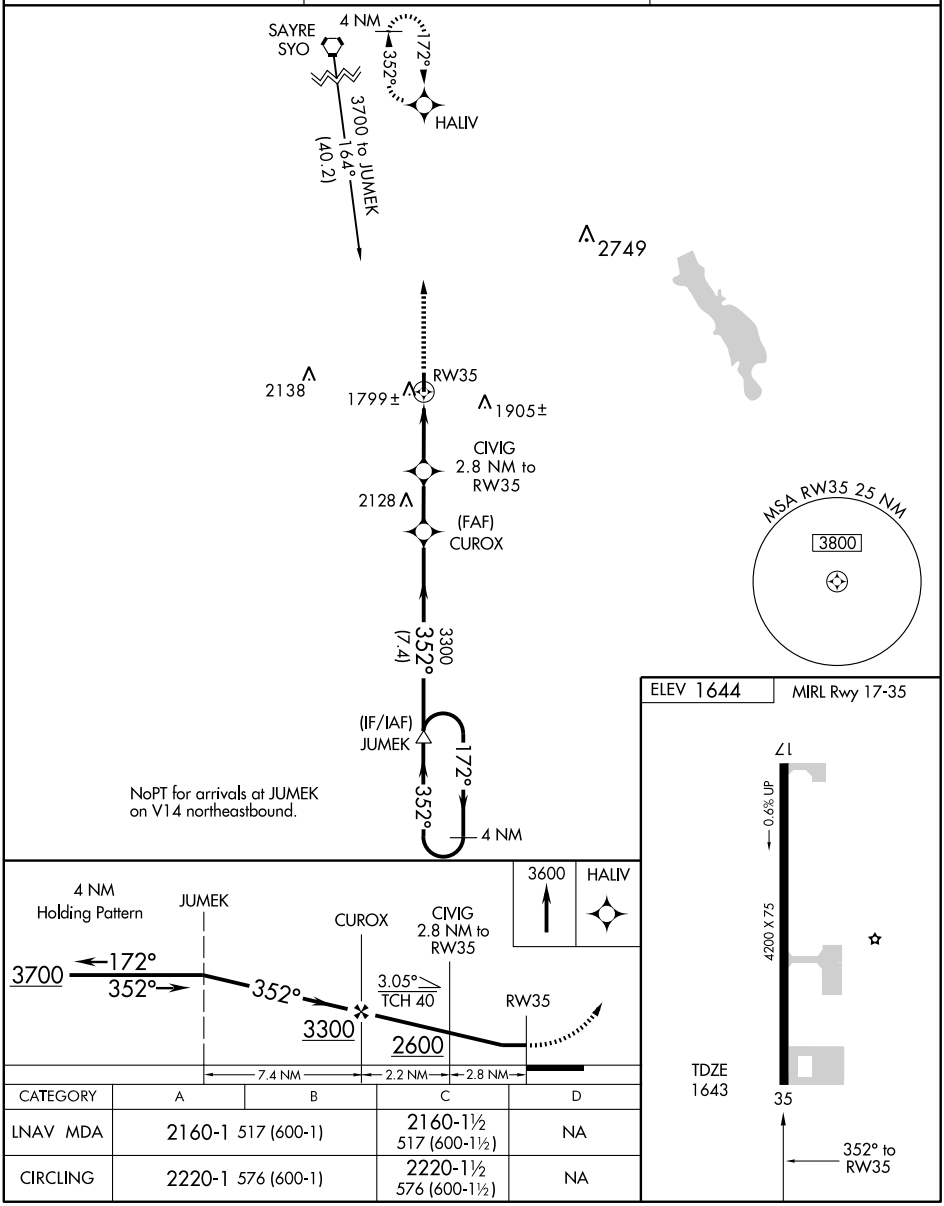
RNAV (GPS) RWY 35

MANGUM/ SCOTT FIELD (2K4)

⚠ NA Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct HALIV and hold.

HOBART ASOS	ALTUS APP CON★	CTAF
133.325	125.1 257.725	122.9



CATEGORY	A	B	C	D
LNAV MDA	2160-1 517 (600-1)		2160-1½ 517 (600-1½)	NA
CIRCLING	2220-1 576 (600-1)		2220-1½ 576 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-MLC	APP CRS	Rwy Idg	5602
108.3	014°	TDZE	755
		Apt Elev	770

LOC RWY 2

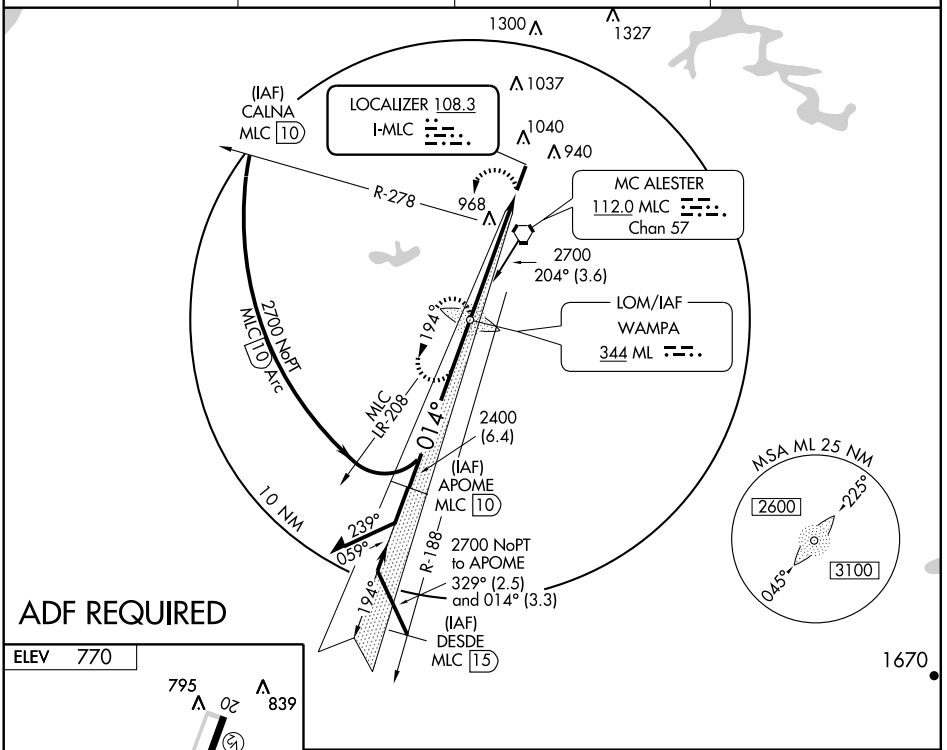
MC ALESTER RGNL (MLC)

Inoperative table does not apply to Cat C. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-2 Cats C and D and Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA.

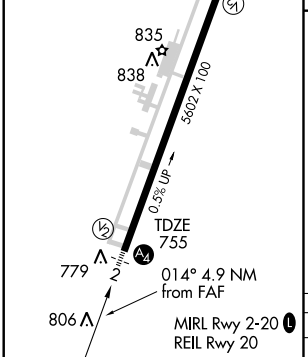
MALS

MISSED APPROACH: Climbing left turn to 2700 direct ML LOM and hold.

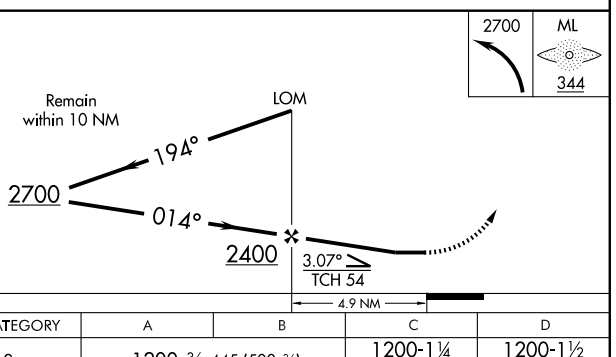
ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF)



ADF REQUIRED



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-2	1200-¾ 445 (500-¾)		1200-1¼ 445 (500-1¼)	1200-1½ 445 (500-1½)
CIRCLING	1400-1 630 (700-1)		1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5602
CH 50201	014°	TDZE	755
W02A		Apt Elev	770

RNAV (GPS) RWY 2

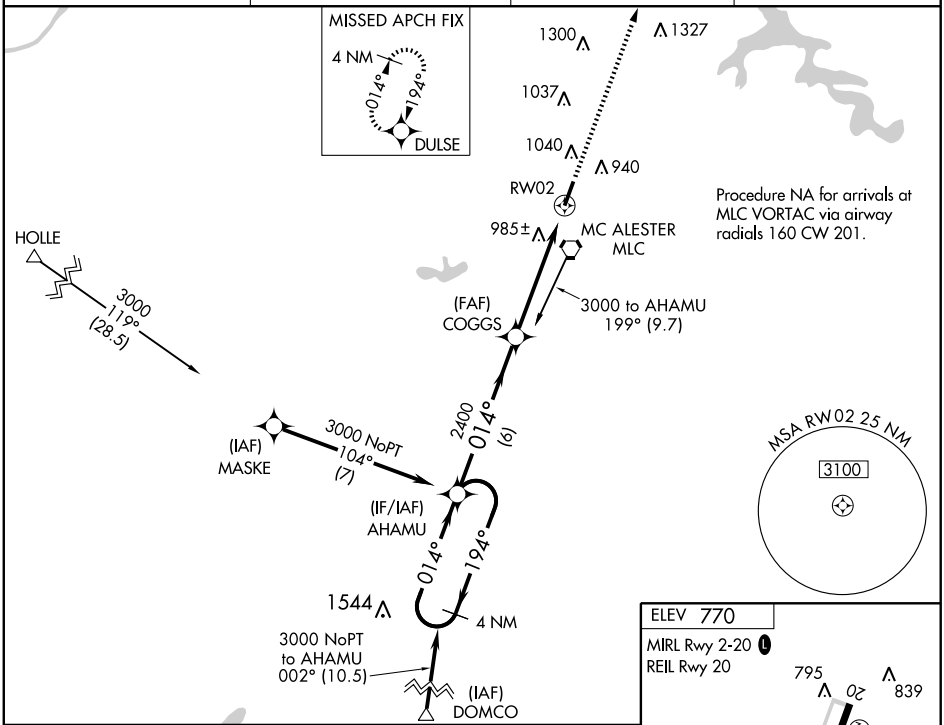
MC ALESTER RGNL (MLC)

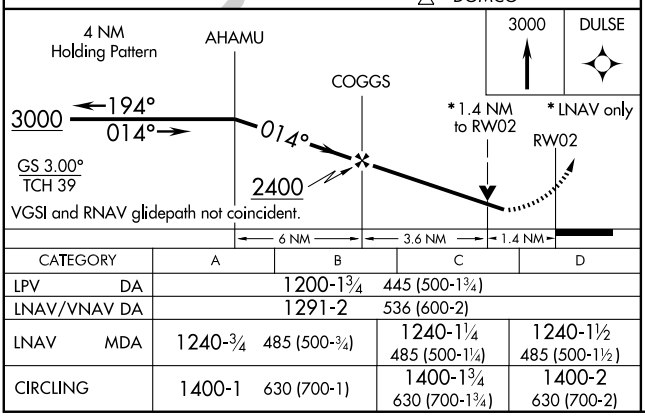
Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C. Baro-VNAV NA when using Ada Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP NA when using Ada Muni altimeter setting. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all DA/MDA 140 feet, and all visibilities ½ mile.

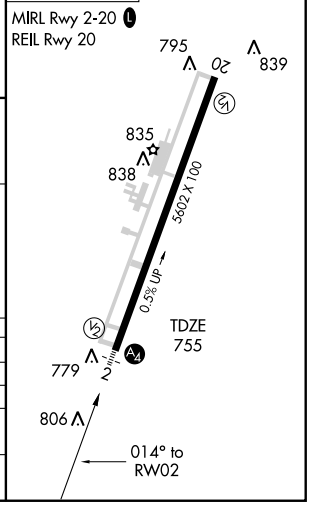
MALS

MISSED APPROACH: Climb to 3000 direct DULSE and hold.

ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1200-1¾ 445 (500-1¾)			
LNAV/VNAV DA	1291-2 536 (600-2)			
LNAV MDA	1240-¾ 485 (500-¾)		1240-1¼ 485 (500-1¼)	1240-1½ 485 (500-1½)
CIRCLING	1400-1 630 (700-1)		1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

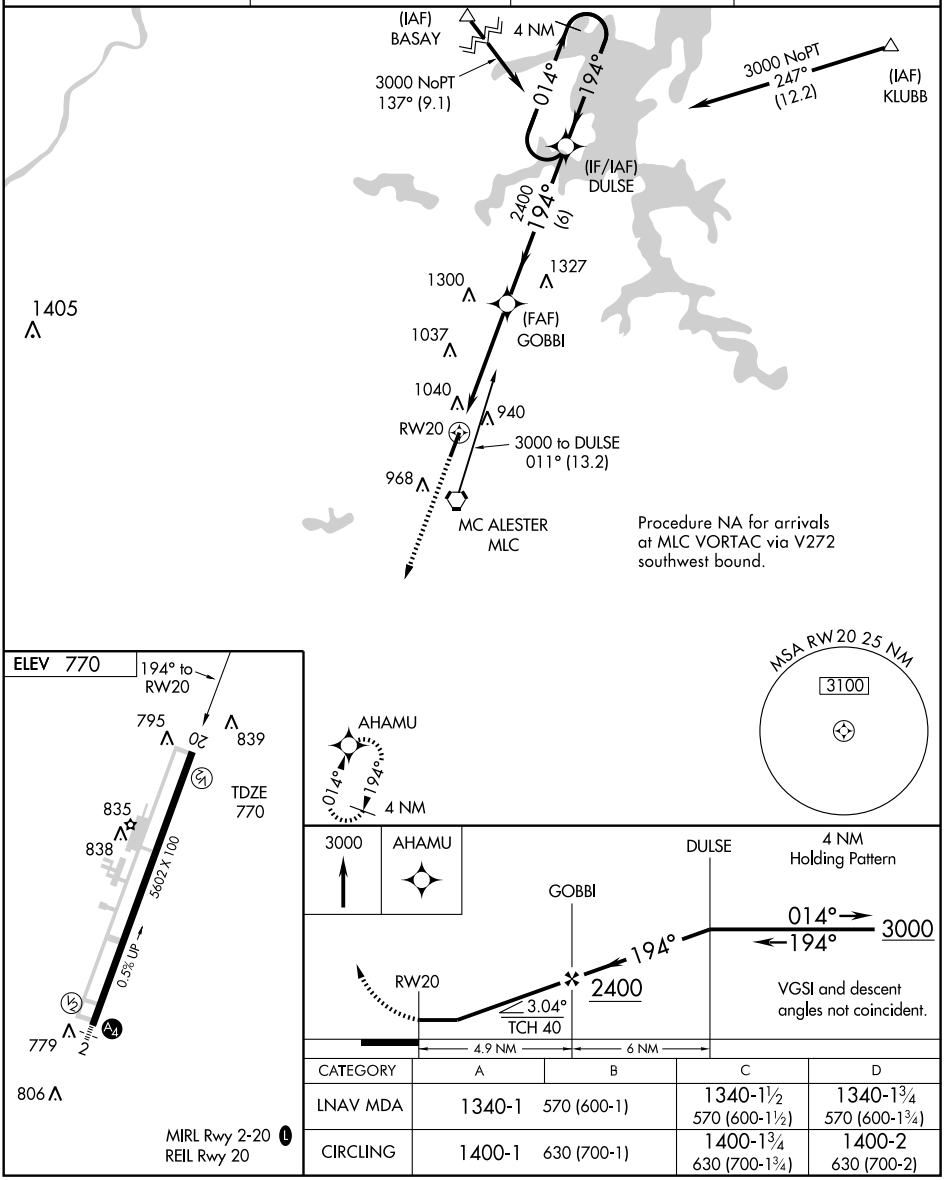
MC ALESTER RGNL (MLC)

APP CRS	Rwy Idg	5602
194°	TDZE	770
	Apt Elev	770

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct AHAMU and hold.

ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1340-1	570 (600-1)	1340-1½ 570 (600-1½)	1340-1¾ 570 (600-1¾)
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

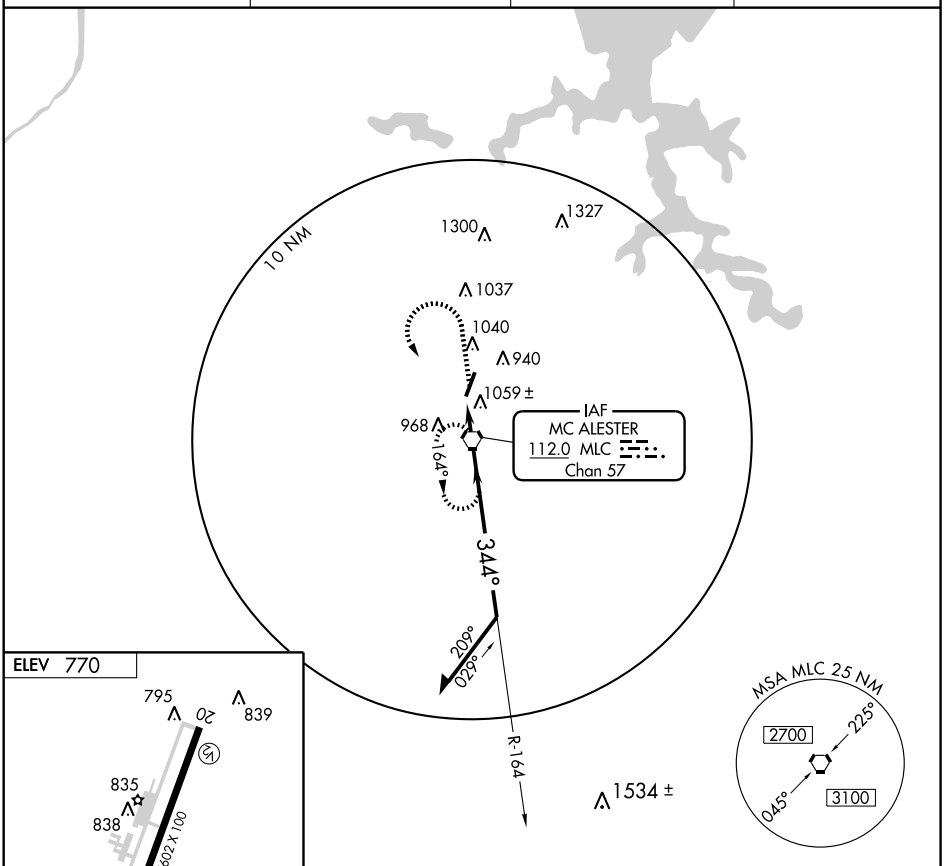
VORTAC MLC 112.0 Chan 57	APP CRS 344°	Rwy Idg N/A TDZE N/A Apt Elev 770

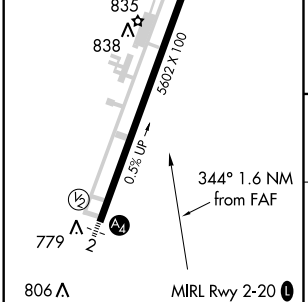
VOR-A

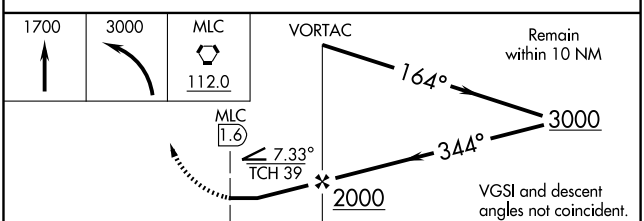
MC ALESTER RGNL (MLC)

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct MLC VORTAC and hold.

ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF)







FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

CATEGORY	A	B	C	D
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC MLC 112.0 Chan 57	APP CRS 174°	Rwy Idg 5602 TDZE 770 Apt Elev 770

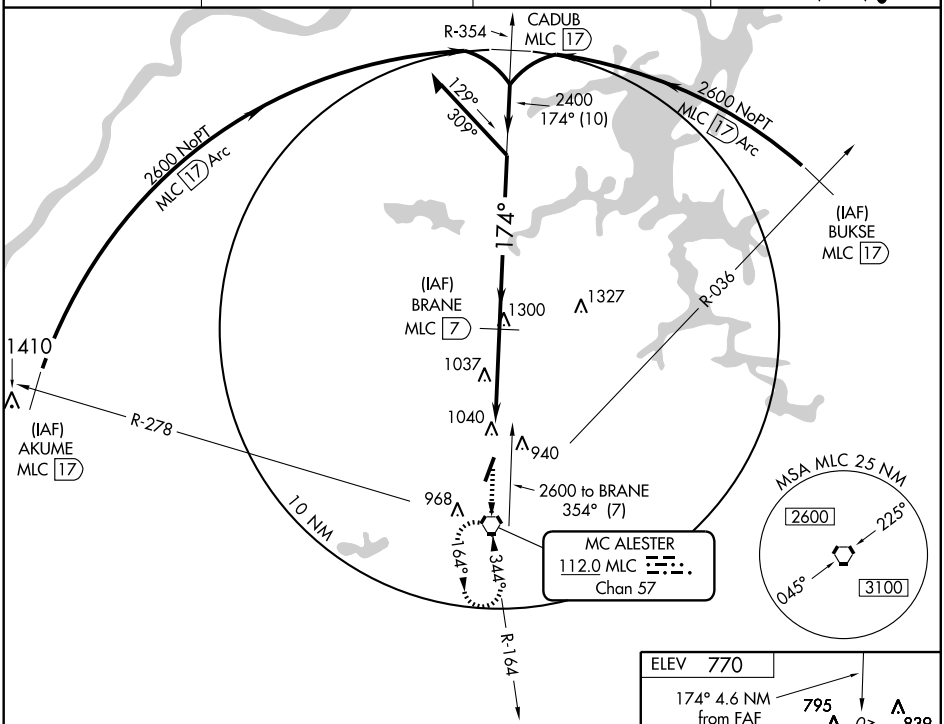
VOR/DME RWY 20

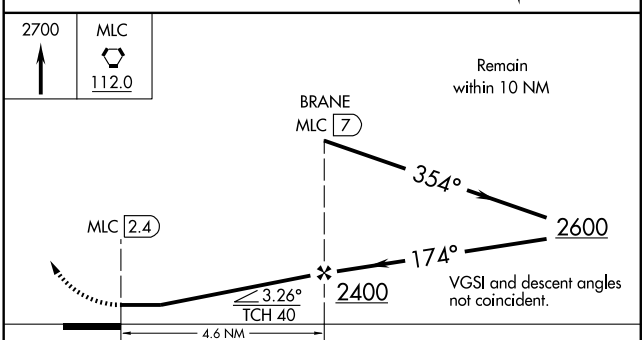
MC ALESTER RGNL (MLC)

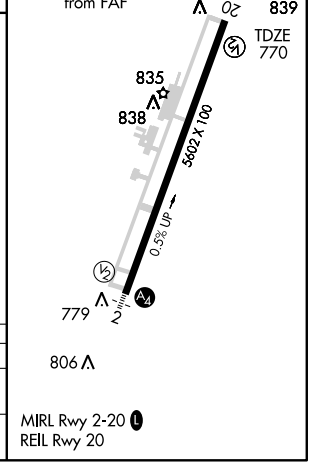
When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-20 Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct MLC VORTAC and hold, continue climb-in hold to 2700.

ASOS	FORTH WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF)







CATEGORY	A	B	C	D
S-20	1340-1	570 (600-1)	1340-1½ 570 (600-1½)	1340-1¾ 570 (600-1¾)
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3007
175°	TDZE	1092
	Apt Elev	1092

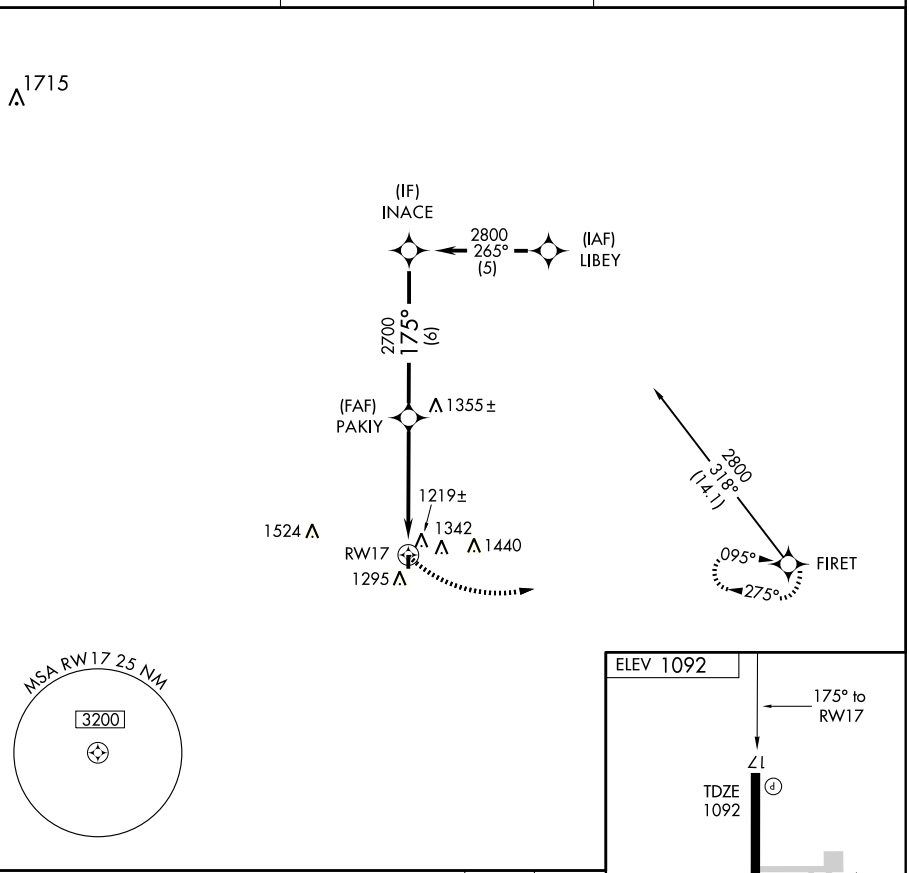
RNAV (GPS) RWY 17

MEDFORD MUNI (O53)

NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct FIRET and hold.

PONCA CITY ASOS	VANCE APP CON★	UNICOM
134.075	118.075 273.475	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 588 (600-1¼)		NA	
CIRCLING	1740-1¼ 648 (700-1¼)		NA	

MIRL Rwy 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

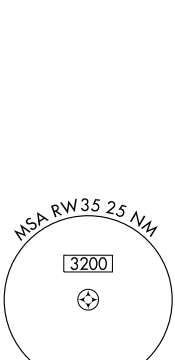
MEDFORD MUNI (O53)

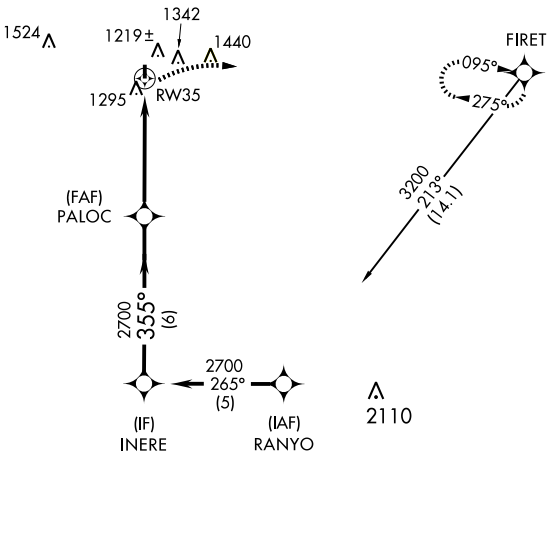
APP CRS	Rwy Idg	3007
355°	TDZE	1085
	Apt Elev	1092

NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

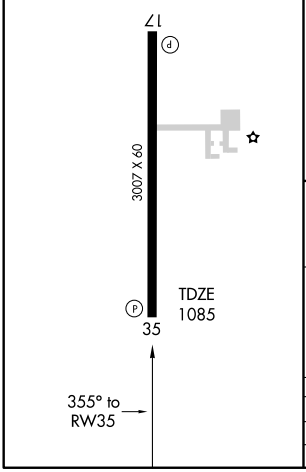
MISSED APPROACH: Climbing right turn to 5000 direct FIRET and hold.

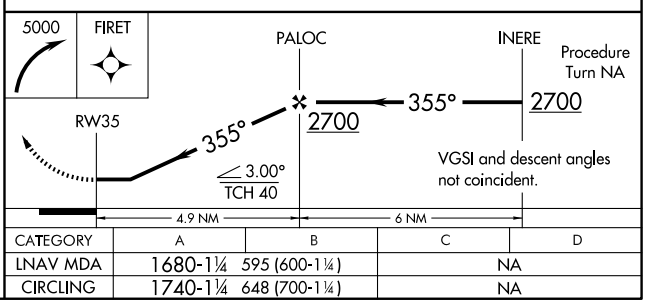
PONCA CITY ASOS	VANCE APP CON★	UNICOM
134.075	118.075 273.475	122.8 (CTAF) L





ELEV 1092 MIRL Rwy 17-35 L





CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 595 (600-1¼)		NA	
CIRCLING	1740-1¼ 648 (700-1¼)		NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

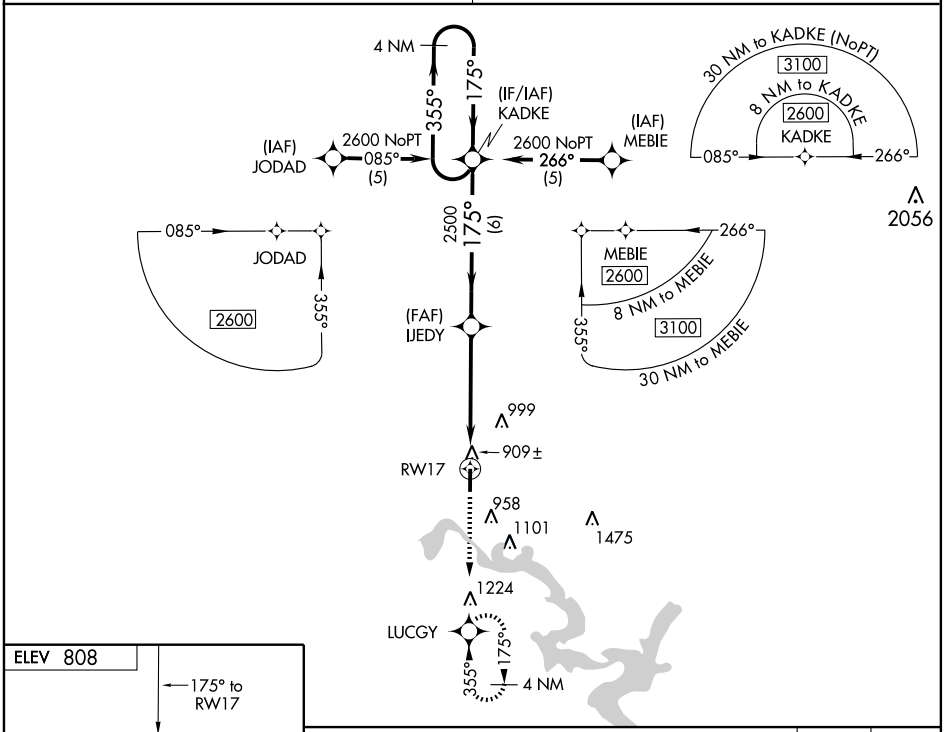
MIAMI MUNI (MIO)

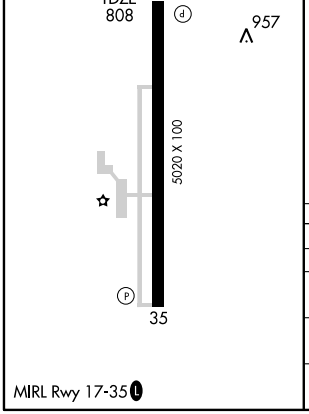
APP CRS	Rwy Idg	5020
175°	TDZE	808
	Apt Elev	808

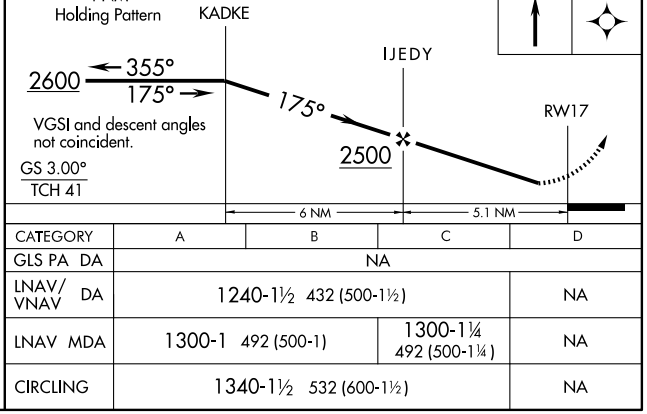
⚠ NA Use Joplin Regional altimeter setting.
Baro VNAV NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct LUCGY WP and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1240-1½ 432 (500-1½)			NA
LNAV MDA	1300-1 492 (500-1)		1300-1¼ 492 (500-1¼)	NA
CIRCLING	1340-1½ 532 (600-1½)			NA

SC-1, 21 OCT 2010 to 18 NOV 2010

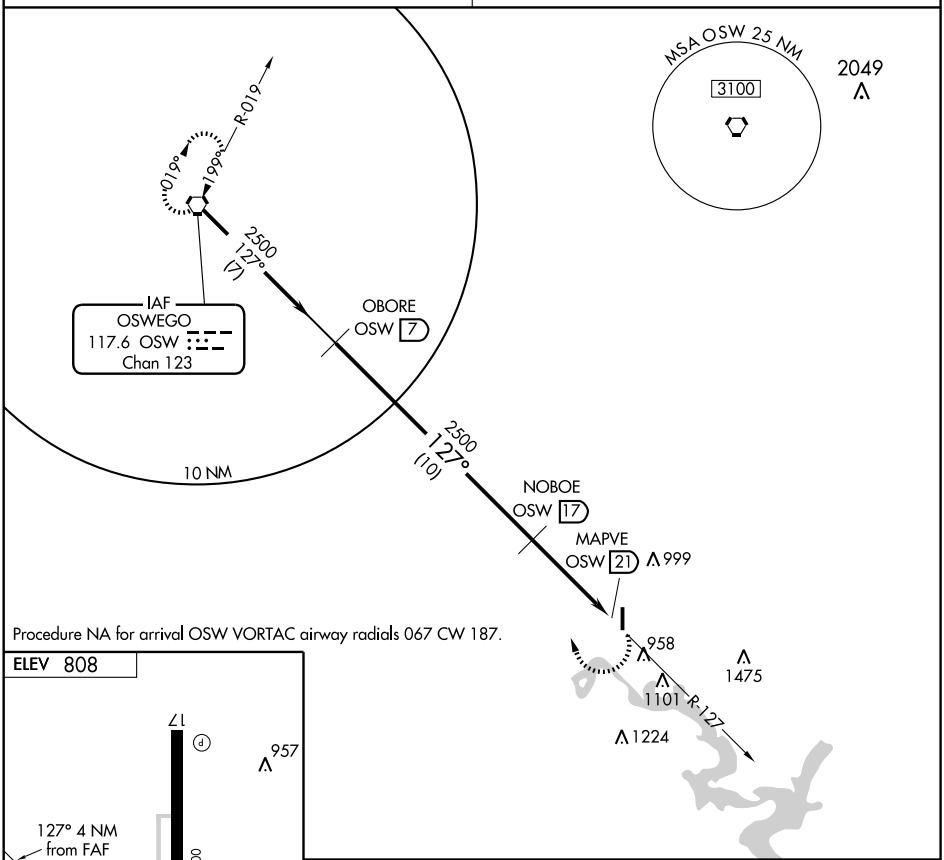
VORTAC OSW 117.6 Chan 123	APP CRS 127°	Rwy Idg N/A TDZE N/A Apt Elev 808

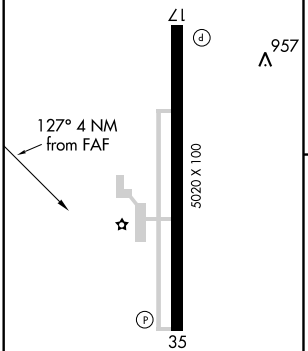
VOR/DME-A
MIAMI MUNI (MIO)

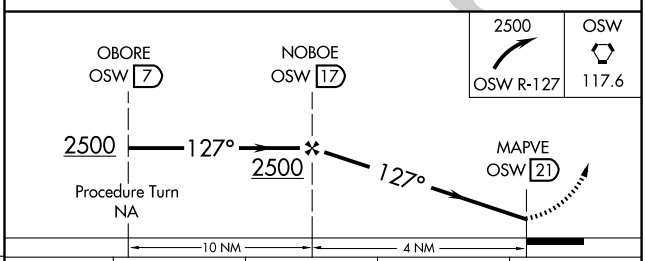
⚠ NA Use Joplin Regional altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via OSW R-127 to OSW VORTAC and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

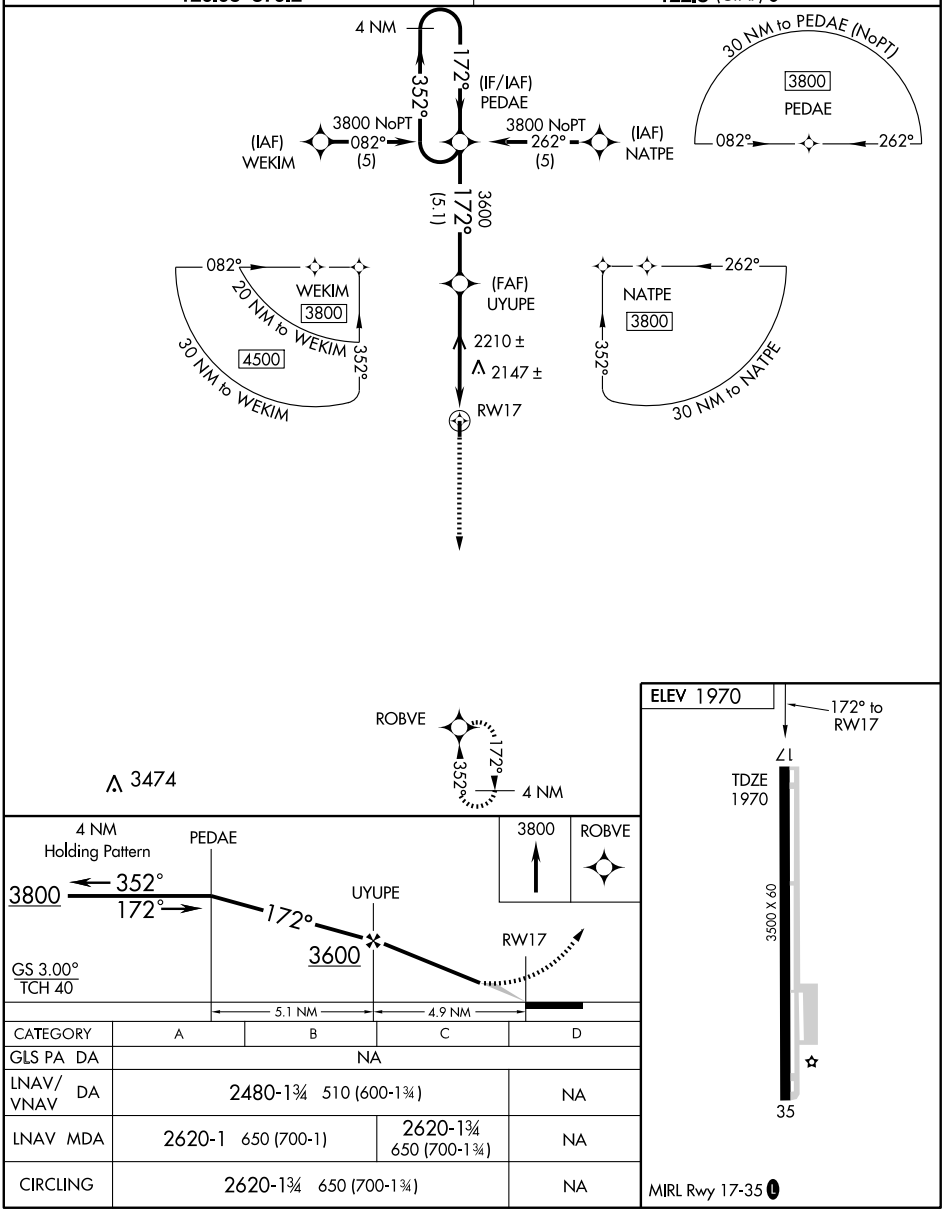
CATEGORY	A	B	C	D
CIRCLING	1340-1 532 (600-1)	1340-1¼ 532 (600-1¼)	1340-1½ 532 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3500
172°	TDZE	1970
	Apt Elev	1970

RNAV (GPS) RWY 17
MOORELAND MUNI (MDF)

⚠ NA Use Gage altimeter setting, if not received procedure NA. Baro-VNAV NA. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3800 direct ROBVE WP and hold.
KANSAS CITY CENTER 126.95 379.2	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	2480-1¾ 510 (600-1¾)			NA
LNAV MDA	2620-1 650 (700-1)		2620-1¾ 650 (700-1¾)	NA
CIRCLING	2620-1¾ 650 (700-1¾)			NA

MIRL Rwy 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4498
039°	TDZE	611
	Apt Elev	611

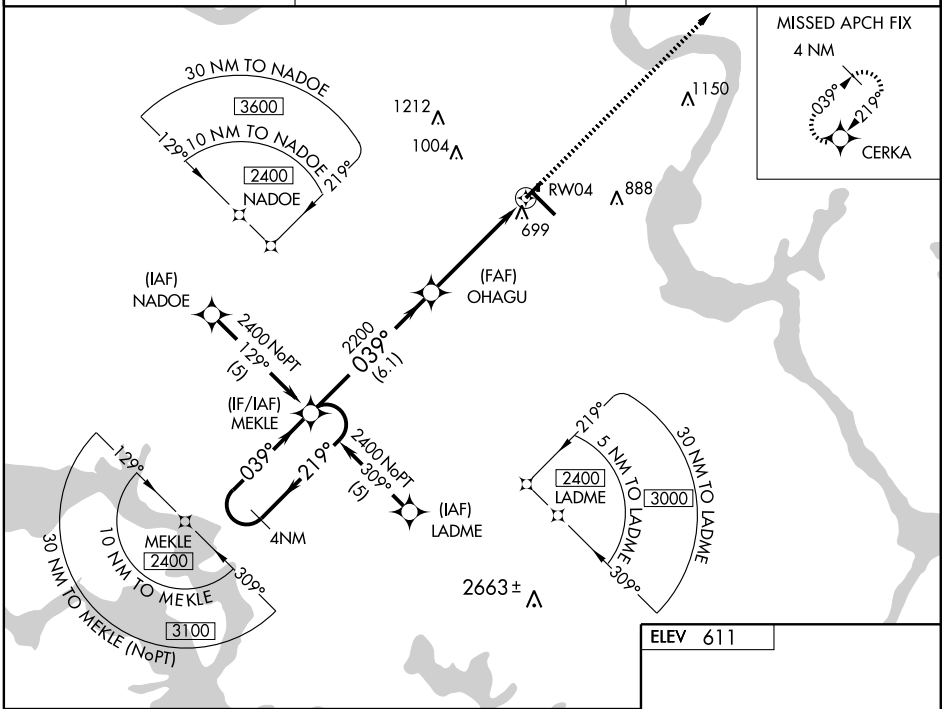
RNAV (GPS) RWY 4

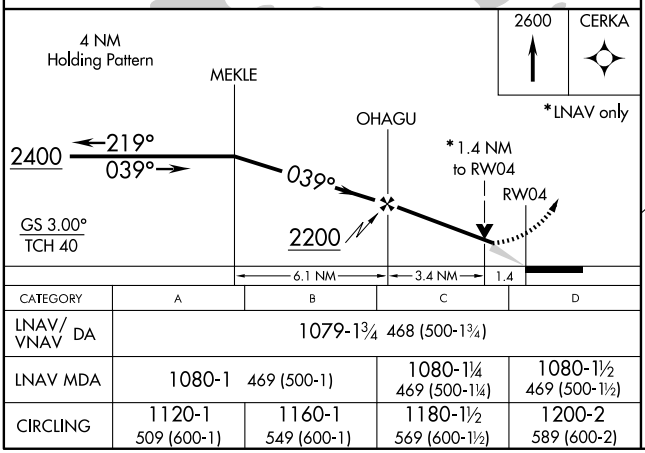
MUSKOGEE/DAVIS FIELD (MKO)

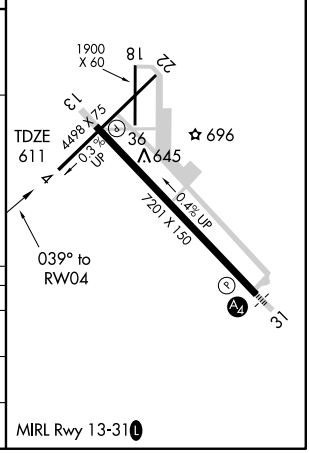
Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ¼ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 direct CERKA and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	1079-1¾ 468 (500-1¾)			
LNAV MDA	1080-1 469 (500-1)		1080-1¼ 469 (500-1¼)	1080-1½ 469 (500-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7201
CH 70607	129°	TDZE	607
W13A		Apt Elev	611

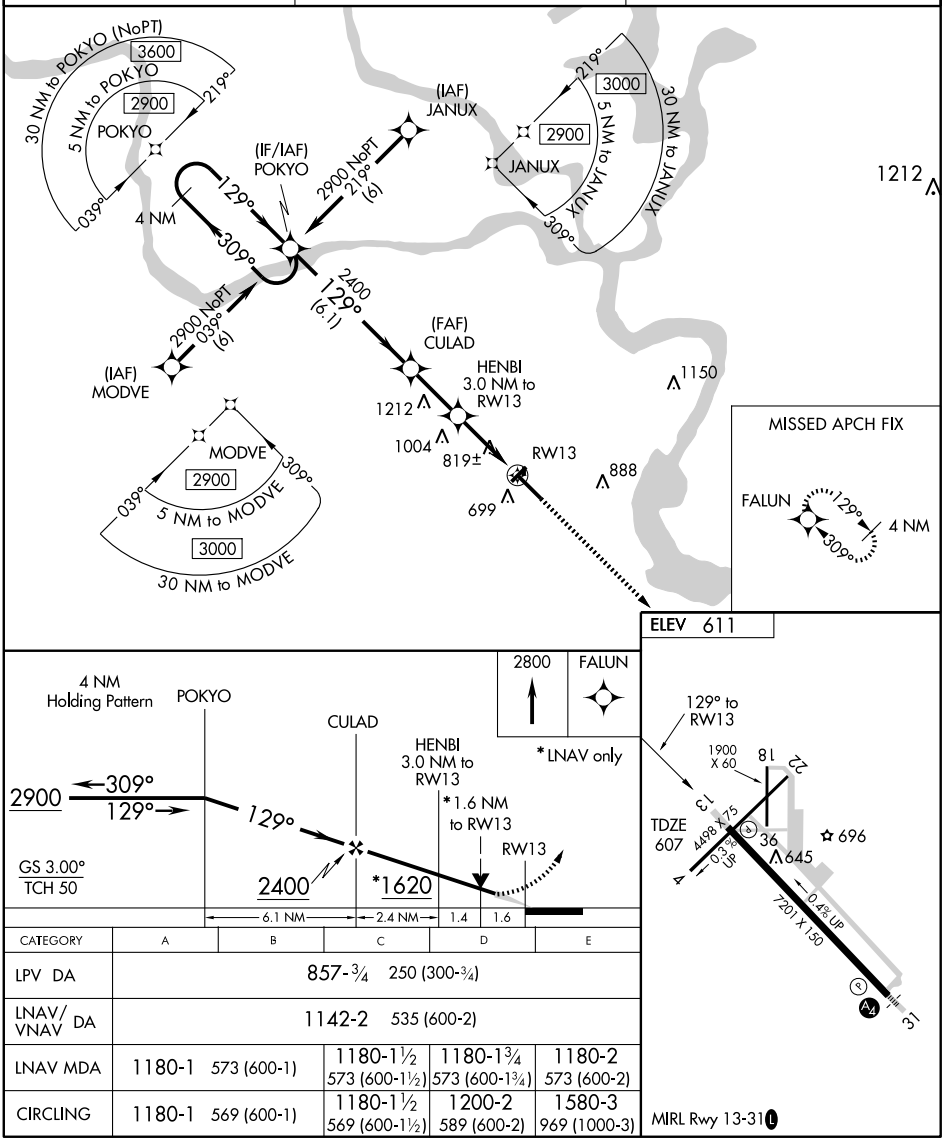
RNAV (GPS) RWY 13

MUSKOGEE/DAVIS FIELD (MKO)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet; increase LPV visibility ½ mile all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 100 feet and LNAV Cat C/D/E visibility ½ mile, Circling visibility Cat C/D ¼ mile.

MISSED APPROACH: Climb to 2800 direct FALUN and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L



CATEGORY	A	B	C	D	E
LPV DA	857-¾ 250 (300-¾)				
LNAV/ VNAV DA	1142-2 535 (600-2)				
LNAV MDA	1180-1 573 (600-1)		1180-1½ 573 (600-1½)	1180-1¾ 573 (600-1¾)	1180-2 573 (600-2)
CIRCLING	1180-1 569 (600-1)		1180-1½ 569 (600-1½)	1200-2 589 (600-2)	1580-3 969 (1000-3)

MIRL Rwy 13-31 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4498
219°	TDZE	597
	Apt Elev	611

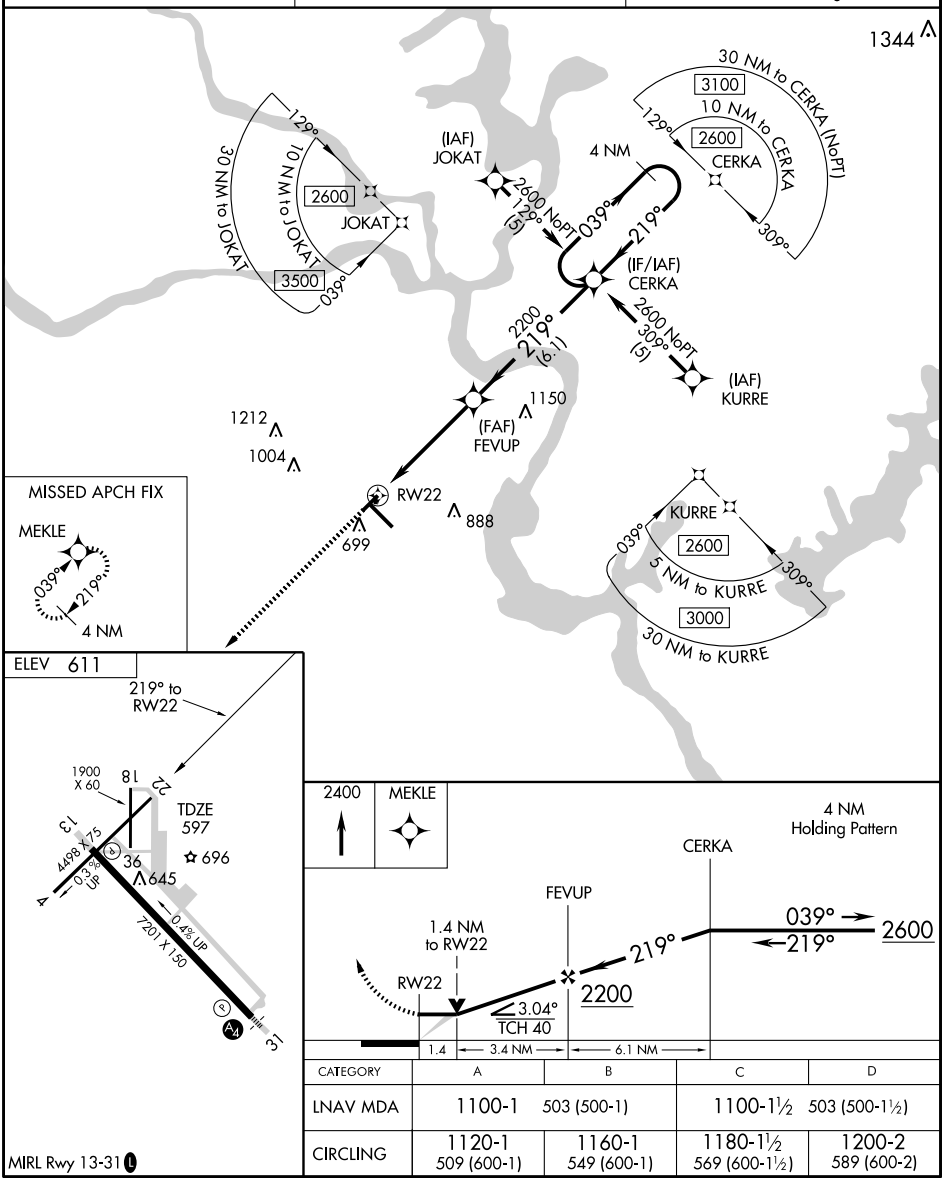
RNAV (GPS) RWY 22

MUSKOGEE/ DAVIS FIELD (MKO)

Straight-in minimums NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, increase circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct MEKLE and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1100-1	503 (500-1)	1100-1½	503 (500-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)

MIRL Rwy 13-31 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	7201
CH 42807	309°	TDZE	593
W31B		Apt Elev	611

RNAV (GPS) RWY 31

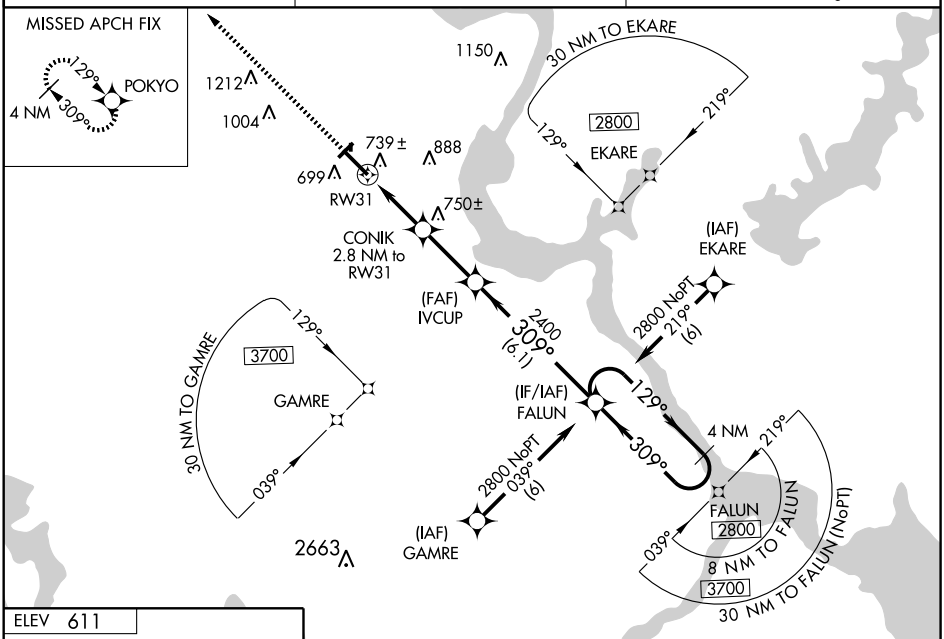
MUSKOGEE/ DAVIS FIELD (MKO)

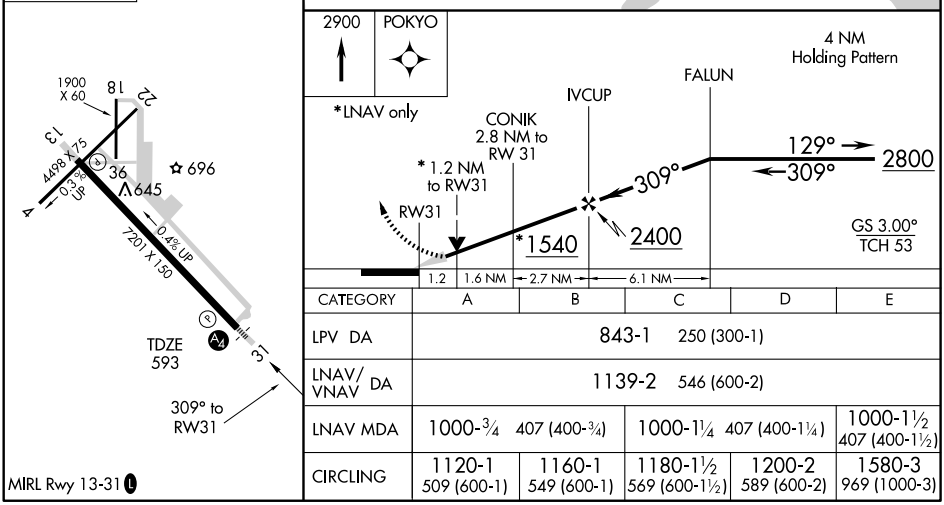
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet, visibilities ¼ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ¼ mile, and Circling Cat C ¼ mile. Inoperative table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C.

MALS

MISSED APPROACH: Climb to 2900 direct POKYO and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L



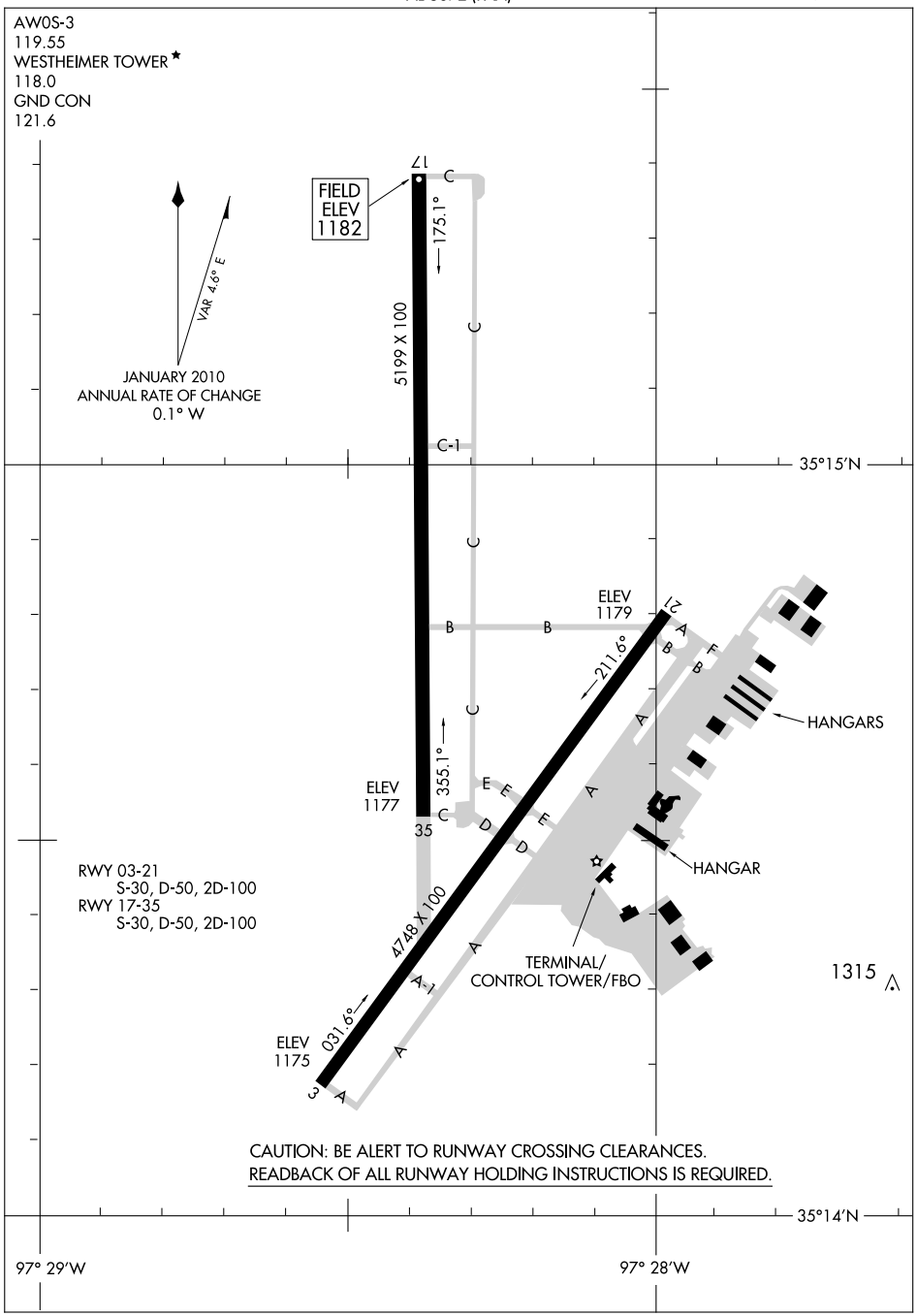


CATEGORY	A	B	C	D	E
LPV DA	843-1 250 (300-1)				
LNAV/ VNAV DA	1139-2 546 (600-2)				
LNAV MDA	1000-¾ 407 (400-¾)		1000-1¼ 407 (400-1¼)		1000-1½ 407 (400-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)	1580-3 969 (1000-3)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA)
NORMAN, OKLAHOMA



SC-1, 21 OCT 2010 to 18 NOV 2010

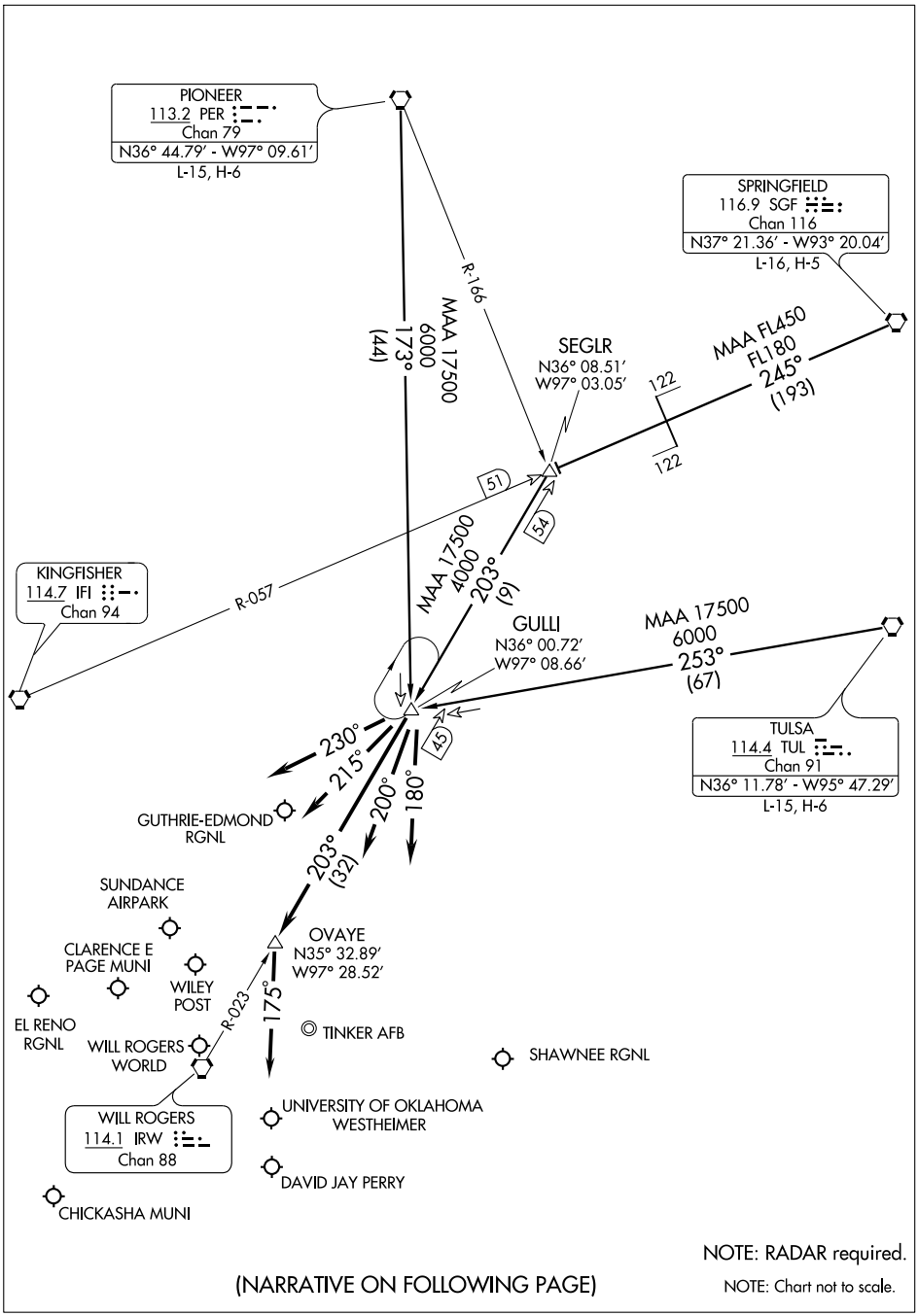
AIRPORT DIAGRAM

NORMAN, OKLAHOMA
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

10210

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BWM	APP CRS	Rwy Idg	5199
111.95	173°	TDZE	1182
Chan 56 (Y)		Apt Elev	1182

ILS or LOC RWY 17

NORMAN/UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

If local altimeter setting not received, use Will Rogers altimeter setting and increase DA to 1423 feet; increase all MDAs 60 feet. VDP NA with Will Rogers altimeter setting. Circling not authorized southeast of Rwy 3-21.

MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 185° and IRW VORTAC R-155 toWETIX/IRW 22.4 DME and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95

DME REQUIRED

2749 353° (IAF) OVAYE I-BWM 18.8

173° (5.5) 4000

(IF) PEDIY INT I-BWM 13.3

173° (6.5) 3000

10 NM

R-023 R-041 R-089 R-155

WILL ROGERS 114.1 IRW Chan 88

1953

RIBPO INT I-BWM 6.8

1379±

1575

NORMAN 260 OUN

2006

1332±

1306

LOCALIZER 111.95 I-BWM Chan 56 (Y)

1332

183°

1368±

1322

2049

MSA IRW 2.5 NM

140° 230°

3800

3300

MISSED APCH FIX

R-155 155° 335°

IRW 114.1 Chan 88

WETIX IRW 22.4

PEDIY INT VGSI and ILS glidepath not coincident.

I-BWM 13.3

4000

173°

Procedure Turn NA

GS 3.00° TCH 51

3000

RIBPO INT I-BWM 6.8

3000 hdg 185°

IRW R-155

WETIX IRW 22.4

I-BWM 2.6

I-BWM 1.3

6.5 NM 4.2 NM 1.3

ELEV 1182

MIRL Rwys 3-21 and 17-35 L

REIL Rwy 35

173° 5.5 NM from FAF

1196

TDZE 1182

1202

5199 X 100

4748 X 100

35 17 21

1315

CATEGORY	A	B	C	D
S-ILS 17	1382-½ 200 (200-½)			
S-LOC 17	1680-½ 498 (500-½)		1680-¾ 498 (500-¾)	1680-1 498 (500-1)
CIRCLING	1680-1 498 (500-1)		1680-1½ 498 (500-1½)	1740-2 558 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-PHY	APP CRS	Rwy Idg	4748
111.1	029°	TDZE	1177
Chan 48		Apt Elev	1182

LOC RWY 3

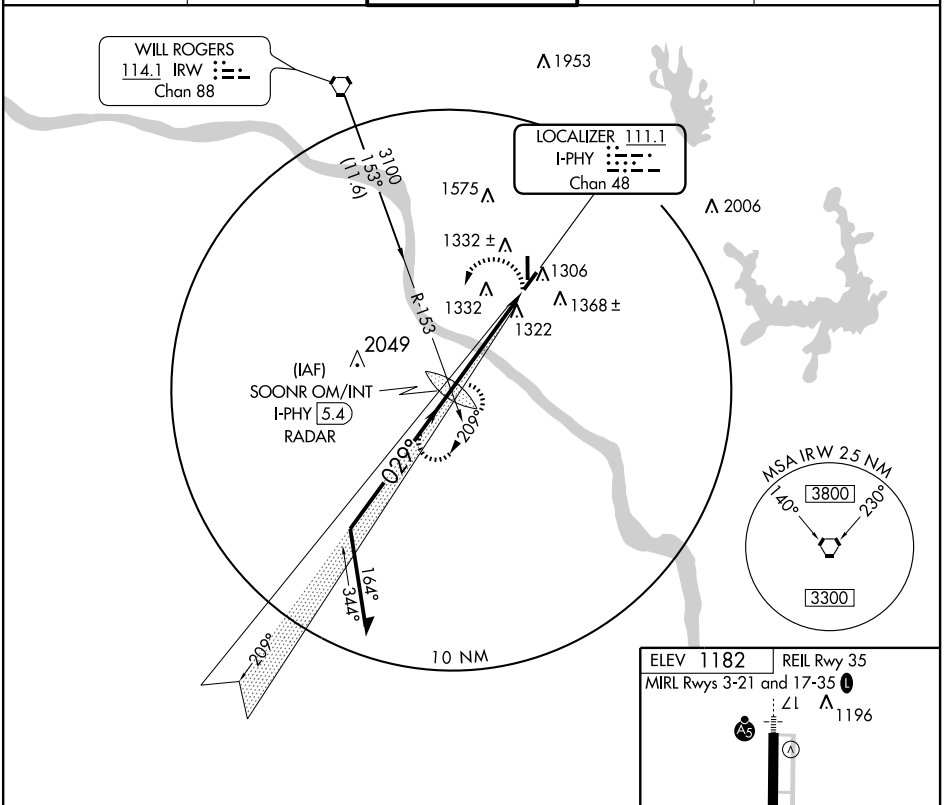
NORMAN/UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

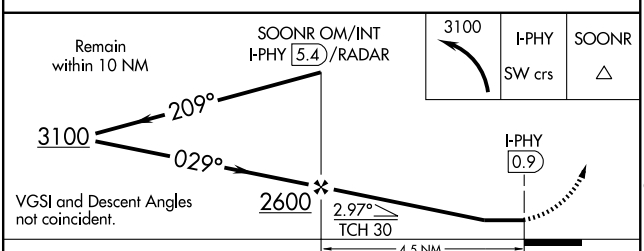
NA — If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply to Cat. C. Circling not authorized southeast of Rwy 3-21.

MALS

MISSED APPROACH: Climbing left turn to 3100 via I-PHY SW course to SOONR Int and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
S-3	1580-¾ 403 (400-¾)		1580-1¼ 403 (400-1¼)	
CIRCLING	1640-1 458 (500-1)	1660-1 478 (500-1)	1660-1½ 478 (500-1½)	1740-2 559 (600-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB OUN	APP CRS	Rwy Idg	4748
260	020°	TDZE	1177
		Apt Elev	1182

NDB RWY 3

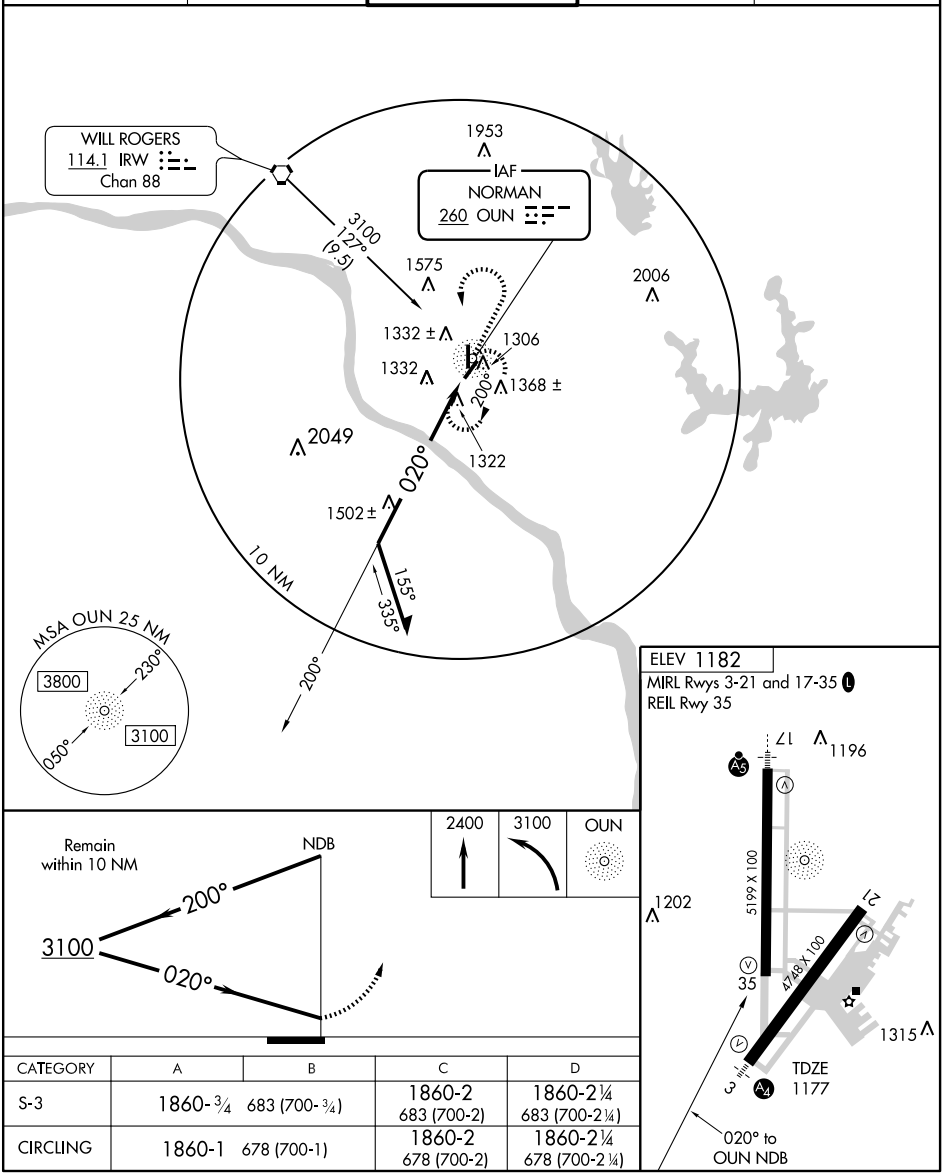
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

▼ If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Circling NA southeast of Rwy 3-21. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 2400 then climbing left turn to 3100 direct OUN NDB and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
S-3	1860-¾	683 (700-¾)	1860-2 683 (700-2)	1860-2¼ 683 (700-2¼)
CIRCLING	1860-1	678 (700-1)	1860-2 678 (700-2)	1860-2¼ 678 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB OUN 260	APP CRS 003°	Rwy Idg 5199 TDZE 1182 Apt Elev 1182

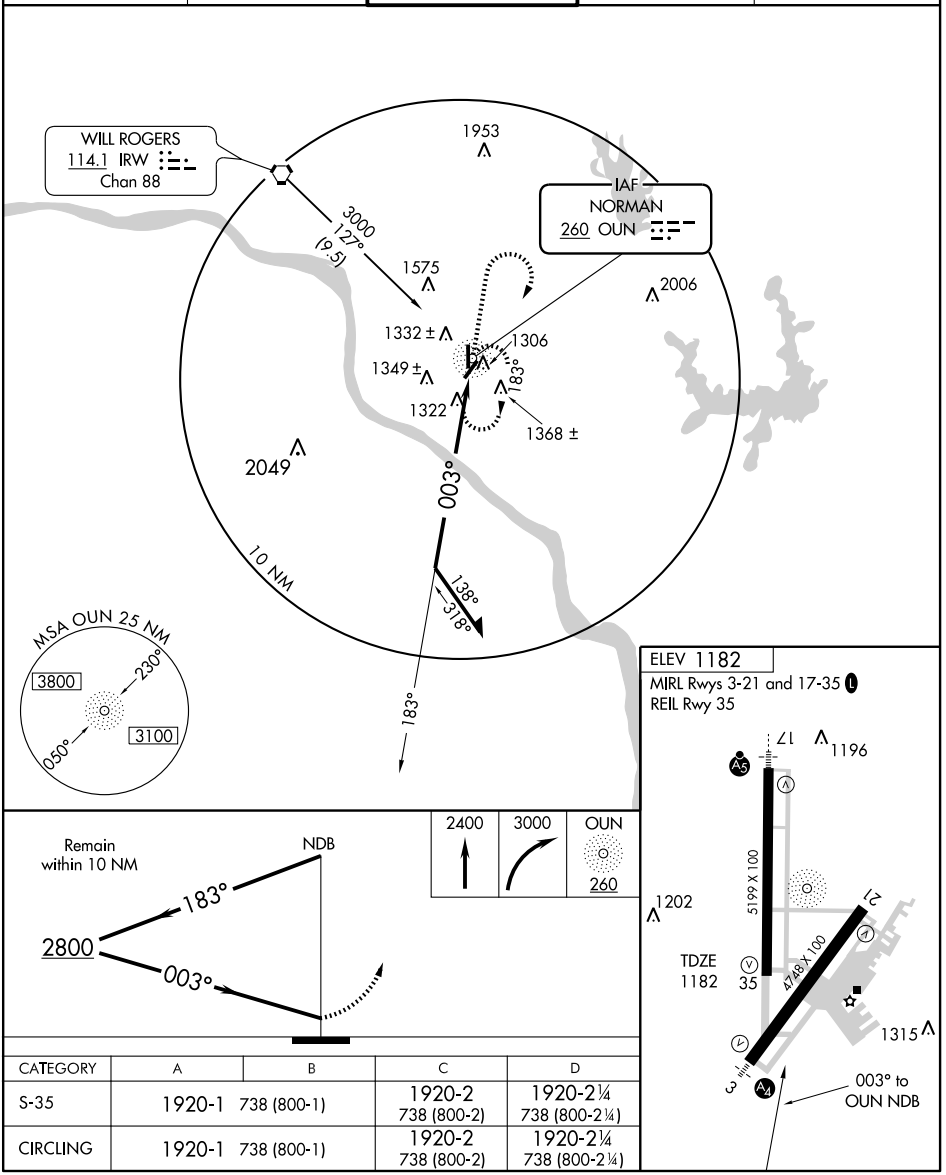
NDB RWY 35

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-35 Cat B/C/D and circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct NORMAN OUN NDB and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER ★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
S-35	1920-1	738 (800-1)	1920-2 738 (800-2)	1920-2¼ 738 (800-2¼)
CIRCLING	1920-1	738 (800-1)	1920-2 738 (800-2)	1920-2¼ 738 (800-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4748
029°	TDZE	1177
	Apt Elev	1182

RNAV (GPS) RWY 3

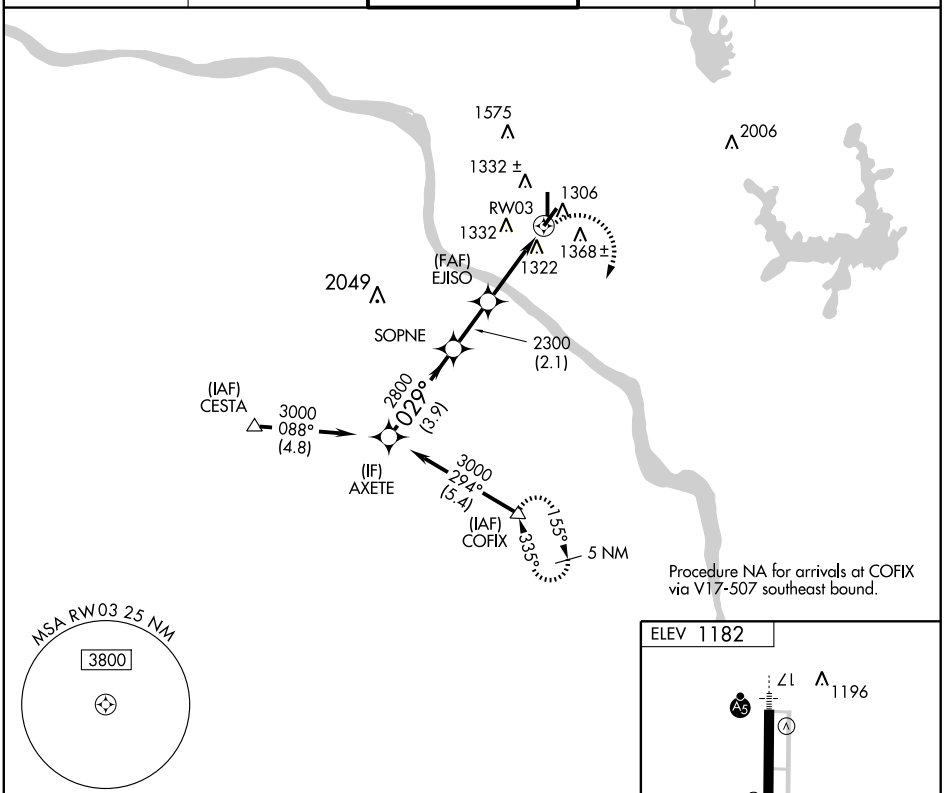
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

Inoperative table does not apply to LNAV Cat C. Circling NA southeast of Rwys 3 and 21. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Will Rogers altimeter setting and increase all MDA 60 feet.

MALS

MISSED APPROACH: Climbing right turn to 3000 direct COFIX and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	1580-¾ 403 (400-¾)		1580-1¼ 403 (400-1¼)	
CIRCLING	1640-1 458 (500-1)	1660-1 478 (500-1)	1660-1½ 478 (500-1½)	1740-2 558 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58302 W17A	APP CRS 173°	Rwy Idg 5199 TDZE 1182 Apt Elev 1182

RNAV (GPS) RWY 17

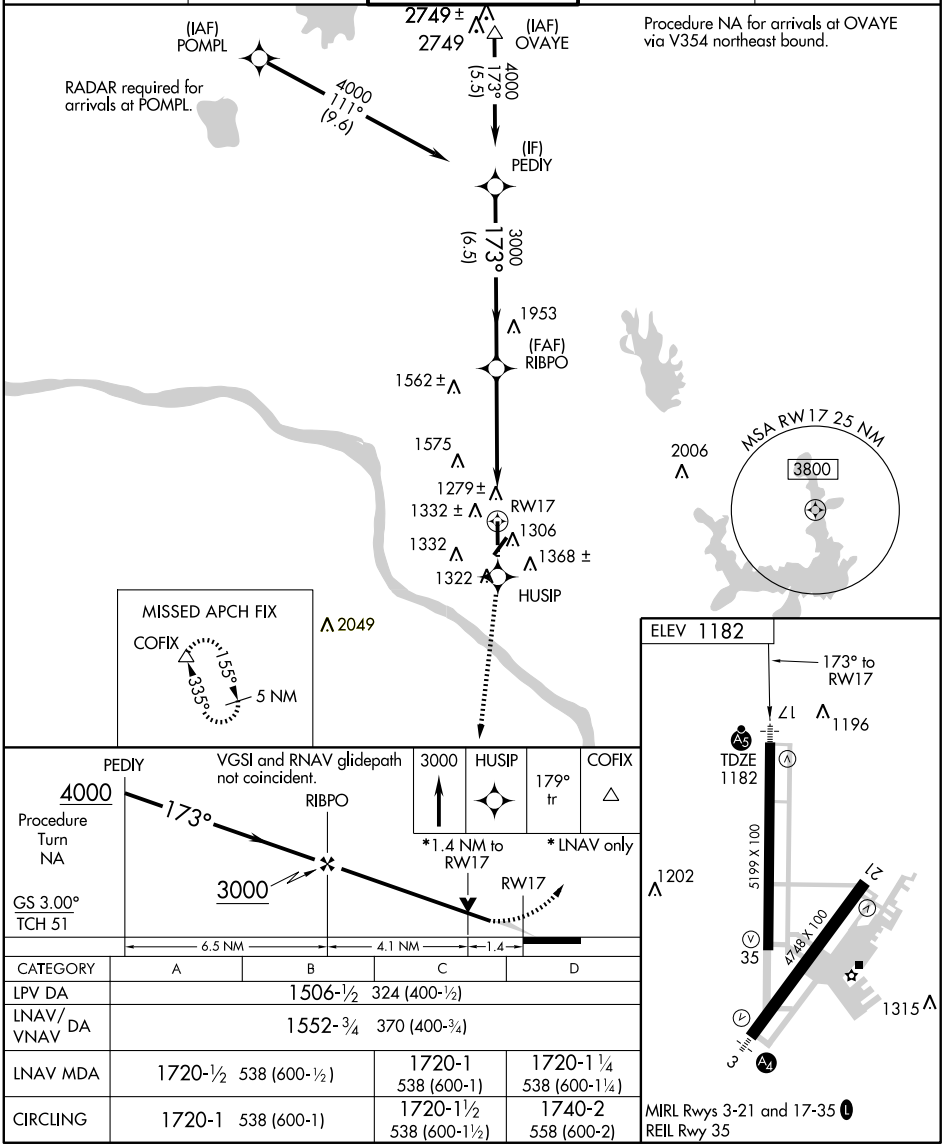
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

If local altimeter setting not received, use Will Rogers altimeter setting and increase all DAs 41 feet, increase all MDAs 60 feet. BARO-VNAV NA when using Will Rogers altimeter setting.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). VDP NA when using Will Rogers altimeter setting. Circling NA southeast of Rwy 3-21. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 3000 direct HUSIP and via 179° track to COFIX and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95



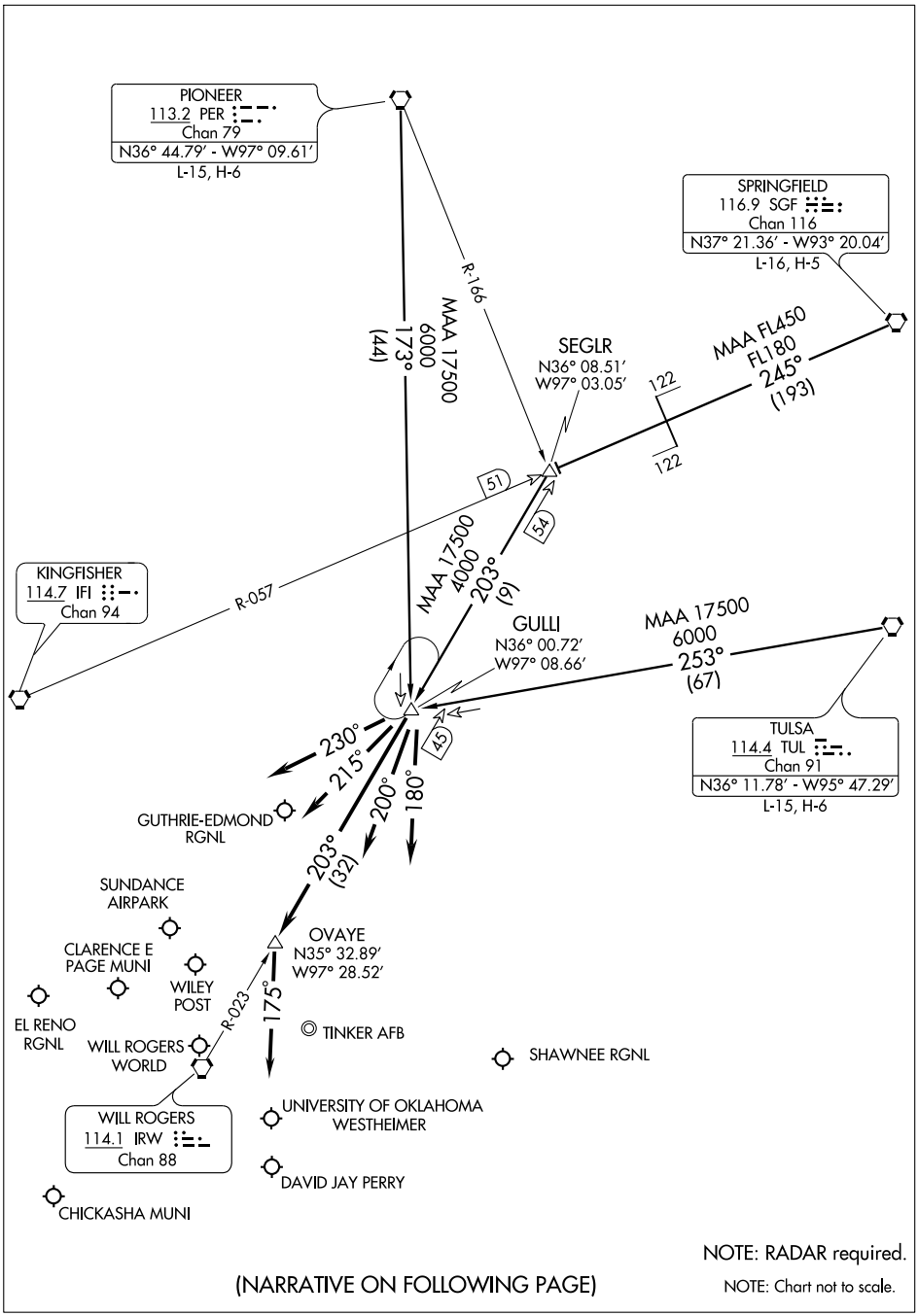
CATEGORY	A	B	C	D
LPV DA	1506-½ 324 (400-½)			
LNAV/ VNAV DA	1552-¾ 370 (400-¾)			
LNAV MDA	1720-½ 538 (600-½)		1720-1 538 (600-1)	1720-1¼ 538 (600-1¼)
CIRCLING	1720-1 538 (600-1)		1720-1½ 538 (600-1½)	1740-2 558 (600-2)

MIRL Rwys 3-21 and 17-35 L
REIL Rwy 35

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-HSD	APP CRS	Rwy Idg	5001
109.9	168°	TDZE	1178
		Apt Elev	1193

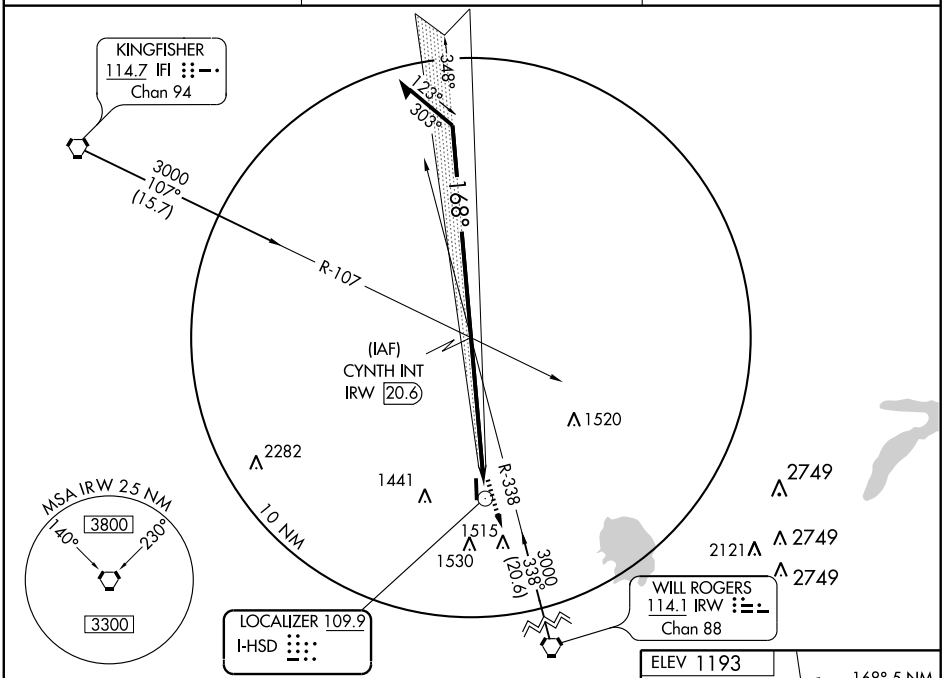
LOC RWY 17

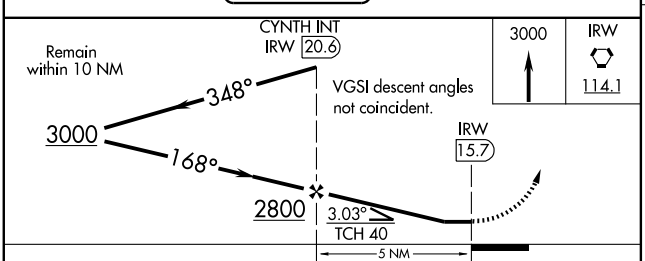
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

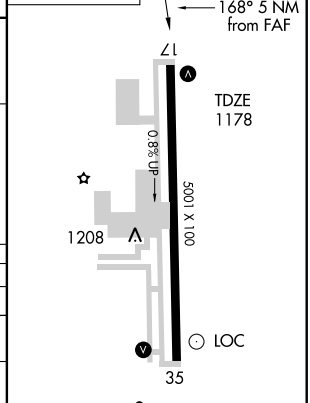
Use Wiley Post altimeter setting.
NA

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	1500-1 322 (400-1)			NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
171°	TDZE	1178
	Apt Elev	1193

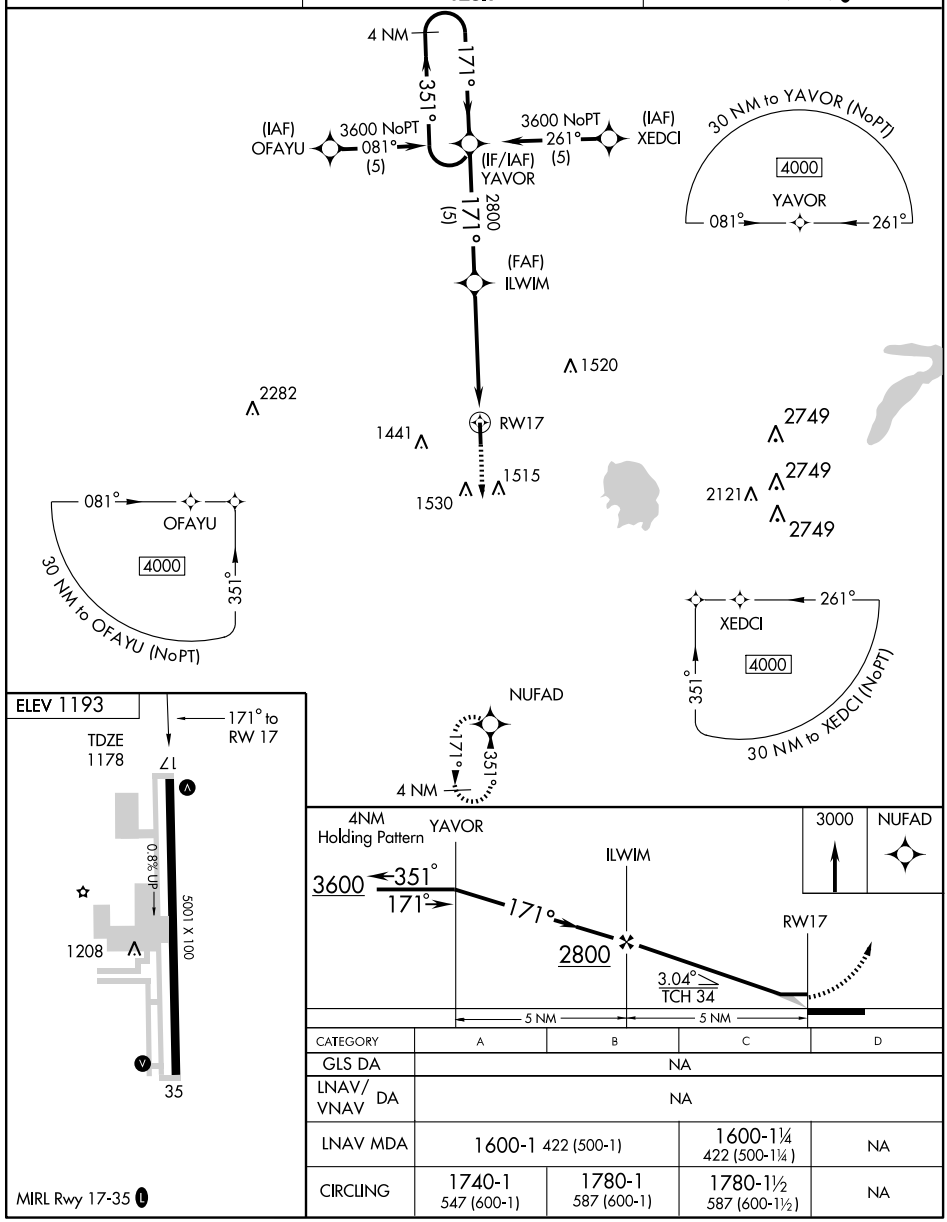
RNAV (GPS) RWY 17

OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

NA Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct NUFAD and hold.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1600-1 422 (500-1)		1600-1¼ 422 (500-1¼)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA

MIRL Rwy 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

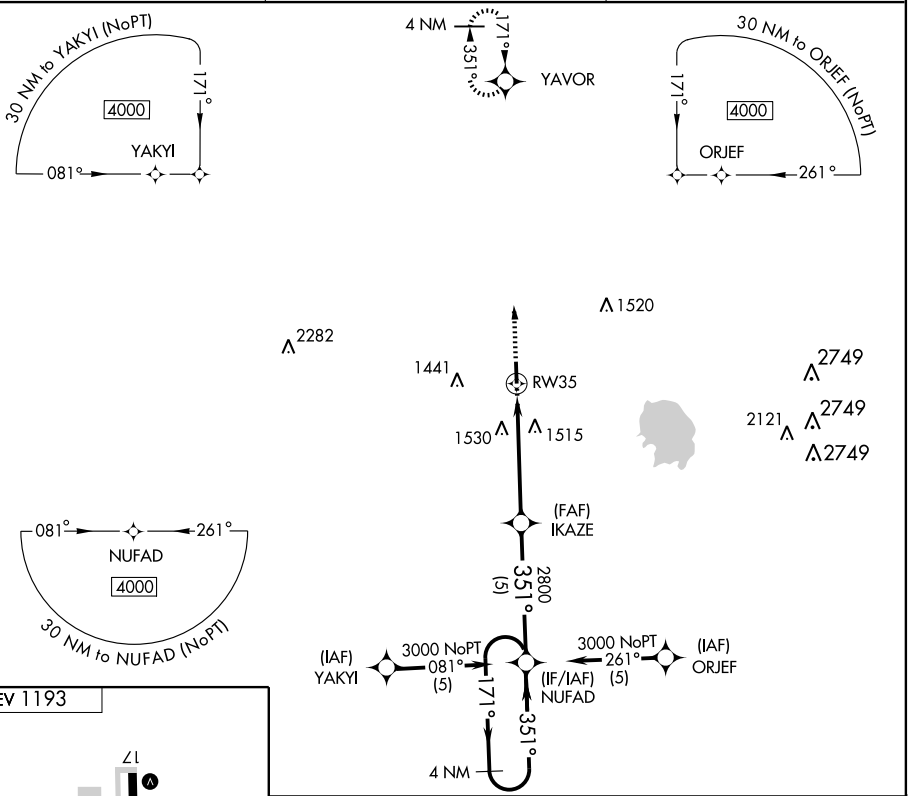
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

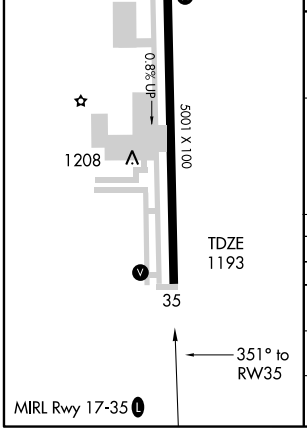
APP CRS	Rwy Idg	5001
351°	TDZE	1193
	Apt Elev	1193

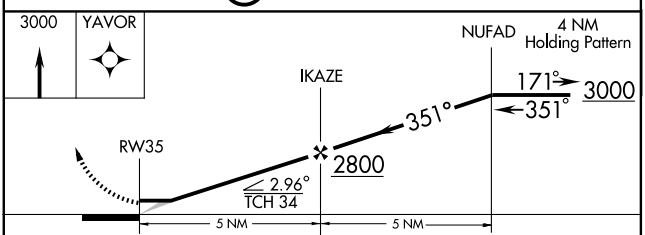
NA Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct YAVOR WP and hold.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1780-1 587 (600-1)		1780-1½ 587 (600-1½)	NA
CIRCLING	1780-1 587 (600-1)		1780-1½ 587 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC IRW	APP CRS	Rwy Idg	5001
114.1	155°	TDZE	1178
Chan 88		Apt Elev	1193

VOR RWY 17

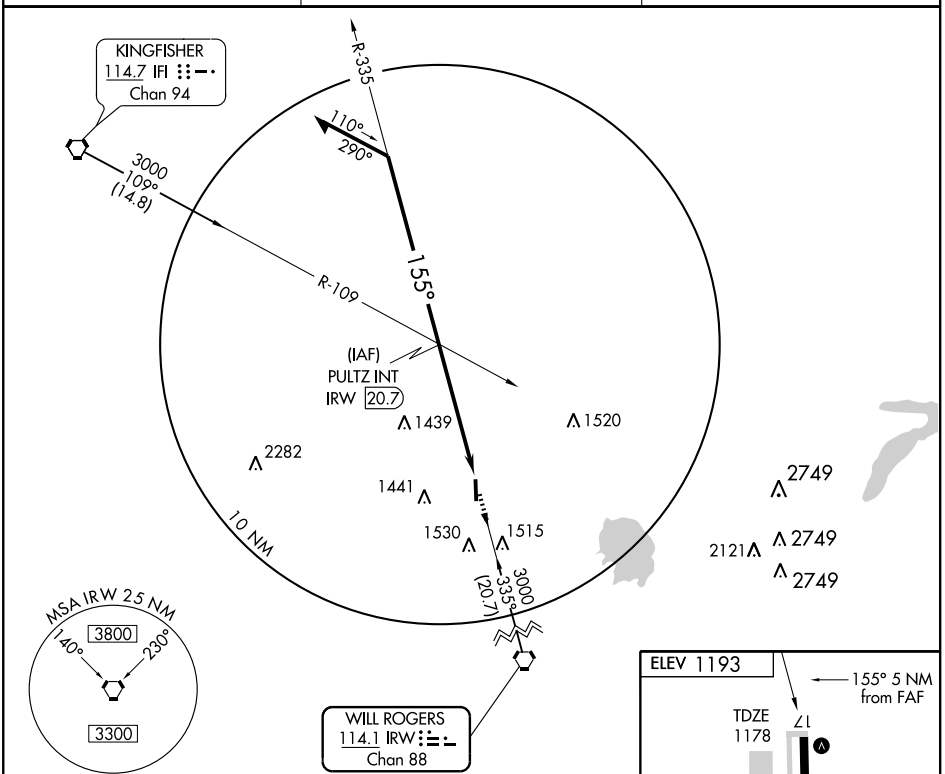
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

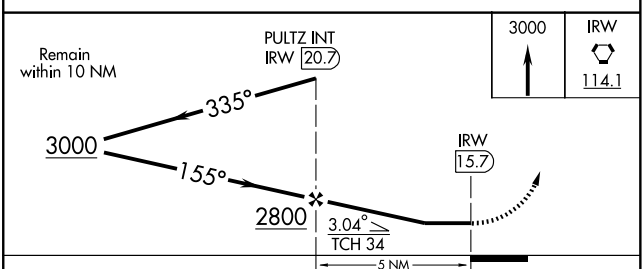
Use Wiley Post altimeter setting.

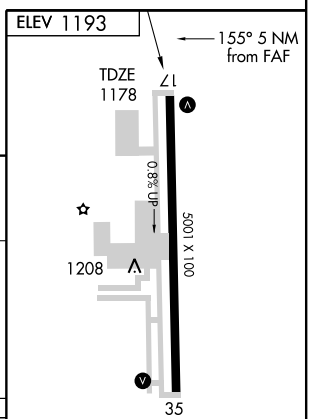
NA

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L







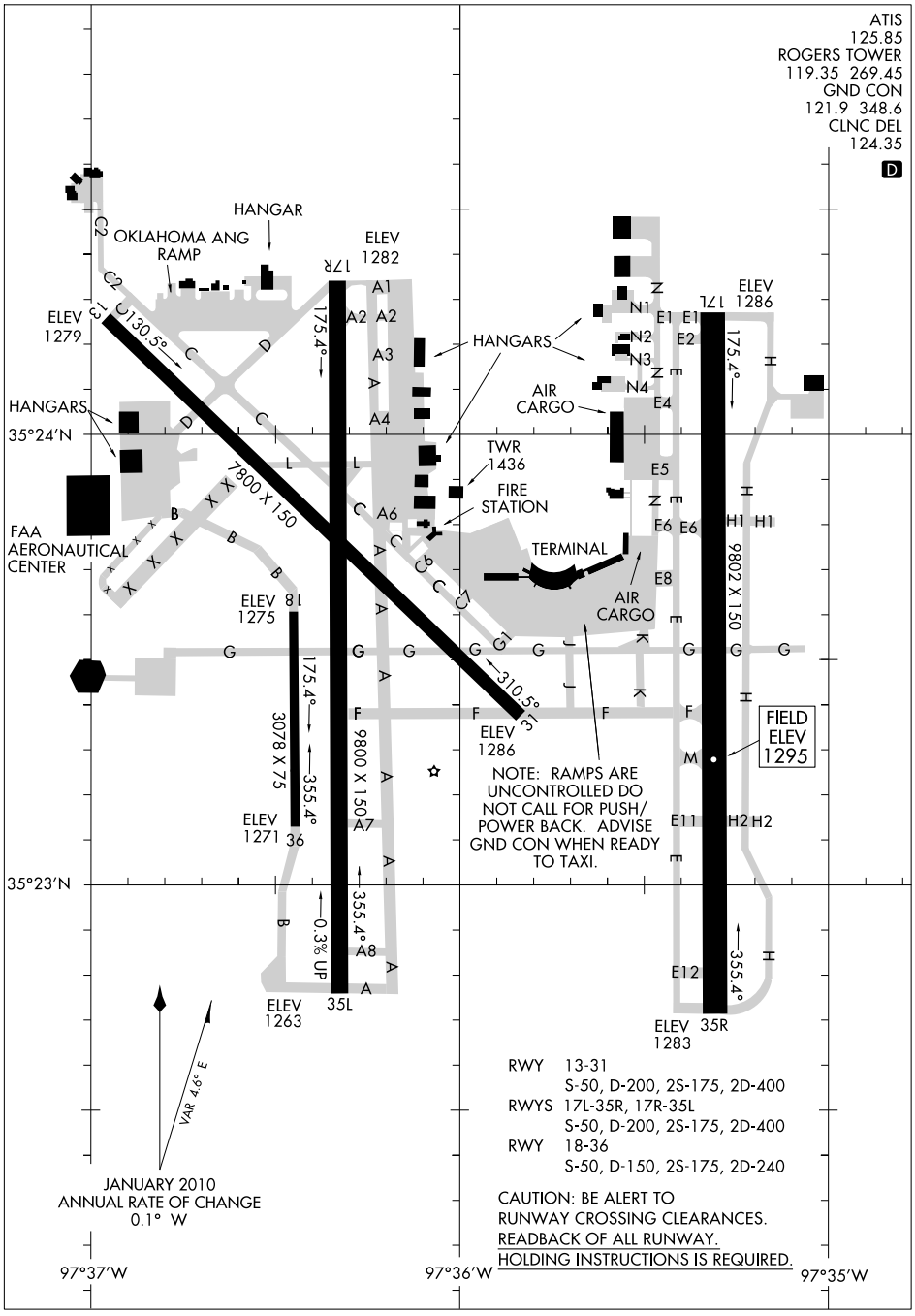
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	1700-1 522 (600-1)		1700-1½ 522 (600-1½)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010



RWY 13-31
S-50, D-200, 2S-175, 2D-400
RWYS 17L-35R, 17R-35L
S-50, D-200, 2S-175, 2D-400
RWY 18-36
S-50, D-150, 2S-175, 2D-240

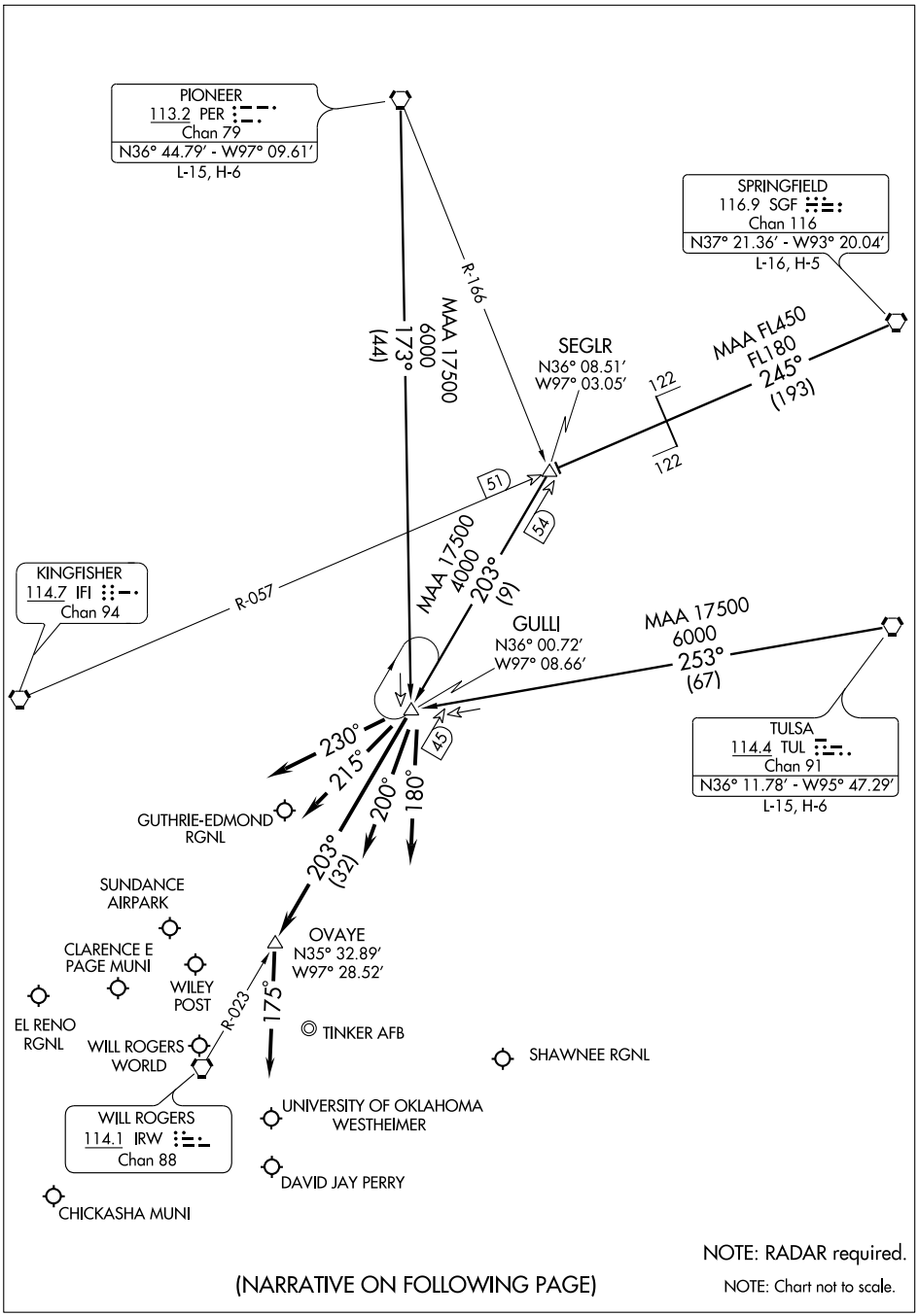
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LIK	APP CRS	Rwy Idg	9800
110.7	353°	TDZE	1277
Chan 44		Apt Elev	1295

ILS or LOC/DME RWY 35L

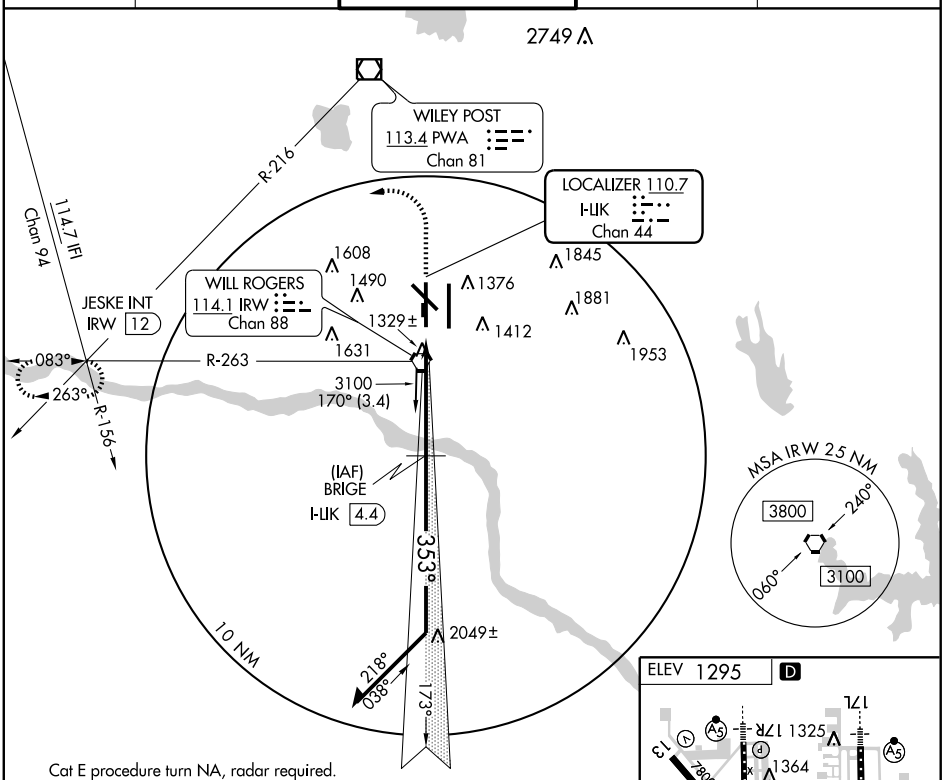
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

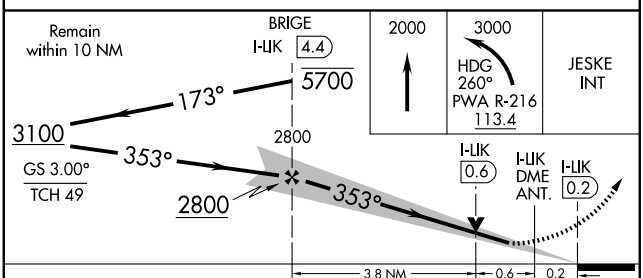
T A ASR — For inoperative MALSR, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC Cats D,E visibility to RVR 5000.

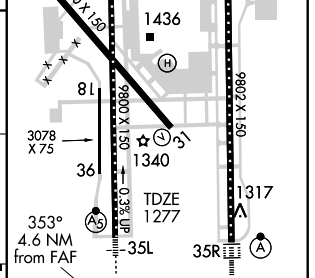
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA VOR/DME R-216 to JESKE Int/IRW 12 DME and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D	E
S-ILS 35L	1477/24 200 (200-½)				
S-LOC 35L	1580/24 303 (300-½)			1580/40 303 (300-¾)	
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-EXR 110.9 Chan 46	APP CRS 173°	Rwy Idg 9802 TDZE 1286 Apt Elev 1295

ILS or LOC RWY 17L

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

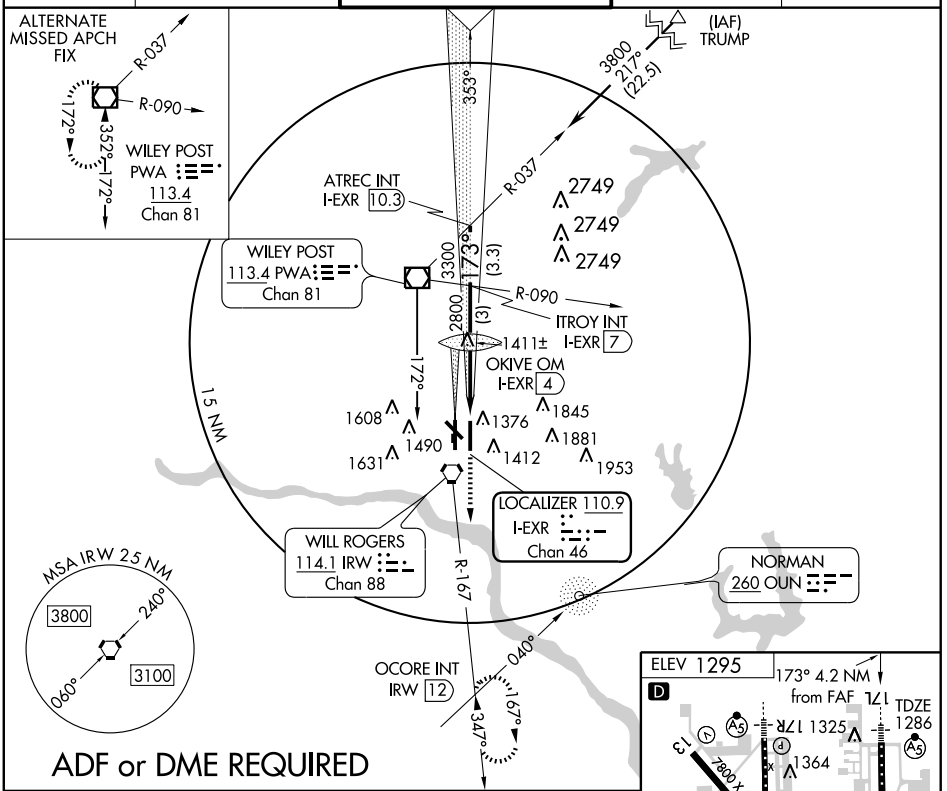
ASR

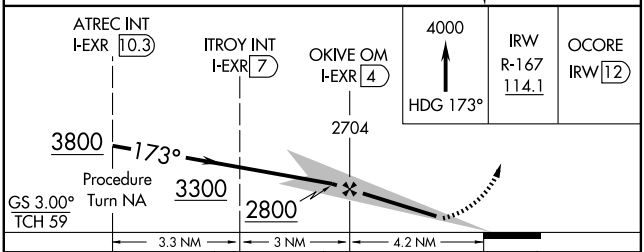
For inoperative MALSR, increase S-ILS 17L Cat E visibility to RVR 4000.
For inoperative MALSR, increase S-LOC 17L Cat E visibility to 1½.

MALSR

MISSED APPROACH: Climb to 4000 via heading 173° and IRW VORTAC R-167 to OCORE Int/IRW 12 DME and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D	E
S-ILS 17L	1486/24 200 (200-½)				
S-LOC 17L	1680/24 394 (400-½)			1680/40 394 (400-¾)	1680/50 394 (400-1)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OKC	APP CRS	Rwy Idg	9800
110.7 Chan 44	173°	TDZE	1282
		Apt Elev	1295

ILS or LOC RWY 17R

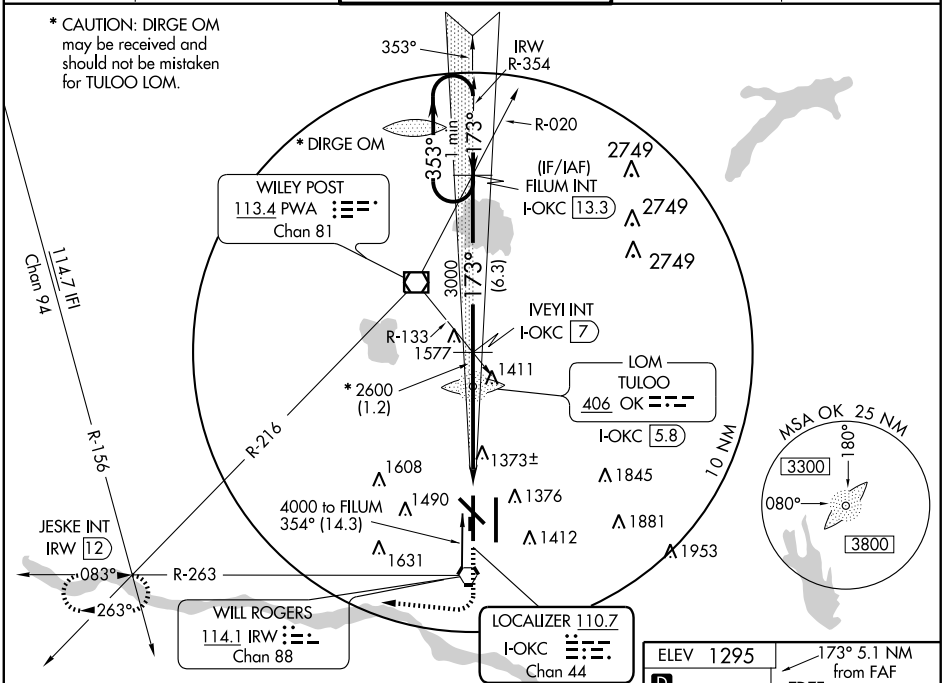
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

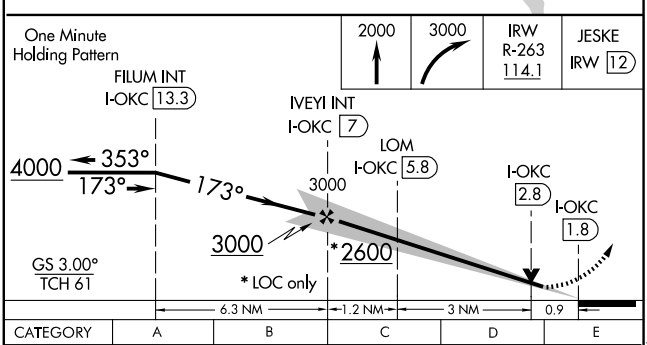
ASR — Circling NA at night to Rwy 18-36.
** Use of flight director or autopilot or HGS required.

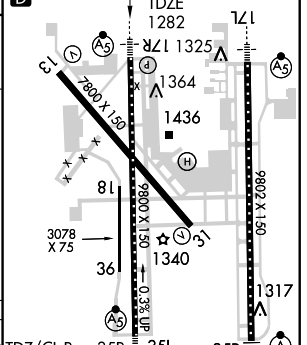
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW R-263 to JESKE Int/12 DME and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D	E
S-ILS 17R	1482/24 200 (200-½)				
S-LOC 17R	1640/24 358 (400-½)			1640/40 358 (400-¾)	
CIRCLING	1760-1 465 (500-1)		1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2200-3 905 (1000-3)
SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED					
S-ILS 17R**	1482/18 200 (200-½)				

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RGR	APP CRS	Rwy Idg	9802
110.9	354°	TDZE	1294
Chan 46		Apt Elev	1295

ILS RWY 35R (CAT II)

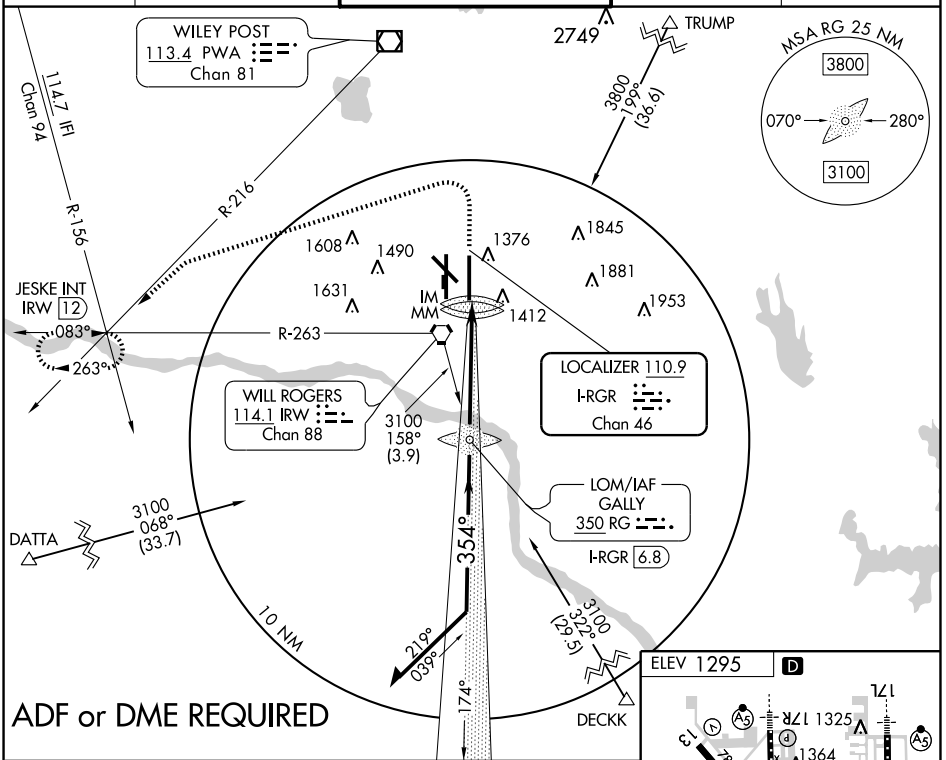
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

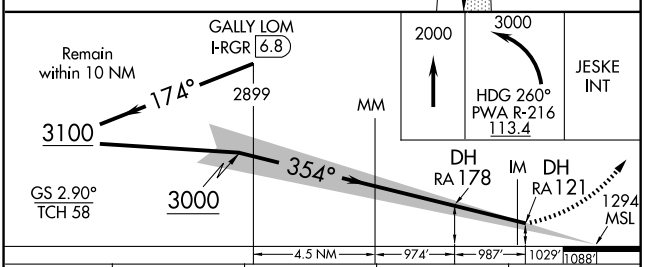
ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

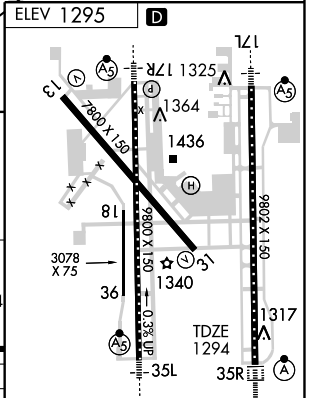
ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
S-ILS 35R	RA 178/16 150 DA 1444			
S-ILS 35R	RA 121/12 100 DA 1394			

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RGR	APP CRS	Rwy Idg 9802
110.9	354°	TDZE 1294
Chan 46		Apt Elev 1295

ILS RWY 35R

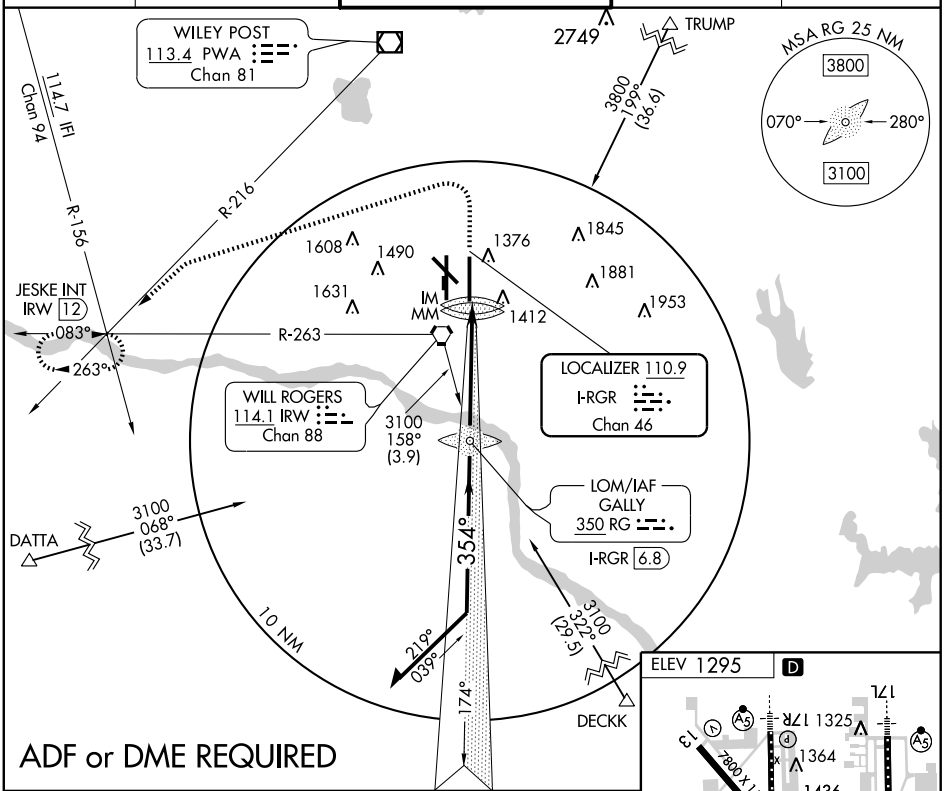
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

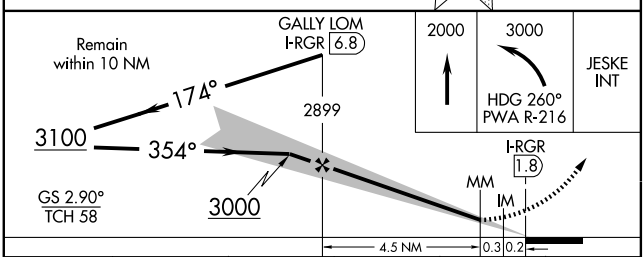
ASR — Cat D and E S-LOC visibility increased to RVR 5000 for inoperative ALSF. Cat. E procedure turn not authorized.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D	E
S-ILS 35R	1494/18 200 (200-½)				1494/24 200 (200-½)
S-LOC 35R	1620/24 326 (400-½)			1620/40 326 (400-¾)	
CIRCLING	1760-1 465 (500-1)		1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

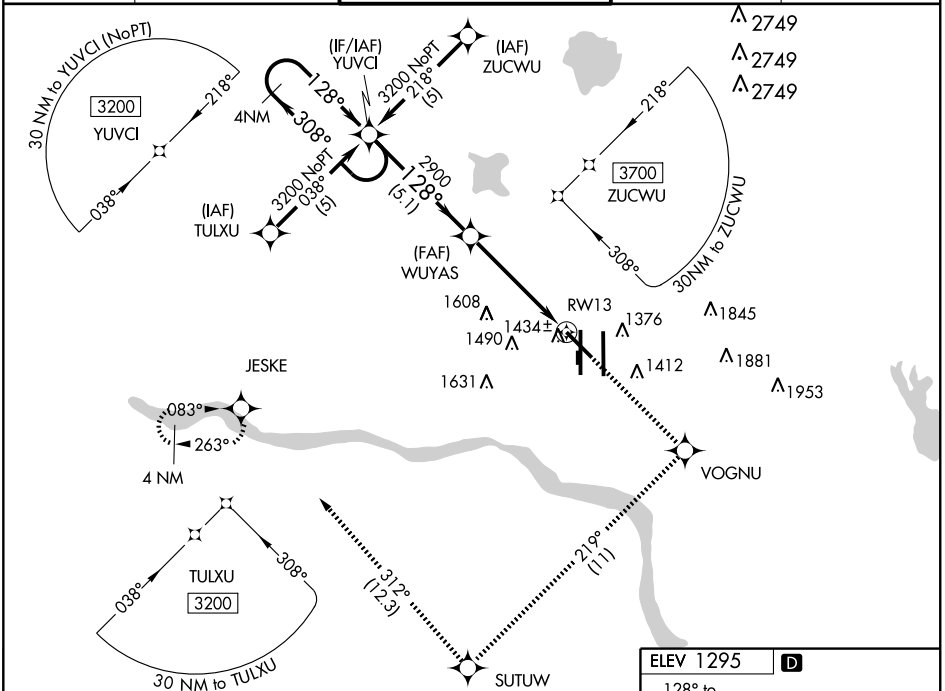
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

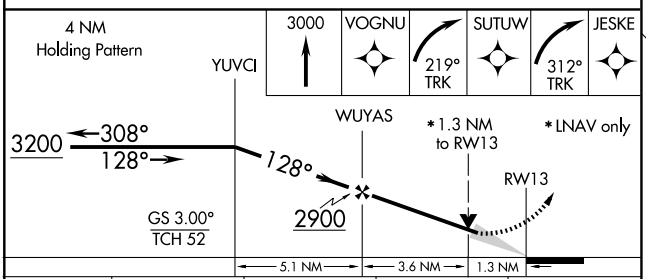
APP CRS	Rwy Idg	TDZE	Apt Elev
128°	7800	1279	1295

Baro-VNAV NA below -17°C (2°F)
NA
ASR
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

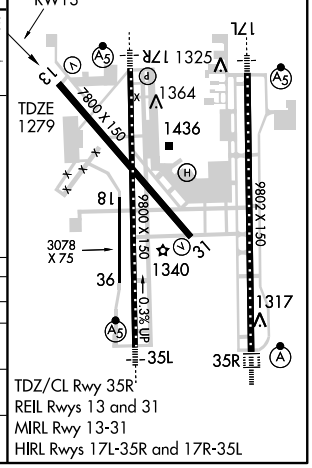
MISSED APPROACH: Climb to 3000 direct VOGNU WP, then right turn via 219° track to SUTUW WP, then right turn via 312° track to JESKE WP and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1700-1½ 421 (500-1½)			
LNAV MDA	1740-1 461 (500-1)		1740-1¼ 461 (500-1¼)	1740-1½ 461 (500-1½)
CIRCLING	1740-1½ 445 (500-1½)	1760-1½ 465 (500-1½)		1860-2 565 (600-2)



TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	9800
CH 50102	173°	TDZE	1282
W17A		Apt Elev	1295

RNAV (GPS) RWY 17R

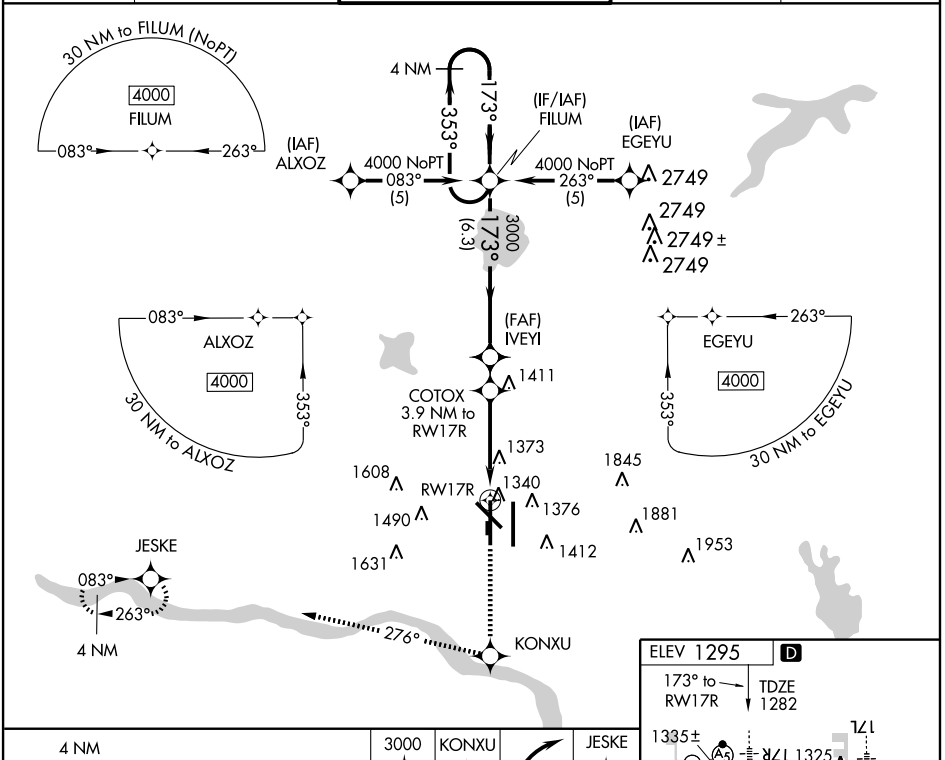
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

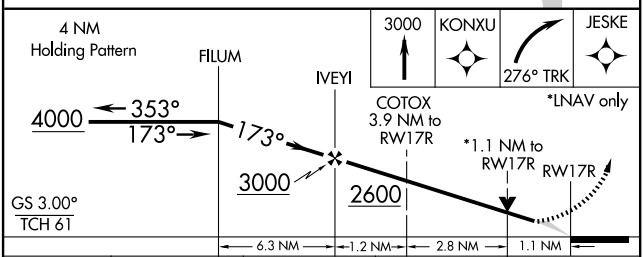
Circling to Rwy 18-36 NA at night. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

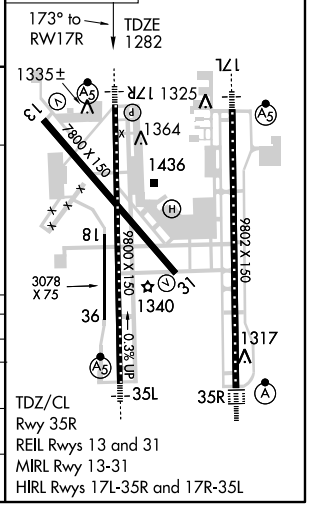
MISSED APPROACH: Climb to 3000 direct KONXU and right turn via 276° track to JESKE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
LPV DA	1540/24 258 (300-½)			
LNAV/ VNAV DA	1610/24 328 (400-½)			1610/40 328 (400-¾)
LNAV MDA	1680/24 398 (400-½)			1680/50 398 (400-1)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7800
308°	TDZE	1286
	Apt Elev	1295

RNAV (GPS) RWY 31

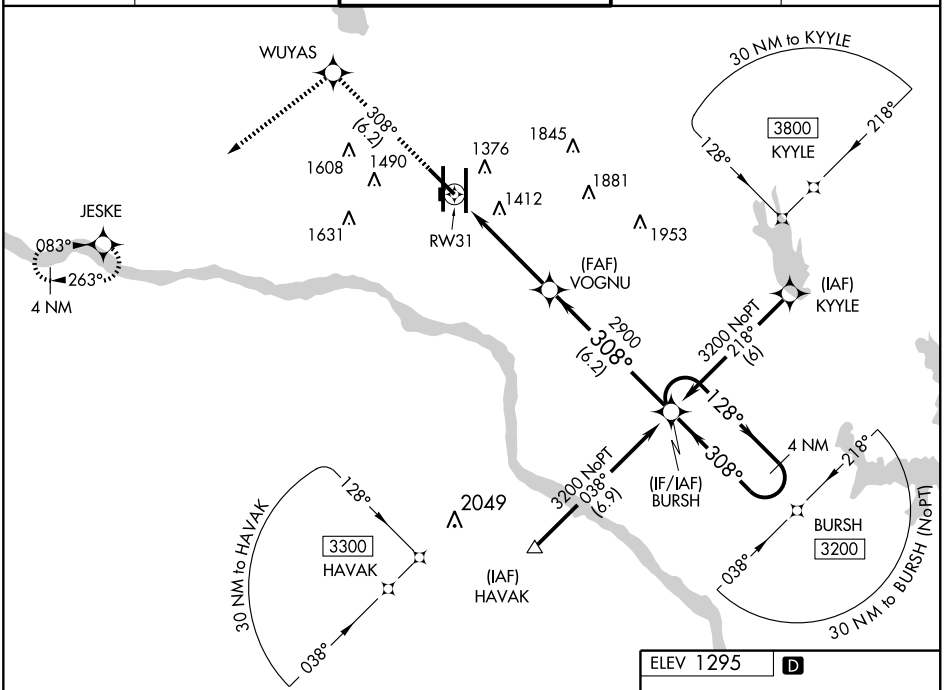
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

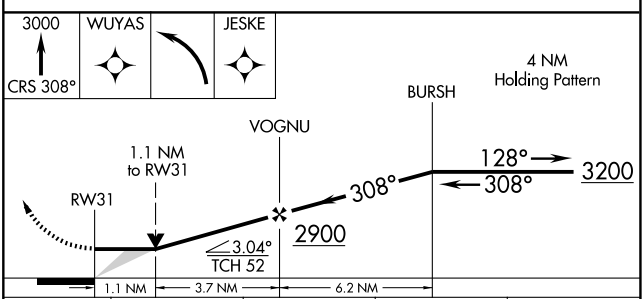
NA
ASR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

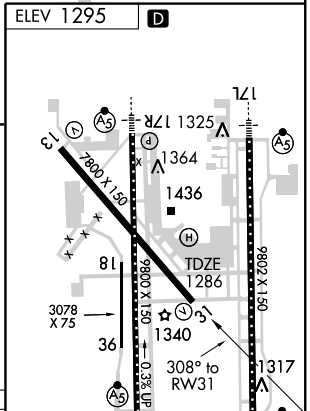
MISSED APPROACH: Climb to 3000 via 308° course to WUYAS WP, then left turn direct JESKE WP hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
LNAV MDA	1680-1 394 (400-1)			1680-1¼ 394 (400-1¼)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9800
CH 56202	353°	TDZE	1277
W35A		Apt Elev	1295

RNAV (GPS) RWY 35L

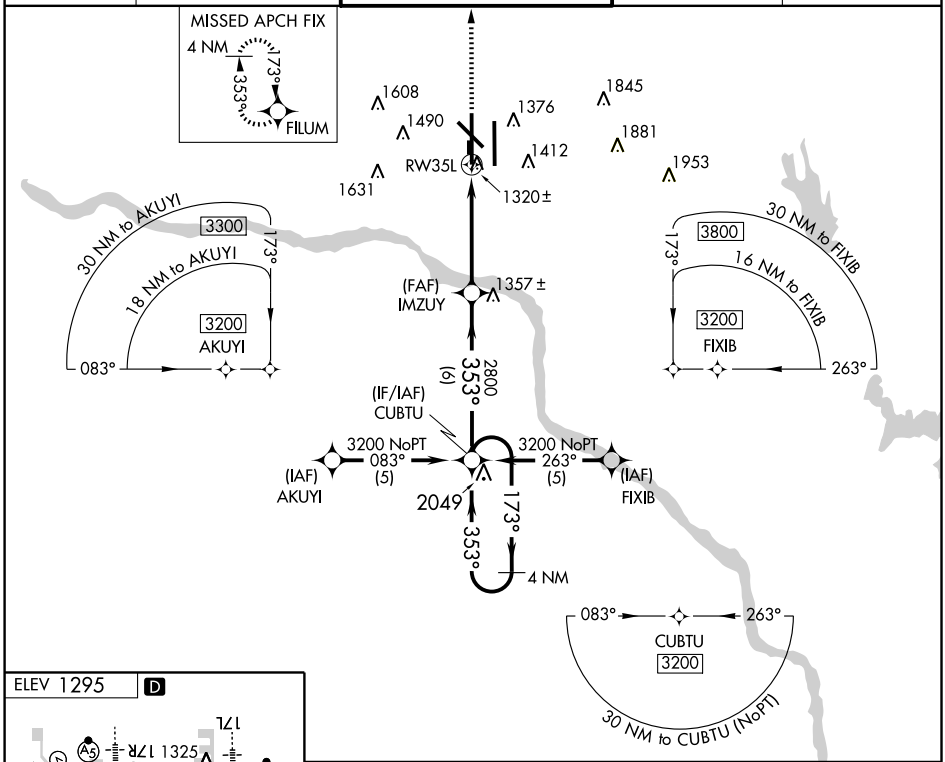
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

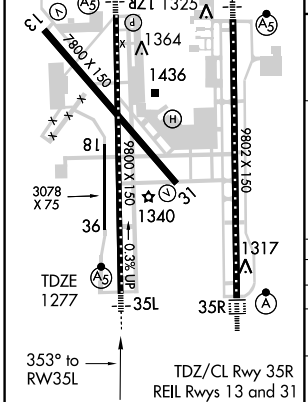
ASR — Baro-VNAV NA below -17°C (2°F). DME/DME RNP - 0.3 NA.

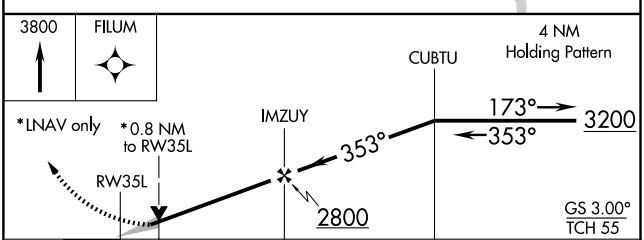
MALSR

MISSED APPROACH: Climb to 3800 direct FILUM and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D
LPV DA	1530/50 253 (300-1)			
LNAV/VNAV DA	1580/50 303 (300-1)			
LNAV MDA	1580/50 303 (300-1)			
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9802
CH 61218	353°	TDZE	1294
W35B		Apt Elev	1295

RNAV (GPS) Y RWY 35R

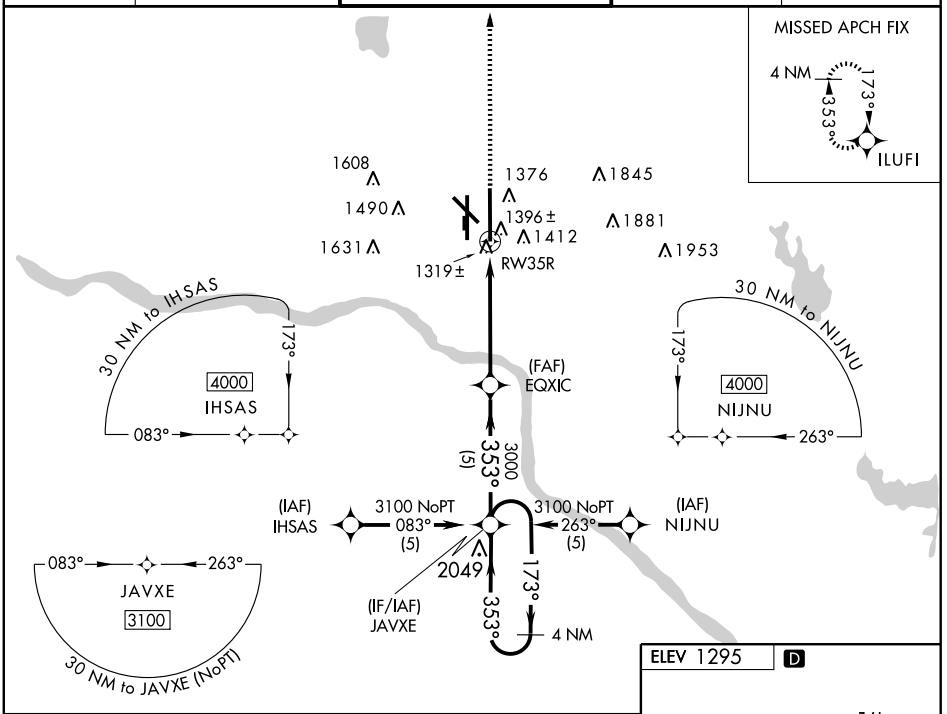
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

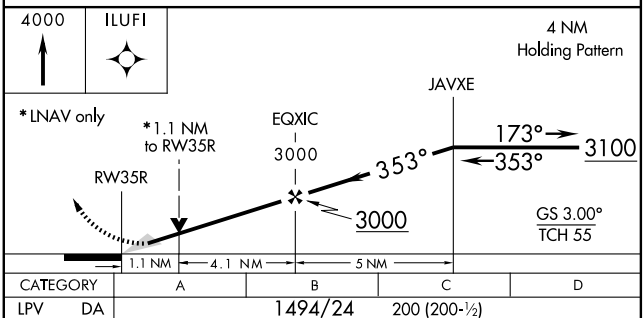
ASR — For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

ALSF-2

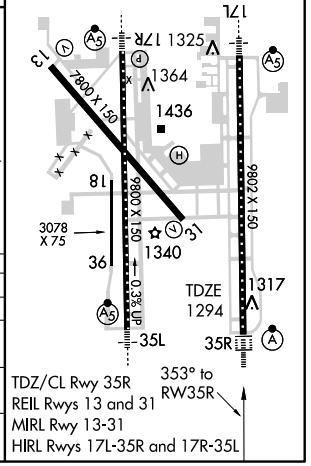
MISSED APPROACH: Climb to 4000 direct ILUFI and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
LPV DA	1494/24		200 (200-½)	
LNAV/VNAV DA	1628/40		334 (400-¾)	
LNAV MDA	1700/24	406 (500-½)	1700/40 406 (500-¾)	1700/50 406 (500-1)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9802
CH 56503	173°	TDZE	1286
W17A		Apt Elev	1295

RNAV (GPS) Z RWY 17L

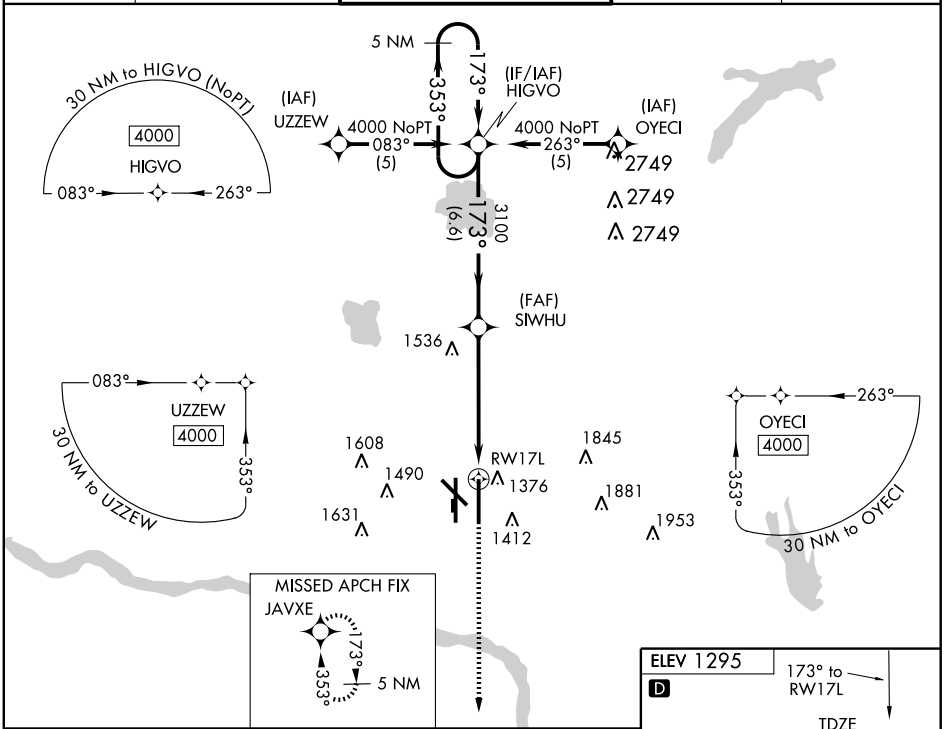
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

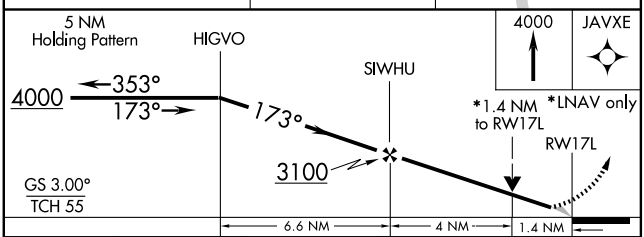
ASR: For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

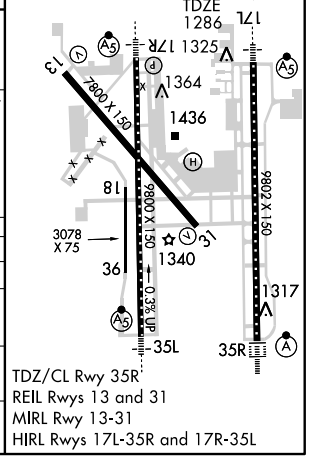
MISSED APPROACH: Climb to 4000 direct to JAVXE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
LPV DA	1486/24 200 (200-½)			
LNAV/VNAV DA	1610/24 324 (400-½)			1610/40 324 (400-¾)
LNAV MDA	1800/24 514 (600-½)		1800/50 514 (600-1)	1800/60 514 (600-1¼)
CIRCLING	1800-1 505 (600-1)		1800-1½ 505 (600-1½)	1860-2 565 (600-2)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9802
173°	TDZE	1286
	Apt Elev	1295

RNAV (RNP) Y RWY 17L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

T NA ASR

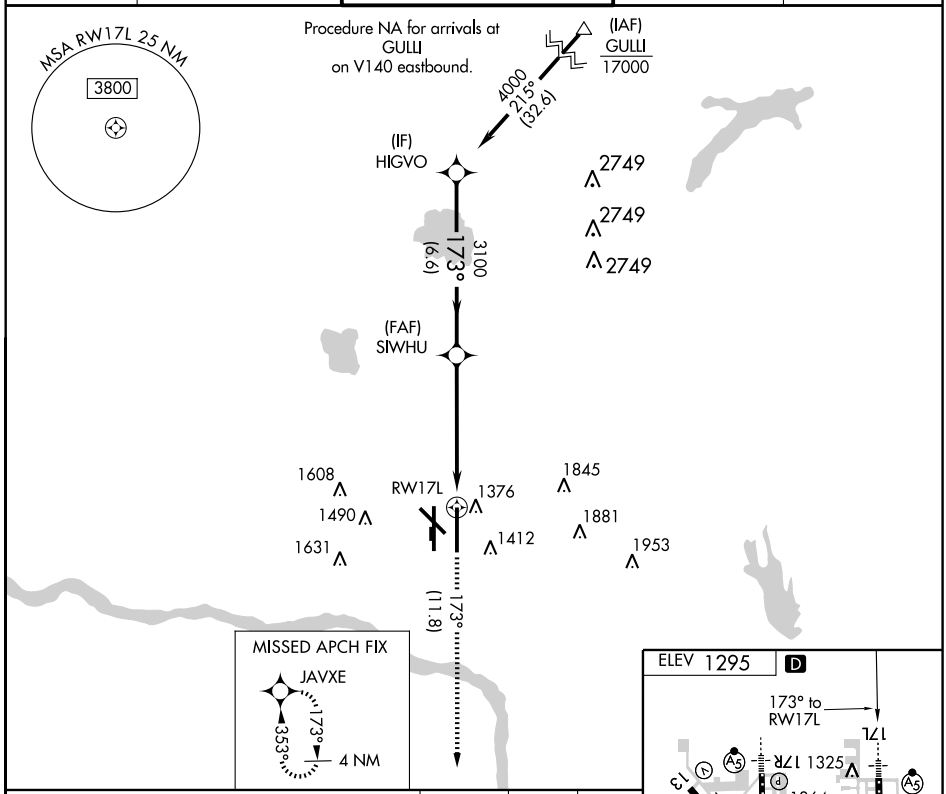
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000 all Cats.

MALSR

MISSED APPROACH: Climb to 4000 on track 173° to JAVXE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

SC-1, 21 OCT 2010 to 18 NOV 2010



SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

APP CRS	Rwy Idg	9802
353°	TDZE	1294
	Apt Elev	1295

RNAV (RNP) Z RWY 35R

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

T NA ASR — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative ALSF-2, increase RNP 0.30 visibility to RVR 5000 all Cats.

ALSF-2 (A)

MISSED APPROACH: Climb to 4000 on track 353° to ILUFI and hold. Continue climb-in-hold to 4000.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

SC-1, 21 OCT 2010 to 18 NOV 2010

MSA RW35R 25 NM
3800

353° (12.6)

1608
1490
1631
1376
1412
RW35R
1845
1881
1953

(FAF)
EQXIC

353° (5) 3000

2049
(IF)
JAVXE

MISSED APCH FIX
4 NM
353°
173°
ILUFI

Procedure NA for arrivals at DATTA on V14-440 southwest bound.

DATTA
11000
3100
083°
(20)

(IAF)
LURCI
9600
3100
066°
(13.1)

3100
316°
(25.2)
(IAF)
DECKK
13000

ELEV 1295 D

17L
17R 1325
13
31
7800 X 150
1364
1436
H
18
9800 X 150
3078 X 75
1340
36
1317
TDZE 1294
35L
35R
9800 X 150
0.3% UP

353° to RW35R

TDZ/CL Rwy 35R
REIL Rwy 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

4000 | trk 353° | ILUFI

JAVXE
EQXIC
3000
353°
3100
RW35R
3000
Procedure Turn NA
GP 3.00°
TCH 55
5.2 NM
5 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1593/24 299 (300-½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

VOR IRW	APP CRS	Rwy Idg	9802
114.1	190°	TDZE	1286
Chan 88		Apt Elev	1295

VOR RWY 17L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

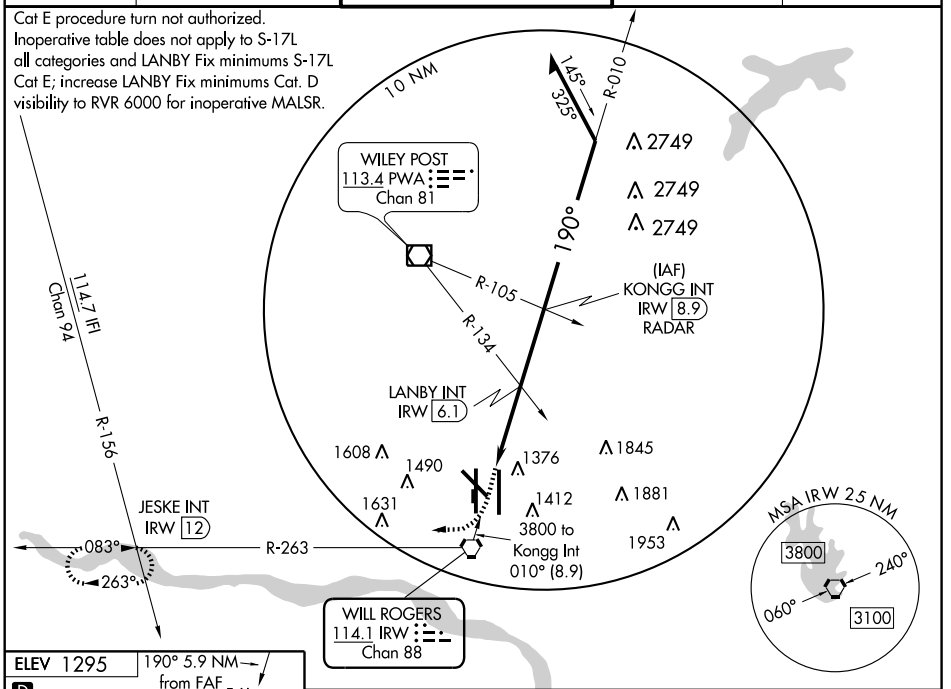
ASR

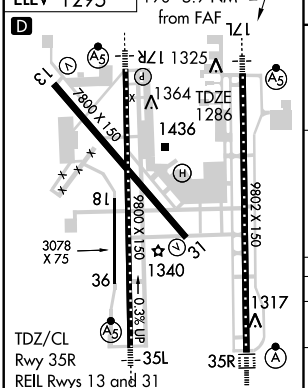
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW VORTAC R-263 to JESKE Int and hold.

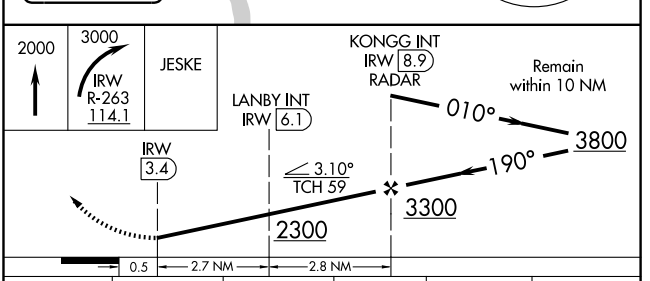
ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

Cat E procedure turn not authorized.
Inoperative table does not apply to S-17L all categories and LANBY Fix minimums S-17L Cat E; increase LANBY Fix minimums Cat. D visibility to RVR 6000 for inoperative MALSR.





FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D	E
S-17L	2300/60 1014(1100-1¼)	2300-1½ 1014(1100-1½)	2300-3 1014 (1100-3)		
CIRCLING	2300-1¼ 1005(1100-1¼)	2300-1½ 1005(1100-1½)	2300-3 1005 (1100-3)		

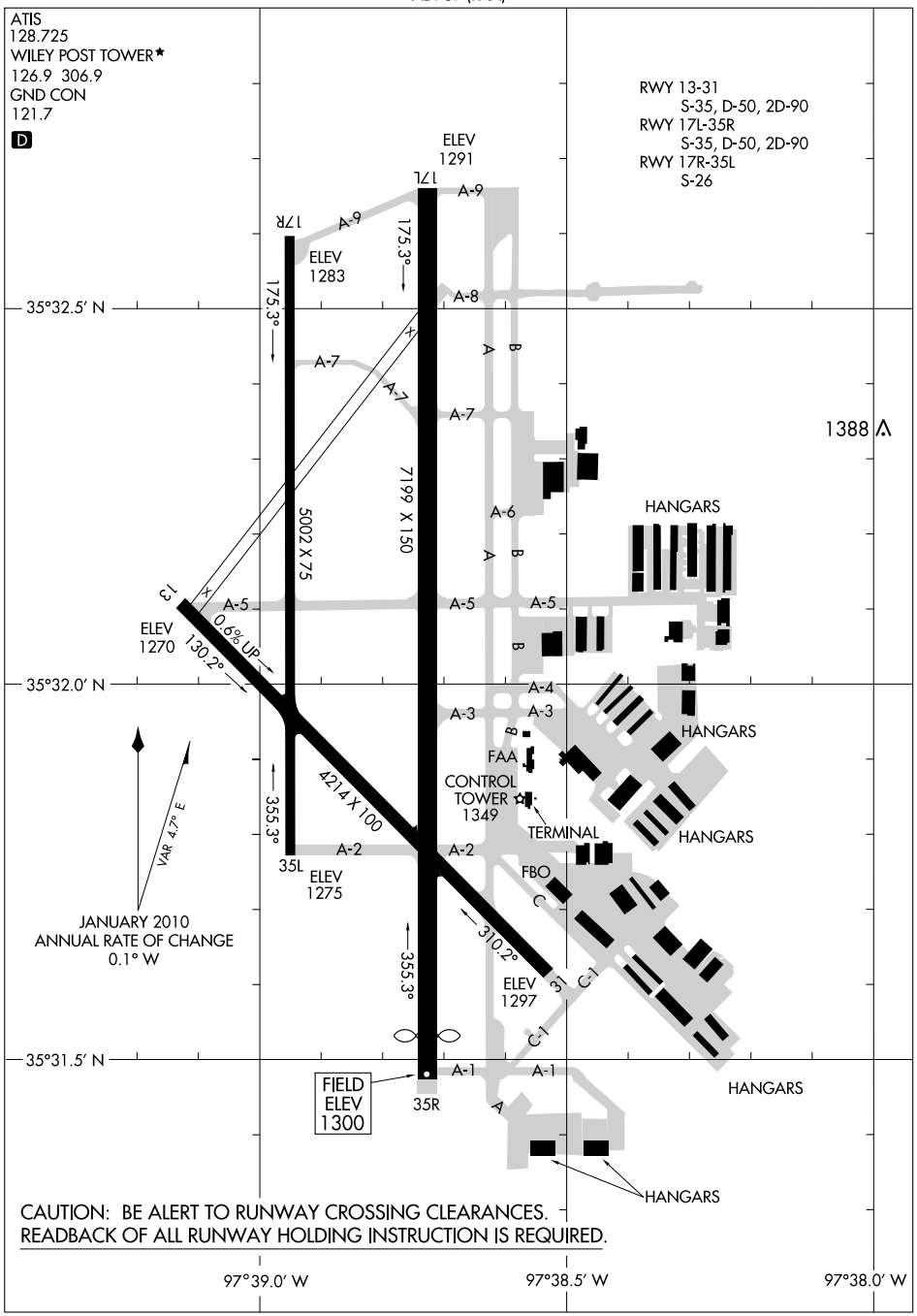
LANBY FIX MINIMUMS				
S-17L	1680/24 394 (400-½)		1680/50 394 (400-1)	1680-1½ 394 (400-1½)
CIRCLING	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

OKLAHOMA CITY/ WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

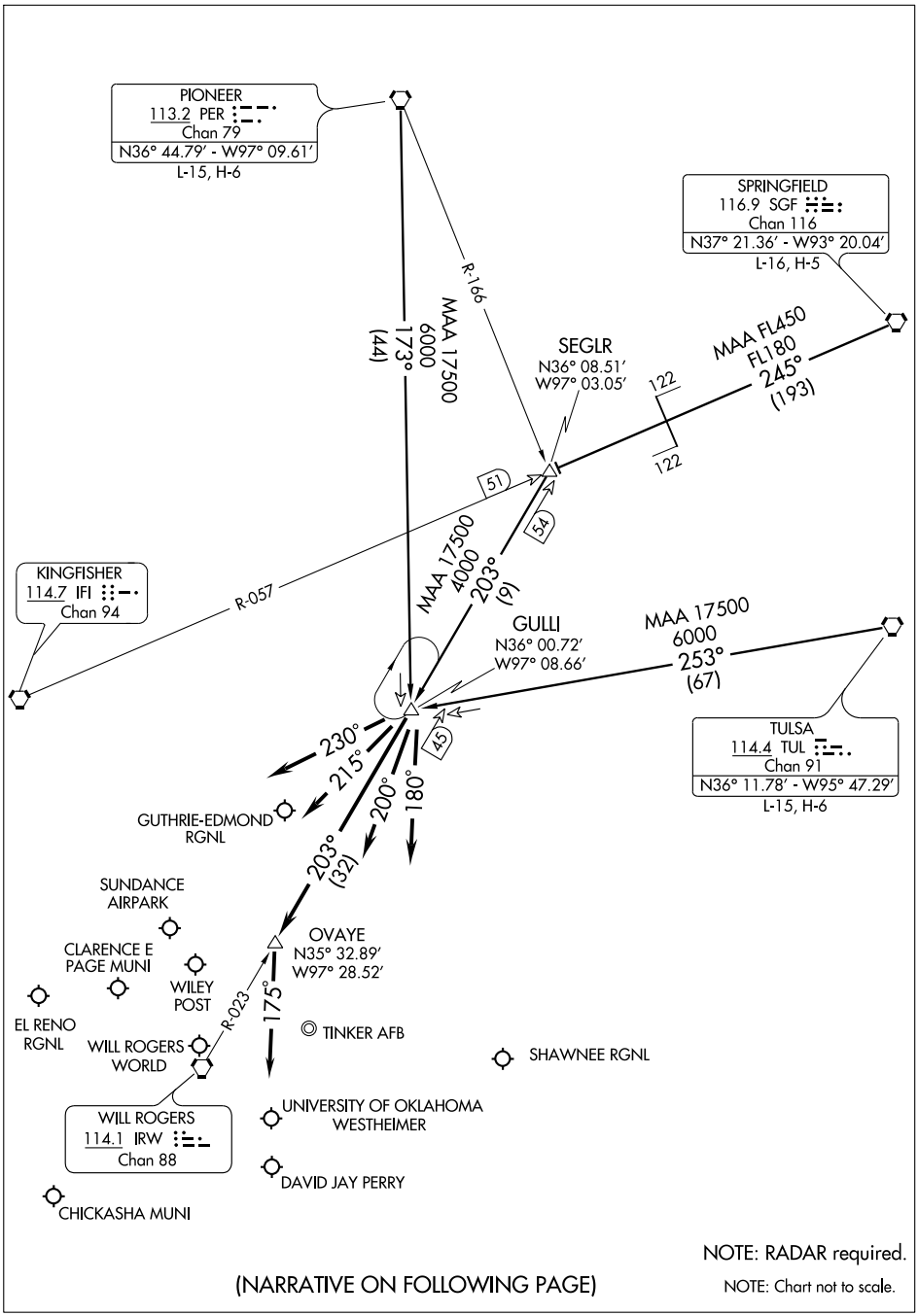
AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA
OKLAHOMA CITY/ WILEY POST (PWA)

10210

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-PWA	APP CRS	Rwy Idg	6844
110.15	175°	TDZE	1291
		Apt Elev	1300

ILS or LOC RWY 17L

OKLAHOMA CITY/ WILEY POST (PWA)

ASR When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase S-LOC 17L Cat C visibility ¼ mile.

MALSR MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct IRW VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95

Use of IFI R-098 and PWA R-352 may be necessary to locate WABDU Int.

KINGFISHER 114.7 IFI Chan 94

3100 098° (118.3)

R-098

(IF/IAF) WABDU INT PWA 11

355° 1 min 175°

10 NM

3000 175° (5.4)

DIRGE OM PWA 5.6

3000 to WABDU INT 352° (11)

ALTERNATE MISSED APCH FIX

114.7 IFI Chan 94

R-216

JESKE INT PWA 14.5

036° 216° R-156

113.4 PWA Chan 81

2749 2749 2749 2749±

1384 1492 MM 1388 1407 1478 1577

LOCALIZER 110.15 I-PWA

WILEY POST 113.4 PWA Chan 81

MSA PWA 25 NM 150° 3800 290° 3300

3000 343° (10.6)

WILL ROGERS 114.1 IRW Chan 88

120° 300° R-120°

ELEV 1300 D

175° 4.9 NM from FAF

17L TDZE 1291

17R 5002 X 75

7199 X 150

TWR 1349

35L 1305

4214 X 100

35R 1315 1363

MIRL Rwys 13-31 and 17R-35L

HIRL Rwy 17L-35R L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

One Minute Holding Pattern

WABDU INT PWA 11

DIRGE OM PWA 5.6 (BAHHI)

3000 355° 175° 175° 3000 2926 MM

GS 3.00° TCH 54

5.4 NM 4.4 NM 0.5

1800 3000 IRW

CATEGORY	A	B	C	D
S-ILS 17L	1491-½ 200 (200-½)			
S-LOC 17L	1660-½ 369 (400-½)			1660-¾ 369 (400-¾)
CIRCLING	1780-1 480 (500-1)		1780-1½ 480 (500-1½)	1880-2 580 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17L

OKLAHOMA CITY/ WILEY POST (PWA)

APP CRS	Rwy Idg	6844
175°	TDZE	1291
	Apt Elev	1300

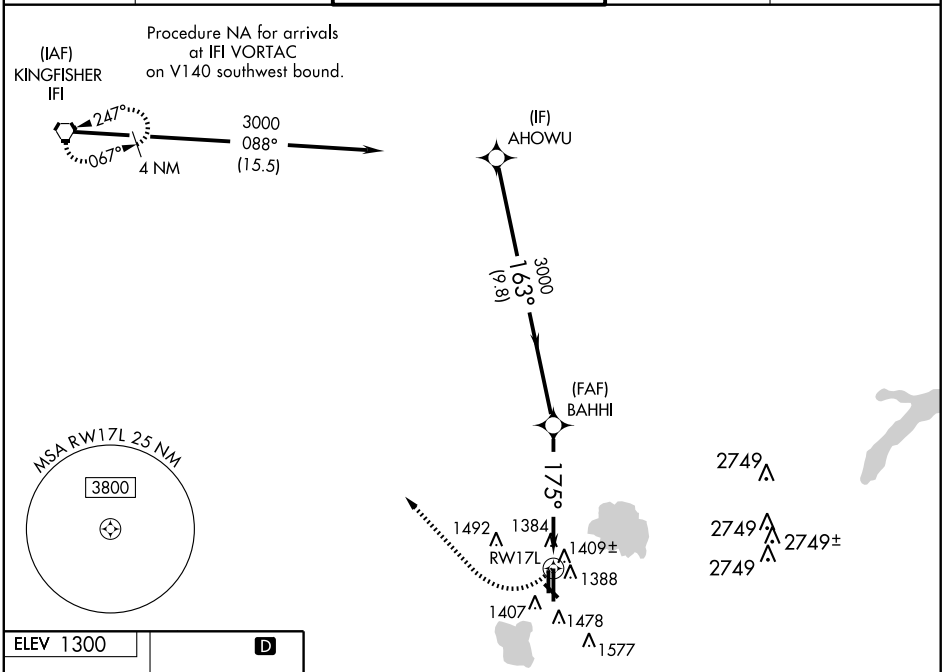
ASR

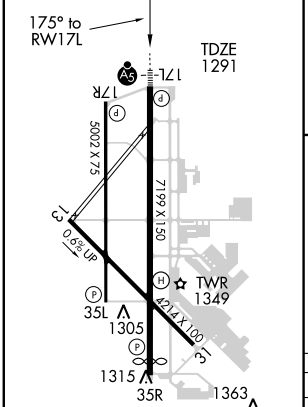
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 40 feet. For inoperative MALSR, increase LNAV Cat D to 1¼ mile. VDP NA with Will Rogers World altimeter setting.

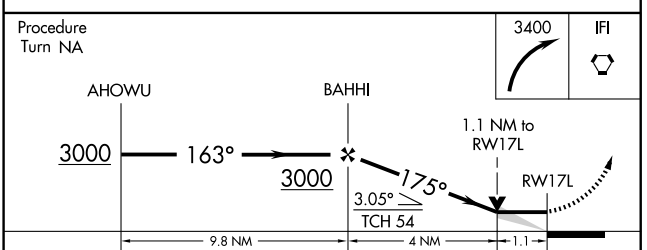
MALSR

MISSED APPROACH: Climbing right turn to 3400 direct IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







CATEGORY	A	B	C	D
LNAV MDA	1700-½	409 (500-½)	1700-¾ 409 (500-¾)	1700-1 409 (500-1)
CIRCLING	1780-1	480 (500-1)	1780-1½ 480 (500-1½)	1880-2 580 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6844
CH 42716	355°	TDZE	1299
W35A		Apt Elev	1300

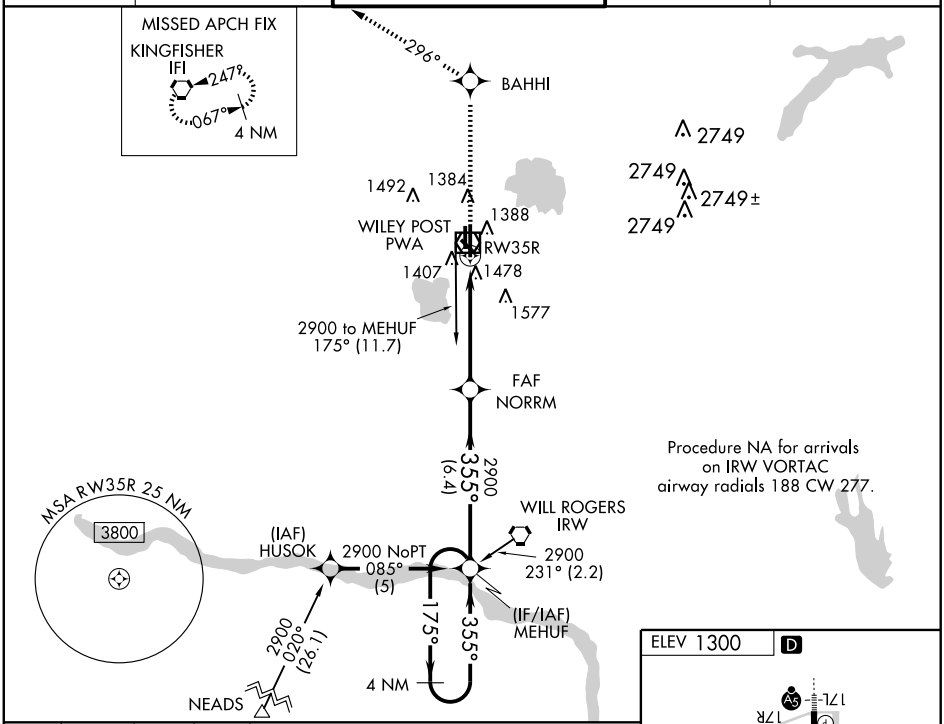
RNAV (GPS) RWY 35R

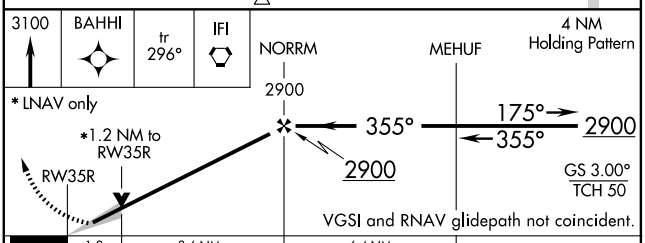
OKLAHOMA CITY/ WILEY POST (PWA)

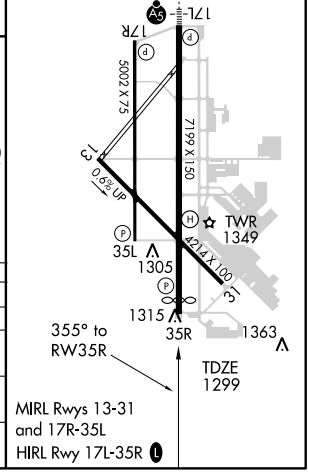
ASR Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA with Will Rogers World altimeter setting.

MISSED APPROACH: Climb to 3100 direct BAHHI and on track 296° to IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	1499-½ 200 (200-½)			
LNAV/VNAV DA	1769-1¼ 470 (500-1¼)			
LNAV MDA	1740-½ 441 (500-½)		1740-¾ 441 (500-¾)	1740-1 441 (500-1)
CIRCLING	1780-1 480 (500-1)		1780-1½ 480 (500-1½)	1880-2 580 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PWA 113.4 Chan 81	APP CRS 040°	Rwy Idg N/A TDZE N/A Apt Elev 1299

VOR-A

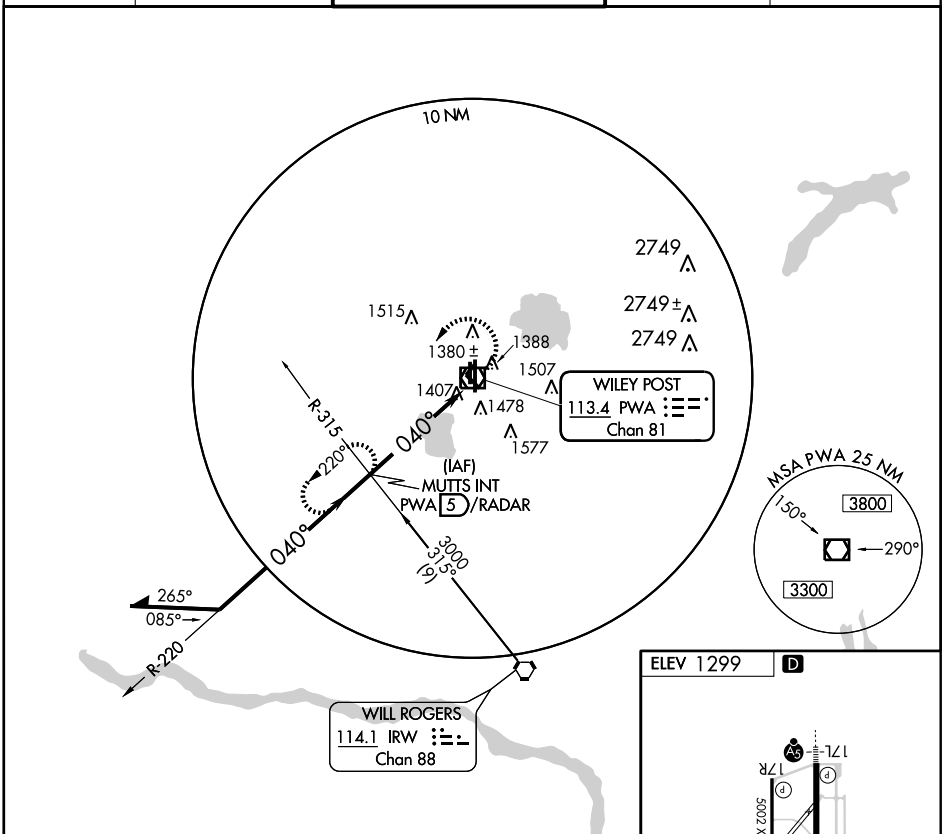
OKLAHOMA CITY/ WILEY POST (PWA)

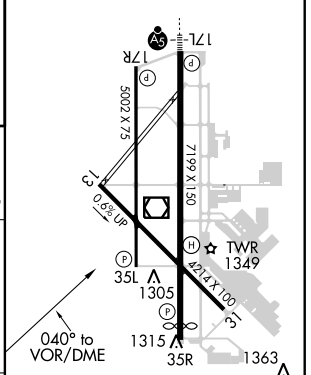
ASR

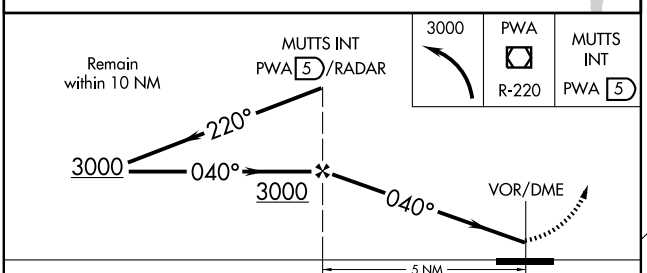
MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) Ⓛ 306.9	121.7	122.95

SC-1, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
CIRCLING	1780-1	481 (500-1)	1780-1½ 481 (500-1½)	1880-2 581 (600-2)

MIRL Rwys 13-31 and 17R-35L
HIRL Rwy 17L-35R Ⓛ

VOR/DME PWA 113.4 Chan 81	APP CRS 176°	Rwy Idg 6844 TDZE 1290 Apt Elev 1299

VOR RWY 17L

OKLAHOMA CITY/ WILEY POST (PWA)

ASR *Radar fix in lieu of MCLAN INT will be provided on pilot request. Cat D S-17L visibility increased ¼ mile for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95

SC-1, 21 OCT 2010 to 18 NOV 2010

KINGFISHER 114.7 IFI Chan 94

R-112

131° 311° R-356

176°

(IAF) *MCLAN INT PWA 5.6

OM

2749 2749 2749± 2749

1515 1380± MM

WILEY POST 113.4 PWA Chan 81

1388 1507 1407 1478 1473 1577

MSA PWA 25 NM

150° 290°

3800

3300

10 NM

2800 to Mclan Int 348° (16.1)

WILL ROGERS 114.1 IRW Chan 88

ELEV 1299

D

176° to VOR/DME

TDZE 1290

17L 17R

5002 X 75

7169 X 150

0.6% UP

4214 X 100

TWR 1349

35L 1305

35R 1315 1363

MIRL Rwys 13-31 and 17R-35L

HIRL Rwy 17L-35R L

3000

IRW 114.1

*MCLAN INT PWA 5.6

Remain within 10 NM

356° 176° 2800

2800

VOR/DME

2.81° TCH 54

0.7 4.9 NM

CATEGORY	A	B	C	D
S17L	1640-½ 350 (400-½)			1640-1 350 (400-1)
CIRCLING	1780-1 481 (500-1)		1780-1½ 481 (500-1½)	1880-2 581 (600-2)

VOR/DME PWA 113.4 Chan 81	APP CRS 348°	Rwy Idg 6844 TDZE 1299 Apt Elev 1299

VOR RWY 35R

OKLAHOMA CITY/ WILEY POST (PWA)

ASR

MISSED APPROACH: Climbing left turn to 3300 direct IFI VORTAC.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) Ⓛ 306.9	121.7	122.95

SC-1, 21 OCT 2010 to 18 NOV 2010

KINGFISHER 114.7 IFI Chan 94

3300 131° (21.8)

WILEY POST 113.4 PWA Chan 81

2749 2749 2749± 2749

1515 1380± 1388 1507 1407 1478 1577

(IAF) DICKH PWA 5 /RADAR

348°

3000 338° (5.7)

MSA PWA 25 NM 150° 3800 290° 3300

10 NM

WILL ROGERS 114.1 IRW Chan 88

218° 033° R-168

RADAR or DME REQUIRED

ELEV 1299 D

17L 17R 5002 X 75 7199 X 150 0.5% UP 35L 1305 TDZE 1299 1315 35R 1363 TWR 1349 4214 X 100

MIRL Rwys 13-31 and 17R-35L HIRL Rwy 17L-35R Ⓛ

348° to VOR/DME

3300 IFI 114.7

DICKH PWA 5 /RADAR Remain within 10 NM

1.8 NM to VOR/DME

168° 3000 348° 2800

VOR/DME 3.04° TCH 50

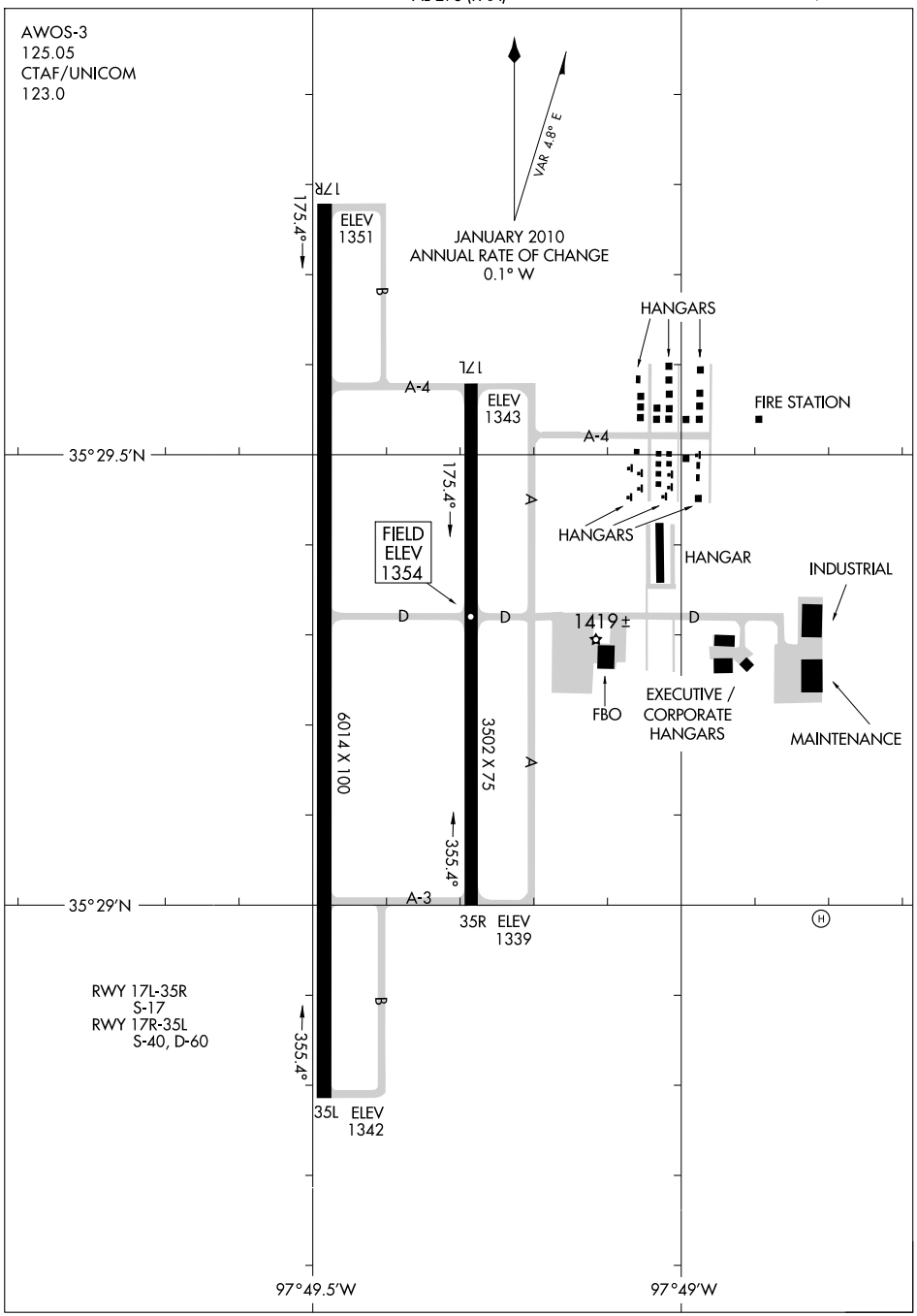
VGSI and descent angles not coincident.

0.5 1.3 3.2 NM

CATEGORY	A	B	C	D
S-35R	1740-1 441 (500-1)		1740-1¼ 441 (500-1¼)	1740-1½ 441 (500-1½)
CIRCLING	1780-1 481 (500-1)		1780-1½ 481 (500-1½)	1880-2 581 (600-2)

AIRPORT DIAGRAM

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)
AL-298 (FAA)
OKLAHOMA CITY, OKLAHOMA



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

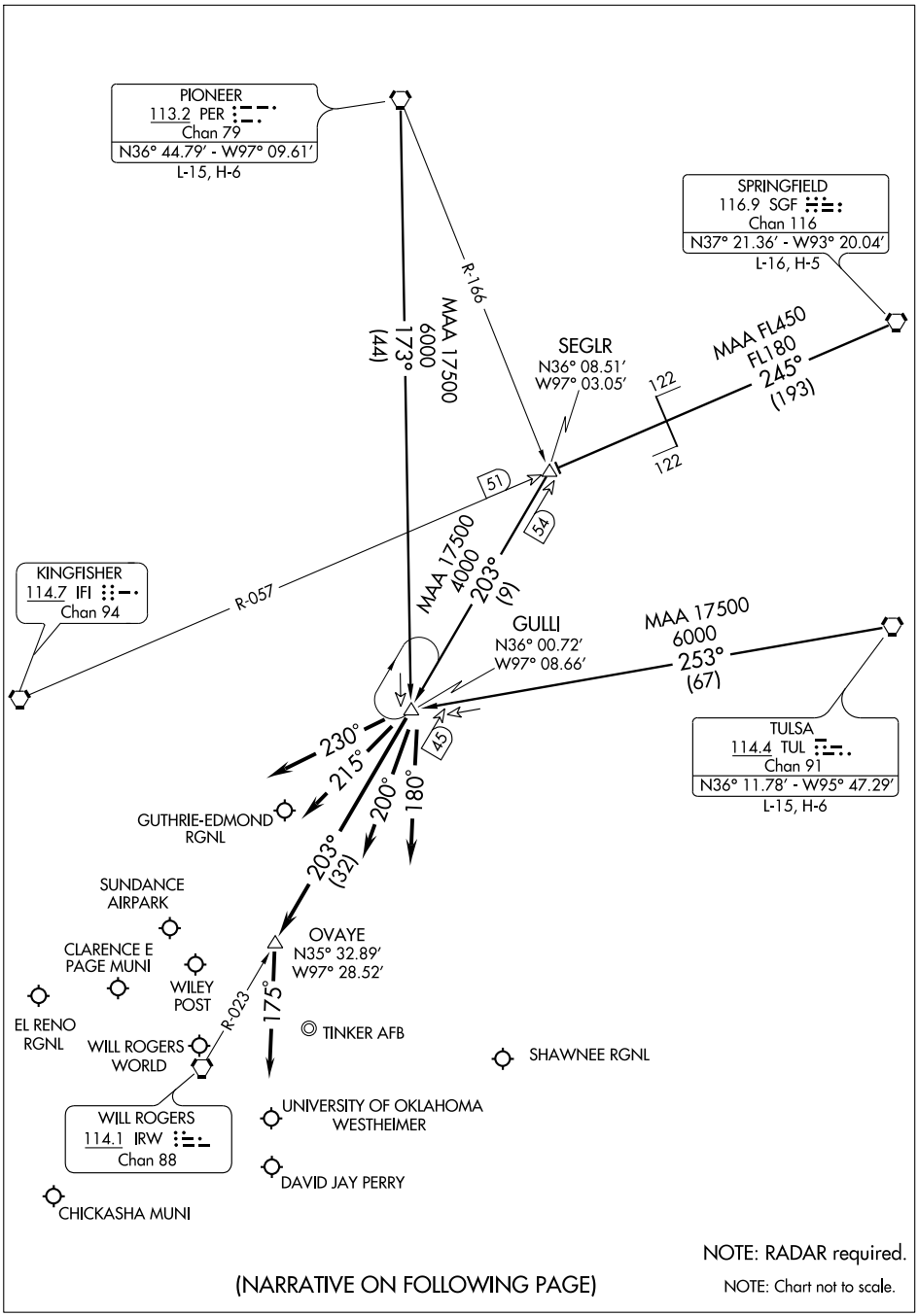
AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

10210

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6014
CH 42701	173°	TDZE 1351
W17A		Apt Elev 1354

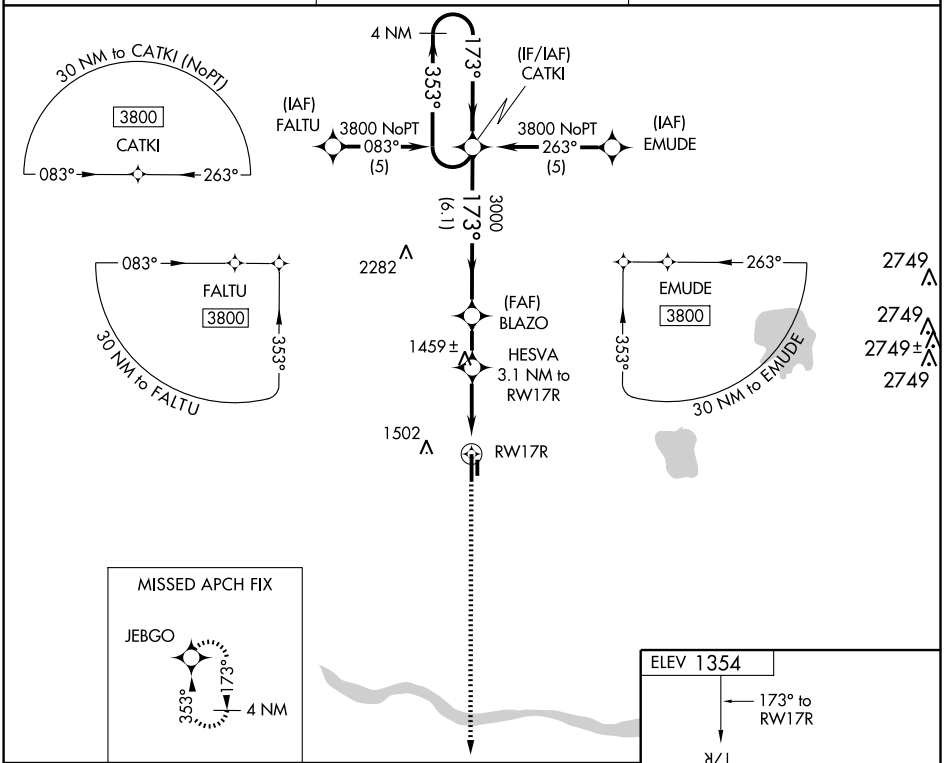
RNAV (GPS) RWY 17R

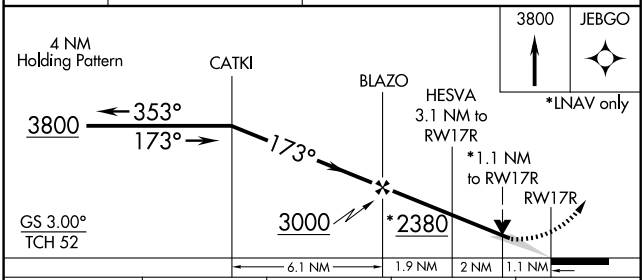
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

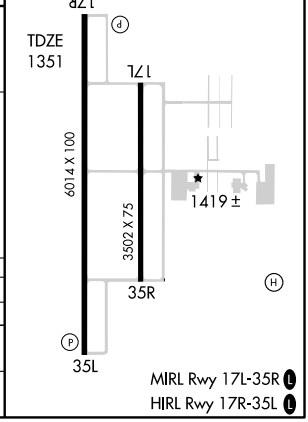
MISSED APPROACH: Climb to 3800 direct JEBGO and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1601-¾ 250 (300-¾)			NA
LNAV MDA	1760-1 409 (500-1)		1760-1¼ 409 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1½ 466 (500-1½)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 6014
CH 86901	353°	TDZE 1350
W35A		Apt Elev 1354

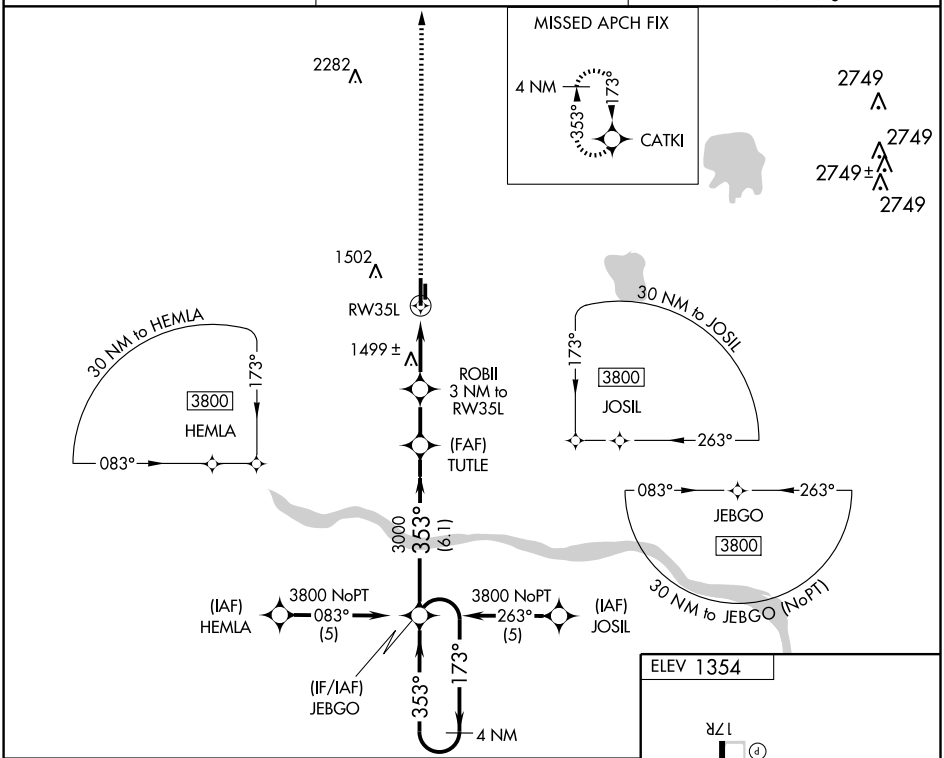
RNAV (GPS) RWY 35L

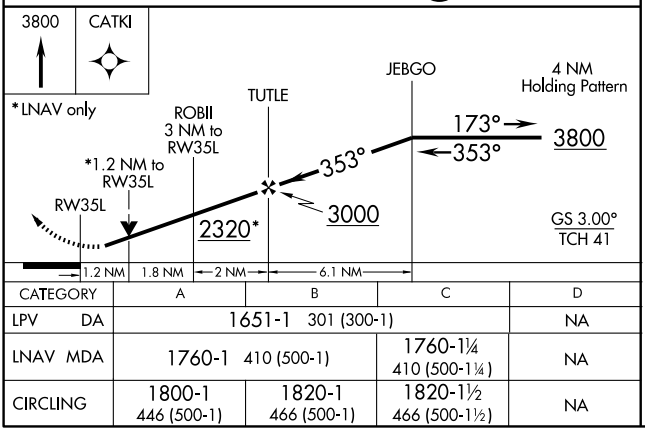
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

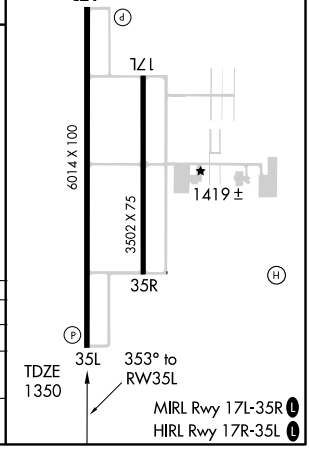
MISSED APPROACH: Climb to 3800 direct CATKI and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1651-1 301 (300-1)			NA
LNAV MDA	1760-1 410 (500-1)		1760-1¼ 410 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1½ 466 (500-1½)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC IRW 114.1 Chan 88	APP CRS 300°	Rwy Idg N/A TDZE N/A Apt Elev 1354

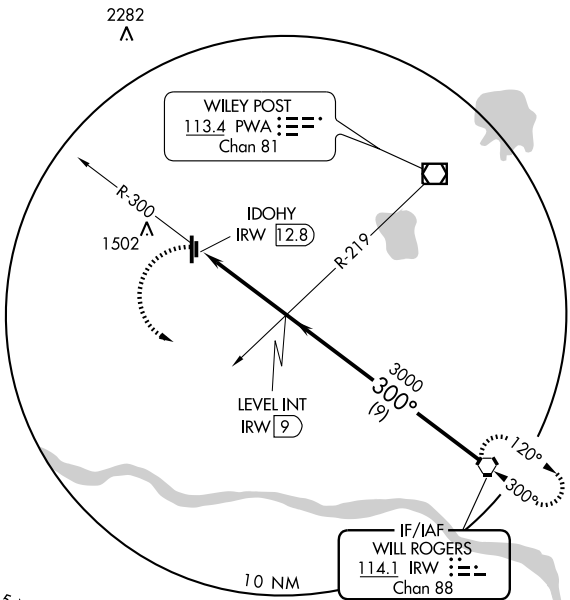
VOR-B

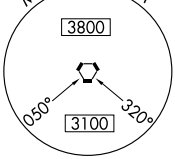
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet.

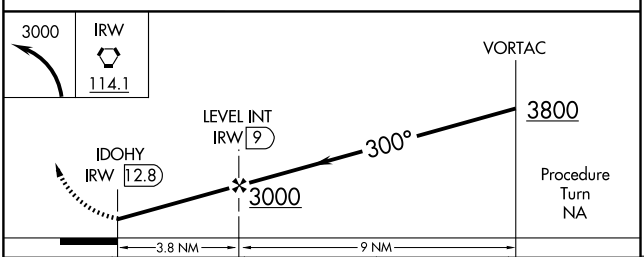
MISSED APPROACH: Climbing left turn to 3000 direct IRW VORTAC and hold.

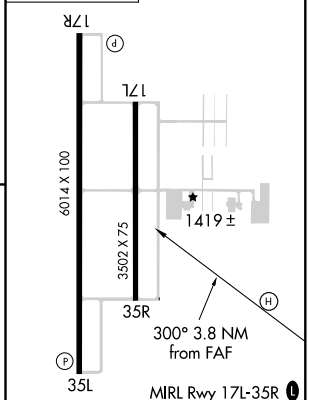
AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





Procedure NA for arrival at IRW VORTAC on airway radials 241 CW 292.

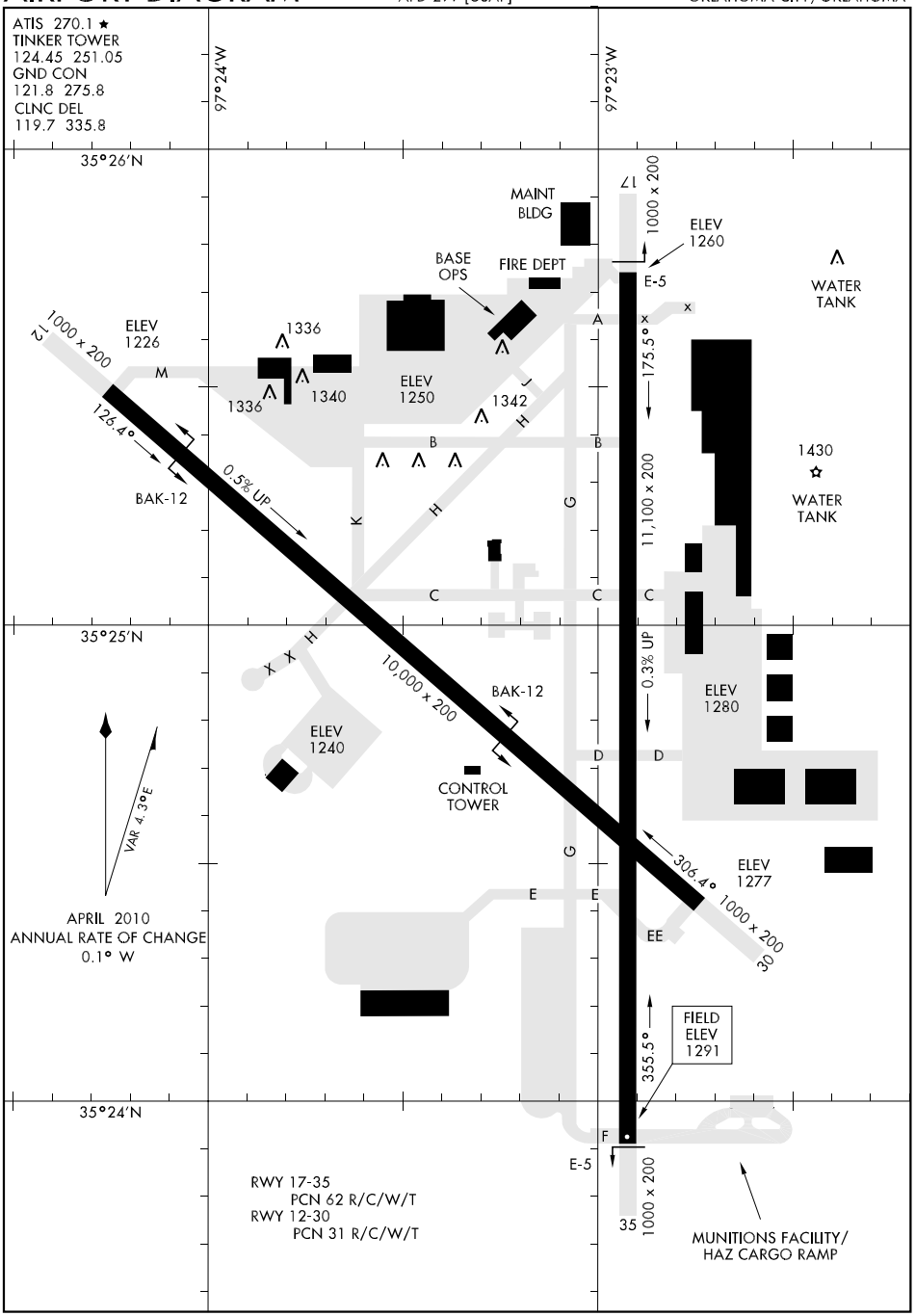




CATEGORY	A	B	C	D
CIRCLING	1860-1	506 (600-1)	1860-1½ 506 (600-1½)	NA

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

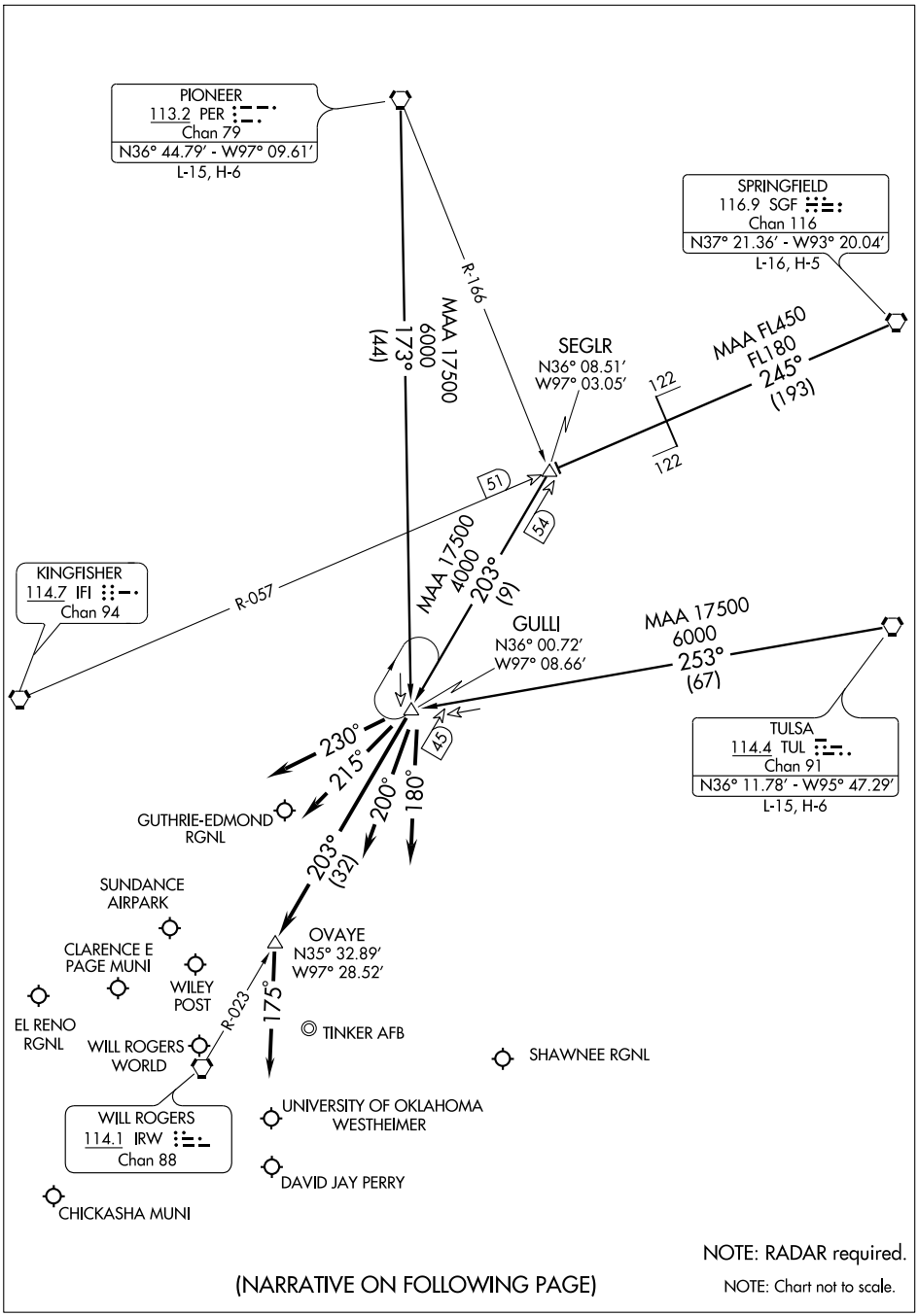
SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS RWY 17

TINKER AFB (KTIK)

LOC I-FRJ	APCH CRS	Rwy ldg 11,100 / TDZE 1267 / Arpt Elev 1291
111.3	175 °	AL-299 [USAF]

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-174 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

DME required for localizer only approach. Localizer unusable from TIK 0.1 DME to rwy threshold.

Max holding 230 KIAS

355° LR-360 R-026 1553 026° 206° (IAF) ELLIS TIK 20

1649 ANNNA TIK 15 TIK 12 Arc 4000 TIK 15 GEAST

175°

2749 1400 LOTTT TIK 5.1

WILL ROGERS 114.1 IRW Chan 88

1735 R-042 4000 039° (31) 1542 1949

TINKER Chan 105 TIK 1605

LOCALIZER 111.3 I-FRJ

1470 2049 1874

R-174

2048 TIK 15 1565 354° 174° Max holding 230 KIAS

20 NM

MSA TIK 25 NM 170° 4000 2800 080° 270° 3200

EMERG SAFE ALT 100 NM 4700

4000 TIK R-174 TIK 15

LOTTT IRW R-042 TIK 5.1 3000

TIK 12 175° 4000 3000

ANNNA Intcp Lczr 4000 Arc 15

GEAST TIK 15 ELLIS TIK R-026 20 206° 8000 8000

Localizer NA beyond 15 ° right of course

TACAN TIK 0.3

GS 2.80° TCH 50

0.8 4.8 NM

ELEV 1291

175° 5.6 NM from FAF

TDZE 1267

1340 1356 1446 1342 1430 1376 1369 1441

10,000 x 200 0.5% UP 11,100 x 200 0.3% UP

12 30 35

HIRL Rwy 17-35, 12-30

CATEGORY	C	D	E
S-ILS 17	1467/40 200 (200-¾)		
S-LOC 17 *	1720/50 453 (500-1)	1720/60 453 (500-1¼)	
CIRCLING **	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2 ¾ 749 (800-2¾)

FAF to MAP 4.8 NM					
Knots	120	140	160	180	200
Min:Sec	2:24	2:03	1:48	1:36	1:26

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS RWY 35

LOC I-TIK	APCH CRS	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291
109.5	355°	

AL-299 [USAF]

TINKER AFB (KTIK)

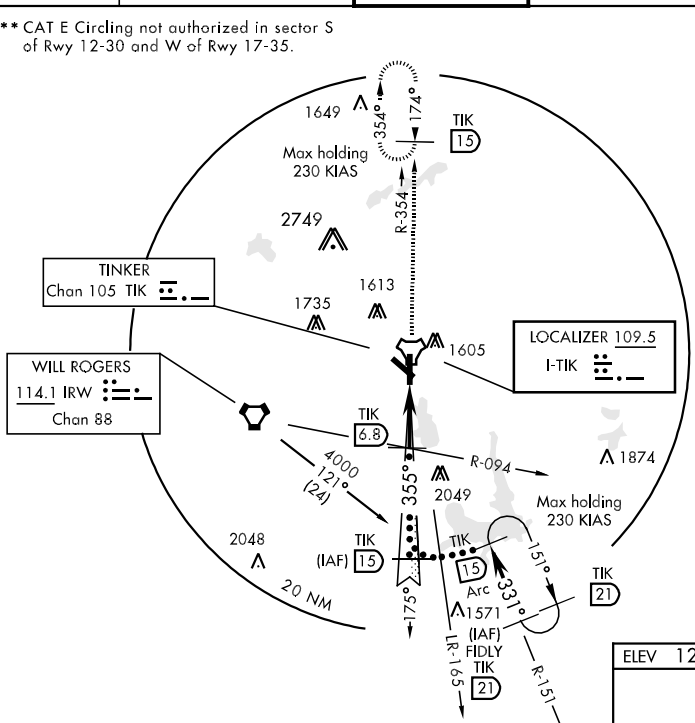
▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

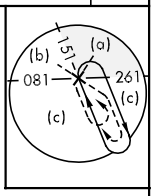
ALSF-1 (A1)

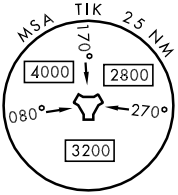
MISSED APPROACH: Climb to 4000 on the TIK TACAN R-354 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

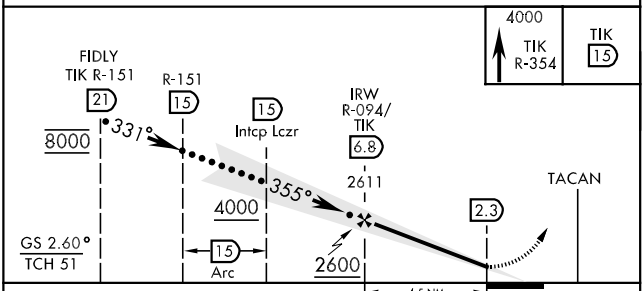
*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

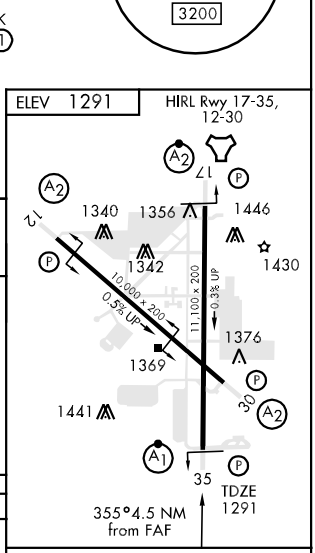






EMERG SAFE ALT 100 NM 4700





CATEGORY	C	D	E
S-ILS 35 *	1491/24	200	(200-½)
S-LOC 35 **	1640/40	349	(400-¾)
CIRCLING ***	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 17

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
TIK Chan 105	172°	11,100	1267	1291

AL-299 [USAF] — TINKER AFB (KTIK)

* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-172 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

Straight-in minimum visibility increased to no light minimum due to offset final approach course.

Max holding 230 KIAS

R-026 1553

R-352 R-360

1649 CAROO TIK 15

TIK 15 Arc

026° 206°

TIK (IAF) 20 ELLIS 8000

GEAST TIK 15 1344

172°

2749 CARAT TIK 5.1

R-042

CAUTION: Final approach course offset 710' left of rwy extended centerline 3000' from threshold.

WILL ROGERS 114.1 IRW Chan 88

1735 1613 1605

4000 039° (31) 1881

TINKER Chan 105 TIK

2049 1874

NIDUE TIK 15 1565

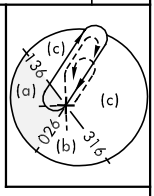
2048

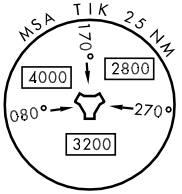
20 NM

352° 172°

Max holding 230 KIAS

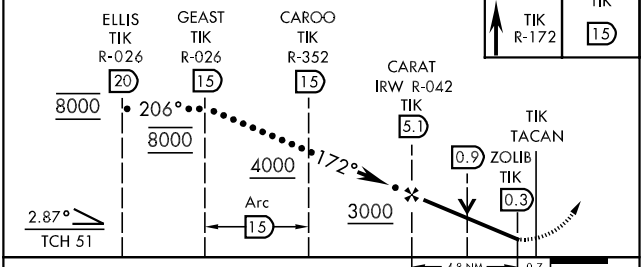
R-172





EMERG SAFE ALT 100 NM 4700

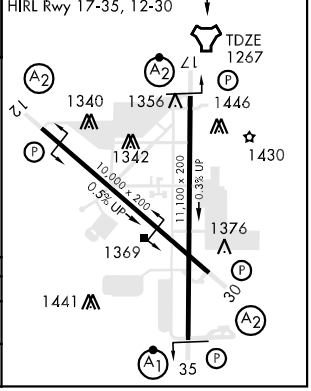
4000 TIK R-172 — TIK 15



ELEV 1291

172° 5.5 NM from FAF

HIRL Rwy 17-35, 12-30



CATEGORY	C	D	E
S-17	1720/60 453 (500-1¼)	1720-1½ 453 (500-1½)	
CIRCLING *	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 35

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
TIK Chan 105	354°	11,100	1291	1291

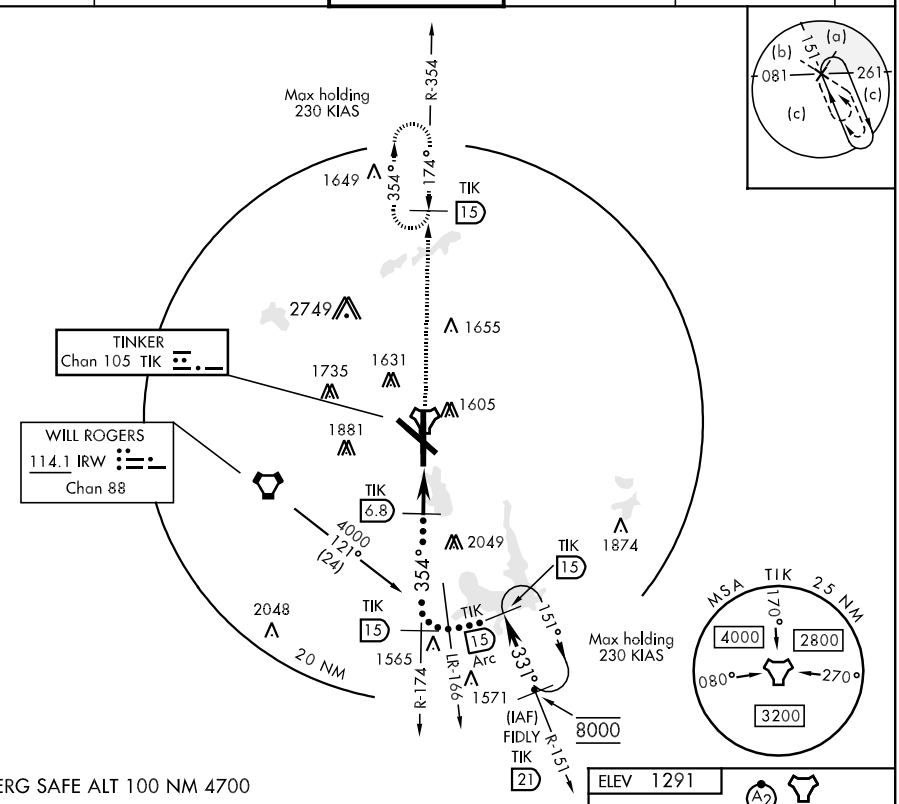
AL-299 [USAF] TINKER AFB (KTIK)

T * When ALS inop, increase CAT CDE vis by ½ mile.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

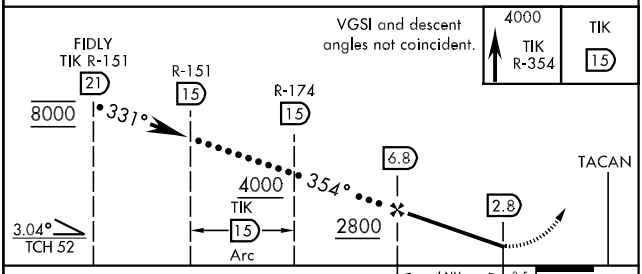
ALSF-1

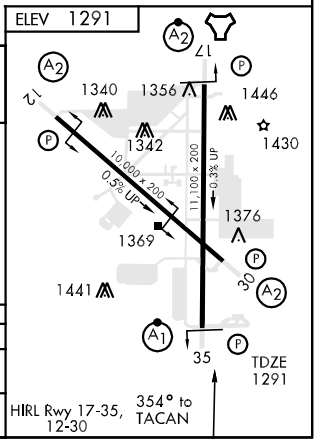
MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

ATIS★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	



EMERG SAFE ALT 100 NM 4700





CATEGORY	C	D	E
S-35 *	1800/50 509 (600-1)		1800-1¼ 509 (600-1¼)
CIRCLING **	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 17

LOC I-FRJ	APCH CRS	Rwy ldg 11,100 / TDZE 1267 / Arpt Elev 1291
111.3	175°	

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

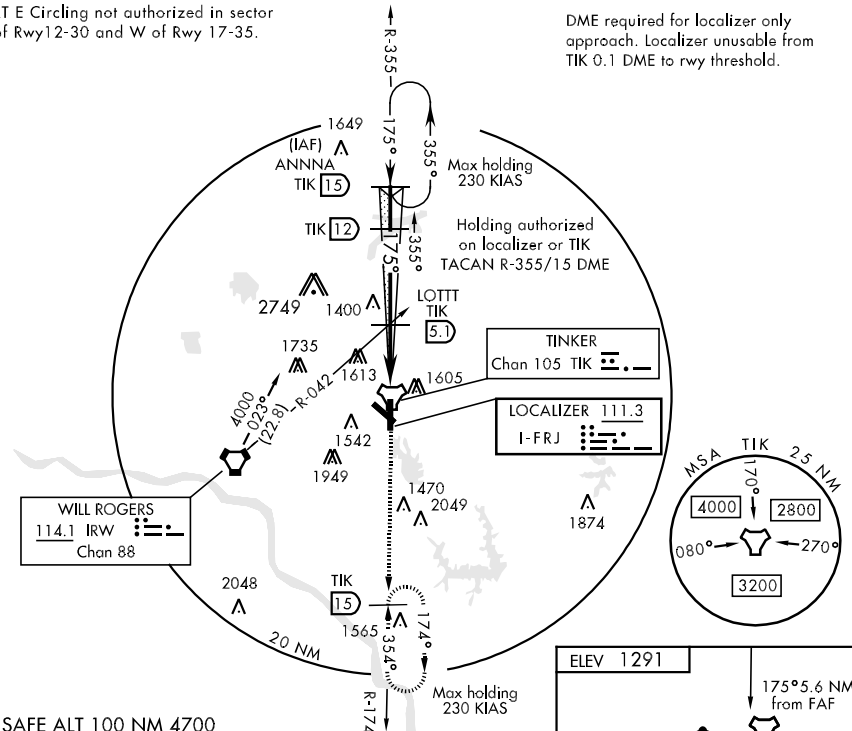
SALS (A2)

MISSED APPROACH: Climb to 4000 on TIK TACAN R-174 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

*** CAT E Circling not authorized in sector S of Rwy12-30 and W of Rwy 17-35.

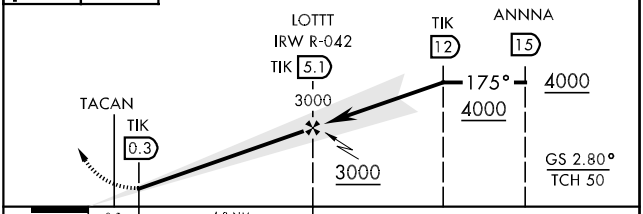
DME required for localizer only approach. Localizer unusable from TIK 0.1 DME to rwy threshold.

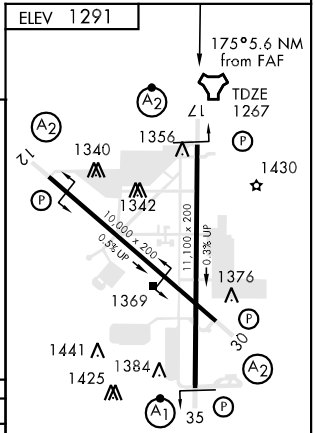


EMERG SAFE ALT 100 NM 4700

4000 TIK R-174 | TIK 15

Localizer NA beyond 15° right of course





CATEGORY	A	B	C	D	E
S-ILS 17 *	1467/24 200 (200-½)		1467/40 200 (200-¾)		
S-LOC 17 **	1720/40 453 (500-¾)		1720/50 453 (500-1)	1720/60 453 (500-1¼)	
CIRCLING ***	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 35

LOC I-TIK	APCH CRS	Rwy ldg 11,100 / TDZE 1291 / Arpt Elev 1291
109.5	355°	AL-299 [USAF]

TINKER AFB (KTIK)

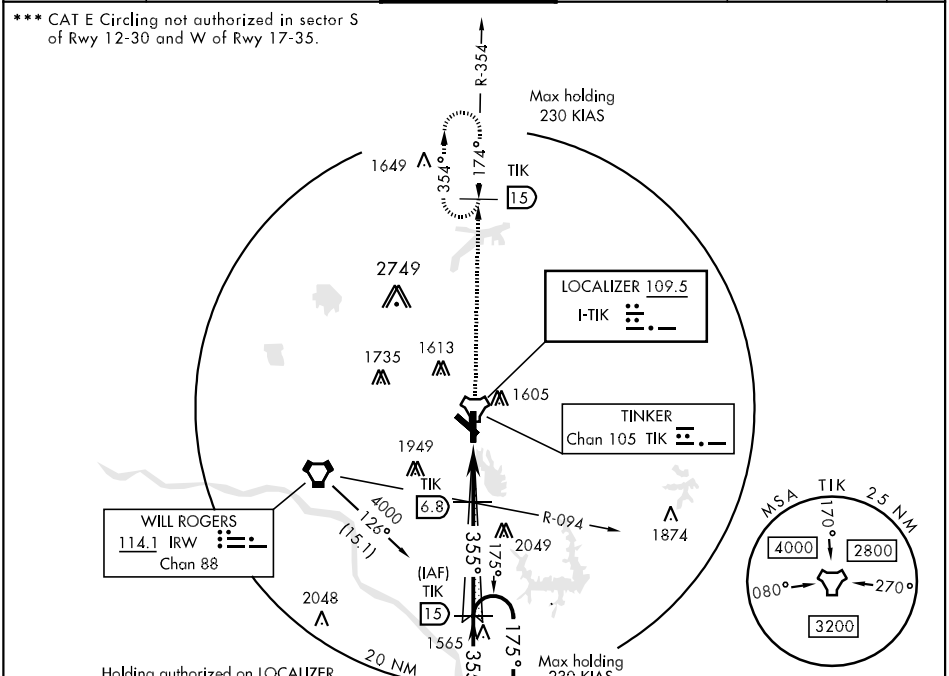
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile.

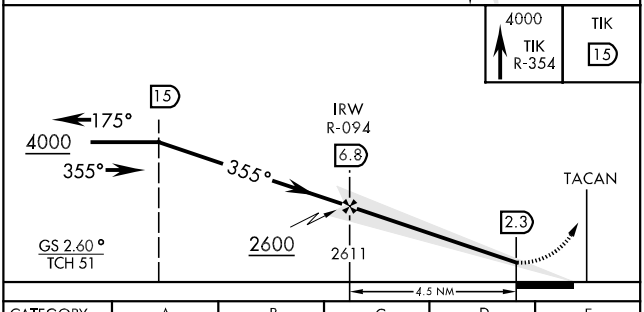
ALSF-1 (A1)

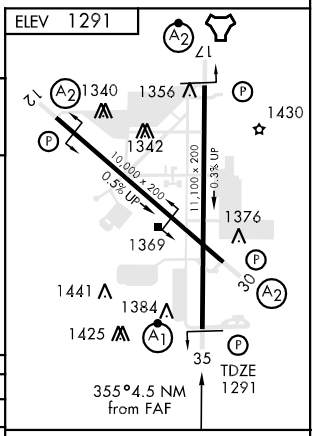
MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.







CATEGORY	A	B	C	D	E
S-ILS 35 *	1491/24	200	(200-½)		
S-LOC 35 **	1640/24 349 (400-½)		1640/40 349 (400-¾)		
CIRCLING ***	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME RWY 30

LOC I-PLH	APCH CRS	Rwy ldg 10,000 / TDZE 1276 / Arpt Elev 1291
111.7	306°	

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS (A2)

MISSED APPROACH: Climb straight ahead to 2500, then turn right to 4000 direct I-PLH and TIK 13 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

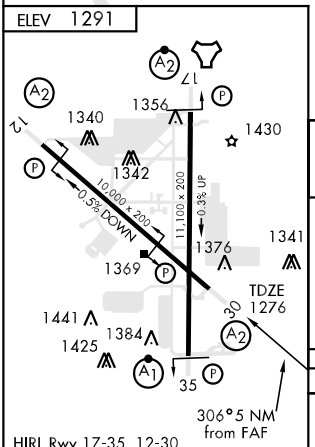
RADAR REQUIRED

CAUTION: VFR flyway West of TIK, sfc to 3000.

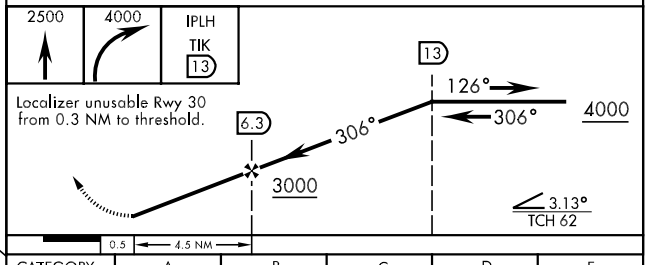
2749
1613
1605
LOCALIZER 111.7
I-PLH
TINKER
Chan 105 TIK
1542
1949
1327
TIK
6.3
306°
1386
1874
126°
306°
2049
10 NM
(IAF)
TIK
13
126°
Max holding 230 KIAS
Max holding alt 4000
Holding authorized on LOCALIZER 13 DME. 1 min legs.
MSA TIK 25 NM
170°
4000
2800
080°
270°
3200

EMERG SAFE ALT 100 NM 4700

ELEV 1291



HIRL Rwy 17-35, 12-30



CATEGORY	A	B	C	D	E
S-LOC 30 *	1700/40 424 (500-¾)		1700/50 424 (500-1)		1700/60 424 (500-1¼)
CIRCLING **	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC RWY 12

LOC I-EVG	APCH CRS	Rwy ldg 10,000 / TDZE 1241 / Arpt Elev 1291
111.7	126°	

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

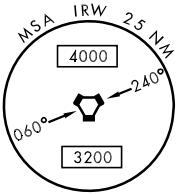
SALS (A2)

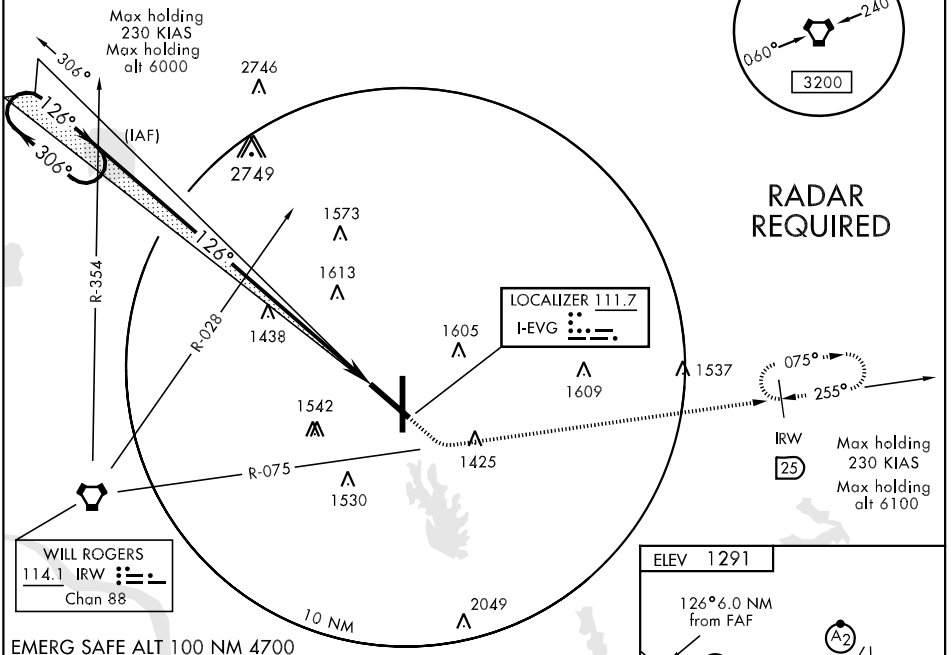
MISSED APPROACH: Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME and hold at 3000.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

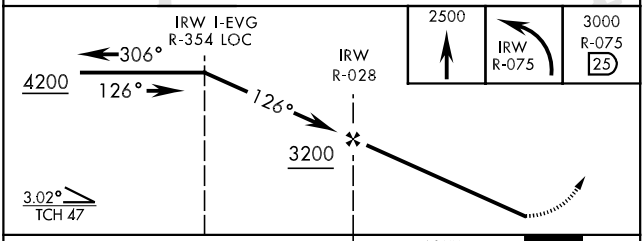
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

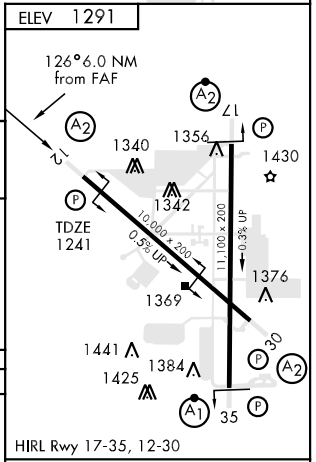
CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.





EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-12 *	1740/40	499 (500-¾)	1740/50 499 (500-1)	1740/60 499 (500-1¼)	1740-1½ 499 (500-1½)
CIRCLING **	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 17

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
TIK Chan 105	172°	11,100	1267	1291

AL-299 [USAF]

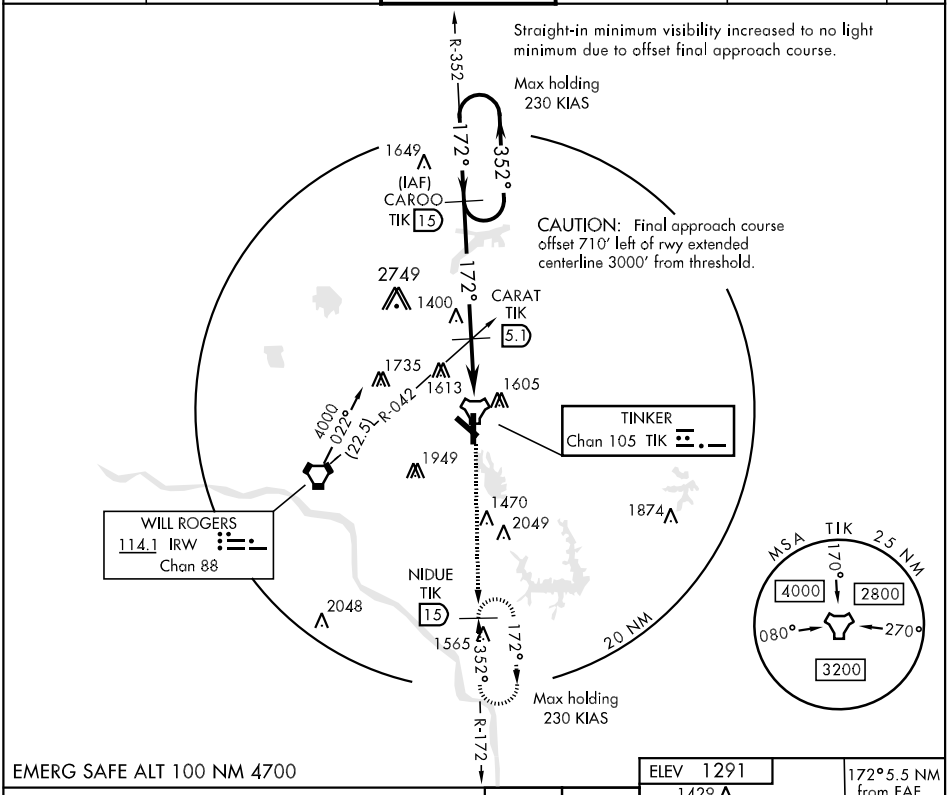
TINKER AFB (KTIK)

* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-172 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	



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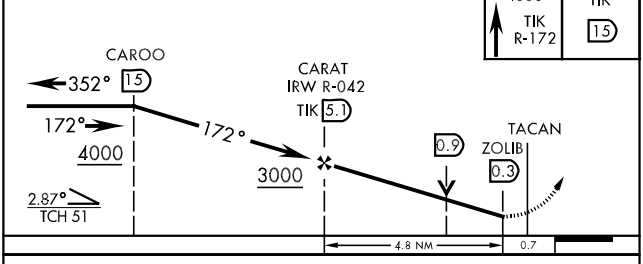
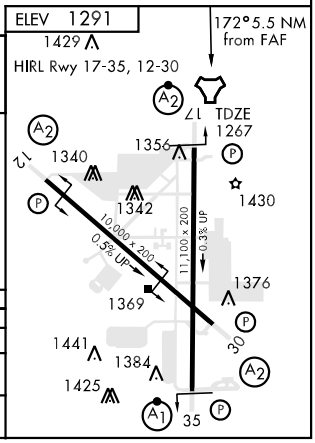




CATEGORY	A	B	C	D	E
S-17	1720/50	453 (500-1)	1720/60 453 (500-1¼)	1720-1½	453 (500-1½)
CIRCLING *	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 35

TACAN TIK Chan 105	APCH CRS 354°	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)

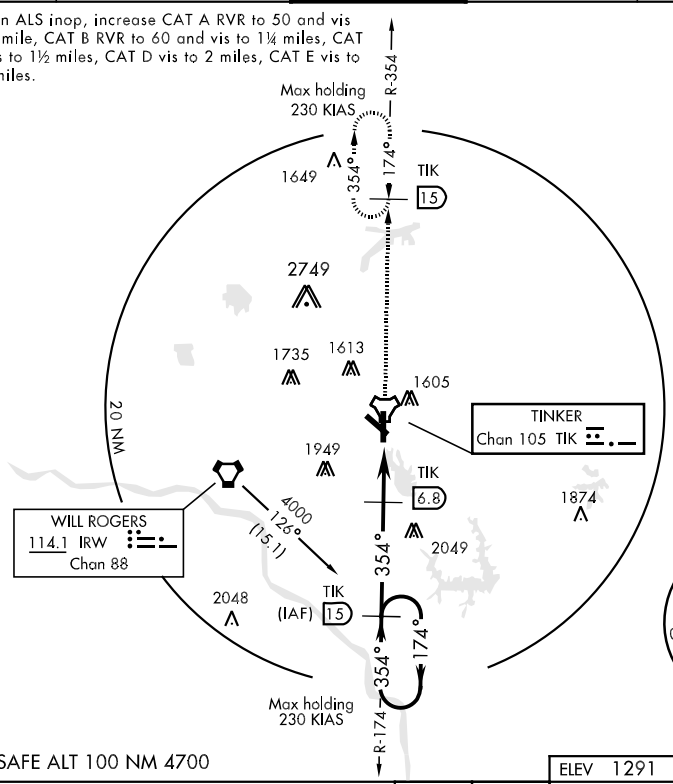
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CDE increase vis by ½ mile.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

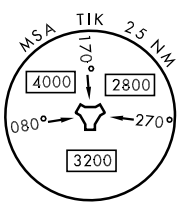
ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

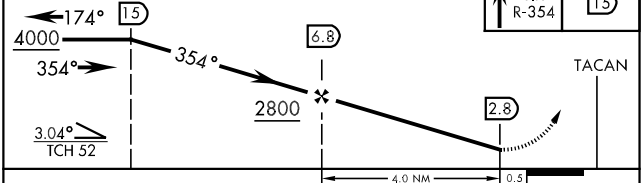
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

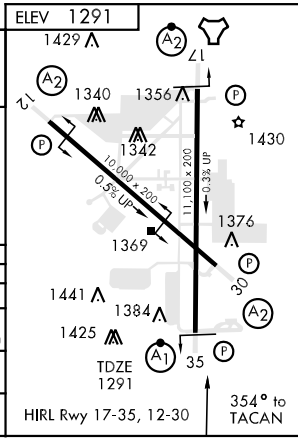
*** When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.





EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-35 *	1800/24 509 (600-½)		1800/50 509 (600-1)		1800/60 509 (600-1¼)
CIRCLING **	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 35 ***	1940/24 649 (700-½)	1940/40 649 (700-¾)	1940/60 649 (700-1¼)	1940-1½ 649 (700-1½)	1940-1¾ 649 (700-1¾)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC IRW	APCH CRS	Rwy Idg	N/A
114.1	246°	TDZE	N/A
Chan 88		Arpt Elev	1291

AL-299 [USAF] TINKER AFB (KTIK)

* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

MISSED APPROACH: Climbing left turn to 3000, commence turn prior to IRW R-066/10 DME, then direct to IRW R-066/25 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

CAUTION: VFR flyway west of TIK, sfc to 3000

WILEY POST
113.4 PWA
Chan 81

WILL ROGERS
114.1 IRW
Chan 88

2746
2749
1613
1679
1535
1542
1688
1419
1609
1629
1537
PWA R-100
R-066
ZERMA
IRW
17
IRW
10
(IAF)
LABNE
IRW
25
246°
066°
R-066
Max holding
230 KIAS
10 NM

MSA IRW 25 NM
4000
240°
060°
3200

EMERG SAFE ALT 100 NM 4700

ELEV 1291
246° 5 NM from FAF
1436
1340
1356
1342
1430
TDZE
1241
10,000 x 200
0.3% UP
11,100 x 200
0.3% UP
1376
1369
1441
1384
1425
35
30
12
17

Prior to IRW R-066 10 | 3000 | IRW R-066 25

ZERMA
PWA R-100
IRW
17
LABNE
IRW
R-066
25
066°
3000
246°
246°
IRW
12
2300
5 NM

CATEGORY	A	B	C	D	E
CIRCLING *	1920-1 629 (700-1)		1920-1¾ 629 (700-1¾)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

HIRL Rwy 17-35, 12-30

VOR/DME RWY 12

VOR/DME PWA	APCH CRS	Rwy ldg 10,000
113.4 Chan 81	110°	TDZE 1241
		Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
**CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS (A2)

MISSED APPROACH: Climb to 3100 direct to PWA R-110/20 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

CAUTION: VFR flyway west of TIK, sfc to 3000'

Max holding 230 KIAS
Max holding alt 4000

290°
110°
R-290

IAF
WILEY POST
113.4 PWA
Chan 81

110°
R-033
10 NM

WILL ROGERS
114.1 IRW
Chan 88

2746
2749
1613
1735
1679
1605
1542
2049

PWA 8
PWA 11
PWA 20

Max holding 230 KIAS
110°
290°
R-110

MSA PWA 25 NM
150°
4000
3400
290°

EMERG SAFE ALT 100 NM 4700

PWA VOR/DME
IRW R-033 PWA 8
PWA 11
PWA 13
290°
110°
4000
3200
2100
3.05°
TCH 47
5 NM
0.5

3100
PWA R-110
PWA R-110 20

ELEV 1291
110° 5.5 NM from FAF

1436
1340
1342
1356
1430
1376
1369
1441
1425
1384
TDZE 1241
10,000 × 200
11,100 × 200
0.5% UP
0.3% UP
17
35
30

HIRL Rwy 17-35, 12-30

CATEGORY	A	B	C	D	E
S-12*	1900/40	659 (700-¾)	1900-1½ 659 (700-1½)	1900-1¾ 659 (700-1¾)	1900-2 659 (700-2)
CIRCLING**	1900-1	609 (700-1)	1900-1¾ 609 (700-1¾)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 30

VOR/DME PWA	APCH CRS	Rwy ldg 10,000 / TDZE 1276 / Arpt Elev 1291
113.4 Chan 81	292°	

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climbing right turn to 3800, then direct to the PWA R-112/26 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

CAUTION: VFR flyway west of TIK, sfc to 3000

WILEY POST
113.4 PWA
Chan 81

MSA PWA 25 NM
150°
4000
3400
290°

2746
2749
1613
1679
1436
1605
1629
1545
1542
1399
10 NM
R-082
PWA
20
292°
(IAF)
PWA
26
1386
1874
112°
R-112
2049
Max holding
230 KIAS
Max holding
alt 3800

WILL ROGERS
114.1 IRW
Chan 88

EMERG SAFE ALT 100 NM 4700

3800
PWA
R-112
26

IRW
R-082
PWA
20

PWA
R-112
26

112°
292°
3800
292°
2800
NOTVE
PWA
15.7
2.84°
TCH 62
0.5
4.3 NM

ELEV 1291
1436
1340
1356
1430
1342
10,000 x 200
0.5% DOWN
11,100 x 200
0.3% UP
1376
1369
TDZE
1276
1441
1425
1384
35
292° 4.8 NM
from FAF
HIRL Rwy 17-35, 12-30

CATEGORY	A	B	C	D	E
S-30 *	1840/50	564 (600-1)	1840/60 564 (600-1¼)	1840-1½ 564 (600-1½)	1840-1¾ 564 (600-1¾)
CIRCLING **	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

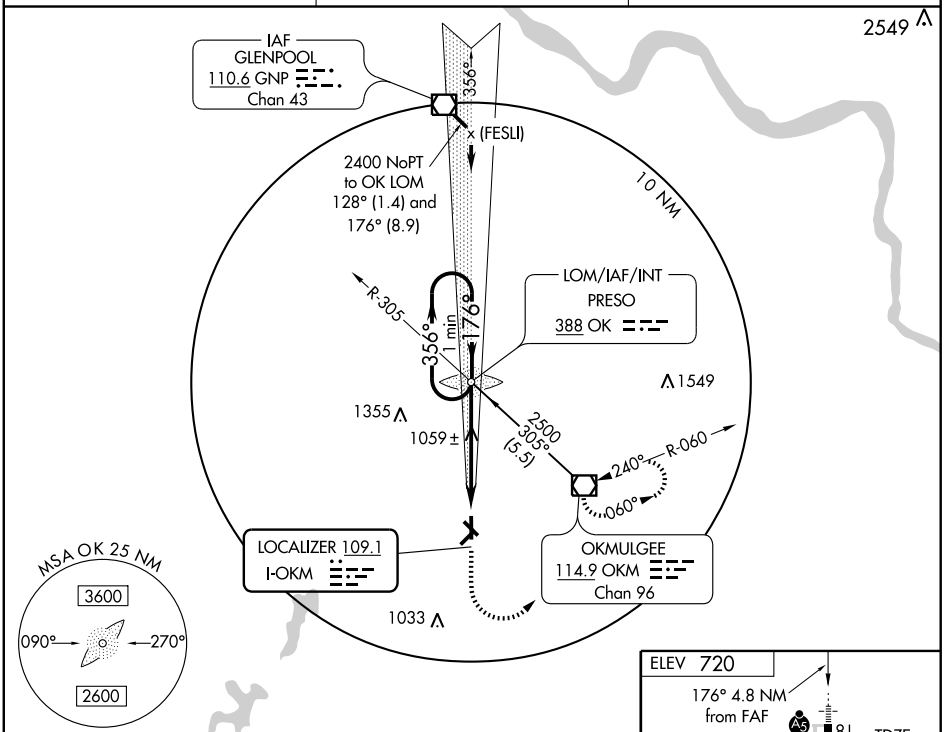
LOC I-OKM	APP CRS	Rwy Idg	5150
109.1	176°	TDZE	720
		Apt Elev	720

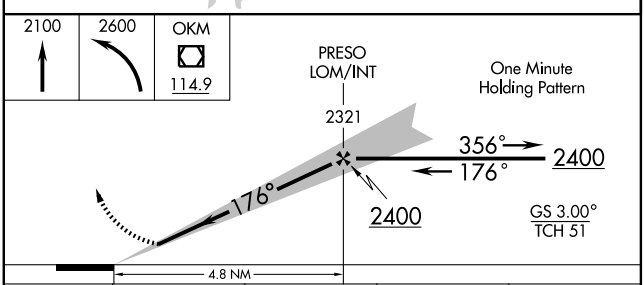
ILS or LOC RWY 18

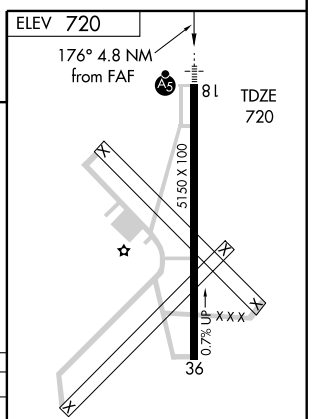
OKMULGEE RGNL (OKM)

T NA	If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.	MALSR	MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18	920-½ 200 (200-½)			NA
S-LOC 18	1320-½ 600 (600-½)		1320-1 600 (600-1)	NA
CIRCLING	1320-1 600 (600-1)		1320-1½ 600 (600-1½)	NA

MIRL Rwy 18-36 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82105 W18A	APP CRS 176°	Rwy Idg 5150 TDZE 720 Apt Elev 720

RNAV (GPS) RWY 18

OKMULGEE RGNL (OKM)

If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.

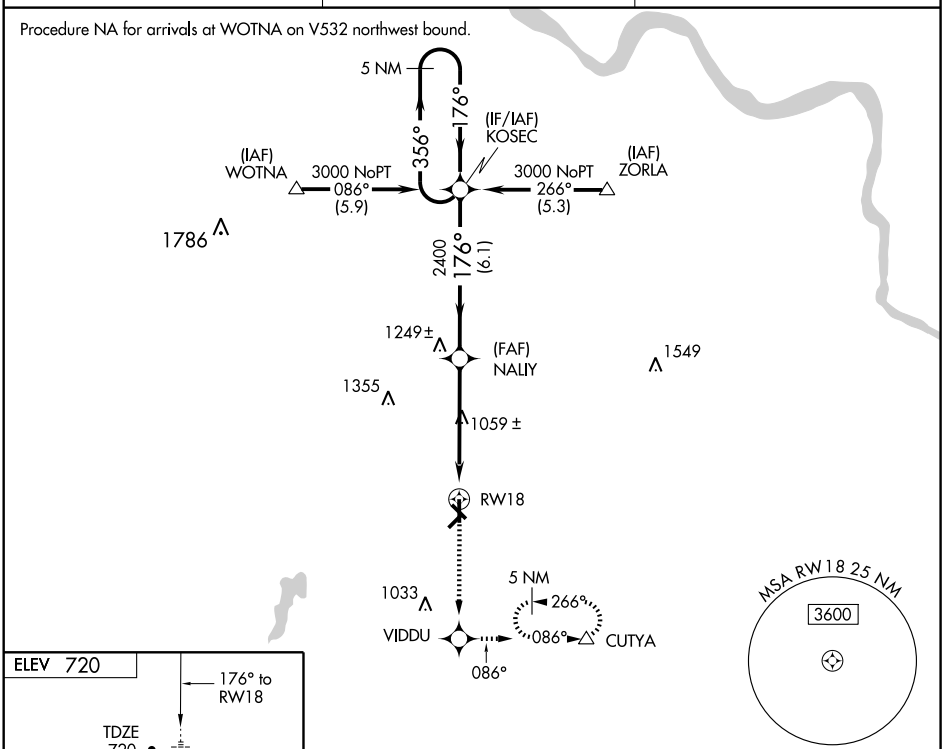
DME/DME RNP-0.3 NA. VDP NA with Tulsa Intl altimeter setting.

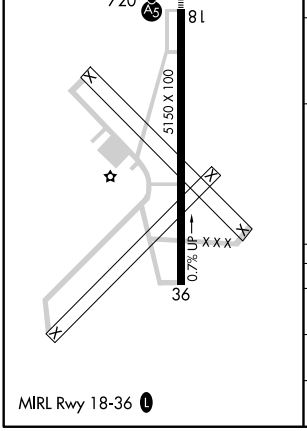
MALSR

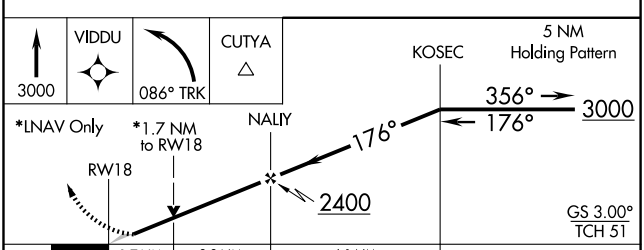
MISSED APPROACH: Climb to 3000 direct VIDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L

Procedure NA for arrivals at WOTNA on V532 northwest bound.







CATEGORY	A	B	C	D
LPV DA	970-½ 250 (300-½)			NA
LNAV MDA	1320-½ 600 (600-½)		1320-1 600 (600-1)	NA
CIRCLING	1320-1 600 (700-1)		1320-1½ 600 (700-1½)	NA

MIRL Rwy 18-36 L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME OKM 114.9 Chan 96	APP CRS 240°	Rwy Idg N/A TDZE N/A Apt Elev 720

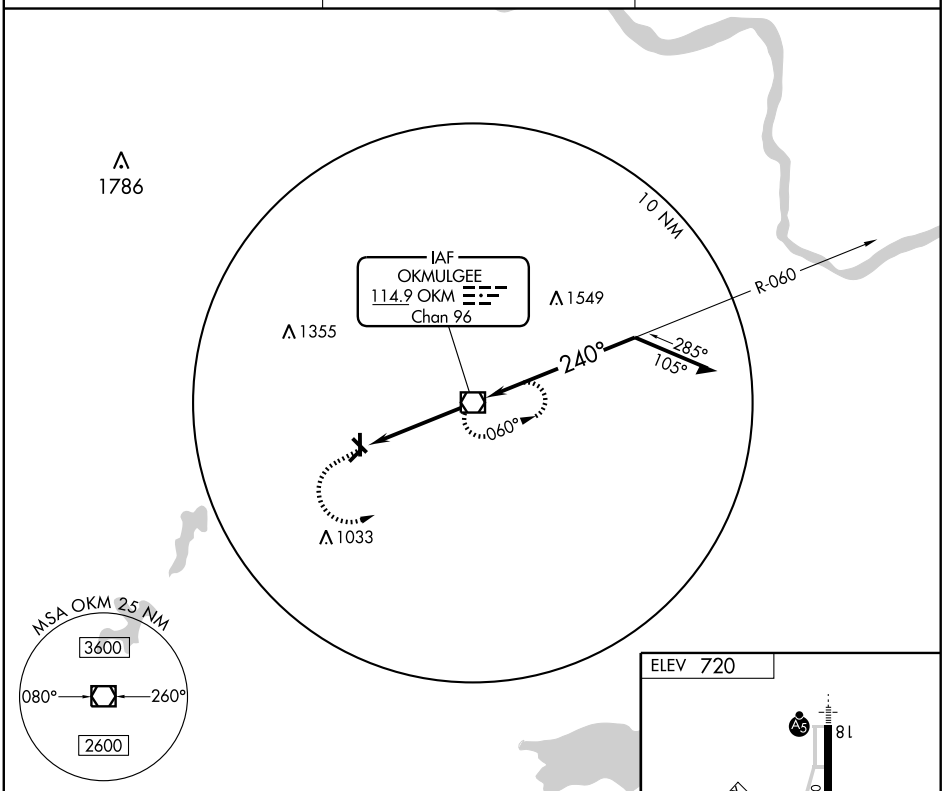
VOR-A

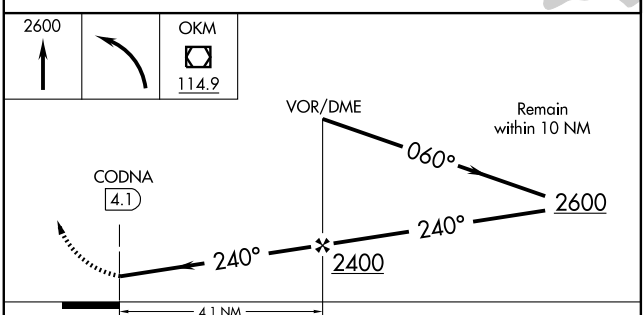
OKMULGEE RGNL (OKM)

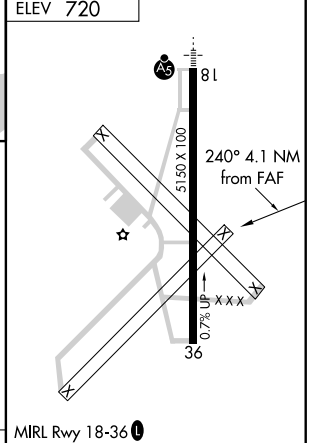
T A NA — If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 2600 then left turn direct OKM VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1140-1 420 (500-1)	1180-1 460 (500-1)	1300-1½ 580 (600-1½)	NA

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB PVJ	APP CRS	Rwy Idg	5001
384	344°	TDZE	953
		Apt Elev	968

NDB RWY 35

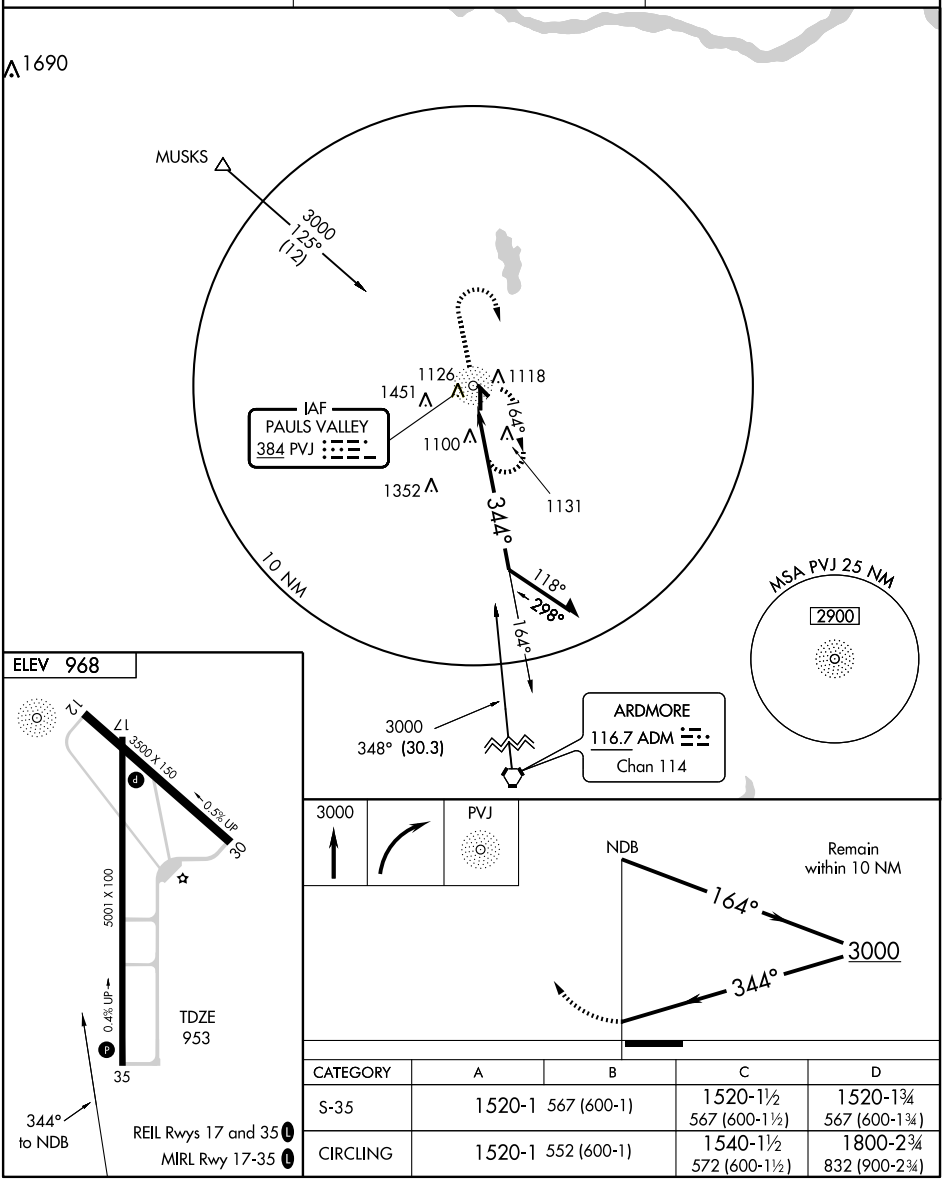
PAULS VALLEY MUNI (PVJ)

If local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDAs 100 feet.

NA

MISSED APPROACH: Climb to 3000 then right turn direct PVJ NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.675	128.1 327.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	1520-1 567 (600-1)		1520-1½ 567 (600-1½)	1520-1¾ 567 (600-1¾)
CIRCLING	1520-1 552 (600-1)		1540-1½ 572 (600-1½)	1800-2¾ 832 (900-2¾)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 5001
CH 86718	174°	TDZE 971
W17A		Apt Elev 971

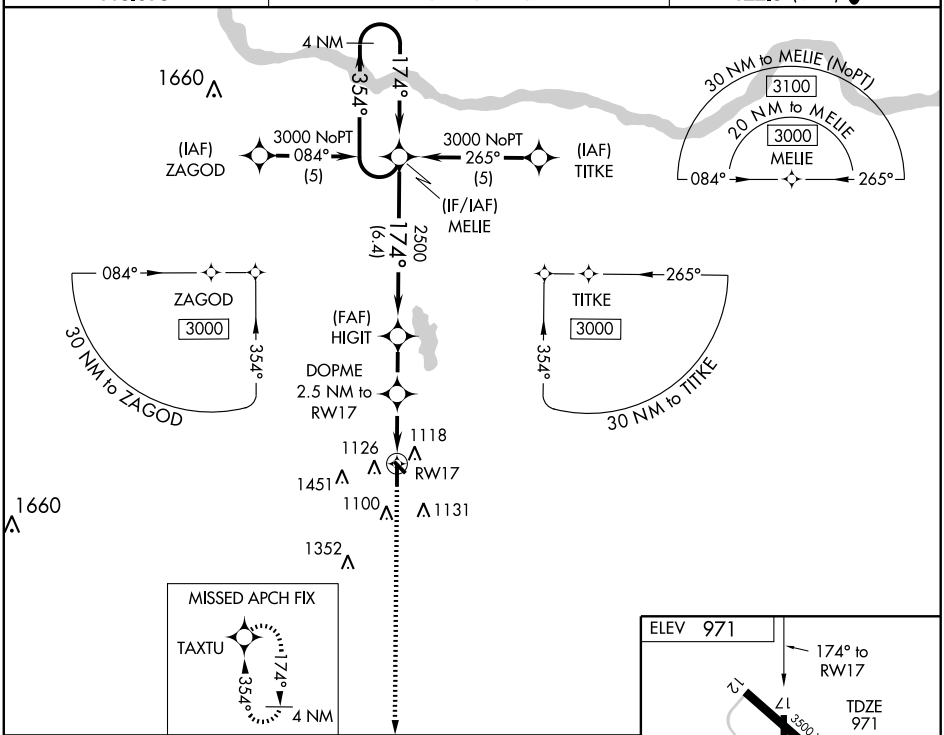
RNAV (GPS) RWY 17

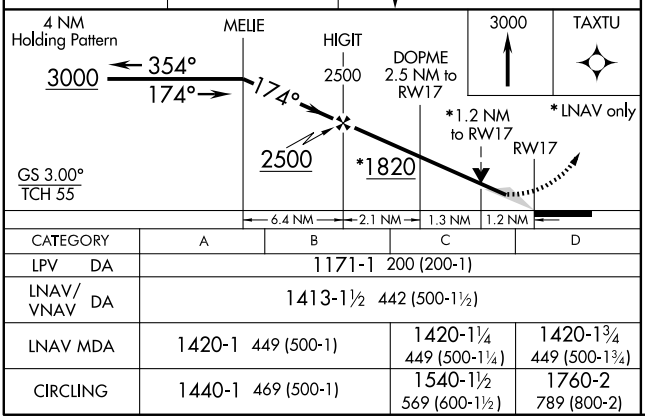
PAULS VALLEY MUNI (PVJ)

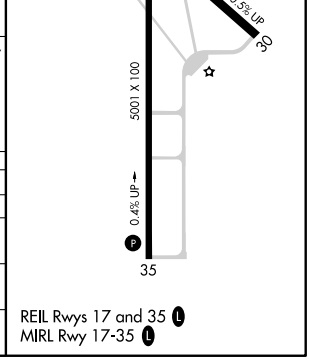
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 97 feet and all MDA 100 feet and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C, D visibility ¼ mile and Circling Cat C visibility ¼ mile, and Cat D visibility ½ mile. Baro-VNAV NA when using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). VDP NA when using Ardmore Downtown Executive altimeter setting.

MISSED APPROACH: Climb to 3000 direct TAXTU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.675	128.1 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1171-1 200 (200-1)			
LNAV/VNAV DA	1413-1½ 442 (500-1½)			
LNAV MDA	1420-1 449 (500-1)		1420-1¼ 449 (500-1¼)	1420-1¾ 449 (500-1¾)
CIRCLING	1440-1 469 (500-1)		1540-1½ 569 (600-1½)	1760-2 789 (800-2)

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 45716	354°	TDZE	956
W35A		Apt Elev	971

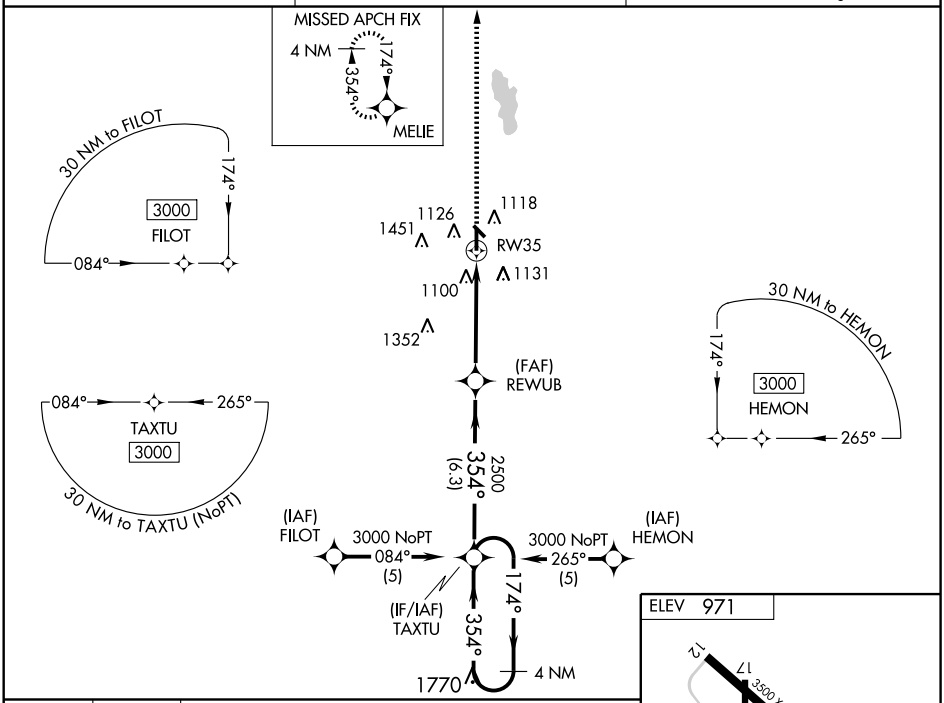
RNAV (GPS) RWY 35

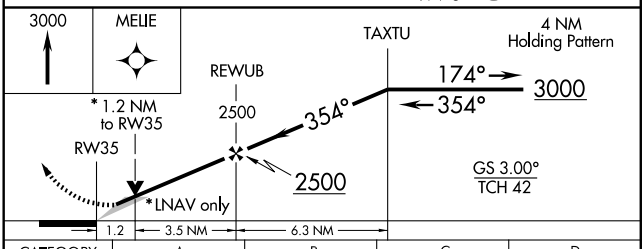
PAULS VALLEY MUNI (PVJ)

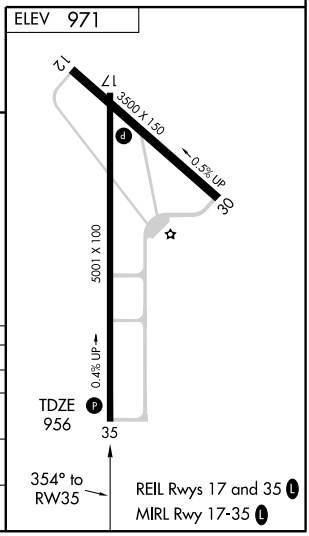
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 97 feet and all MDA 100 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C, D visibility and Circling Cat C visibility ¼ mile, and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).

MISSED APPROACH: Climb to 3000 direct MELIE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.675	128.1 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1156-¾ 200 (200-¾)			
LNAV/ VNAV DA	1447-1¾ 491 (500-1¾)			
LNAV MDA	1360-1 404 (400-1)		1360-1¼ 404 (400-1¼)	
CIRCLING	1440-1 469 (500-1)		1540-1½ 569 (600-1½)	1760-2½ 789 (800-2½)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

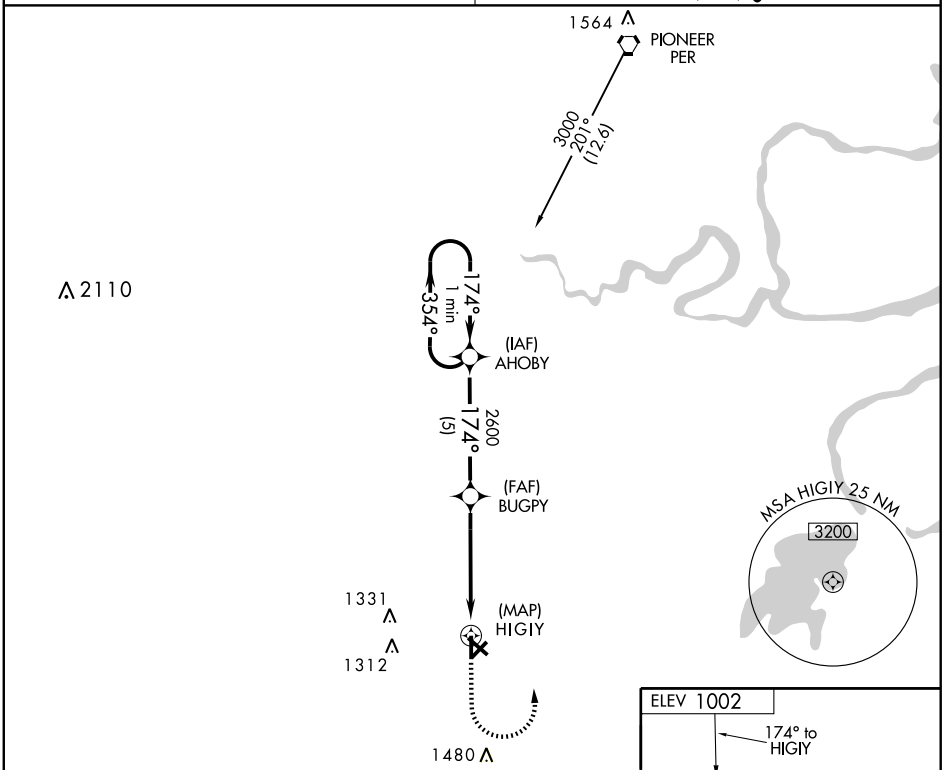
APP CRS	Rwy Idg	5110
174°	TDZE	993
	Apt Elev	1002

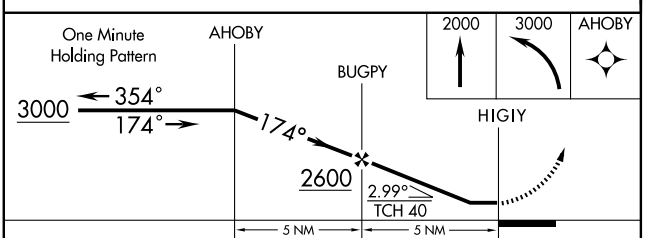
GPS RWY 17

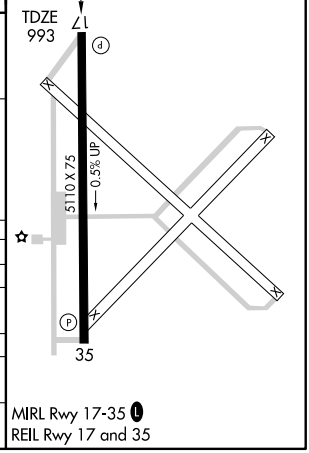
PERRY MUNI (F22)

NA	Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AHOBY WP and hold.

KANSAS CITY CENTER	UNICOM
127.8 319.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1360-1 367 (400-1)			NA
CIRCLING	1480-1 478 (500-1)		1480-1½ 478(500-1½)	NA
PONCA CITY ALTIMETER SETTING MINIMUMS				
S-17	1420-1 427 (500-1)		1420-1¼ 427 (500-1¼)	NA
CIRCLING	1540-1 538 (600-1)		1540-1½ 538 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PER	APP CRS	Rwy Idg	5110
113.2	189°	TDZE	993
Chan 79		Apt Elev	1002

VOR/DME RWY 17

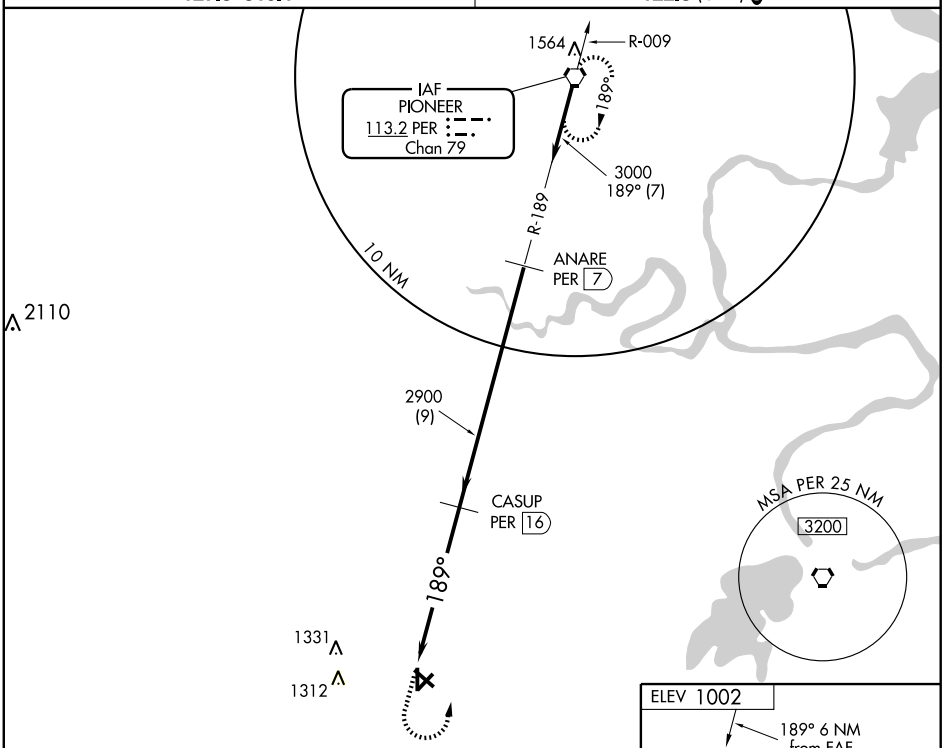
PERRY MUNI (F22)

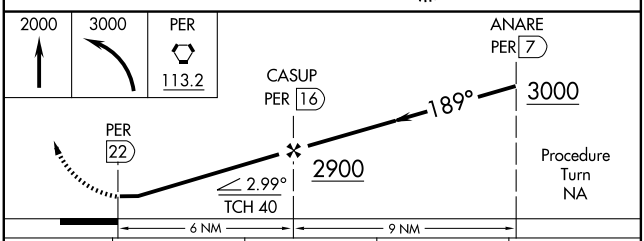
NA — Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct PER VORTAC and hold.

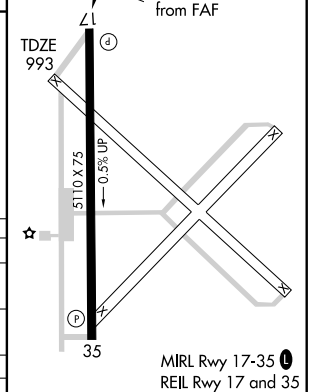
KANSAS CITY CENTER 127.8 319.1

UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1420-1 427 (500-1)	1420-1¼ 427 (500-1¼)	1420-1½ 427 (500-1½)	NA
CIRCLING	1480-1 478 (500-1)	1480-1¼ 478 (500-1¼)	1480-1½ 478 (500-1½)	NA
PONCA CITY ALTIMETER SETTING MINIMUMS				
S-17	1460-1 467 (500-1)	1460-1¼ 467 (500-1¼)	1460-1½ 467 (500-1½)	NA
CIRCLING	1520-1 518 (600-1)	1520-1¼ 518 (600-1¼)	1520-1½ 518 (600-1½)	NA



Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PNC	APP CRS	Rwy Idg	7201
111.9	175°	TDZE	1004
Chan 56		Apt Elev	1008

ILS or LOC/DME RWY 17

PONCA CITY RGNL (PNC)

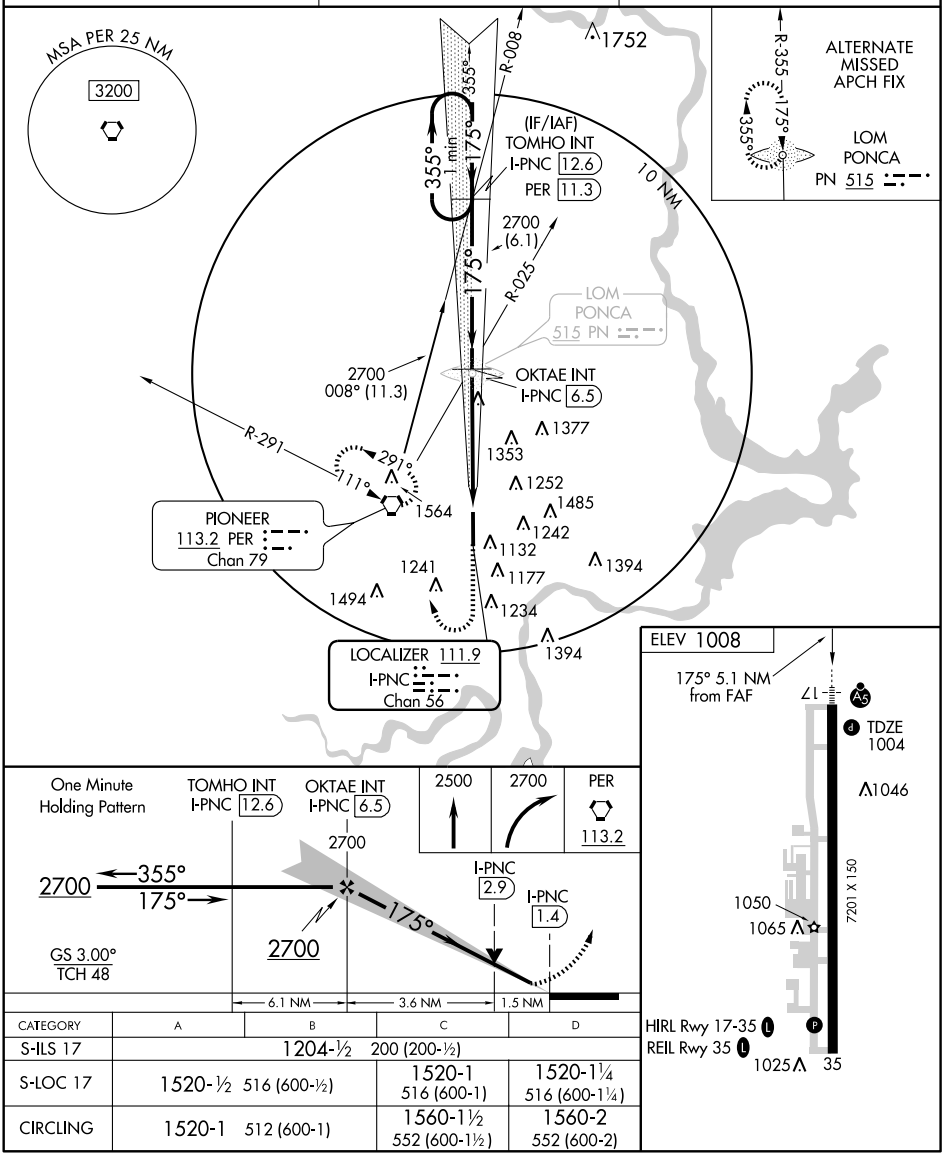
When local altimeter setting not received, use Winfield-Arkansas City altimeter setting and increase S-ILS 17 DA 82 feet and all MDA 100 feet; increase S-LOC Cat C and D and circling Cat C visibility ½ mile. For inoperative MALSR, when using Winfield-Arkansas City altimeter setting, increase S-ILS 17 visibility to 1 mile all Cats. VDP NA when using Winfield-Arkansas City altimeter setting.

NA

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 2700 direct PER VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 17	1204-½ 200 (200-½)			
S-LOC 17	1520-½ 516 (600-½)		1520-1 516 (600-1)	1520-1¼ 516 (600-1¼)
CIRCLING	1520-1 512 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7201
CH 50408	175°	TDZE	1004
W17A		Apt Elev	1008

RNAV (GPS) RWY 17

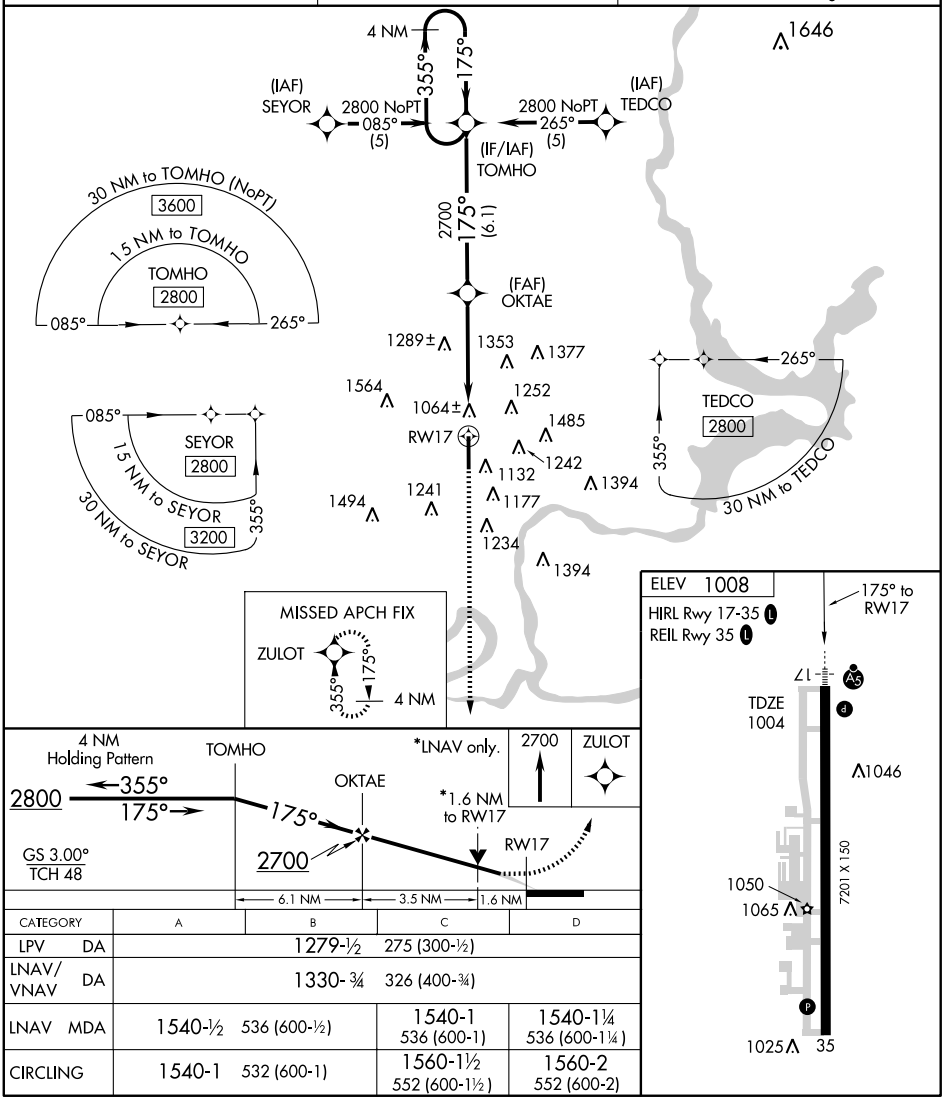
PONCA CITY RGNL (PNC)

For inoperative MALSR, increase LPV visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats LNAV Cat C and Cat D and circling Cat C visibility ¼ mile. VDP NA when using Winfield-Arkansas City altimeter setting. For inoperative MALSR when using Winfield-Arkansas City altimeter setting, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting.

MALSR

MISSED APPROACH: Climb to 2700 direct ZULOT and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1279-½ 275 (300-½)			
LNAV/VNAV DA	1330-¾ 326 (400-¾)			
LNAV MDA	1540-½ 536 (600-½)		1540-1 536 (600-1)	1540-1¼ 536 (600-1¼)
CIRCLING	1540-1 532 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7201
CH 93808	355°	TDZE	1008
W35A		Apt Elev	1008

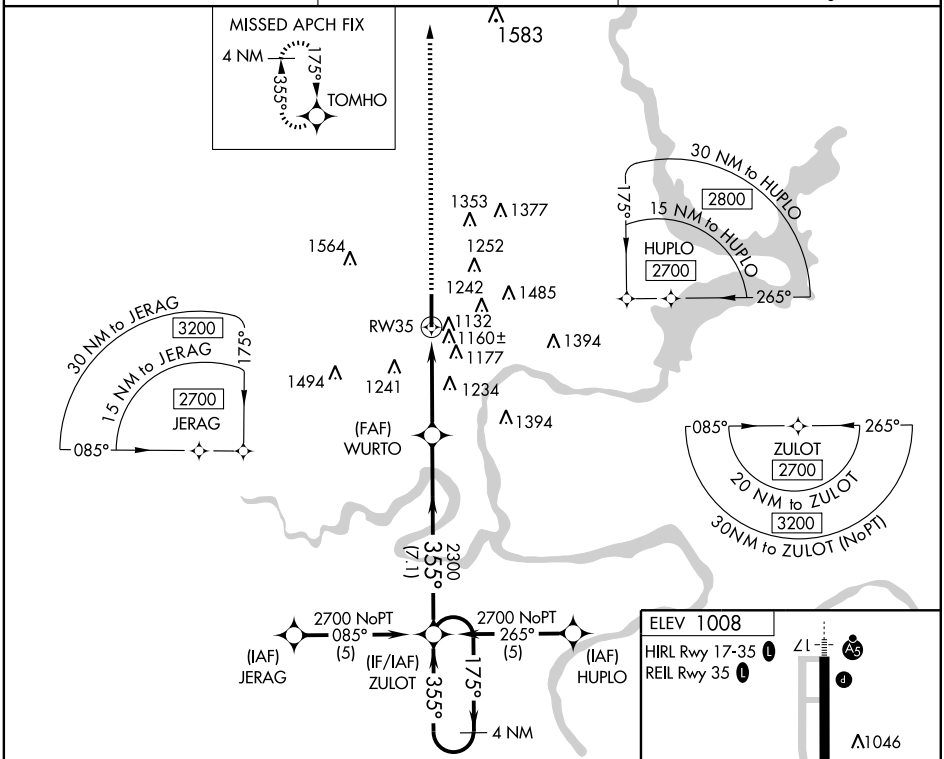
RNAV (GPS) RWY 35

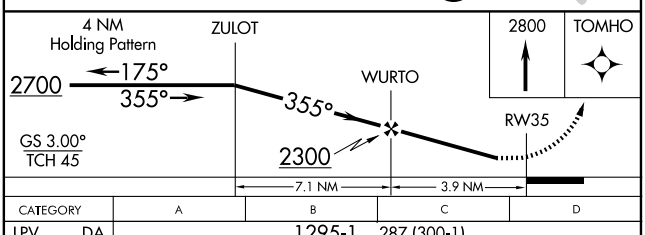
PONCA CITY RGNL (PNC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase Cat C circling visibility ¼ mile, increase LNAV Cat C, D visibility ¼ mile, LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting. Visibility reduction by helicopters NA.

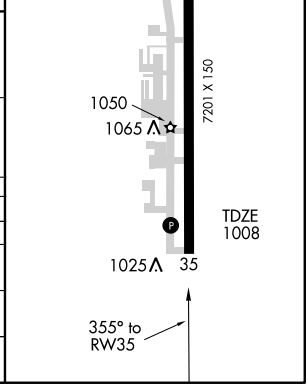
MISSED APPROACH: Climb to 2800 direct TOMHO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1295-1	287 (300-1)		
LNAV/VNAV DA	1478-1¾	470 (500-1¾)		
LNAV MDA	1540-1	532 (600-1)	1540-1½ 532 (600-1½)	1540-1¾ 532 (600-1¾)
CIRCLING	1540-1	532 (600-1)	1560-1½ 552 (600-1½)	1560-2 552 (600-2)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

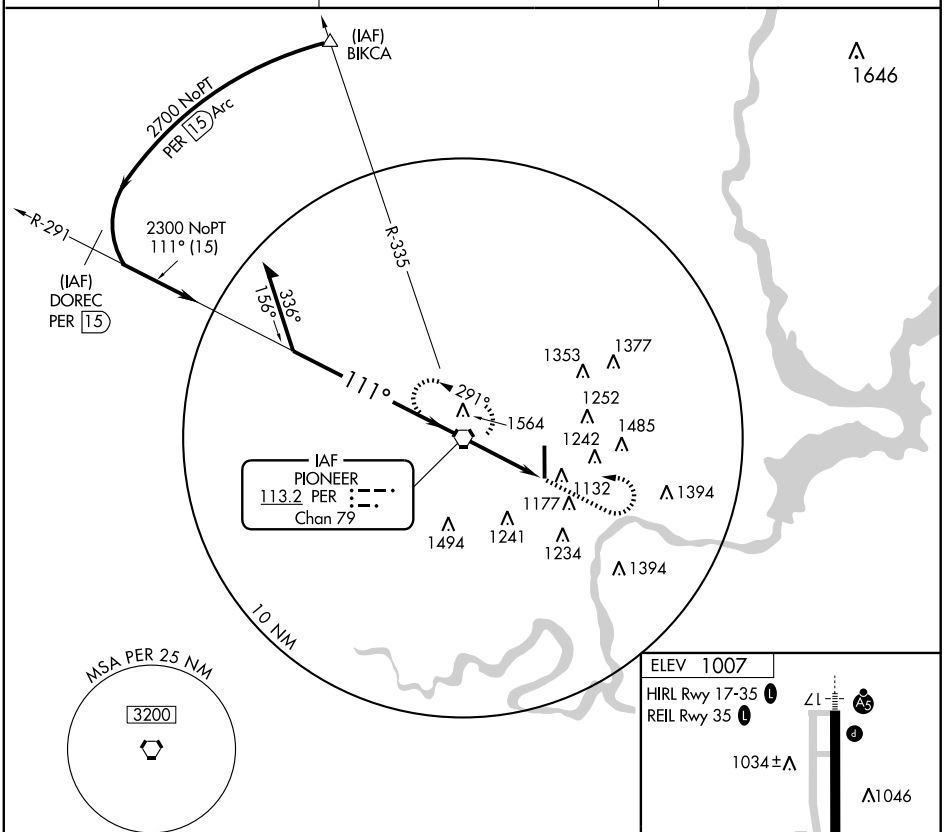
VORTAC PER	APP CRS	Rwy Idg	N/A
113.2	111°	TDZE	N/A
Chan 79		Apt Elev	1007

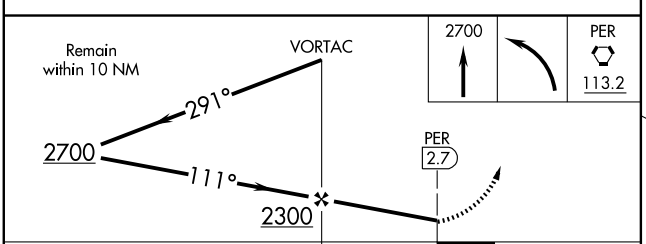
VOR-A

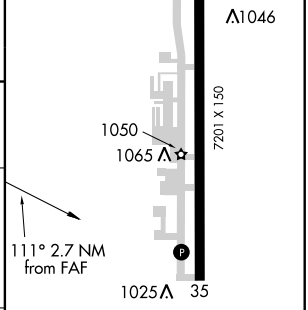
PONCA CITY RGNL (PNC)

MISSED APPROACH: Climb to 2700 then left turn direct PER VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1460-1 453 (500-1)	1480-1 473 (500-1)	1560-1½ 553 (600-1½)	1560-2 553 (600-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

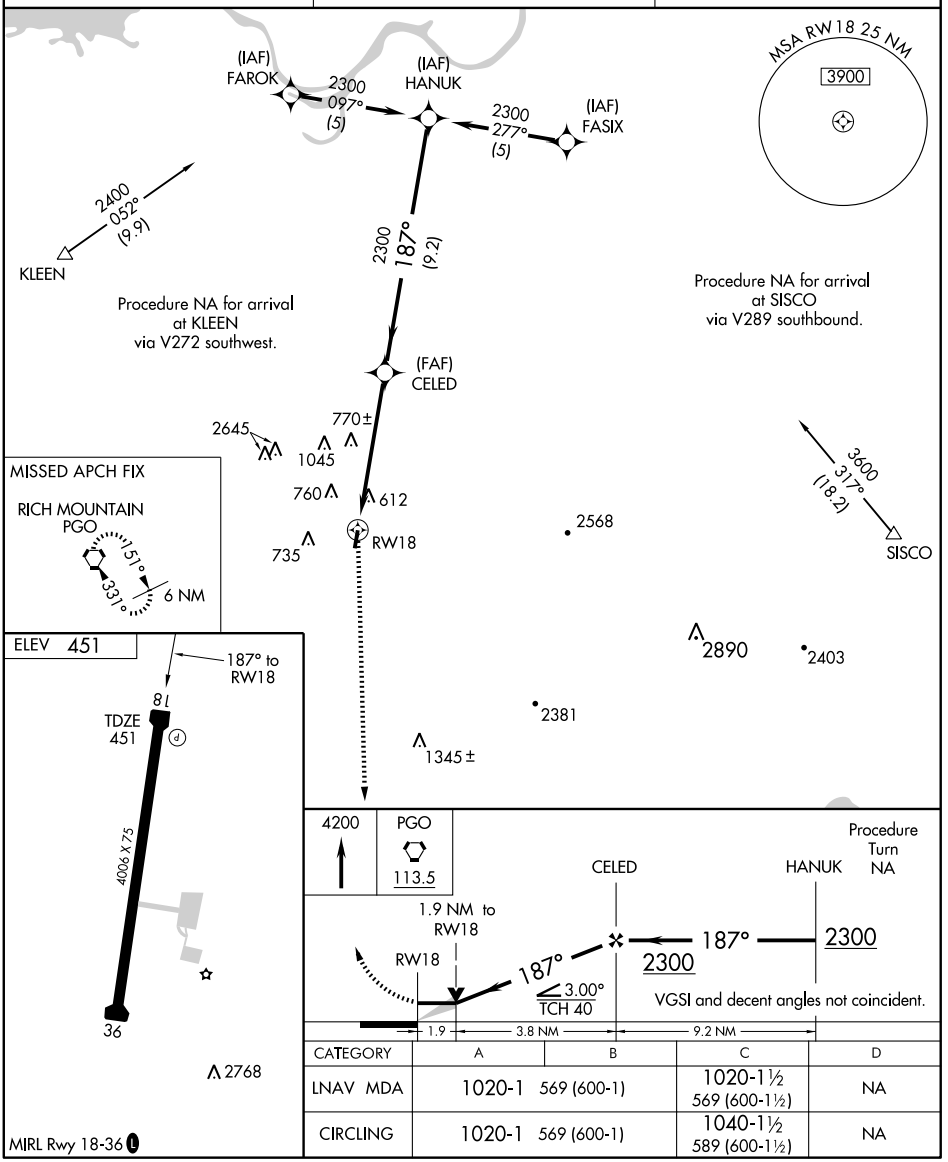
APP CRS	Rwy Idg	4006
187°	TDZE	451
	Apt Elev	451

RNAV (GPS) RWY 18
POTEAU/ROBERT S. KERR (RKR)

If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4200 direct PGO VORTAC and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1020-1	569 (600-1)	1020-1½ 569 (600-1½)	NA
CIRCLING	1020-1	569 (600-1)	1040-1½ 589 (600-1½)	NA

MIRL Rwy 18-36 L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

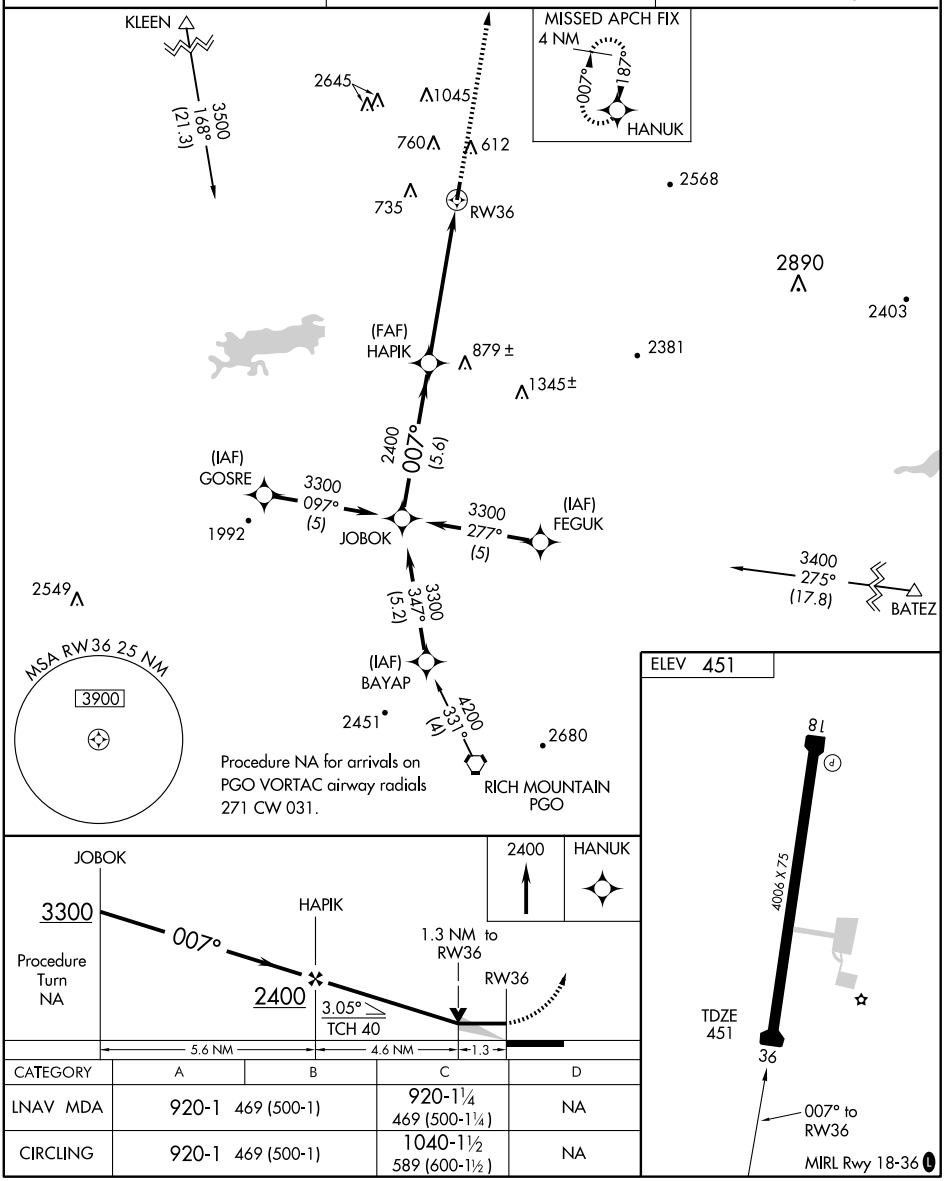
APP CRS	Rwy Idg	4006
007°	TDZE	451
	Apt Elev	451

RNAV (GPS) RWY 36
POTEAU/ROBERT S. KERR (RKR)

▼ NA — If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct HANUK WP and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	920-1 469 (500-1)		920-1¼ 469 (500-1¼)	NA
CIRCLING	920-1 469 (500-1)		1040-1½ 589 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

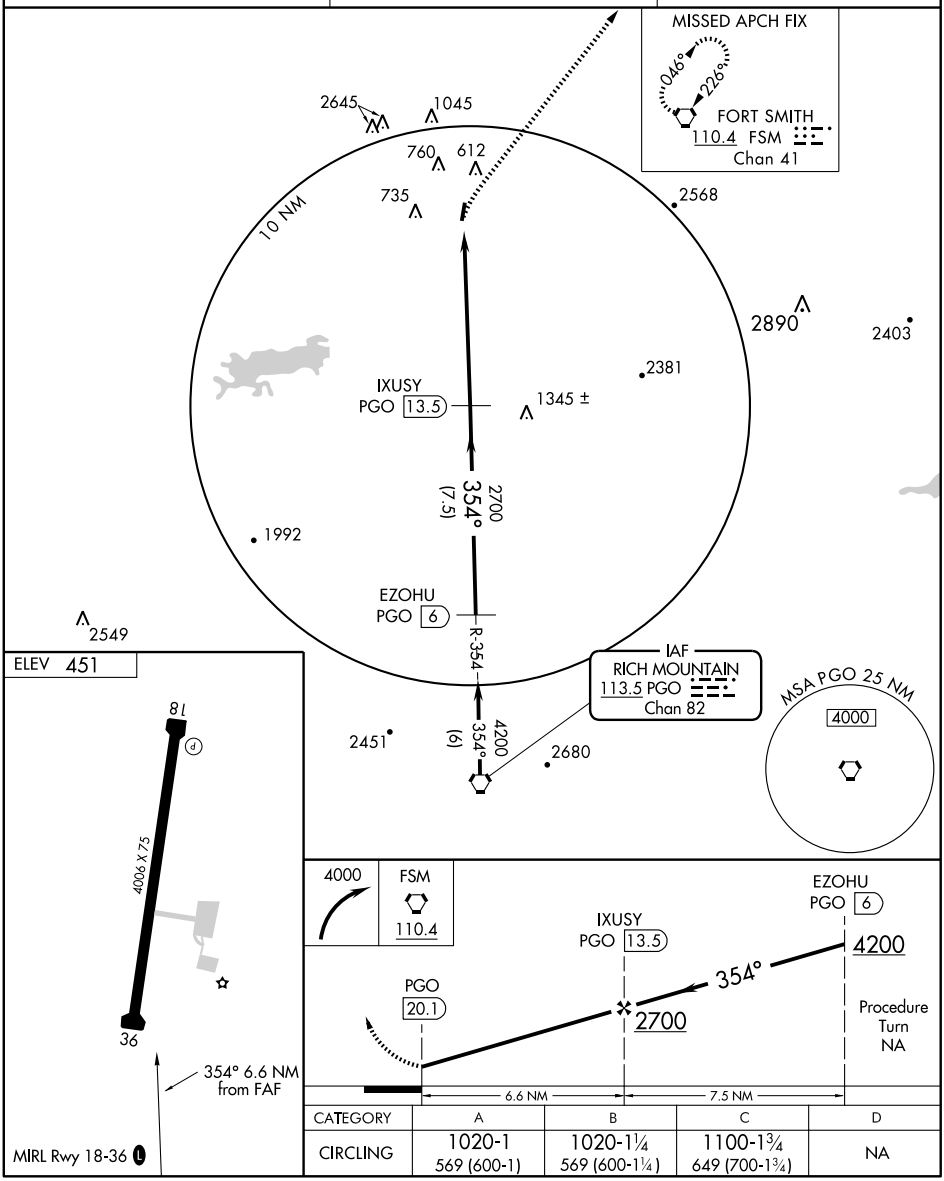
VORTAC PGO 113.5 Chan 82	APP CRS 354°	Rwy Idg N/A TDZE N/A Apt Elev 451

VOR/DME-A

POTEAU/ROBERT S. KERR (RKR)

MISSED APPROACH: Climbing right turn to 4000 direct FSM VORTAC and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L



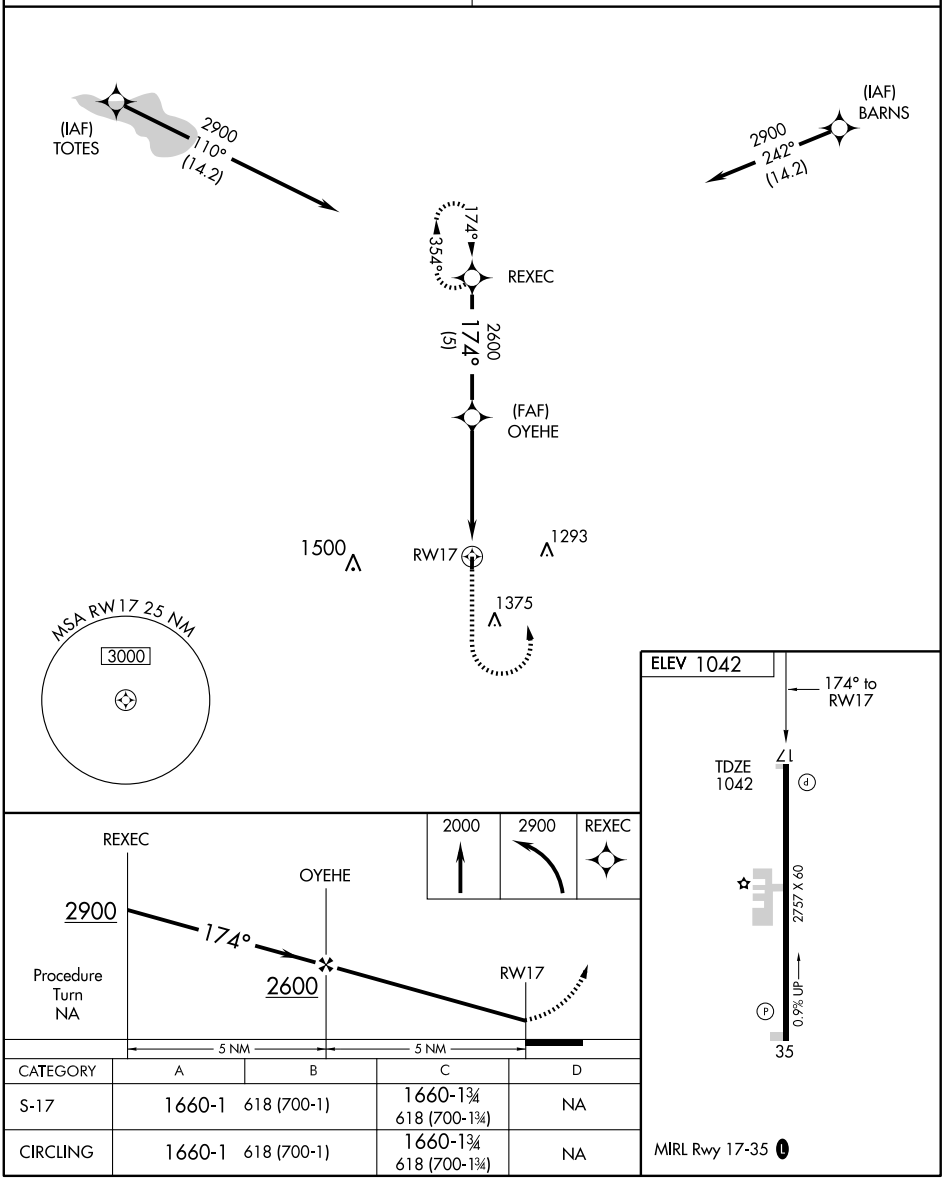
CATEGORY	A	B	C	D
CIRCLING	1020-1 569 (600-1)	1020-1¼ 569 (600-1¼)	1100-1¾ 649 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2757
174°	TDZE	1042
	Apt Elev	1042

GPS RWY 17
PRAGUE MUNI (047)

NA	Use Oklahoma City/Will Rogers World altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct REXEC and hold.
FORT WORTH CENTER 132.2 338.35		CTAF 122.9 L



CATEGORY	A	B	C	D
S-17	1660-1	618 (700-1)	1660-1¾ 618 (700-1¾)	NA
CIRCLING	1660-1	618 (700-1)	1660-1¾ 618 (700-1¾)	NA

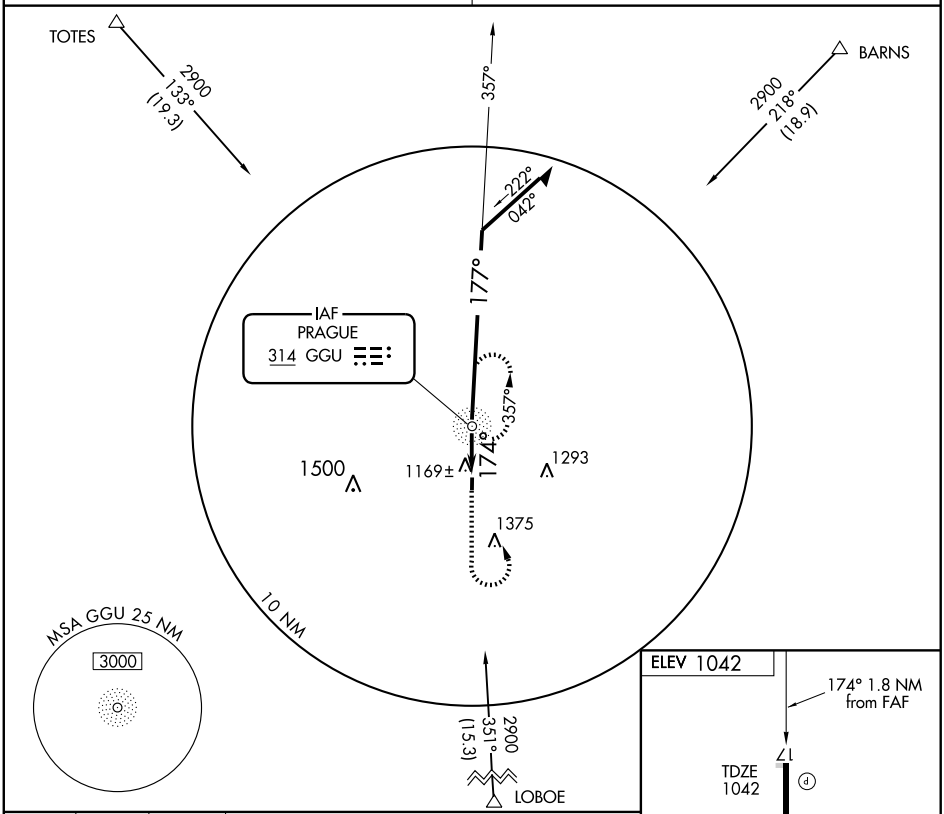
MIRL Rwy 17-35 L

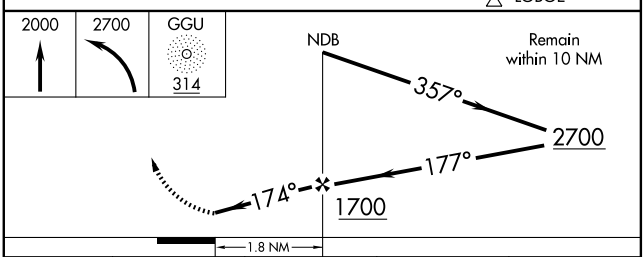
SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

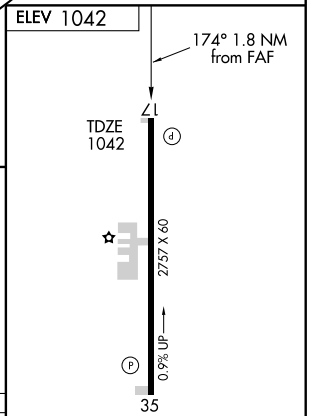
NDB GGU 314	APP CRS 174°	Rwy Idg 2757 TDZE 1042 Apt Elev 1042

NDB RWY 17
PRAGUE MUNI (O47)

⚠ NA Use Oklahoma City/Will Rogers World altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct GGU NDB and hold.
FORT WORTH CENTER 132.2 338.35	CTAF 122.9 L







CATEGORY	A	B	C	D
S-17	1620-1	578 (600-1)	1620-1½ 578 (600-1½)	NA
CIRCLING	1620-1	578 (600-1)	1620-1½ 578 (600-1½)	NA

MIRL Rwy 17-35 L

FAF to MAP 1.8 NM

Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

TUL VORTAC 114.4 Chan 91	APP CRS 077°	Rwy Idg N/A TDZE N/A Apt Elev 622

VOR/DME or GPS-A

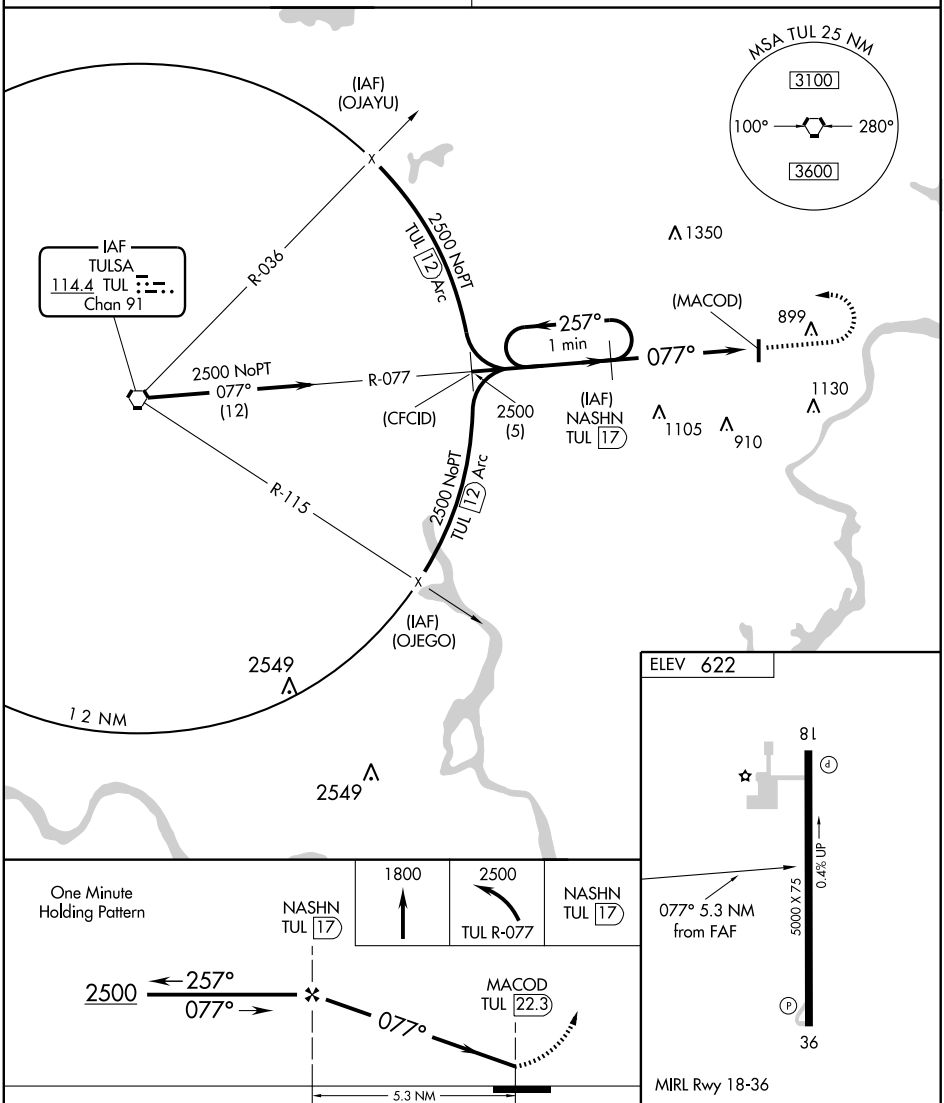
PRYOR/MID-AMERICA INDUSTRIAL (H71)

Use Tulsa Intl altimeter setting.

NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 via TUL R-077 to NASHN/17 DME and hold.

TULSA APP CON	UNICOM
119.1 351.8	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1400-1 778 (800-1)	1400-1¼ 778 (800-1¼)	1400-2¼ 778 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

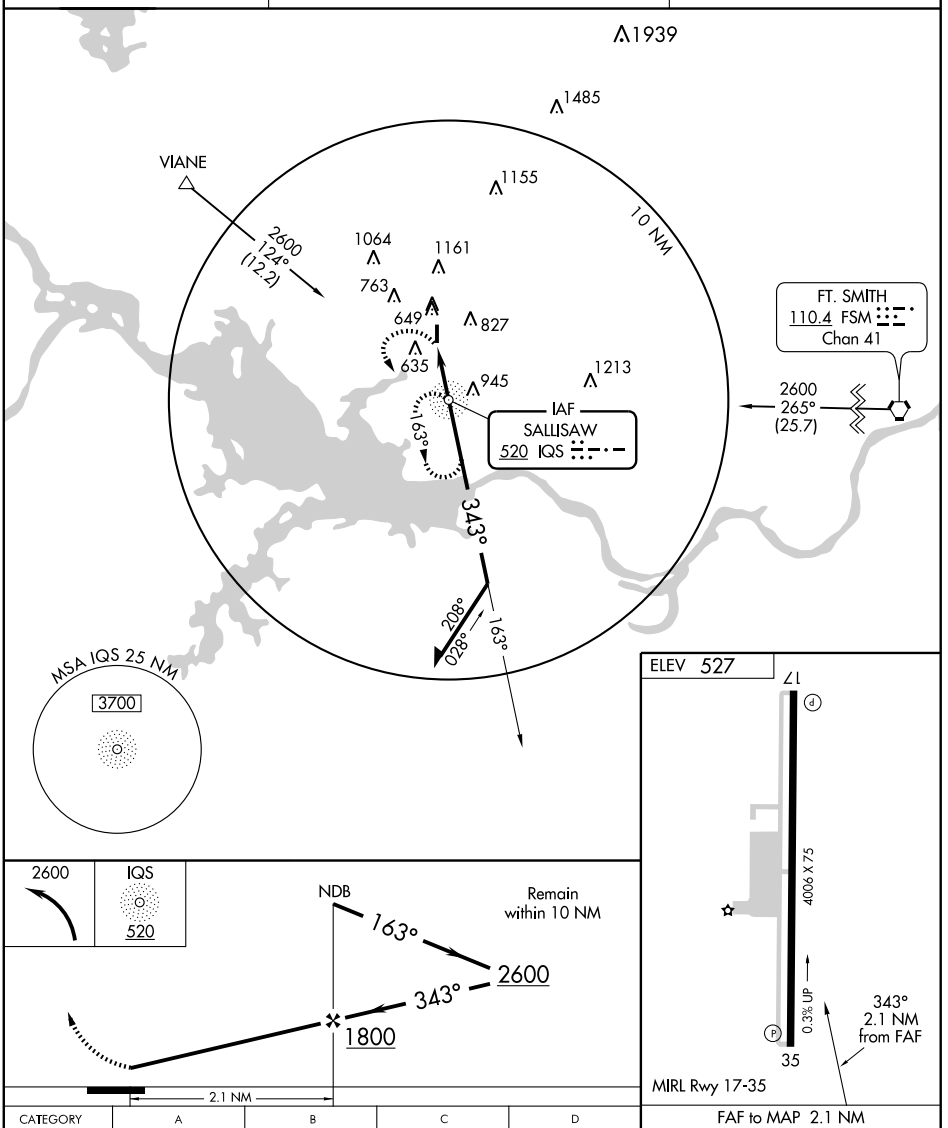
NDB IQS 520	APP CRS 343°	Rwy Idg N/A TDZE N/A Apt Elev 527

NDB-A
SALLISAW MUNI (JSV)

NA

MISSED APPROACH: Climbing left turn to 2600 direct IQS NDB and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.475	120.9 343.75	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1140-1 613 (700-1)		1140-1¾ 613 (700-1¾)	NA

FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

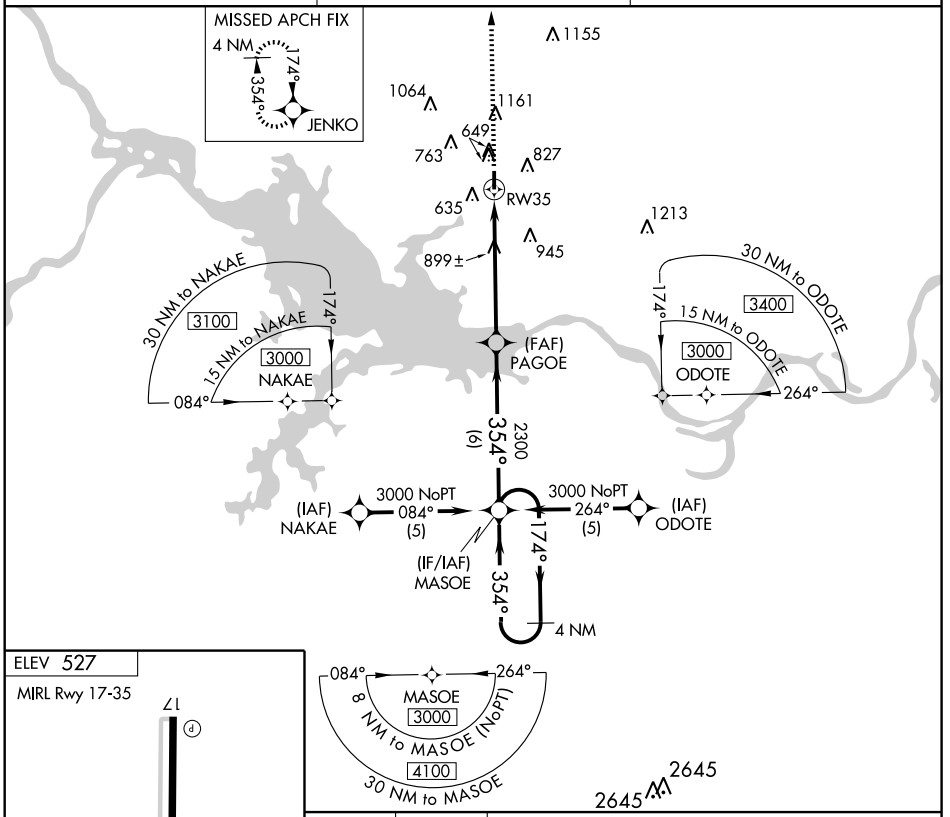
SALLISAW MUNI (JSV)

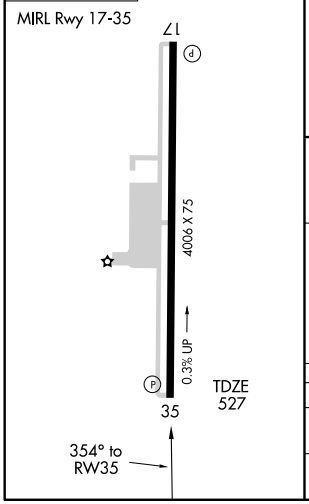
APP CRS	Rwy Idg	4006
354°	TDZE	527
	Apt Elev	527

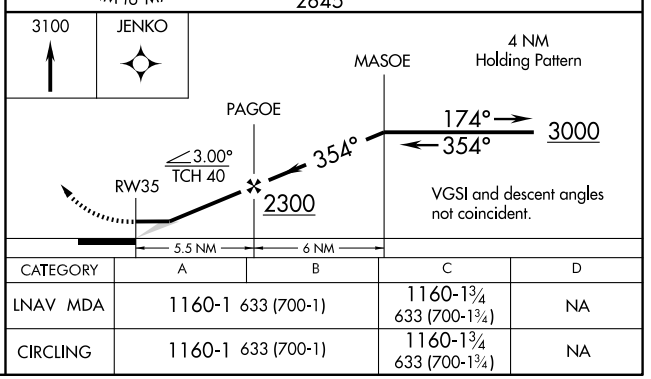
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JENKO WP and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.475	120.9 343.75	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA
CIRCLING	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB OWP 362	APP CRS 340°	Rwy Idg 5799 TDZE 891 Apt Elev 891

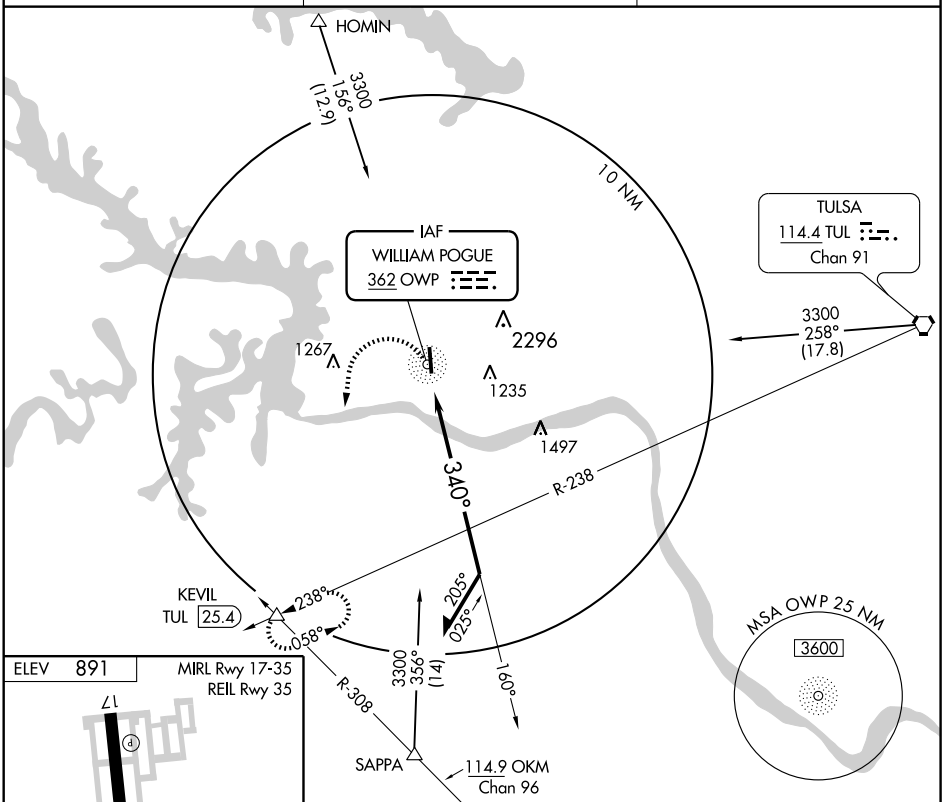
NDB RWY 35

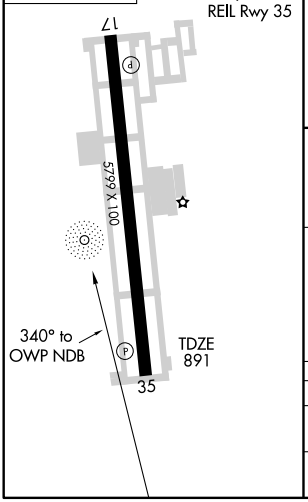
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

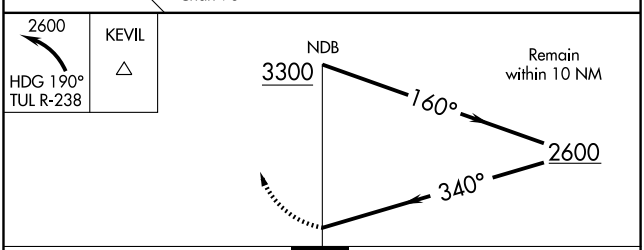
T NA — When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2600 via heading 190° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
S-35	1520-1	629 (700-1)	1520-1¾ 629 (700-1¾)	NA
CIRCLING	1520-1	629 (700-1)	1520-1¾ 629 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5799
169°	TDZE	889
	Apt Elev	892

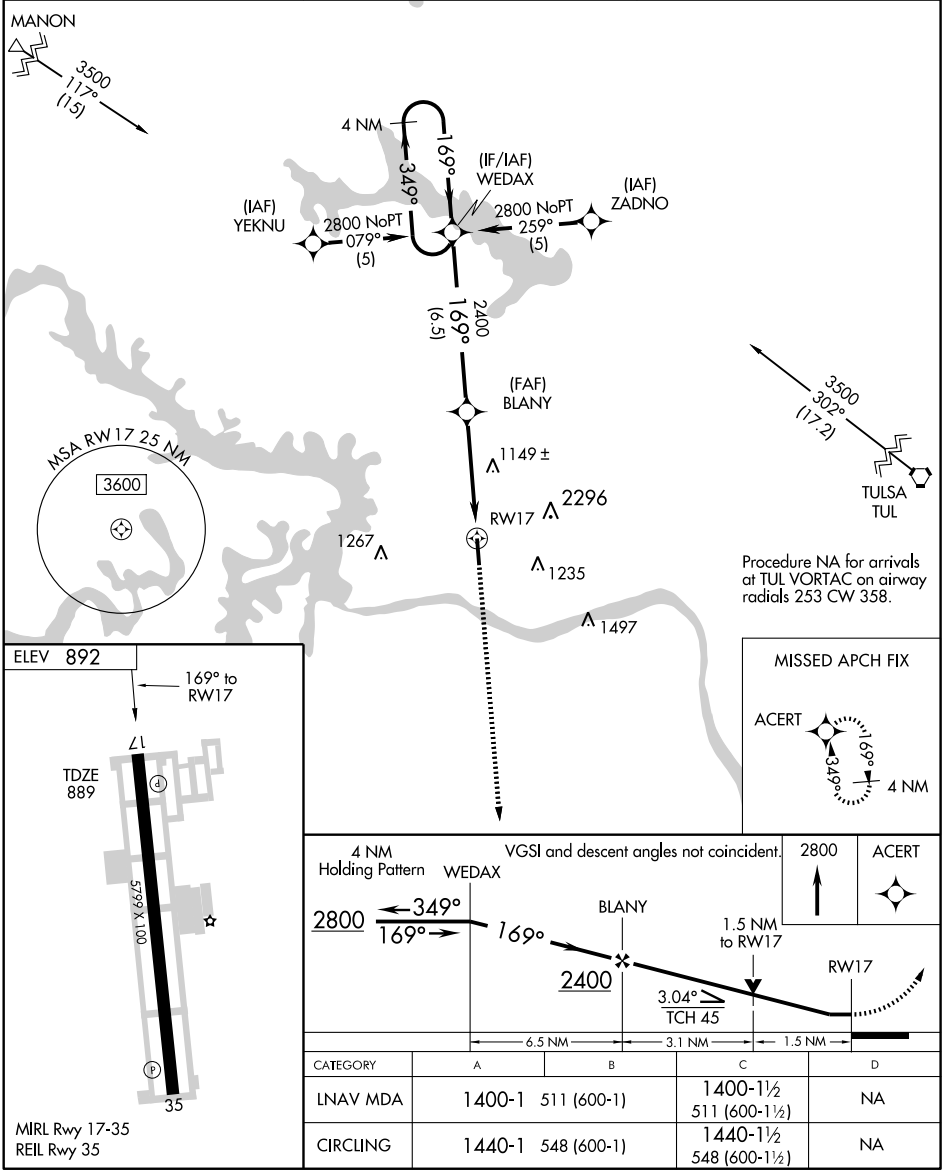
RNAV (GPS) RWY 17

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet. Increase Cat C circling visibility ¼ mile. VDP NA when using Tulsa altimeter setting.

MISSED APPROACH: Climb to 2800 direct ACERT and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1400-1	511 (600-1)	1400-1½ 511 (600-1½)	NA
CIRCLING	1440-1	548 (600-1)	1440-1½ 548 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5799
CH 57912	349°	TDZE	892
W35A		Apt Elev	892

RNAV (GPS) RWY 35

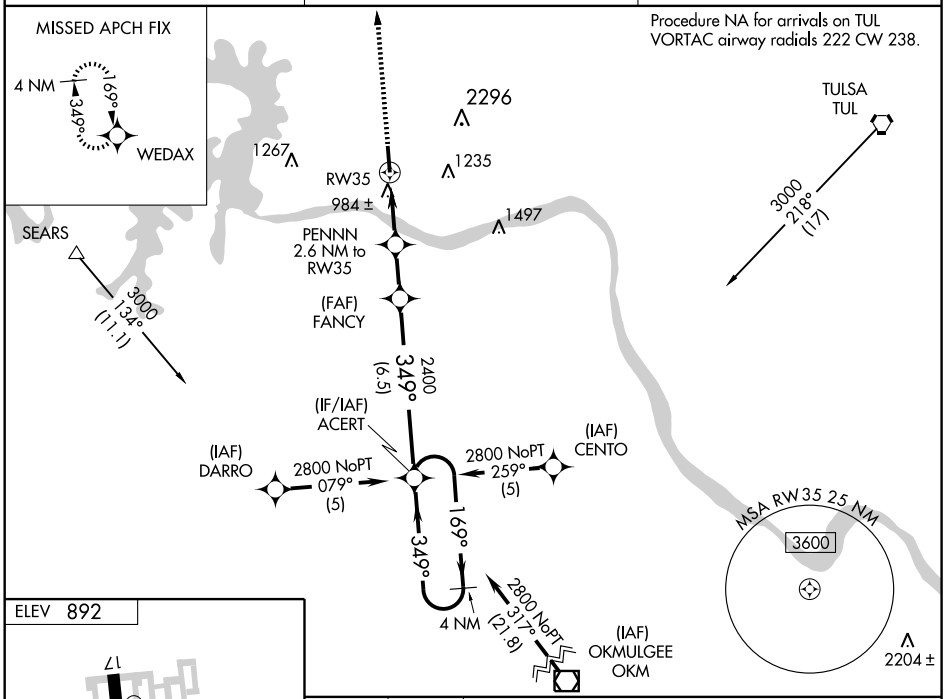
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

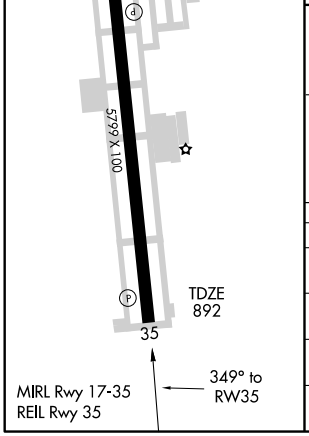
Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA/MDA 60 feet and increase LPV, LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C visibility ¼ mile.

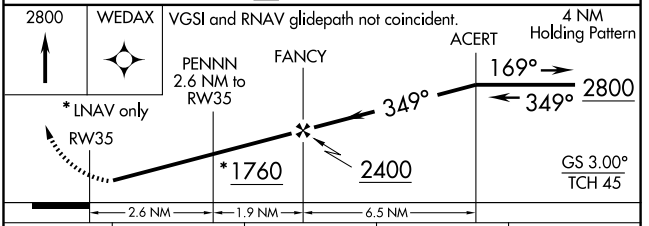
NA

MISSED APPROACH: Climb to 2800 direct WEDAX and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1202-1 310 (400-1)			NA
LNAV/VNAV DA	1317-1½ 425 (500-1½)			NA
LNAV MDA	1240-1 348 (400-1)			NA
CIRCLING	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GNP	APP CRS	Rwy Idg	N/A
110.6	144°	TDZE	N/A
Chan 43		Apt Elev	892

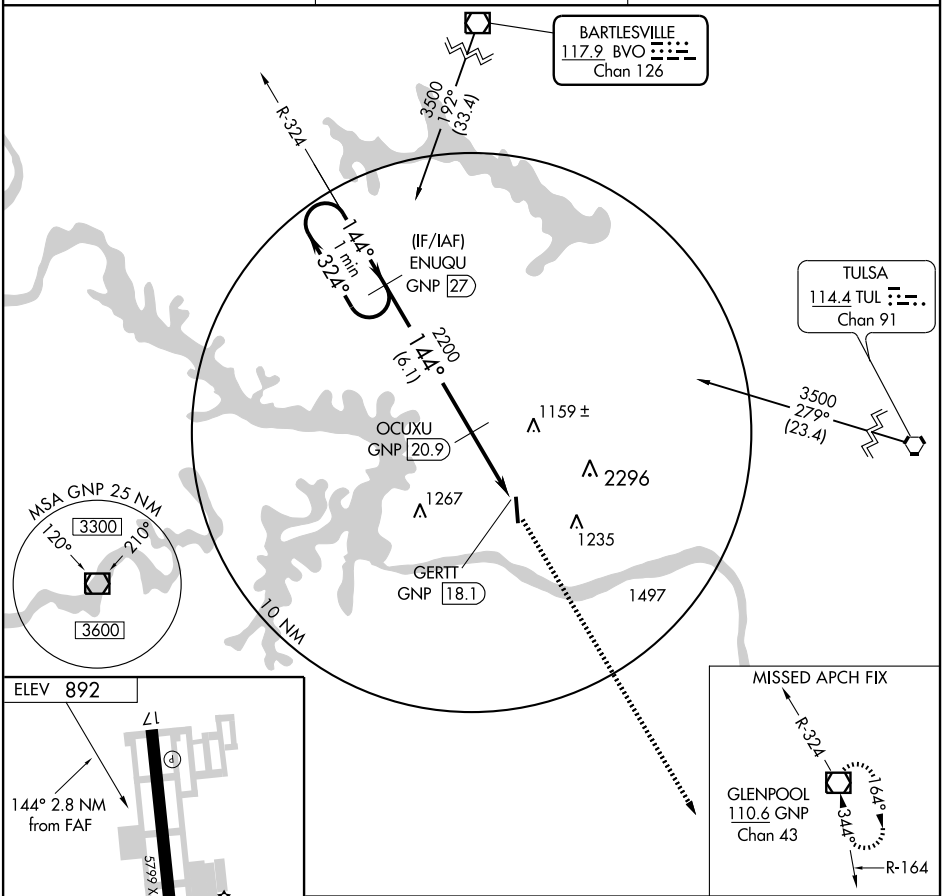
VOR/DME-A

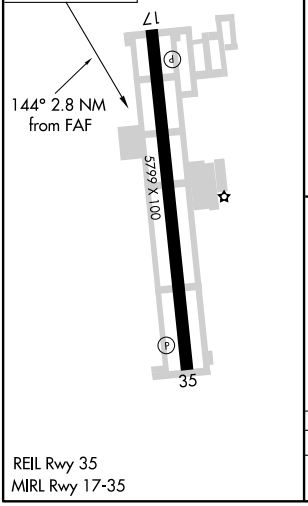
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

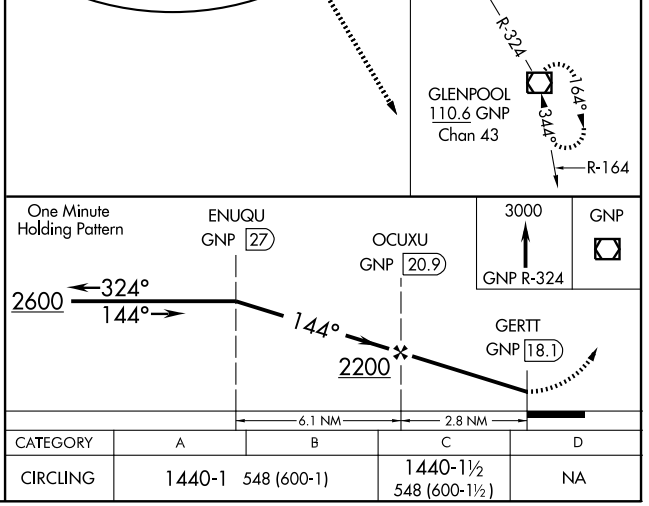
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 via GNP R-324 to GNP VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010

SRE NDB 278	APP CRS 162°	Rwy Idg 5000 TDZE 1024 Apt Elev 1024

NDB RWY 16

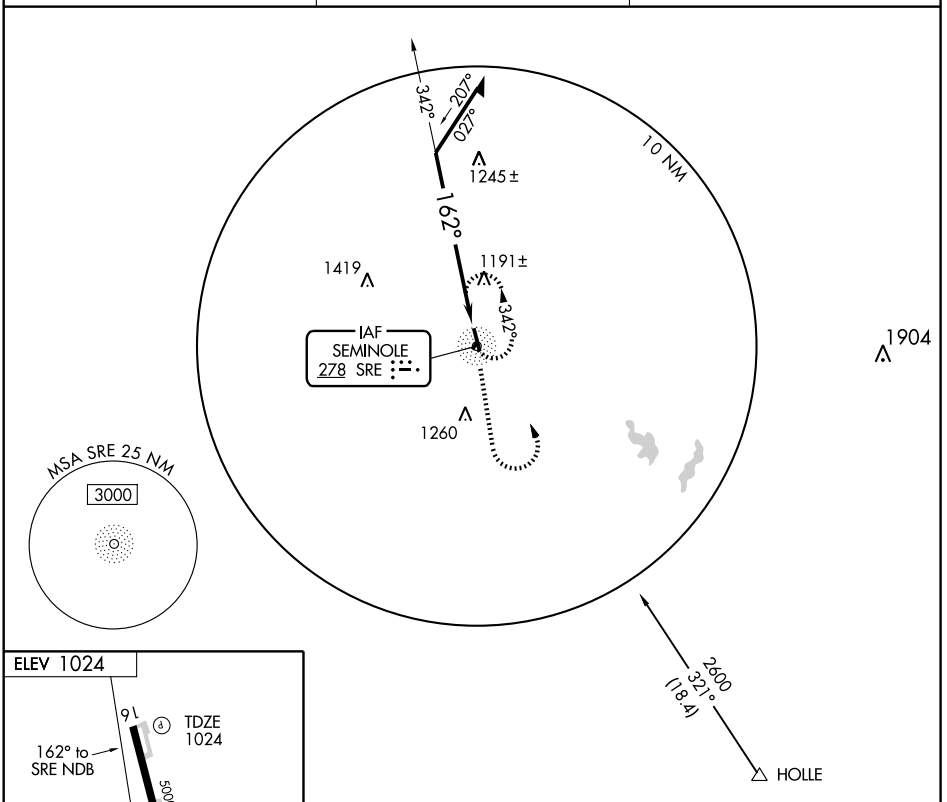
SEMINOLE MUNI (SRE)

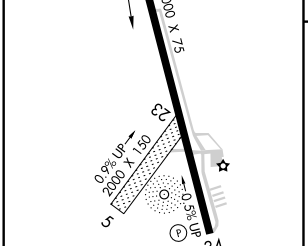
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

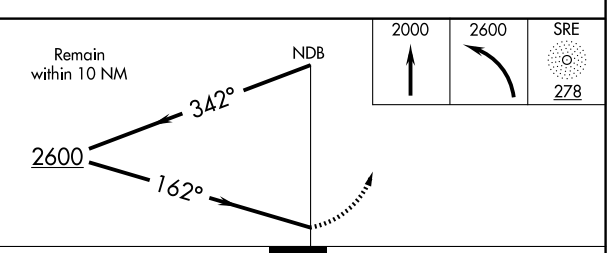
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct SRE NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.625	132.2 338.35	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-16	1660-1	636 (700-1)	1660-1¾ 636 (700-1¾)	NA
CIRCLING	1660-1	636 (700-1)	1660-1¾ 636 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

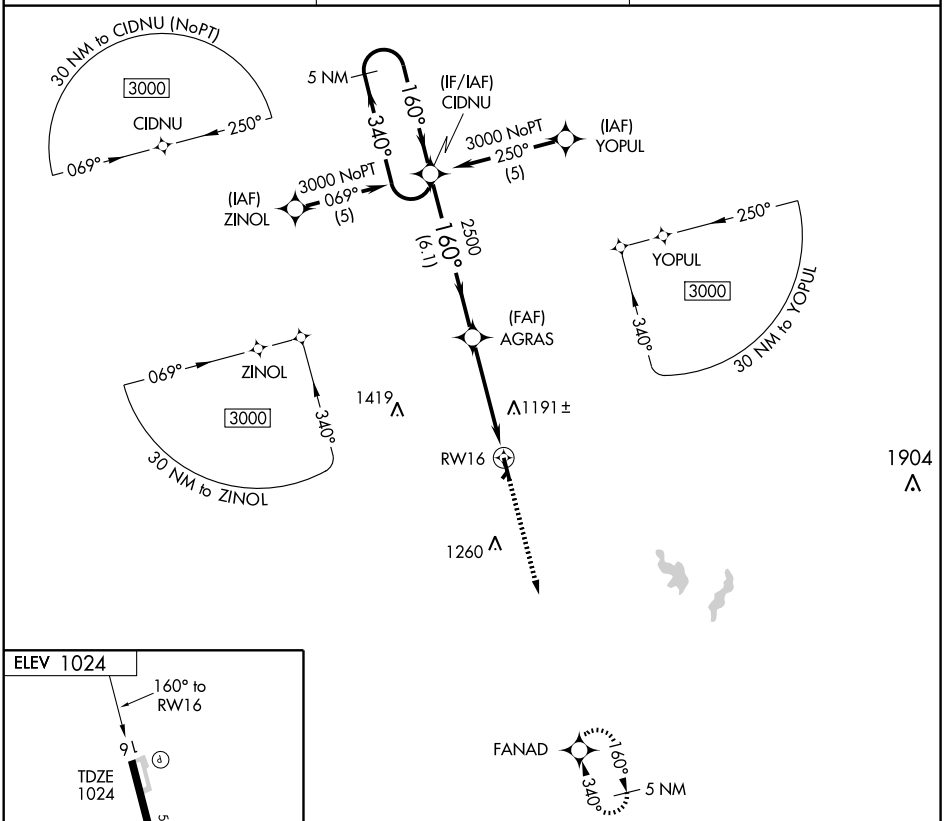
SEMINOLE MUNI (SRE)

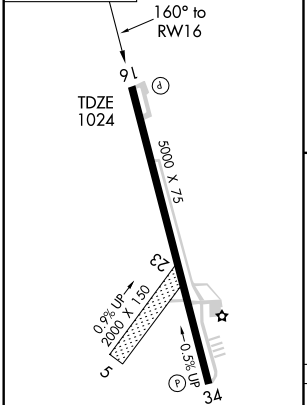
APP CRS	Rwy Idg	5000
160°	TDZE	1024
	Apt Elev	1024

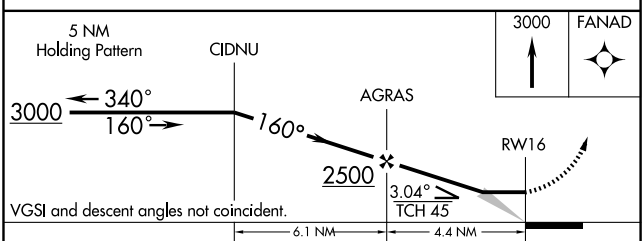
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct FANAD and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.625	132.2 338.35	122.8 (CTAF) L





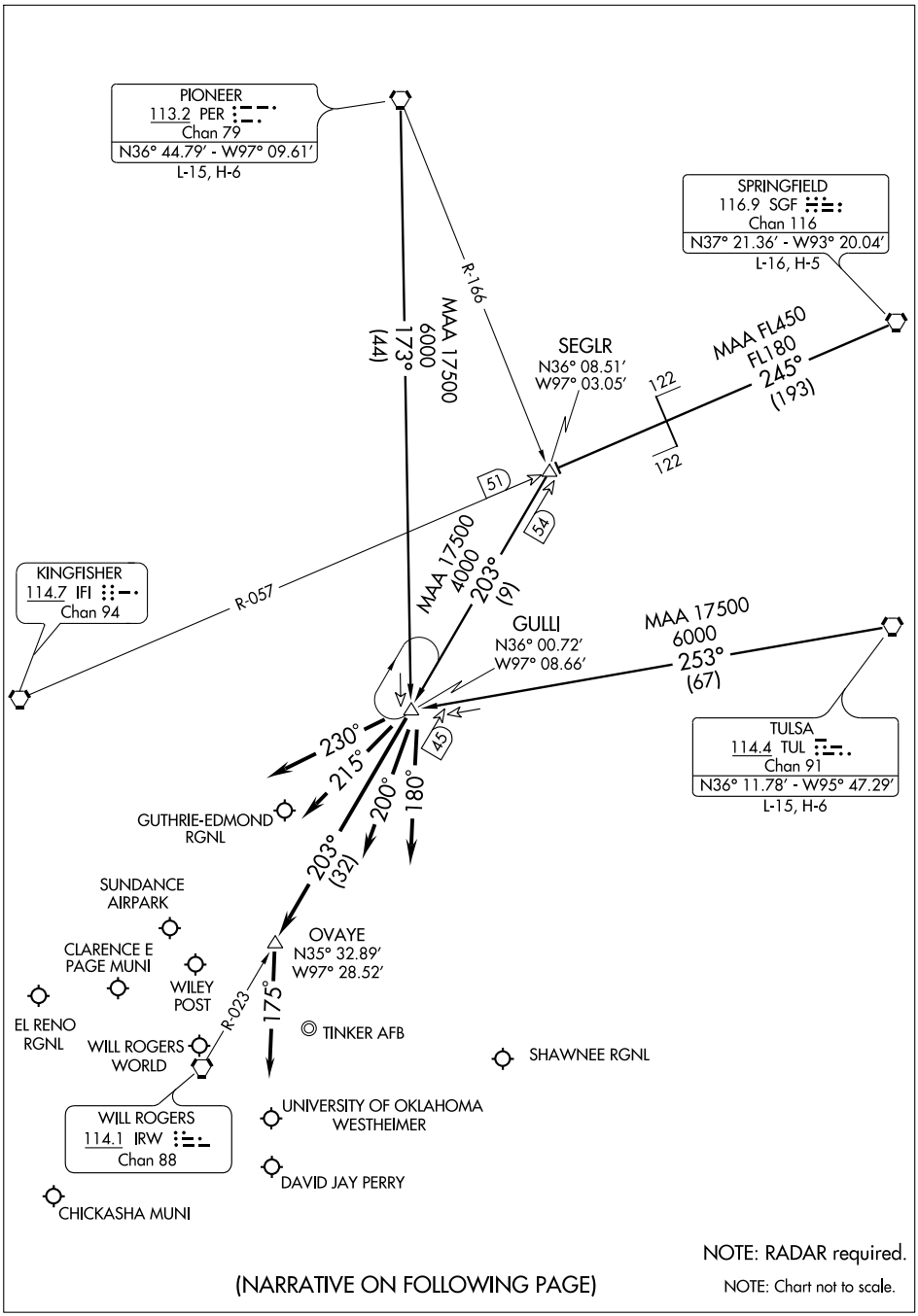


CATEGORY	A	B	C	D
LNAV MDA	1500-1 476 (500-1)		1500-1¼ 476 (500-1¼)	NA
CIRCLING	1500-1 476 (500-1)		1560-1½ 536 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-HNQ	APP CRS	Rwy Idg	5997
108.75	174°	TDZE	1073
		Apt Elev	1073

ILS or LOC RWY 17

SHAWNEE RGNL (SNL)

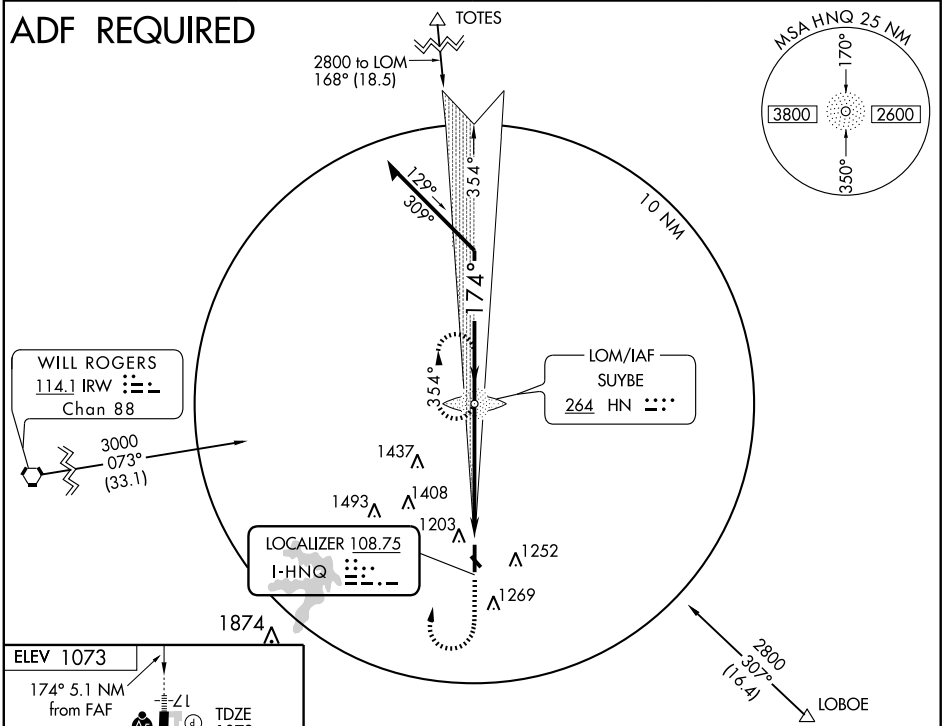
T A NA — When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet; increase visibility S-LOC 17 Cat C ¼ mile.

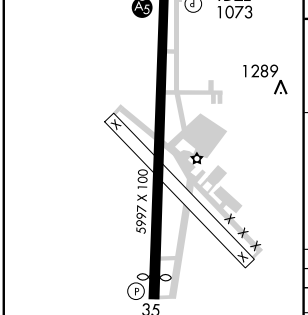
MALSR

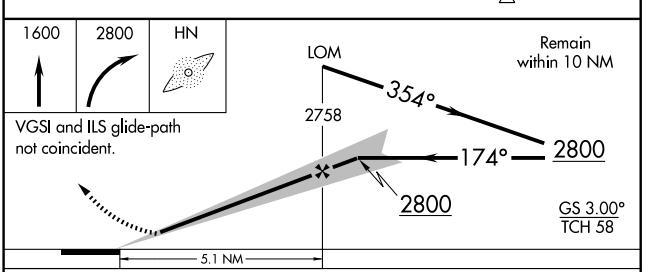
MISSED APPROACH: Climb to 1600 then climbing right turn to 2800 direct SUYBE LOM and hold.

AWOS-3	OKE CITY APP CON	GCO	UNICOM
118.275	120.45 288.325	121.725	122.7 (CTAF) L

ADF REQUIRED







MIRL Rwy 17-35 L

REIL Rwys 17 and 35

1161

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 17	1273-½ 200 (200-½)			NA
S-LOC 17	1540-½ 467 (500-½)		1540-¾ 467 (500-¾)	NA
CIRCLING	1600-1 527 (600-1)		1600-1½ 527 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

SHAWNEE RGNL (SNL)

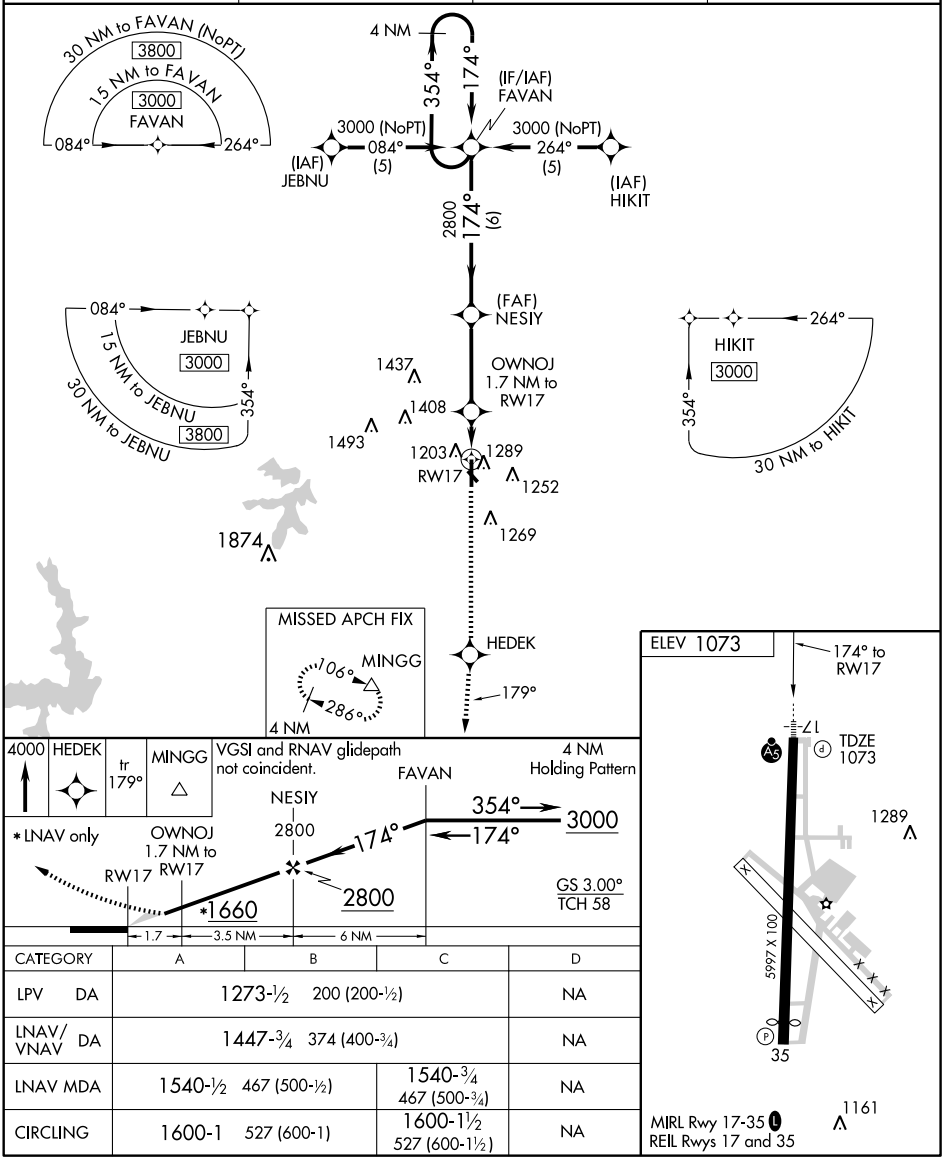
WAAS	APP CRS	Rwy Idg	5997
CH 86919	174°	TDZE	1073
W17A		Apt Elev	1073

T A Baro-VNAV NA when using Seminole altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MALSR (A5)

MISSED APPROACH: Climb to 4000 direct HEDEK and on track 179° to MINGG and hold.

AWOS-3	OKE CITY APP CON	GCO	UNICOM
118.275	120.45 288.325	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1273-½ 200 (200-½)			NA
LNAV/VNAV DA	1447-¾ 374 (400-¾)			NA
LNAV MDA	1540-½ 467 (500-½)		1540-¾ 467 (500-¾)	NA
CIRCLING	1600-1 527 (600-1)		1600-1½ 527 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5593
CH 72818	354°	TDZE	1067
W35A		Apt Elev	1073

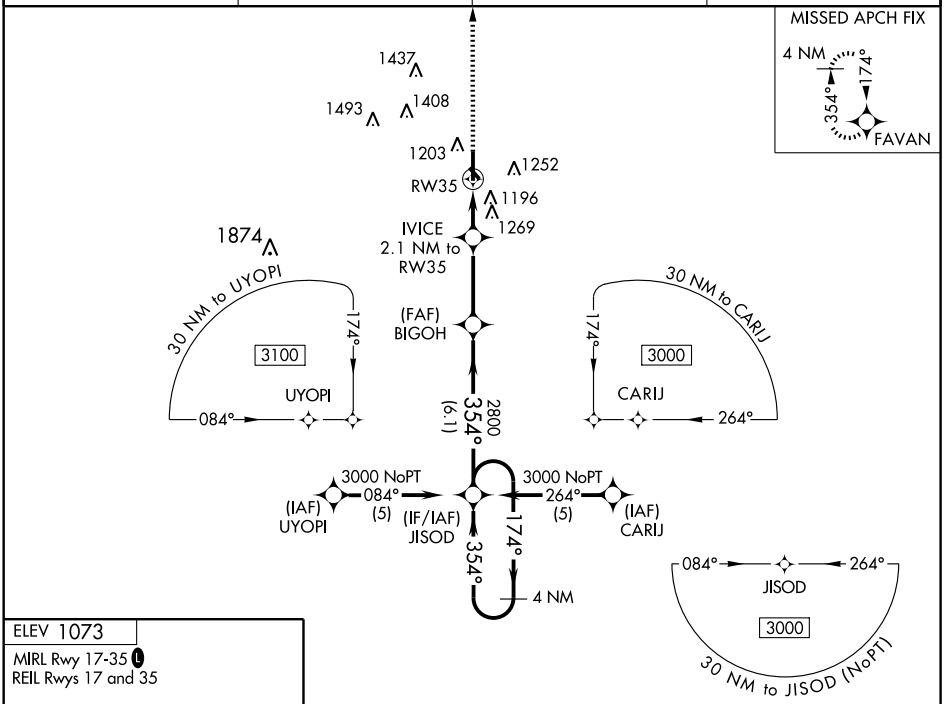
RNAV (GPS) RWY 35

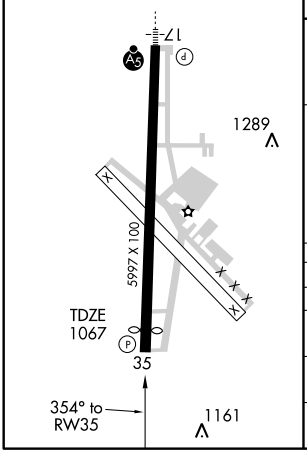
SHAWNEE RGNL (SNL)

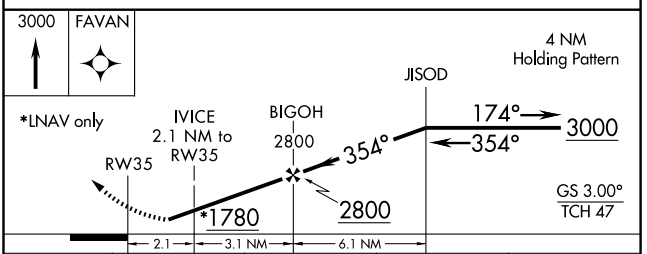
Baro-VNAV NA when using Seminole altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FAVAN and hold.

AWOS-3	OKE CITY APP CON	GCO	UNICOM
118.275	120.45 288.325	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1317-1 250 (300-1)			NA
LNAV/VNAV DA	1565-1¾ 498 (500-1¾)			NA
LNAV MDA	1520-1 453 (500-1)		1520-1¼ 453 (500-1¼)	NA
CIRCLING	1600-1 527 (600-1)		1600-1½ 527 (600-1½)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

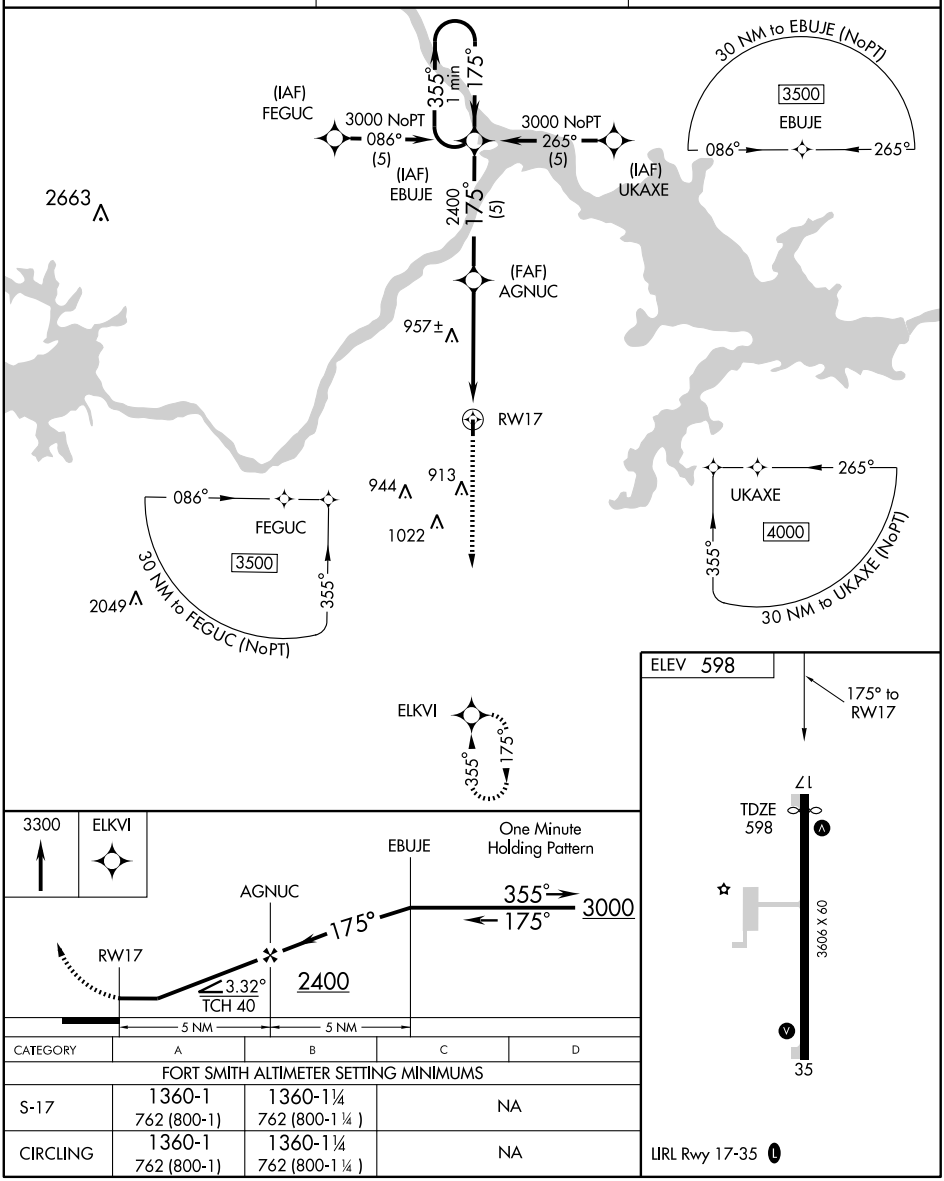
APP CRS	Rwy Idg	3511
175°	TDZE	598
	Apt Elev	598

GPS RWY 17
STIGLER RGNL (GZL)

NA — Use Fort Smith altimeter setting.

MISSED APPROACH: Climb to 3300 direct ELKVI WP and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	132.2 338.35	122.9 L



CATEGORY	A	B	C	D
FORT SMITH ALTIMETER SETTING MINIMUMS				
S-17	1360-1 762 (800-1)	1360-1¼ 762 (800-1¼)	NA	
CIRCLING	1360-1 762 (800-1)	1360-1¼ 762 (800-1¼)	NA	

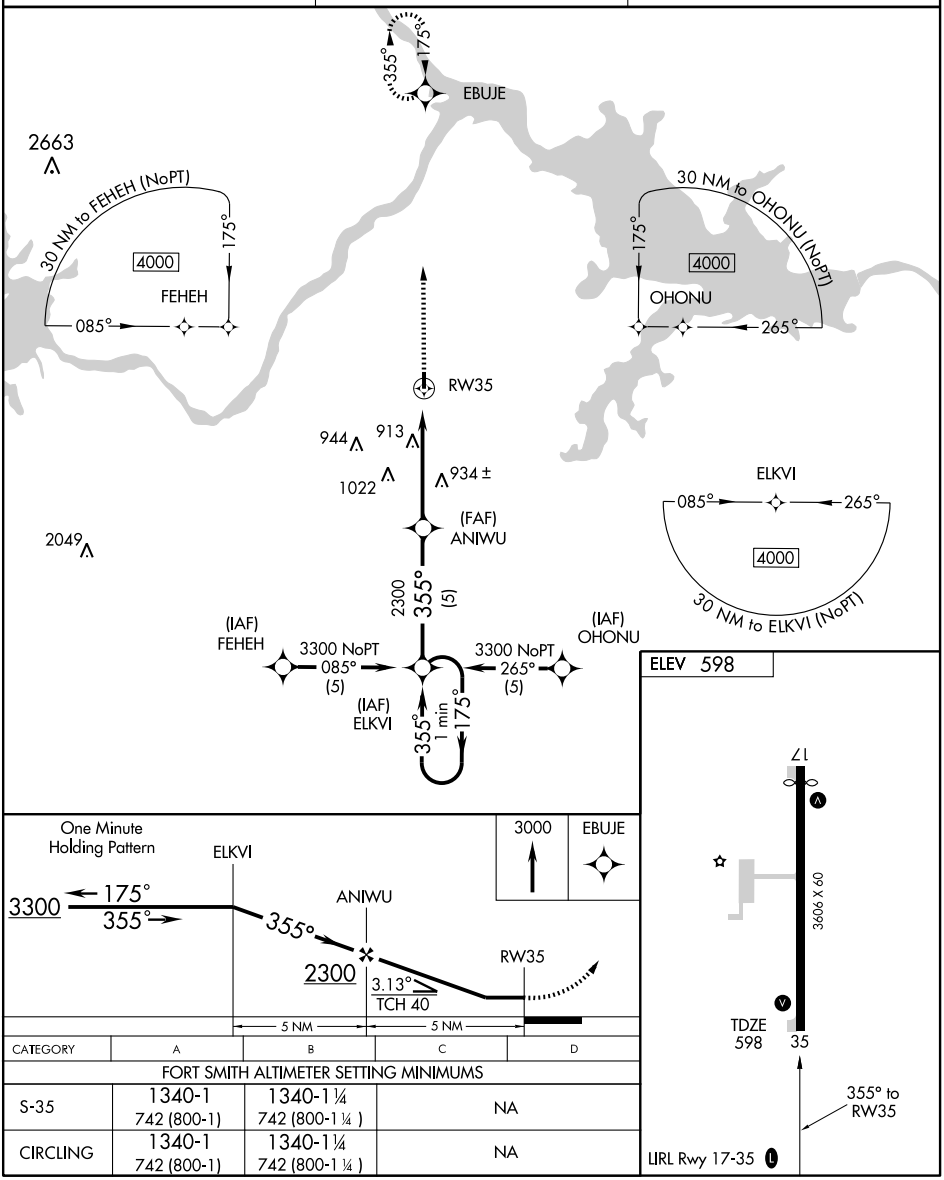
SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3606
355°	TDZE	598
	Apt Elev	598

GPS RWY 35
STIGLER RGNL (GZL)

NA	Use Fort Smith altimeter setting.	MISSED APPROACH: Climb to 3000 direct EBUJE WP and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	132.2 338.35	122.9 L



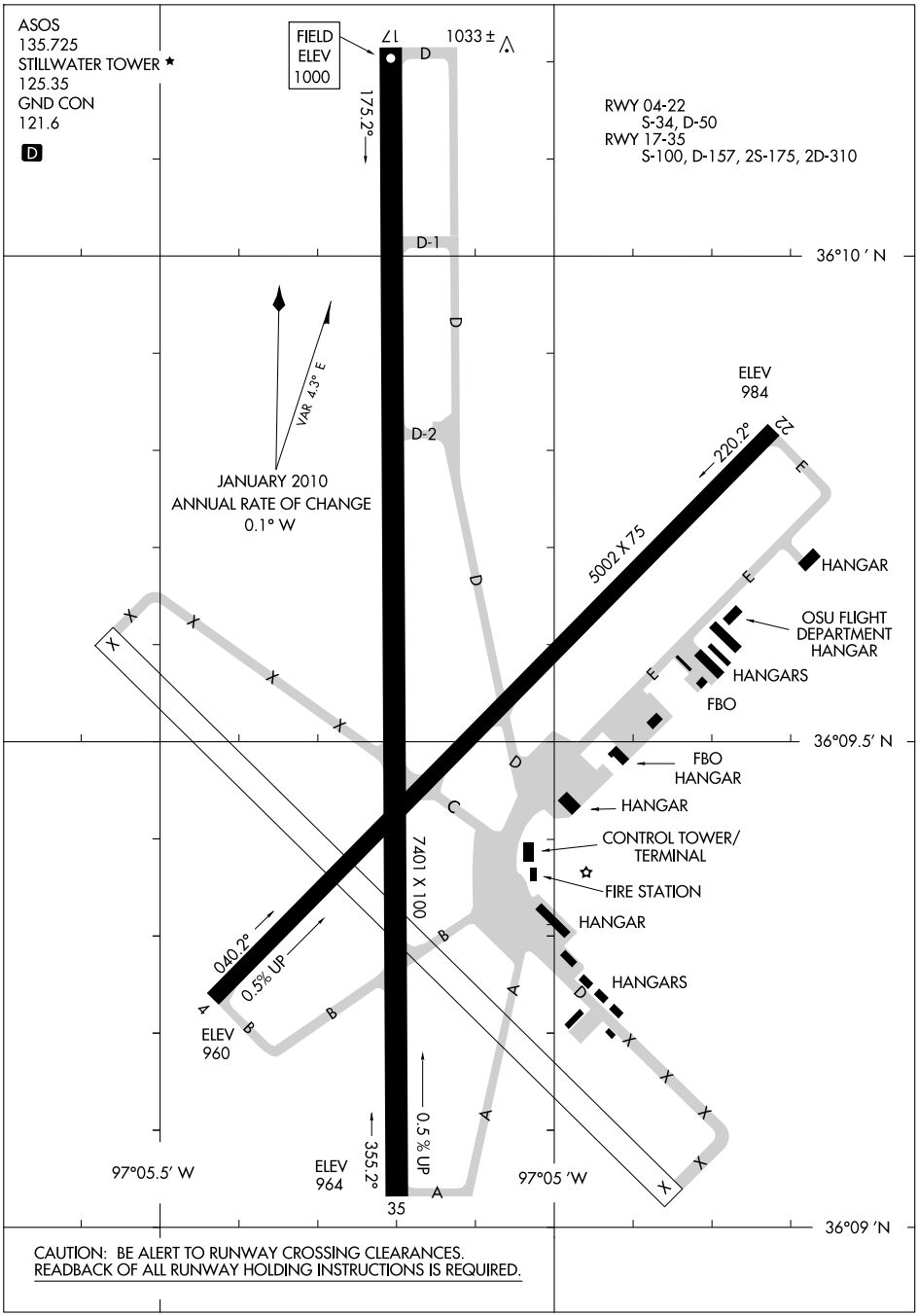
CATEGORY	A	B	C	D
FORT SMITH ALTIMETER SETTING MINIMUMS				
S-35	1340-1 742 (800-1)	1340-1 ¼ 742 (800-1 ¼)	NA	
CIRCLING	1340-1 742 (800-1)	1340-1¼ 742 (800-1 ¼)	NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)
STILLWATER, OKLAHOMA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LOC I-SWO 109.15 Chan 28(Y)	APP CRS 174°	Rwy Idg 7401 TDZE 1000 Apt Elev 1000

ILS or LOC RWY 17

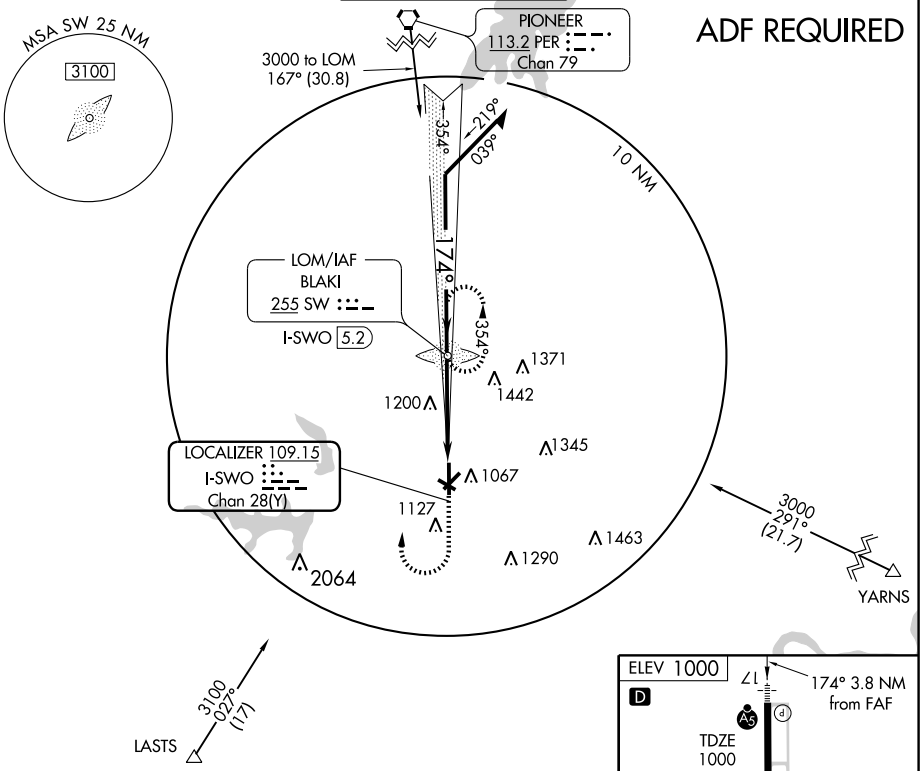
STILLWATER RGNL (SWO)

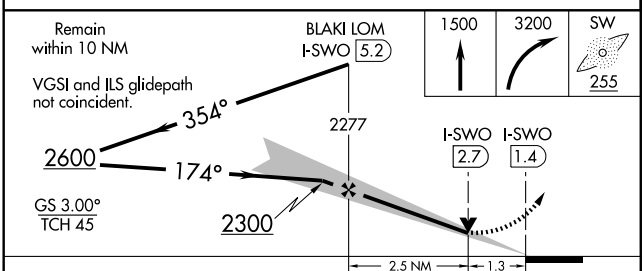
⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting.

MALSR

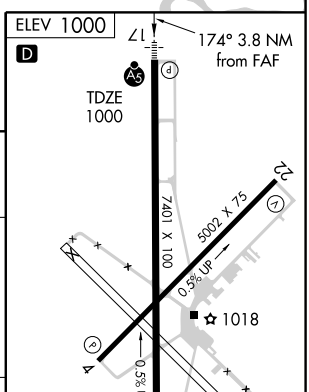
MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct BLAKI LOM and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
S-ILS 17	1200-½ 200 (200-½)			
S-LOC 17	1460-½ 460 (500-½)		1460-¾ 460 (500-¾)	1460-1 460 (500-1)
CIRCLING	1460-1 460 (500-1)		1460-1½ 460 (500-1½)	1560-2 560 (600-2)



FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-1, 21 OCT 2010 to 18 NOV 2010

LOM SW	APP CRS	Rwy Idg	7401
255	175°	TDZE	1000
		Apt Elev	1000

NDB RWY 17

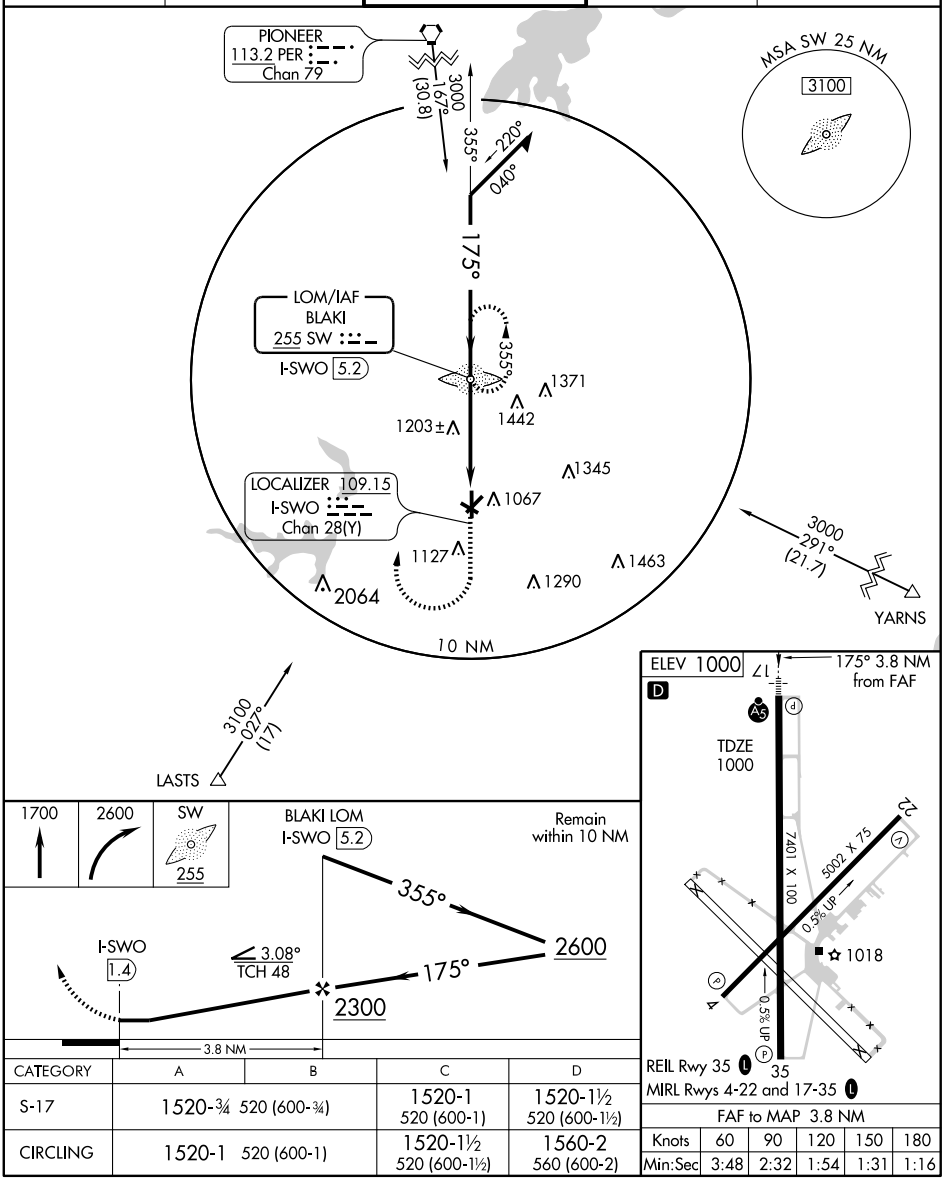
STILLWATER RGNL (SWO)

⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct SW LOM and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
S-17	1520-¾ 520 (600-¾)		1520-1 520 (600-1)	1520-1½ 520 (600-1½)
CIRCLING	1520-1 520 (600-1)		1520-1½ 520 (600-1½)	1560-2 560 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7401
CH 90108	174°	TDZE	1000
W17A		Apt Elev	1000

RNAV (GPS) RWY 17

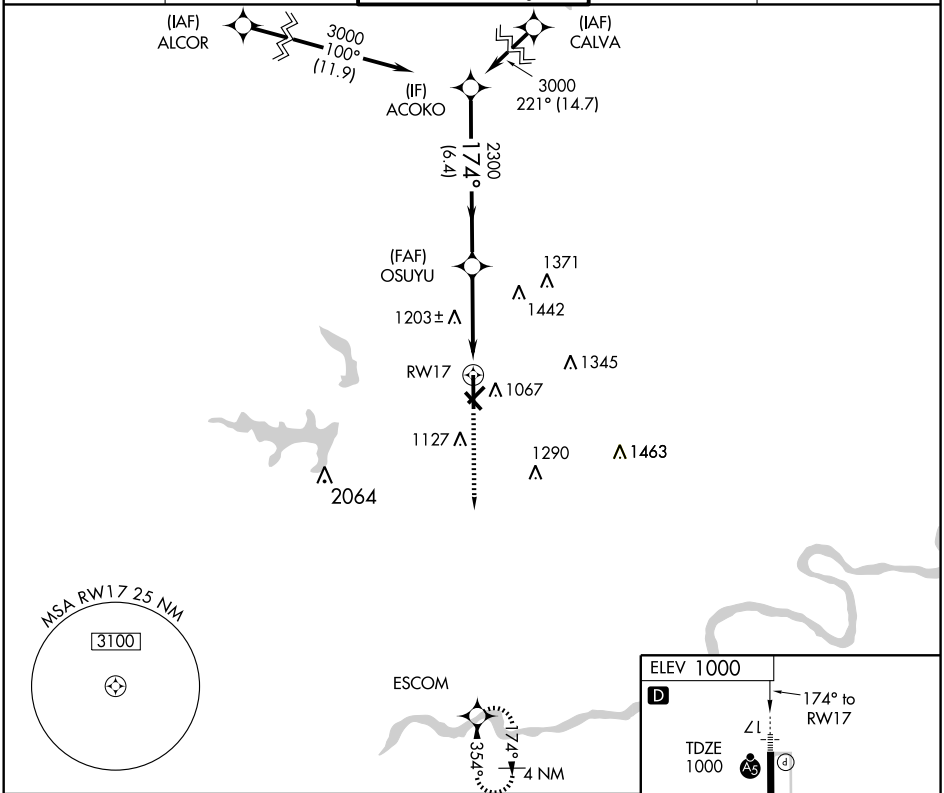
STILLWATER RGNL (SWO)

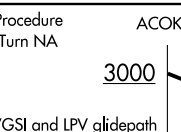
⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP and Baro-VNAV NA when using Ponca City Rgnl altimeter setting. Baro-VNAV NA below -17C (2F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats.

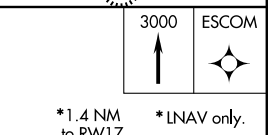
MALSR

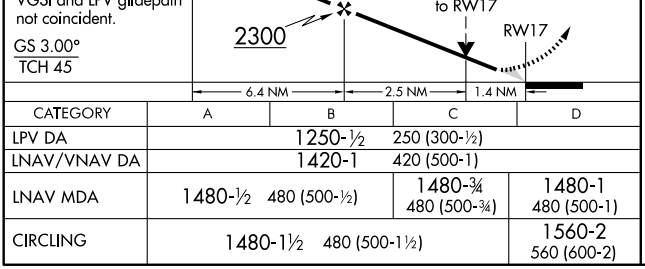
MISSED APPROACH: Climb to 3000 direct ESCOM WP and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95

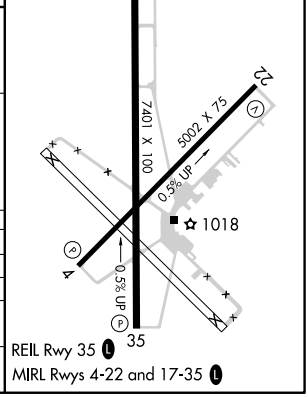








CATEGORY	A	B	C	D
LPV DA	1250-½	250 (300-½)		
LNAV/VNAV DA	1420-1	420 (500-1)		
LNAV MDA	1480-½ 480 (500-½)		1480-¾ 480 (500-¾)	1480-1 480 (500-1)
CIRCLING	1480-1½ 480 (500-1½)			1560-2 560 (600-2)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

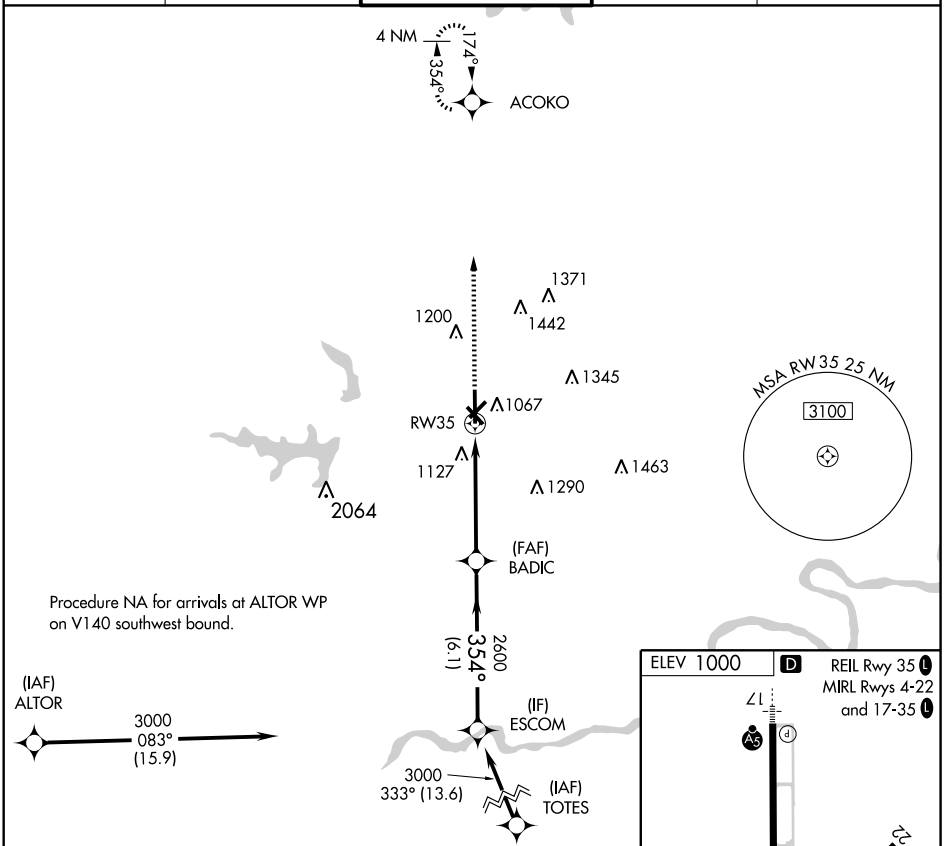
STILLWATER RGNL (SWO)

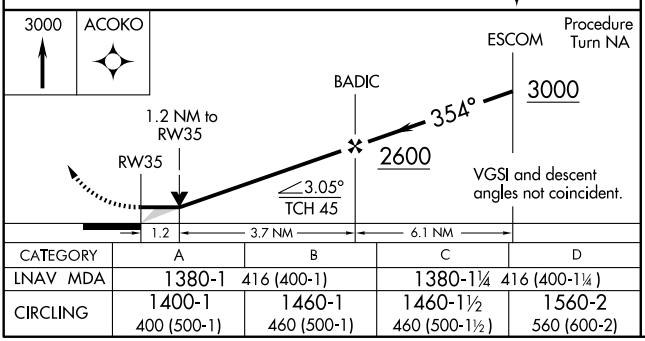
APP CRS	Rwy Idg	7401
354°	TDZE	964
	Apt Elev	1000

If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting. DME/DME RNP-0.3 NA.

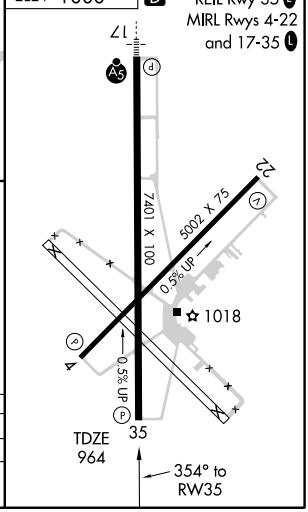
MISSED APPROACH: Climb to 3000 direct ACOKO WP and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	1380-1 416 (400-1)		1380-1¼ 416 (400-1¼)	
CIRCLING	1400-1 400 (500-1)	1460-1 460 (500-1)	1460-1½ 460 (500-1½)	1560-2 560 (600-2)



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME SWO	APP CRS	Rwy Idg	7401
108.4	356°	TDZE	964
Chan 21		Apt Elev	1000

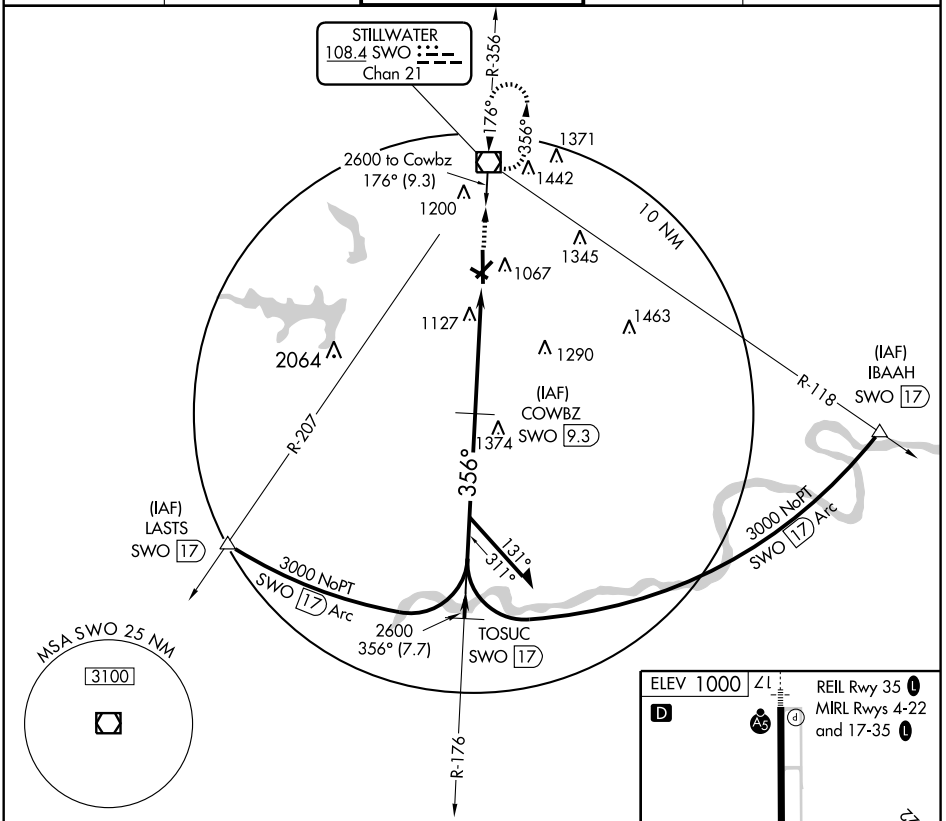
VOR/DME RWY 35

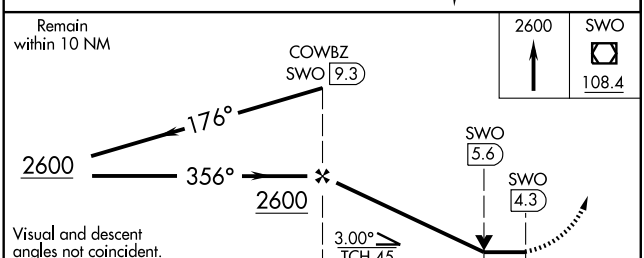
STILLWATER RGNL (SWO)

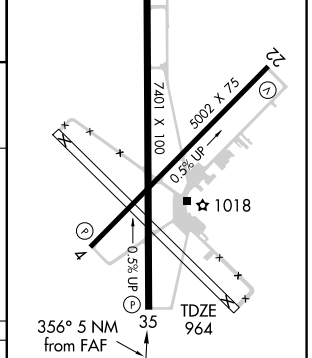
⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA'S 80 feet. VDP NA with Ponca City altimeter setting.

MISSED APPROACH: Climb to 2600 direct SWO VOR/DME and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-35	1380-1 416 (400-1)		1380-1¼ 416 (400-1¼)	
CIRCLING	1400-1 400 (500-1)	1460-1 460 (500-1)	1460-1½ 460 (500-1½)	1560-2 560 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME SWO	APP CRS	Rwy Idg	7401
108.4	178°	TDZE	1000
Chan 21		Apt Elev	1000

VOR RWY 17

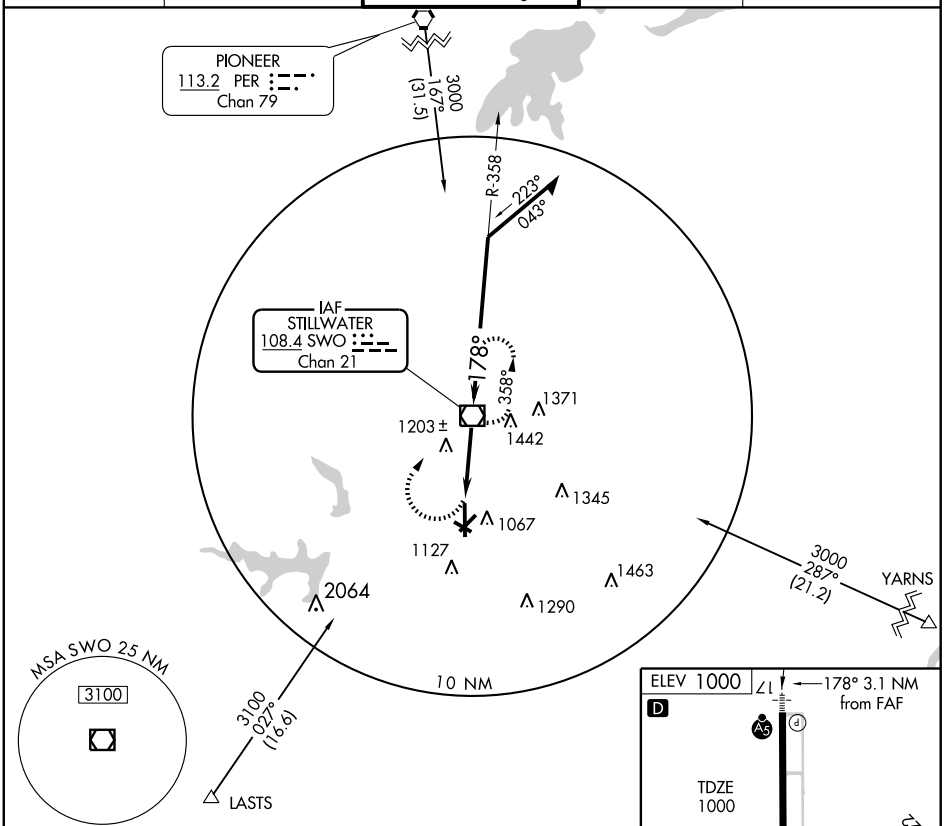
STILLWATER RGNL (SWO)

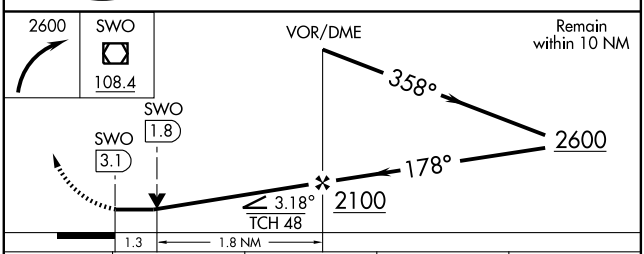
If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA's 80 feet. VDP NA with Ponca City altimeter setting. For inoperative MALSR increase S-17 Cats A/B visibility to 1 mile.

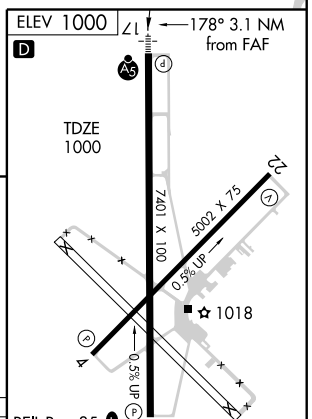
MALSR

MISSED APPROACH: Climbing right turn to 2600 direct SWO VOR/DME and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-17	1460-¾ 460 (500-¾)			1460-1 460 (500-1)
CIRCLING	1460-1 460 (500-1)		1460-1½ 460 (500-1½)	1560-2 560 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB TQH 215	APP CRS 180°	Rwy Idg 5001 TDZE 873 Apt Elev 873

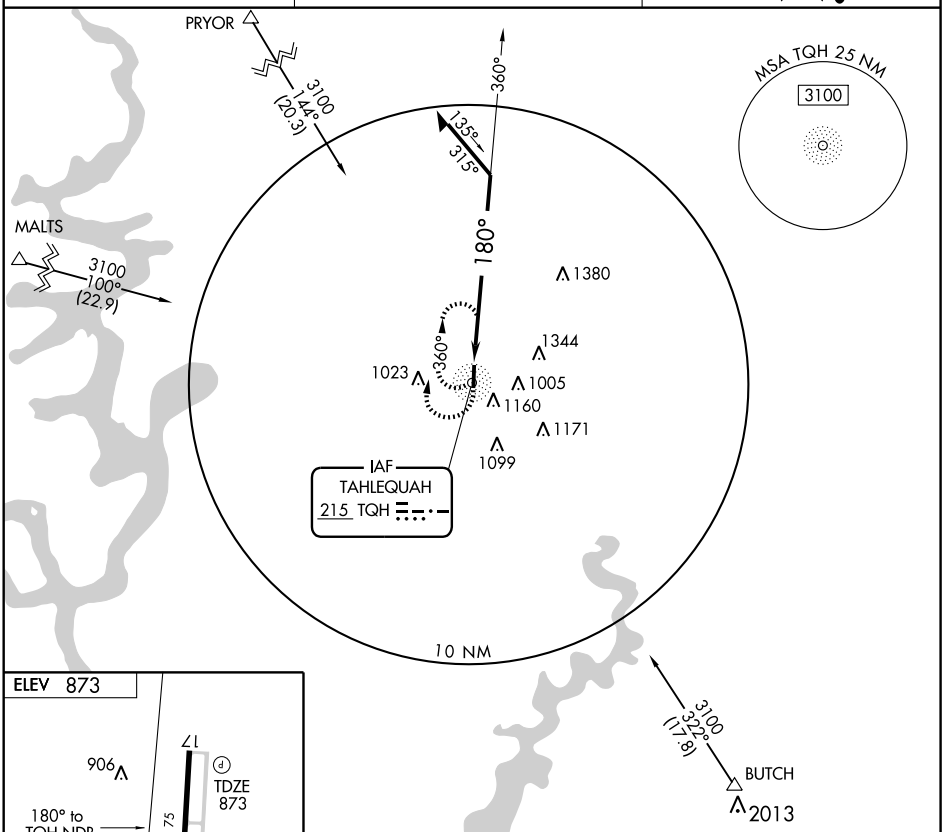
NDB RWY 17

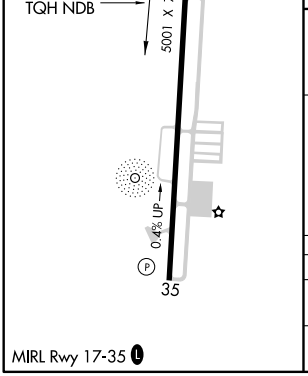
TAHLEQUAH MUNI (TQH)

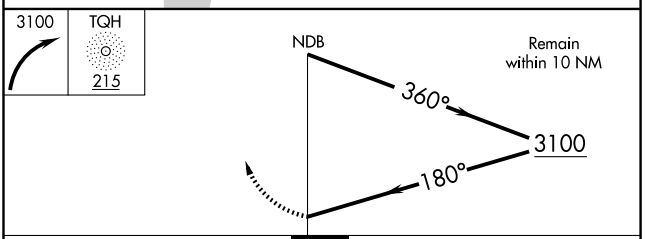
T
NA

MISSED APPROACH: Climbing right turn to 3100 in TQH NDB holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA
CIRCLING	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
177°	TDZE	874
	Apt Elev	874

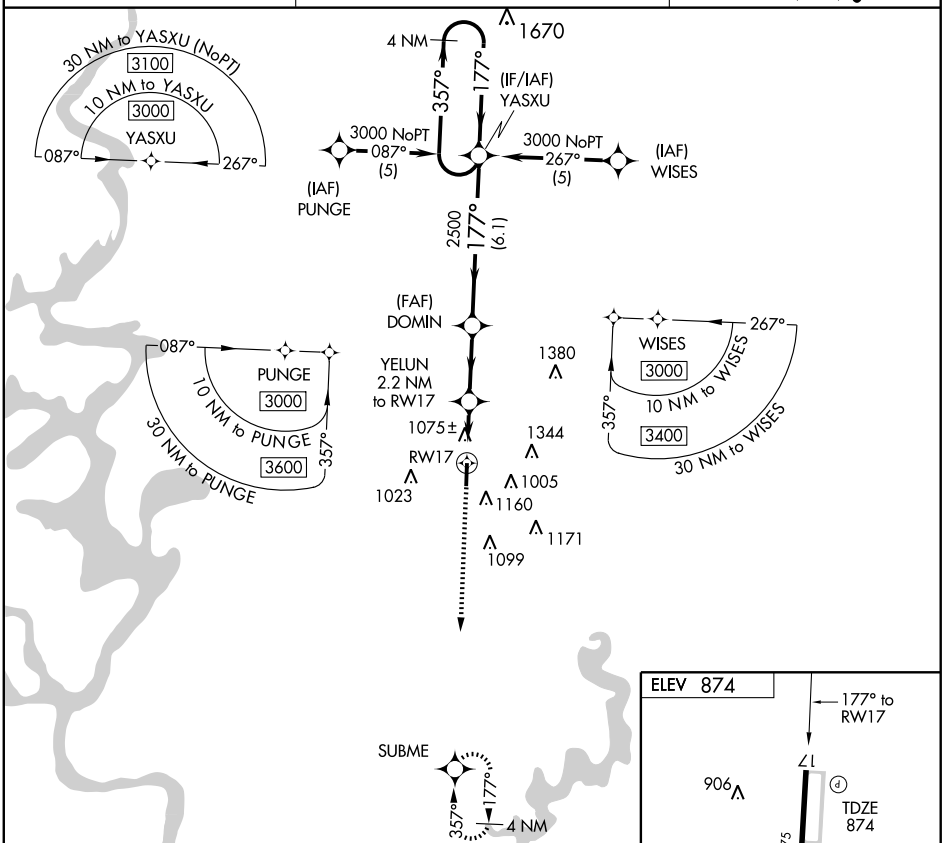
RNAV (GPS) RWY 17

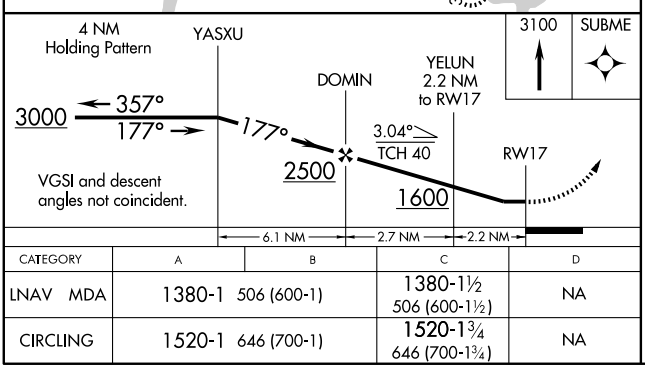
TAHLEQUAH MUNI (TQH)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility ¼ mile, circling Cat B ¼ mile and Cat C ½ mile.

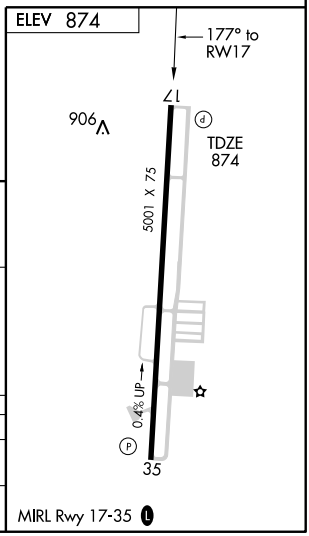
MISSED APPROACH: Climb to 3100 direct SUBME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1380-1 506 (600-1)		1380-1½ 506 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)		1520-1¾ 646 (700-1¾)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

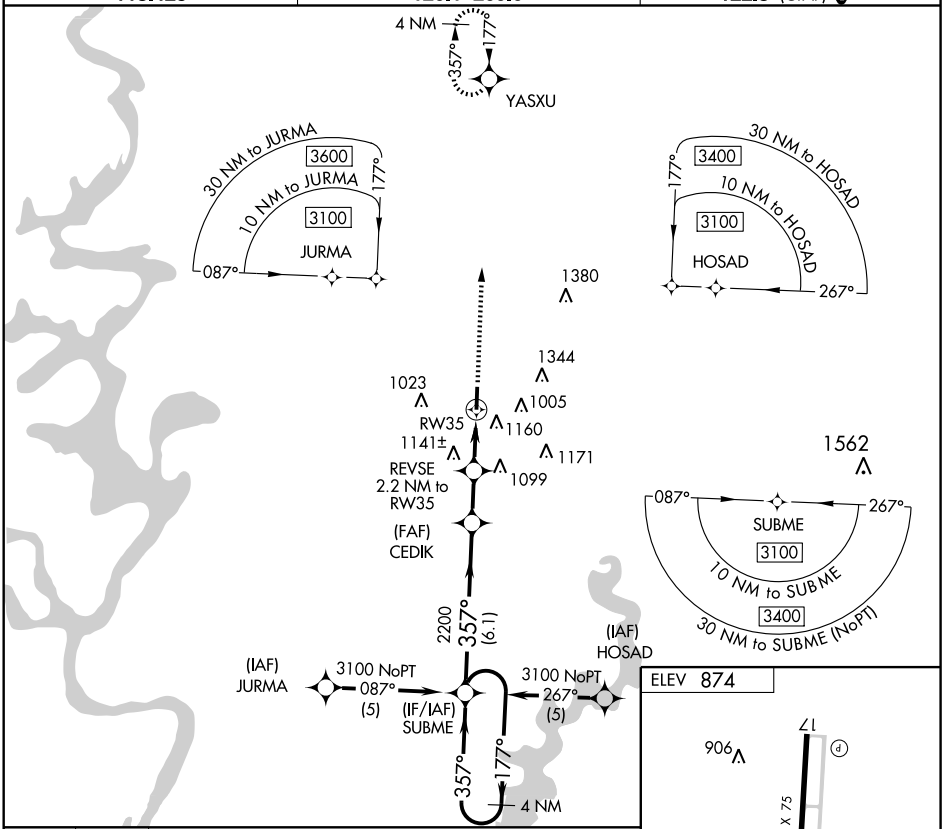
TAHLEQUAH MUNI (TQH)

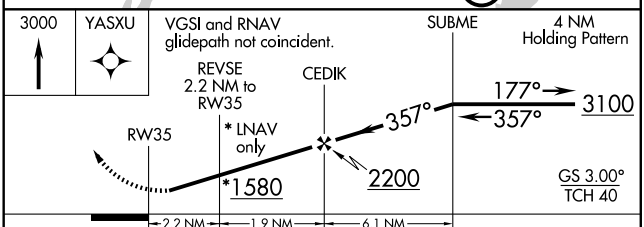
WAAS	APP CRS	Rwy ldg	5001
CH 90207	357°	TDZE	874
W35A		Apt Elev	874

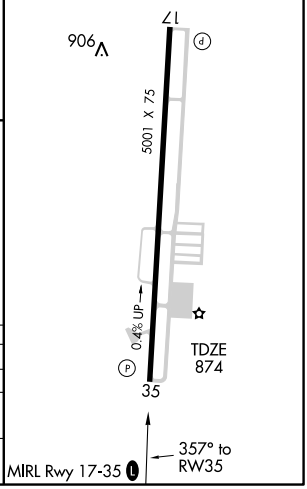
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all DAs 92 feet and all LPV visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile, circling Cat B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3000 direct YASXU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1124-1 250 (300-1)			NA
LNAV MDA	1400-1 526 (600-1)		1400-1½ 526 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)		1520-1¾ 646 (700-1¾)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

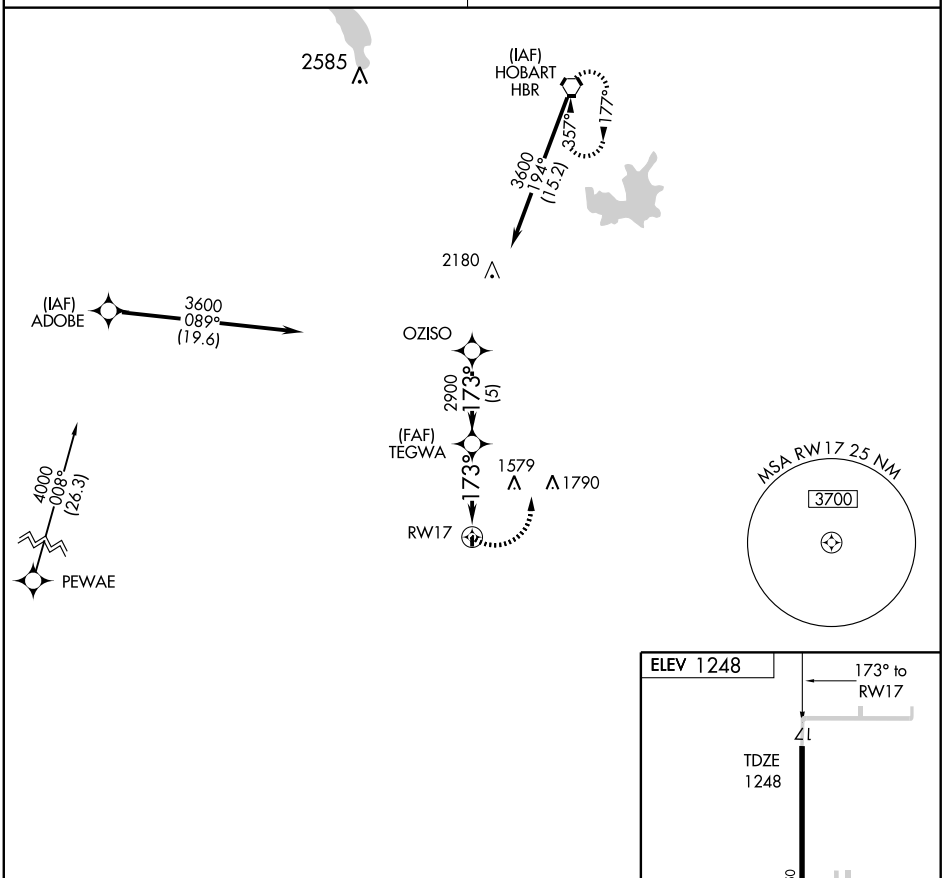
APP CRS	Rwy Idg	3062
173°	TDZE	1248
	Apt Elev	1248

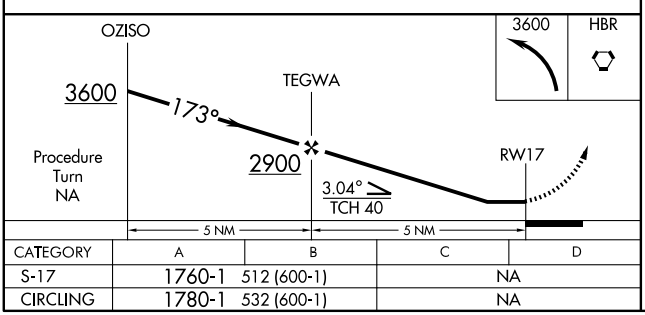
GPS RWY 17
TIPTON MUNI (108)

NA Use Altus AFB altimeter setting.

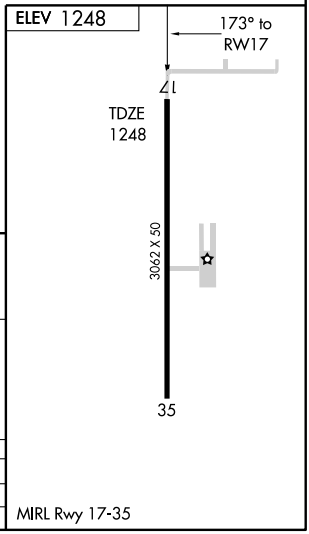
MISSED APPROACH: Climbing left turn to 3600 direct HBR VORTAC and hold.

ALTUS APP CON*	CTAF
125.1 257.725	122.9





CATEGORY	A	B	C	D
S-17	1760-1	512 (600-1)	NA	
CIRCLING	1780-1	532 (600-1)	NA	



MIRL Rwy 17-35

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC HBR	APP CRS	Rwy Idg	3062
111.8	183°	TDZE	1248
Chan 55		Apt Elev	1248

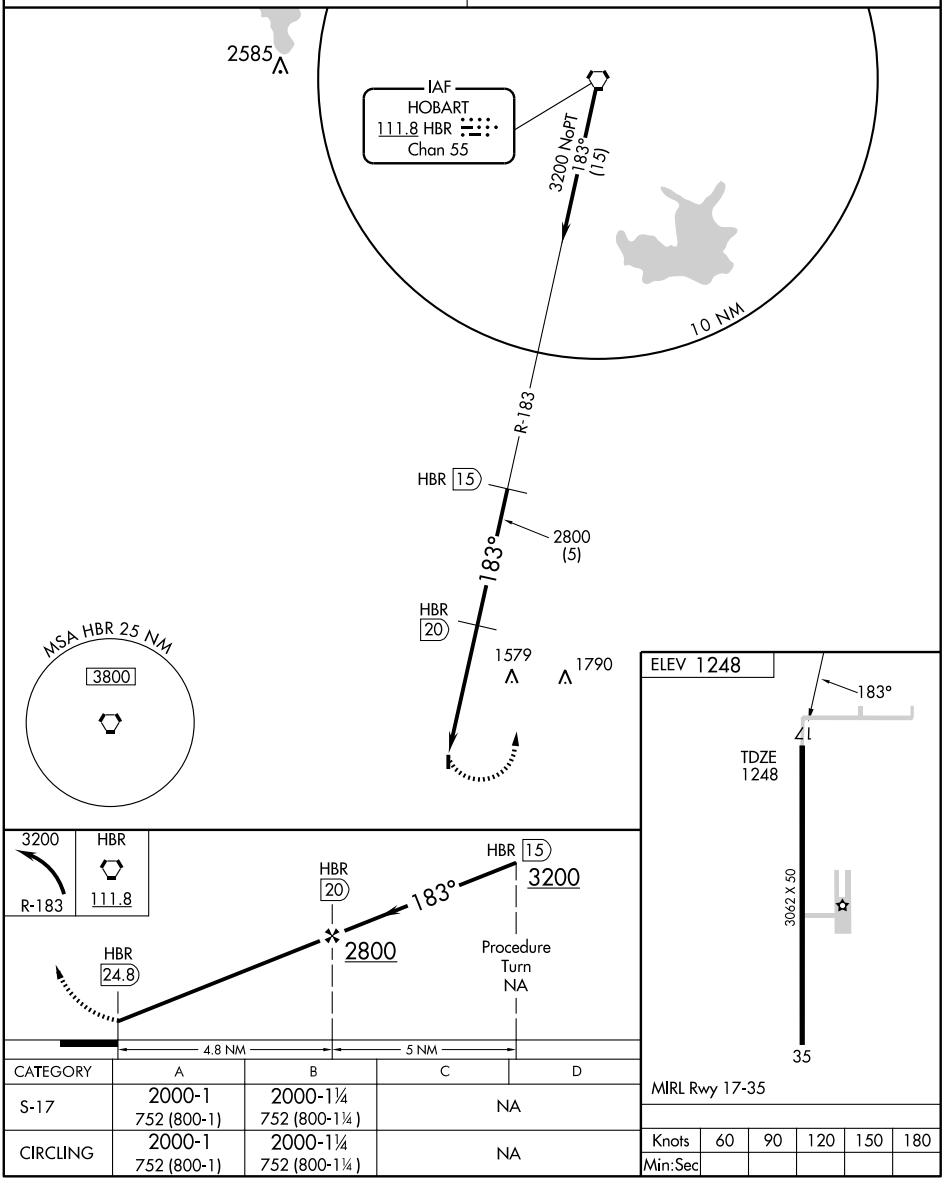
VOR/DME RWY 17

TIPTON MUNI (108)

NA Use Altus AFB, OK altimeter setting.

MISSED APPROACH: Climbing left turn to 3200 to HBR VORTAC via R-183.

ALTUS APP CON ★	CTAF
125.1 257.725	122.9



CATEGORY	A	B	C	D
S-17	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	NA	
CIRCLING	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	NA	

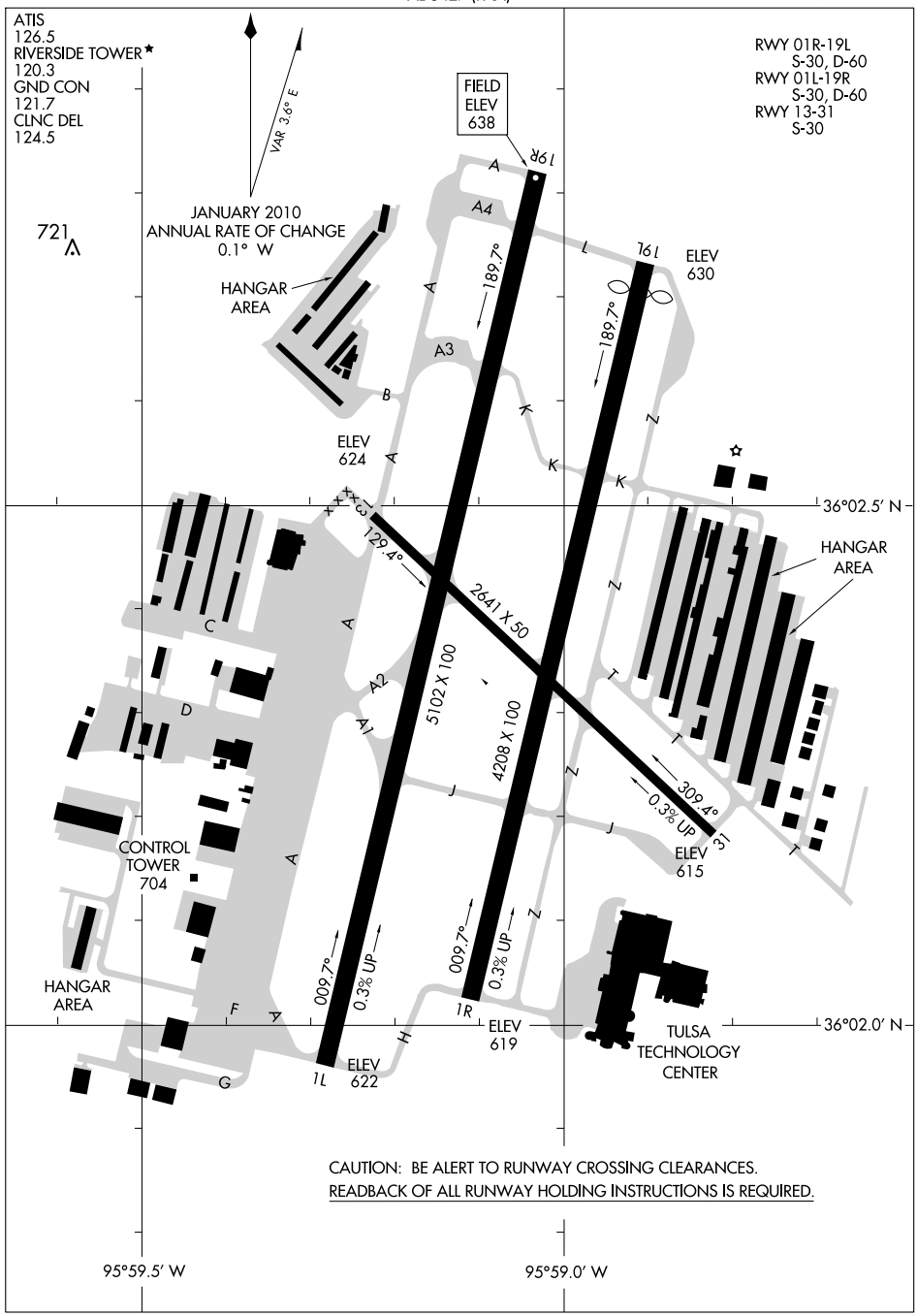
Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TULSA/ RICHARD LLOYD JONES JR. (RVS)
TULSA, OKLAHOMA

AL-5427 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TULSA, OKLAHOMA
TULSA/ RICHARD LLOYD JONES JR. (RVS)

10210

LOC I-RVS	APP CRS	Rwy 1L Idg	5102	Rwy 1R Idg	4208
109.95	007°	TDZE	626	TDZE	624
		Apt Elev	638	Apt Elev	638

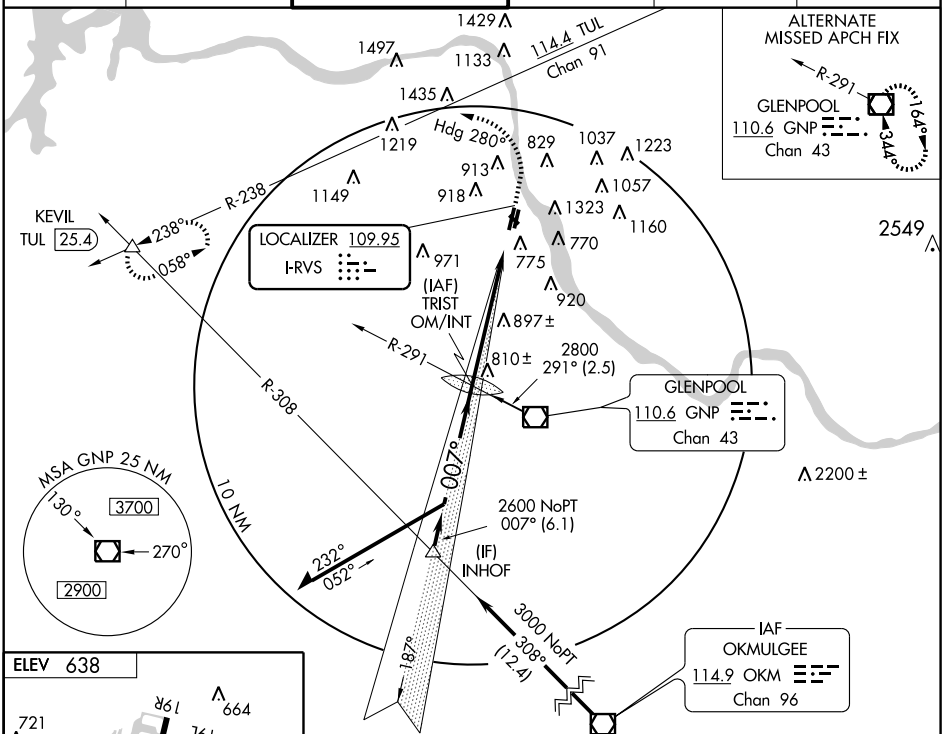
ILS or LOC RWY 1L

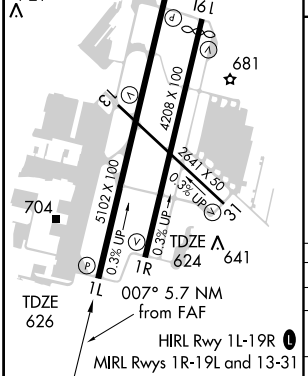
TULSA/ RICHARD LLOYD JONES JR. (RVS)

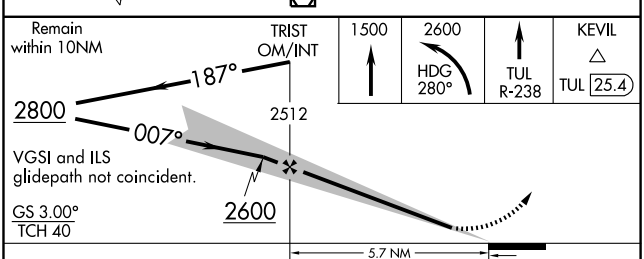
Circling NA northeast of Rwys 31 and 19L. If local altimeter setting not received, use Tulsa Intl altimeter setting: increase DA to 856 feet; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF) L	121.7	124.5	122.95







FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 1L	826-¾		200 (200-¾)	
S-LOC 1L	1120-1	494 (500-1)	1120-1¼ 494 (500-1¼)	1120-1½ 494 (500-1½)
SIDESTEP RWY 1R	1200-1	576 (600-1)	1200-1½ 576 (600-1½)	1200-2 576 (600-2)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280 -1¾ 642 (700-1¾)	1280-2 642 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5102
CH 97321	007°	TDZE 626
W01A		Apt Elev 638

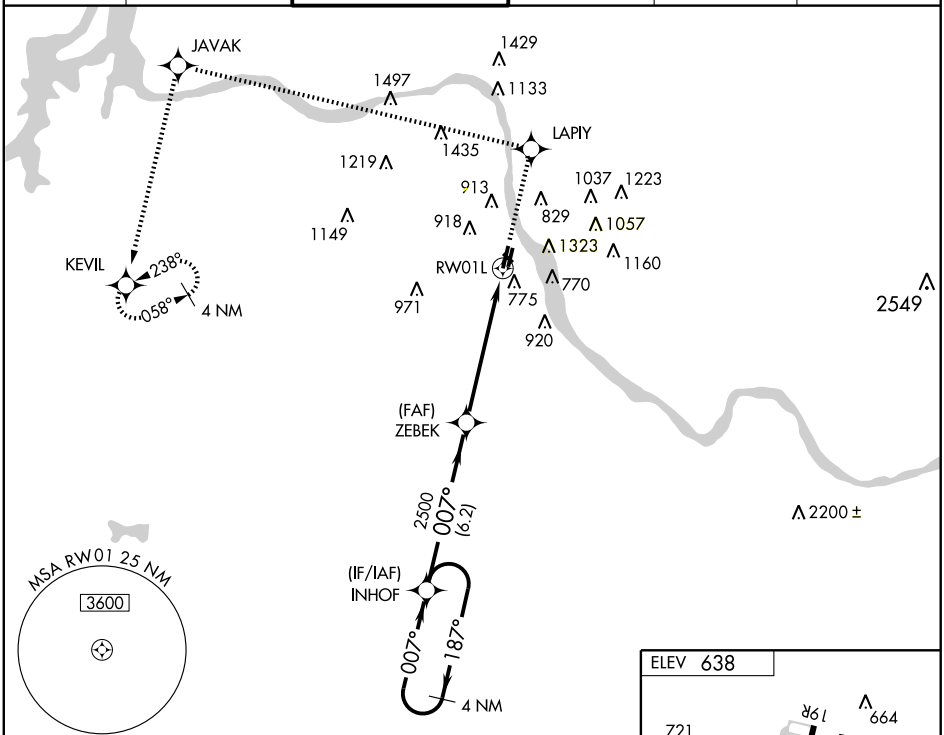
RNAV (GPS) RWY 1L

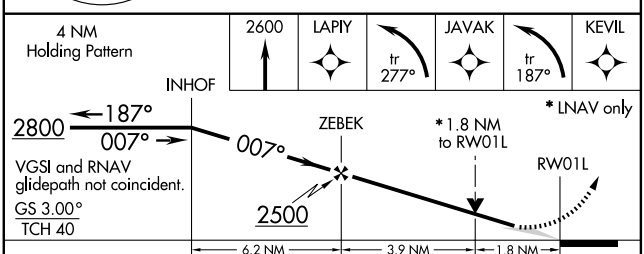
TULSA/RICHARD LLOYD JONES JR. (RVS)

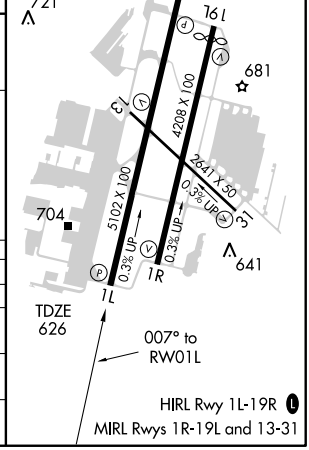
DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 40 feet. Circling NA northeast of runways 31 and 19L.

MISSED APPROACH: Climb to 2600 direct LAPIY, then left turn via 277° track to JAVAK, then left turn via 187° track to KEVIL and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF) L	121.7	124.5	122.95

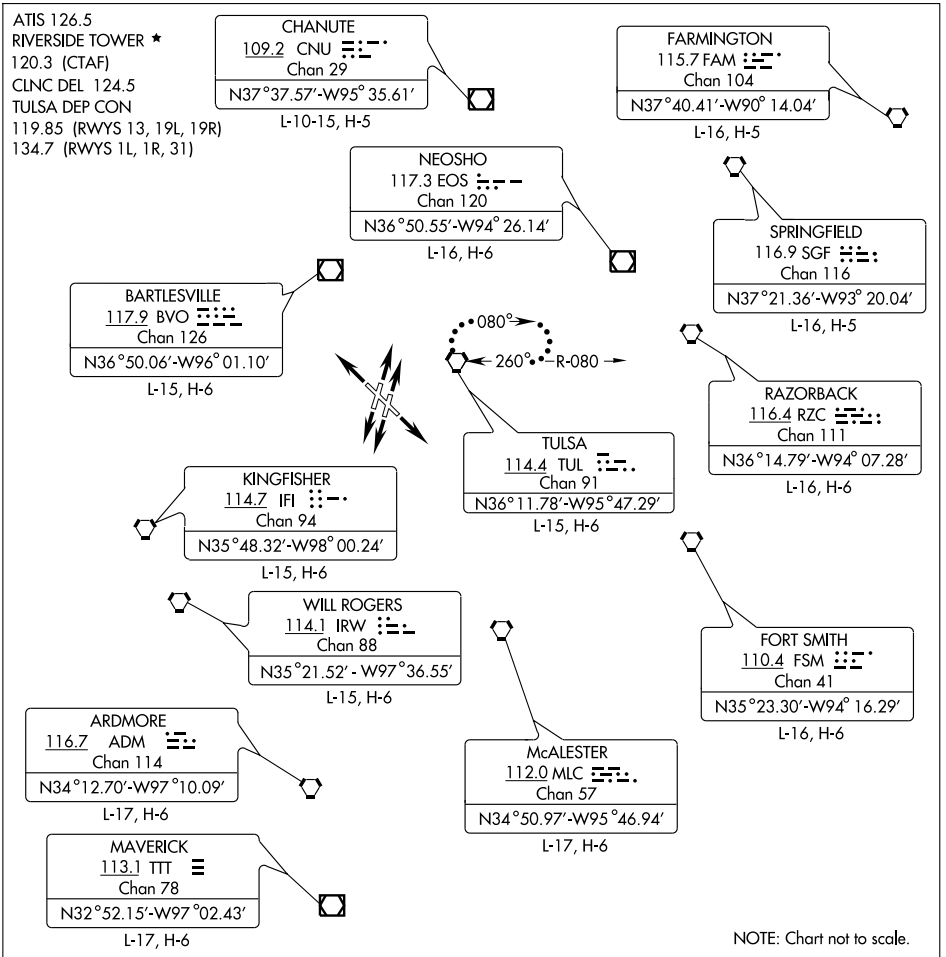






CATEGORY	A	B	C	D
LPV DA	930-1 304 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1220-1 594 (600-1)		1220-1½ 594 (600-1½)	1220-1¾ 594 (600-1¾)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

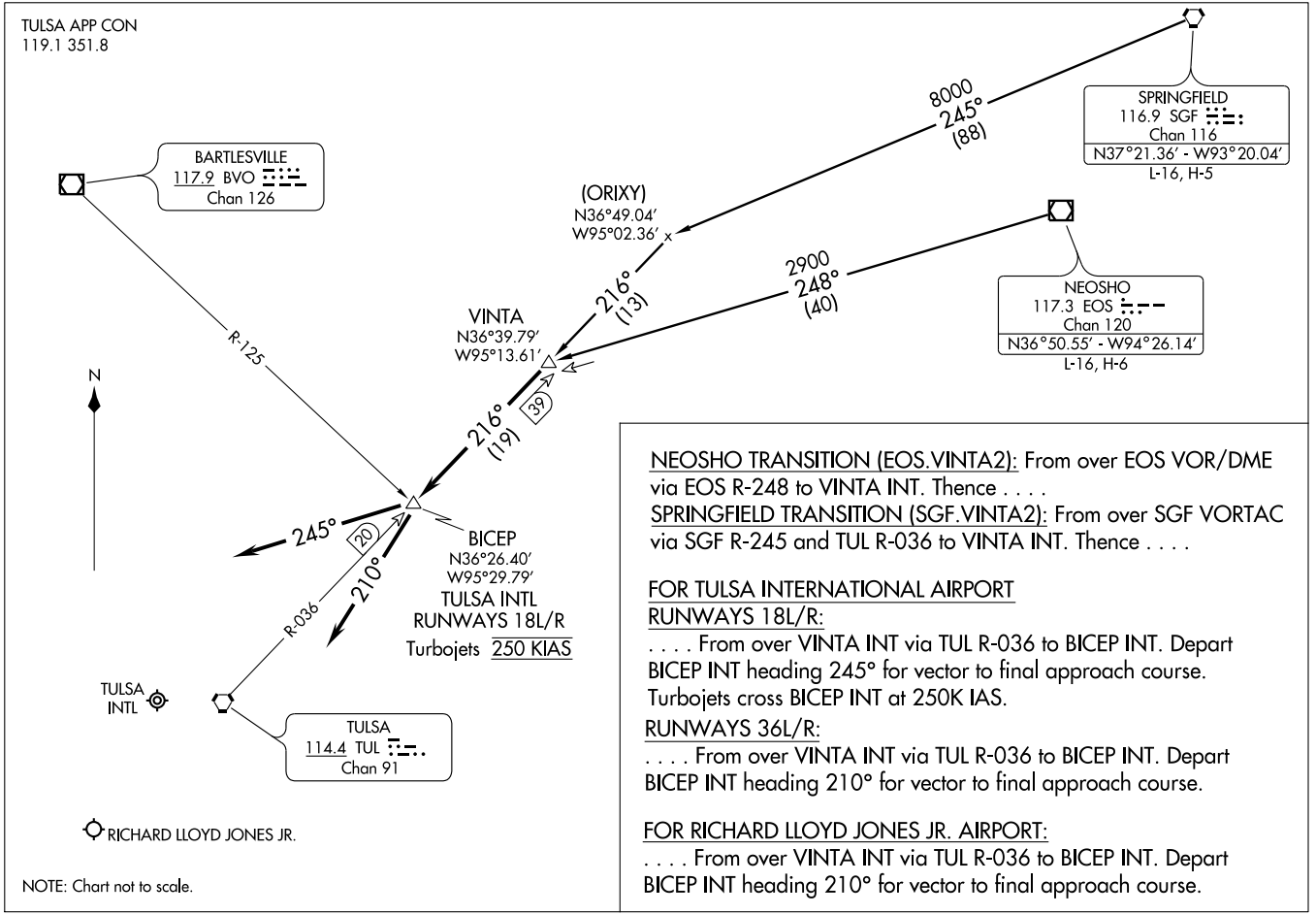


DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

VINTA TWO ARRIVAL (VINTA.VINTA2)



NEOSHO TRANSITION (EOS.VINTA2): From over EOS VOR/DME via EOS R-248 to VINTA INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.VINTA2): From over SGF VORTAC via SGF R-245 and TUL R-036 to VINTA INT. Thence . . . .

FOR TULSA INTERNATIONAL AIRPORT

RUNWAYS 18L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 245° for vector to final approach course. Turbojets cross BICEP INT at 250K IAS.

RUNWAYS 36L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

FOR RICHARD LLOYD JONES JR. AIRPORT:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

08213

VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

VORTAC TUL	APP CRS	Rwy Idg	NA
114.4	037°	TDZE	NA
Chan 91		Apt Elev	638

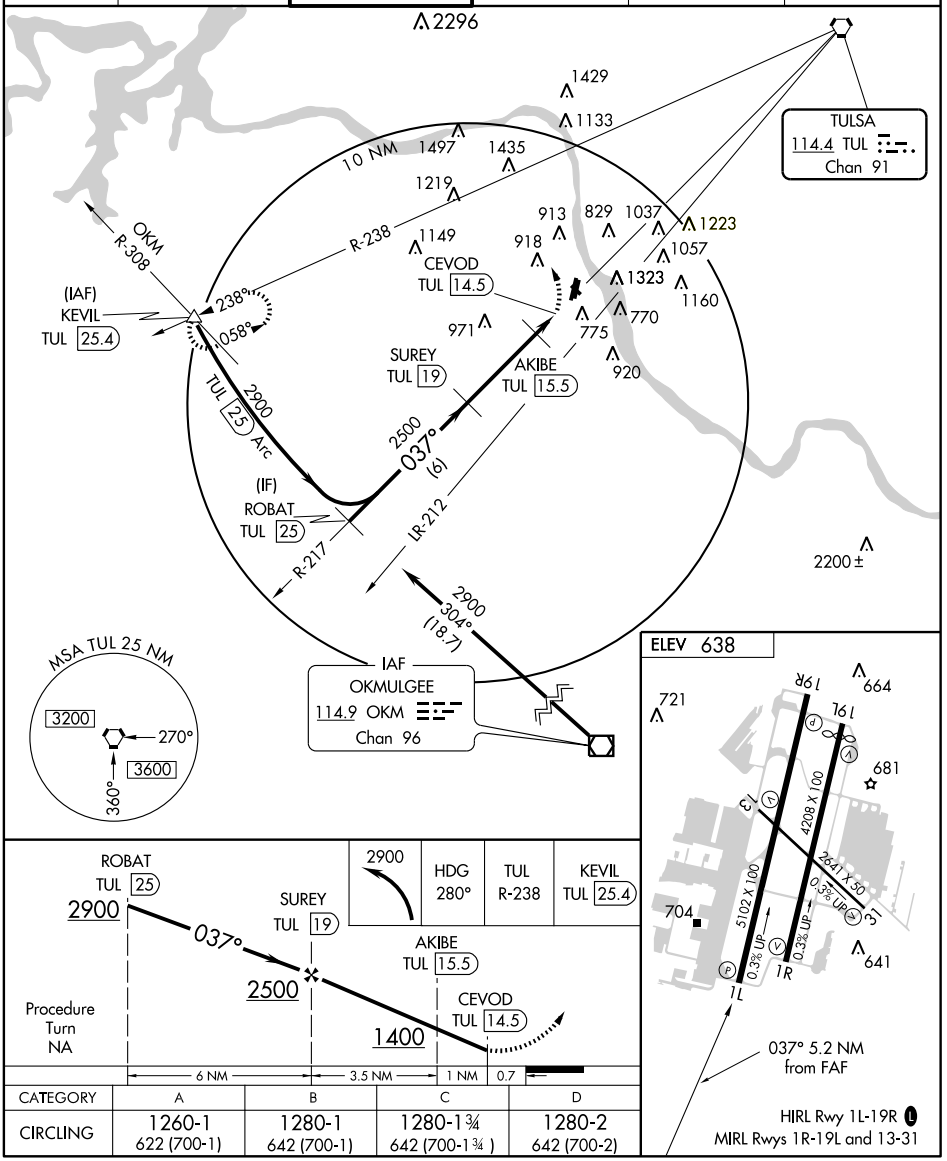
VOR/DME-A

TULSA/ RICHARD LLOYD JONES JR. (RVS)

When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 40 feet; increase Cat C/D visibilities ¼ mile. Circling NA northeast of Rwys 31 and 19L.

MISSED APPROACH: Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER★	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF) L	121.7	124.5	122.95



CATEGORY	A	B	C	D
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GNP	APP CRS	Rwy Idg	5102
110.6	344°	TDZE	626
Chan 43		Apt Elev	638

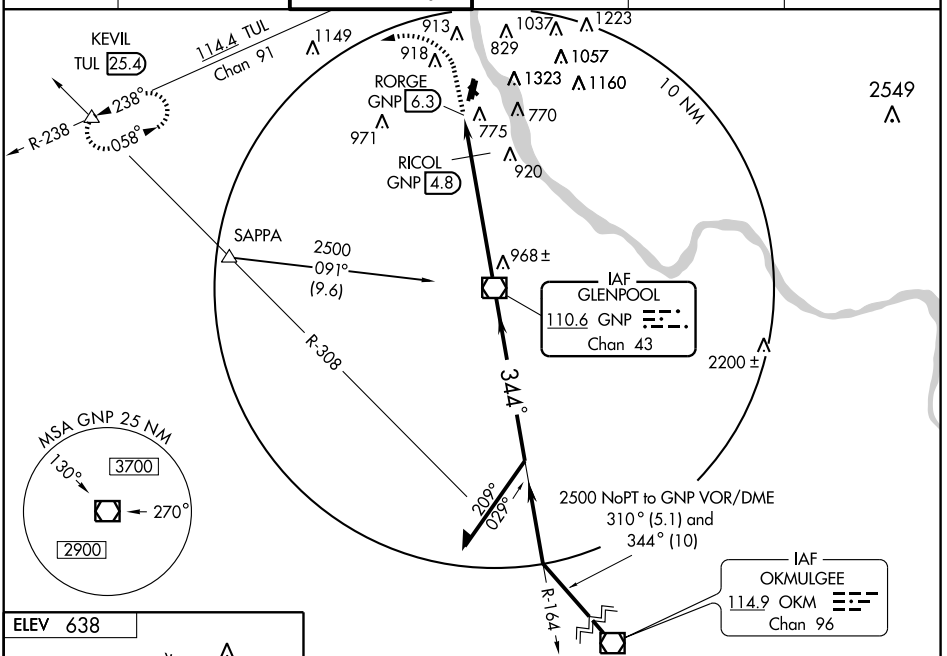
VOR RWY 1L

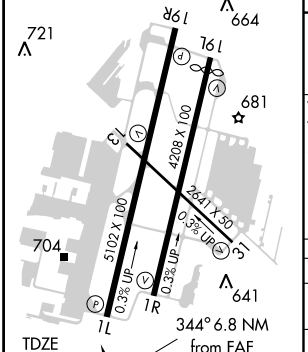
TULSA/ RICHARD LLOYD JONES JR. (RVS)

Circling not authorized northeast of Rwys 31 and 19L. If local altimeter setting not received; use Tulsa Intl altimeter setting and increase all MDAs 40 ft.

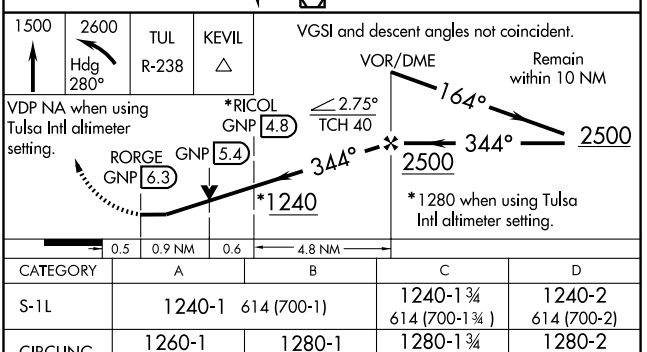
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL Int and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER★	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF) L	121.7	124.5	122.95





FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



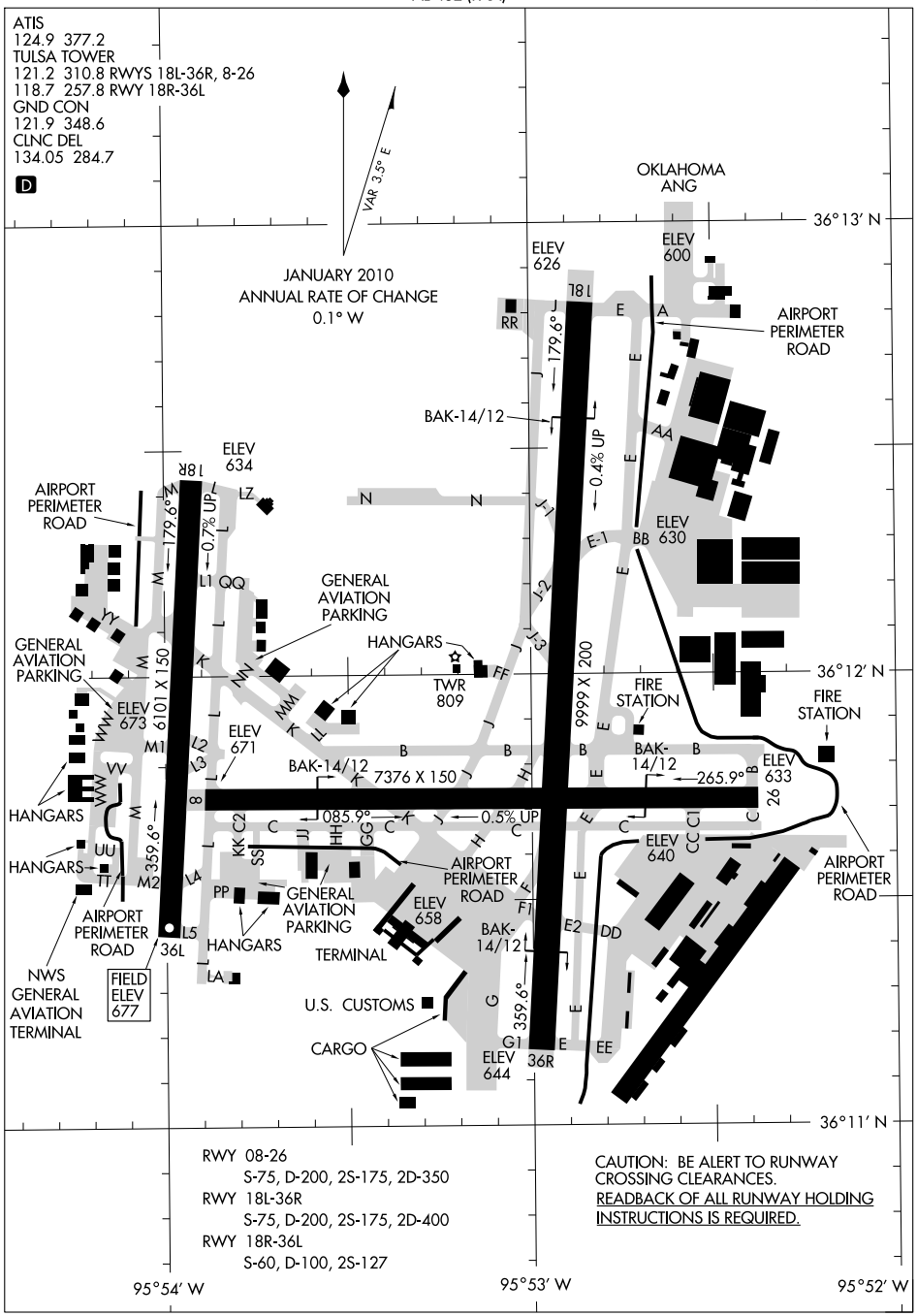
CATEGORY	A	B	C	D
S-1L	1240-1 614 (700-1)		1240-1 ¾ 614 (700-1 ¾)	1240-2 614 (700-2)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 ¾ 642 (700-1 ¾)	1280-2 642 (700-2)
RICOL FIX MINIMUMS				
S-1L	1080-1 454 (500-1)		1080-1 ¼ 454 (500-1 ¼)	1080-1 ½ 454 (500-1 ½)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 ¾ 642 (700-1 ¾)	1280-2 642 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-432 (FAA)

TULSA INTL (TUL)
TULSA, OKLAHOMA



SC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TULSA, OKLAHOMA
TULSA INTL (TUL)

10210

HI-VOR/DME or TACAN RWY 26

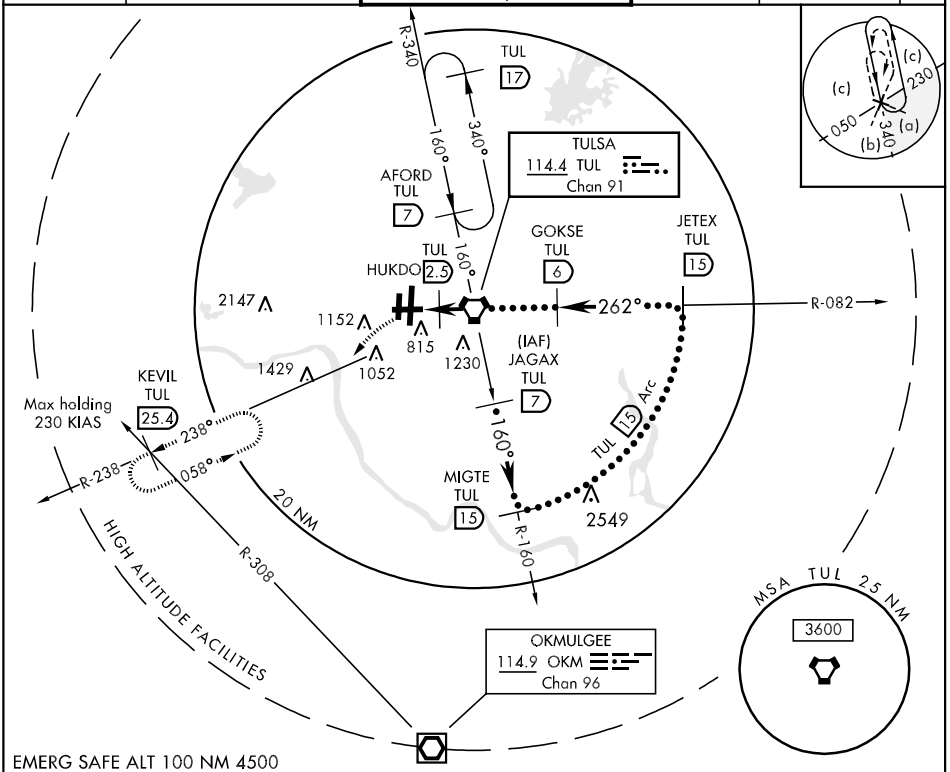
VORTAC TUL	APCH CRS	Rwy ldg 7376
114.4	262°	TDZE 651
Chan 91		Arpt Elev 677

JAL-432 [USAF] — TULSA INTL (KTUL)

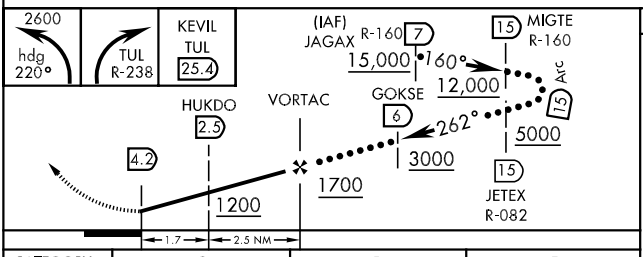
* CAT E circling not authorized S of Rwy 08-26.

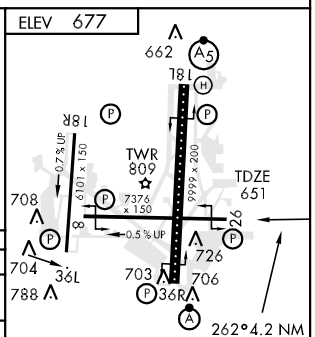
MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL	ASR
124.9 377.2	175°-354° 124.0 338.3 355°-174° 119.1 351.8	121.2 310.8 Rwys 18L-36R, 8-26 118.7 257.8 Rwy 18R-36L	121.9 348.6	134.05 284.7	



EMERG SAFE ALT 100 NM 4500





CATEGORY	C	D	E
S-26	1060-1¼ 409 (400-1¼)		1060-1½ 409 (400-1½)
CIRCLING *	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)
S-ASR 26	1060-1¼ 409 (400-1¼)		1060-1½ 409 (400-1½)

MIRL Rwy 8-26
REIL Rwy 8, 18R, 26, 36L
TDZL/CL Rwy 36R
HIRL Rwy 18L-36R, 18R-36L

HI-VOR/DME or TACAN RWY 26

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DWE	APP CRS	Rwy Idg	9999
109.7	177°	TDZE	641
Chan 34		Apt Elev	677

ILS or LOC RWY 18L

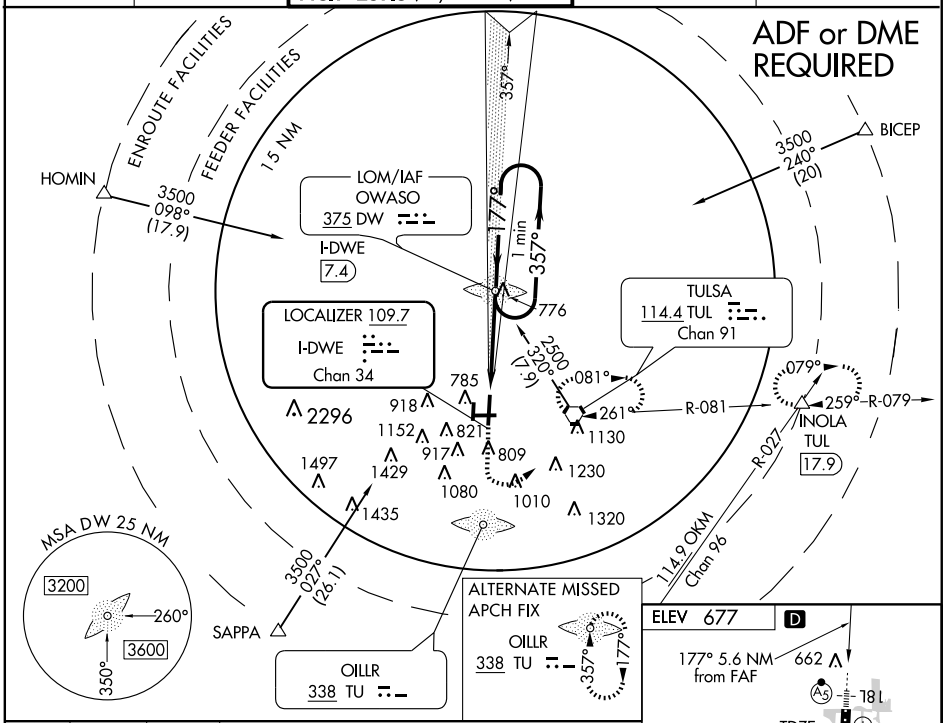
TULSA INTL (TUL)

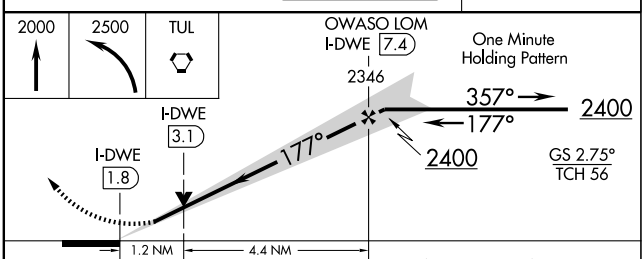
Circling NA for Cat. E south of runway 8-26.
Autopilot coupled approach NA below 1288.
ASR For inoperative MALSR, increase S-LOC 18L Cat. E visibility to 1½ mile and, increase S-ILS 18L Cat. E visibility to RVR 4000.

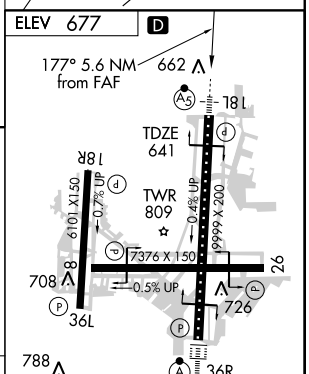
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 1800 then climbing left turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound.)

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
S-ILS 18L	841/24 200 (200-½)				
S-LOC 18L	1040/24 399 (400-½)			1040/40 399 (400-¾)	1040/50 399 (400-1)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-TJY	APP CRS	Rwy Idg	6101
111.1	177°	TDZE	667
		Apt Elev	677

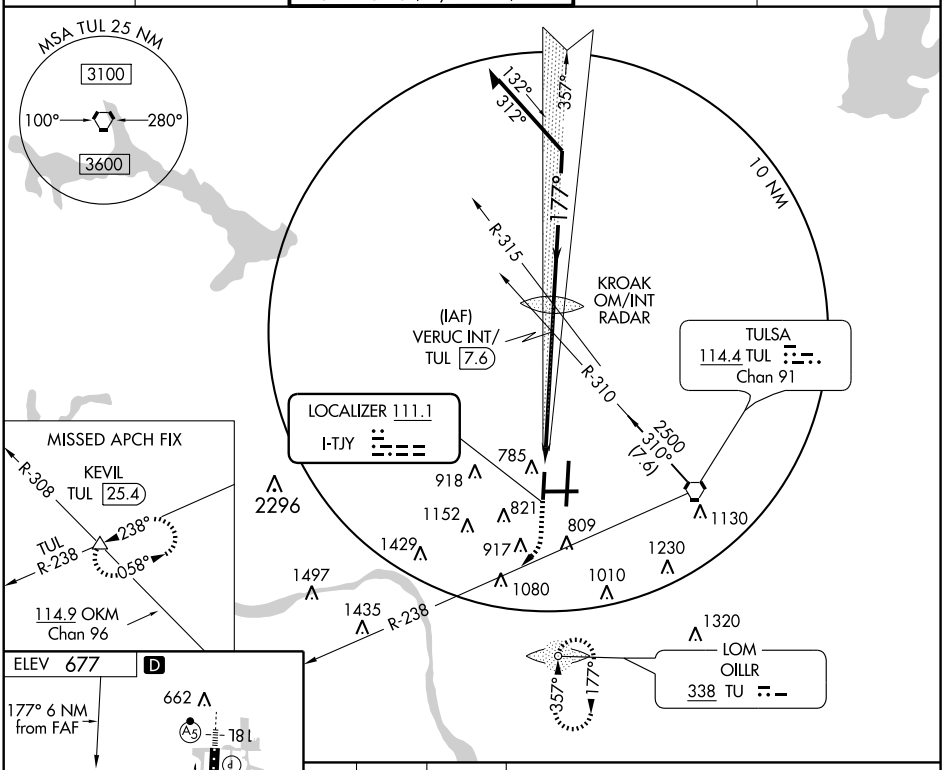
ILS or LOC RWY 18R

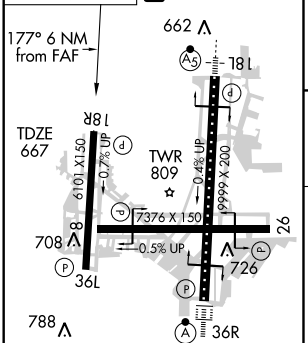
TULSA INTL (TUL)

ASR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

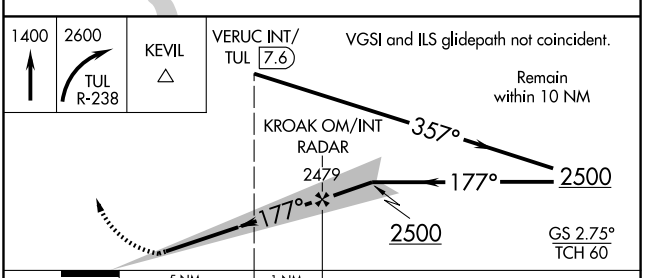
ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 18R	867-¾ 200 (200-¾)			
S-LOC 18R	1080-1 413 (500-1)		1080-1¼ 413 (500-1¼)	
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TUL	APP CRS	Rwy Idg	9999
110.3	357°	TDZE	650
Chan 40		Apt Elev	677

ILS or LOC RWY 36R

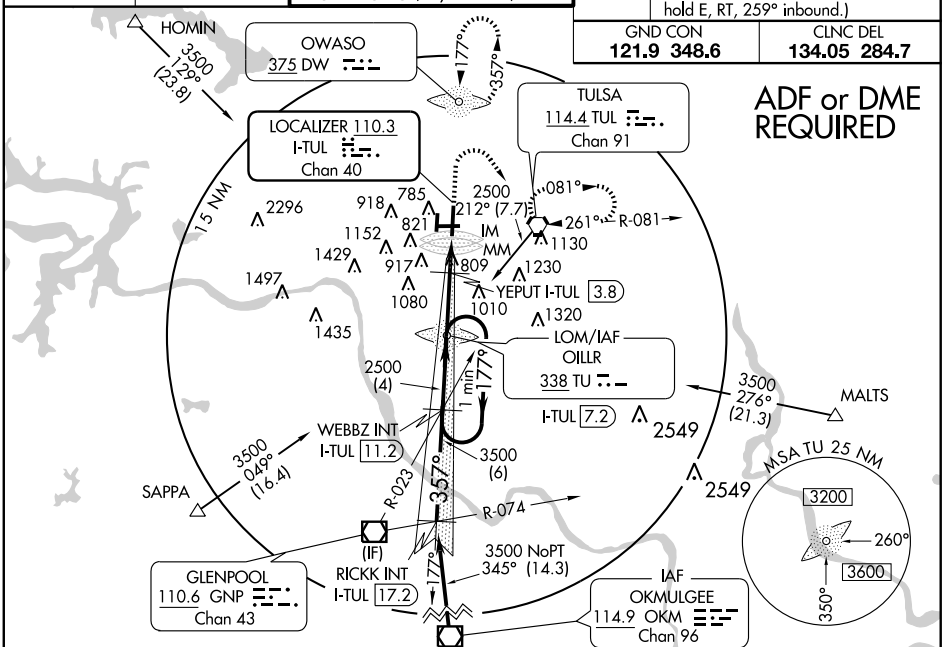
TULSA INTL (TUL)

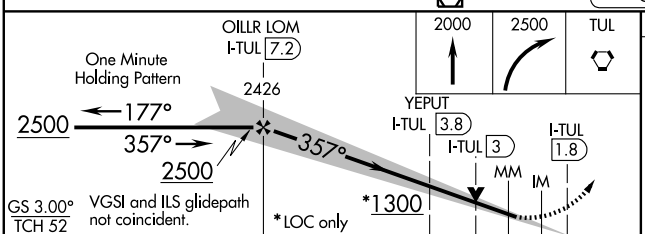
For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

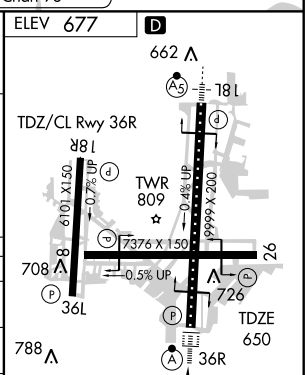
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E, RT, 259° inbound.)

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
S-ILS 36R	850/18 200 (200-½)				850/24 200 (200-½)
S-LOC 36R	1300/24 650 (700-½)		1300/60 650 (700-1¼)	1300-1½ 650 (700-1½)	1300-1¾ 650 (700-1¾)
CIRCLING	1300-1 623 (700-1)		1300-1¾ 623 (700-1¾)	1300-2 623 (700-2)	NA
YEPUT FIX MINIMUMS					
S-LOC 36R	1060/24 410 (400-½)		1060/40 410 (400-¾)		1060/50 410 (400-1)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	NA

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TUL	APP CRS	Rwy Idg	9999
110.3	357°	TDZE	650
Chan40		Apt Elev	677

ILS RWY 36R (CAT II)

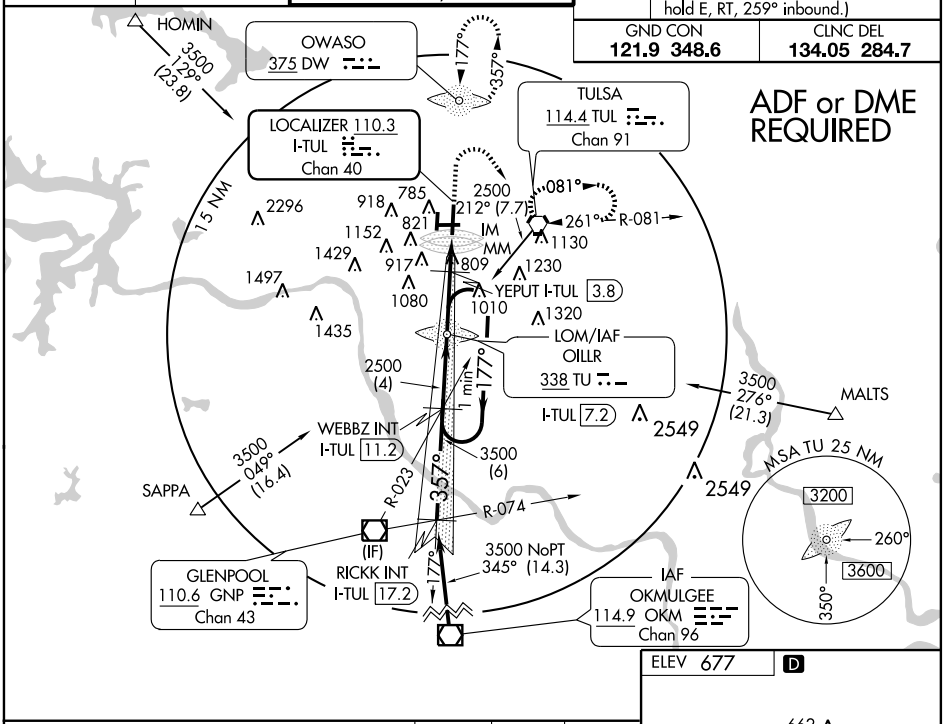
TULSA INTL (TUL)

▼ For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and
▲ increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For
ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

ALSF-2 (A)

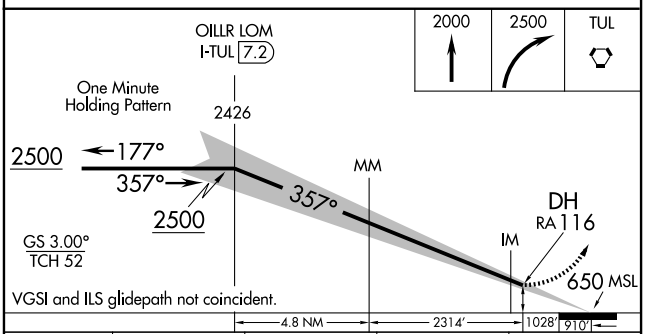
MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E, RT, 259° inbound.)

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



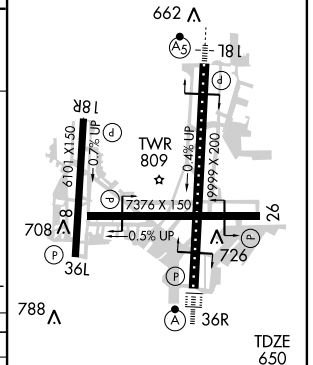
SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-ILS 36R	RA 116/12 100 DA 750			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

RNAV (GPS) RWY 8

TULSA INTL (TUL)

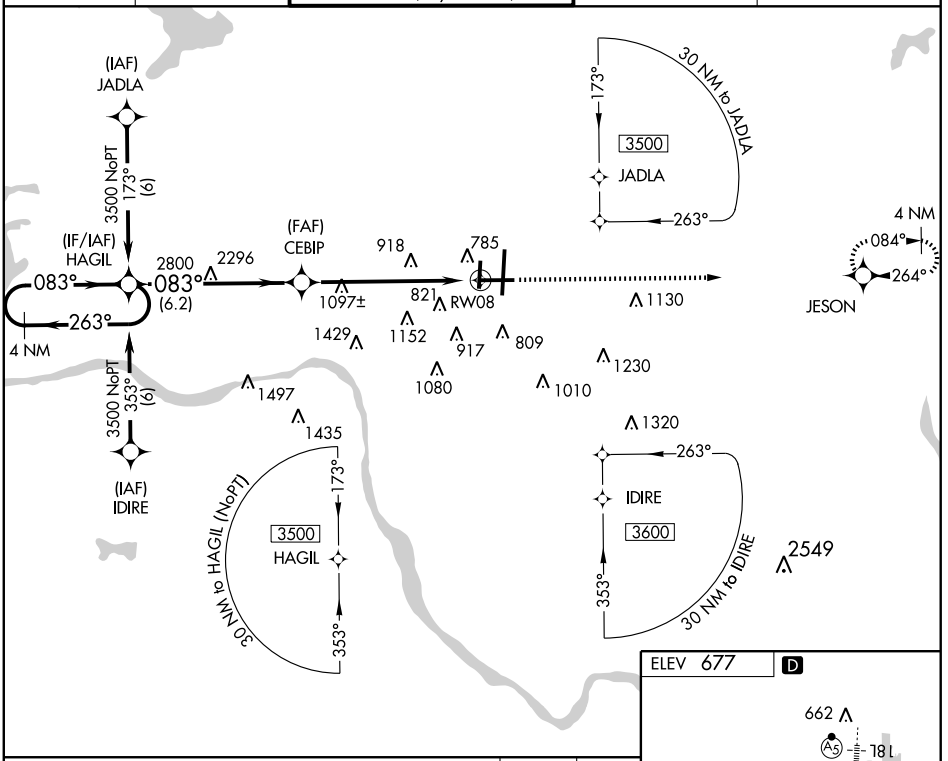
APP CRS	Rwy Idg	TDZE	Apt Elev
083°	7376	671	677

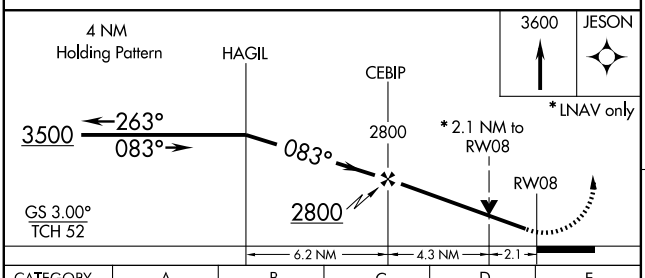
Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

ASR

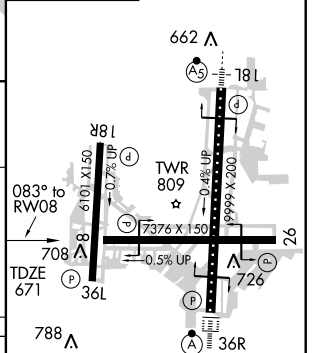
MISSED APPROACH: Climb to 3600 direct JESON and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LNAV/VNAV DA	1085-1½ 414 (500-1½)				
LNAV MDA	1380-1 709 (800-1)		1380-2 709 (800-2)	1380-2¼ 709 (800-2¼)	1380-2½ 709 (800-2½)
CIRCLING	1380-1 703 (800-1)		1380-2 703 (800-2)	1380-2¼ 703 (800-2¼)	1380-2½ 703 (800-2½)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9999
CH 93504	177°	TDZE	641
W18A		Apt Elev	677

RNAV (GPS) RWY 18L

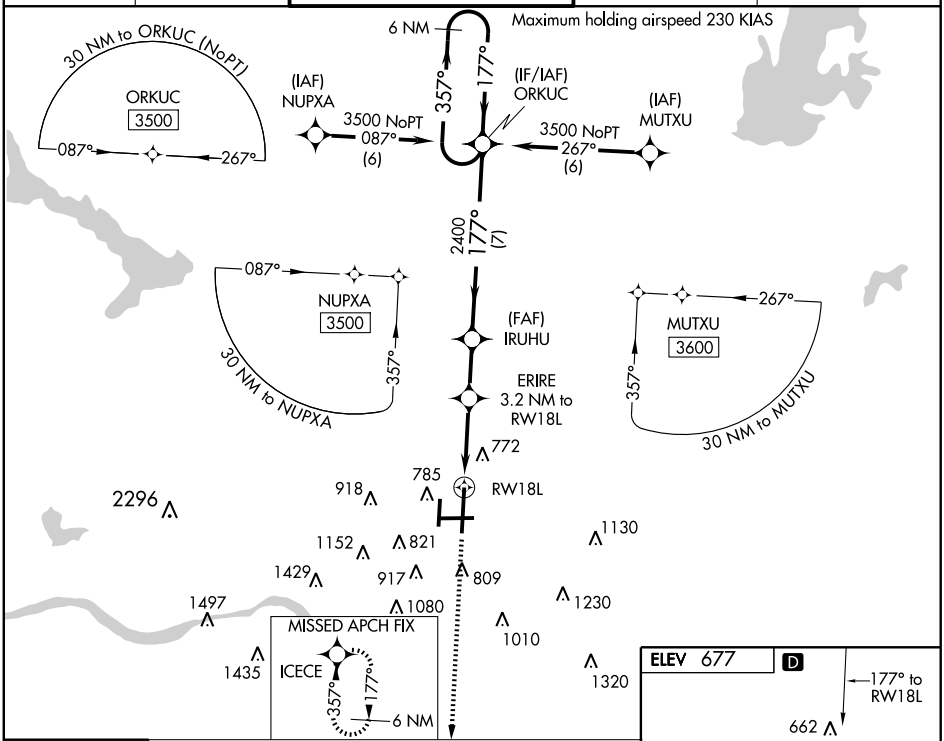
TULSA INTL (TUL)

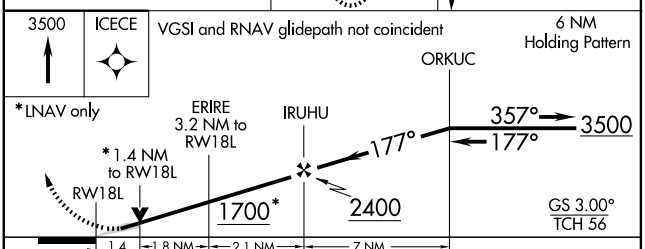
ASR — Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 1½.

MALSR

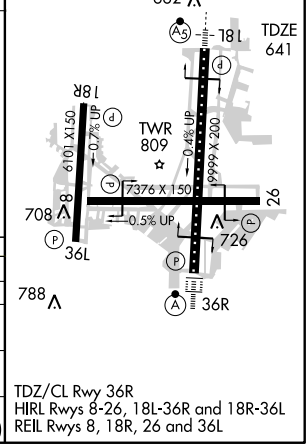
MISSED APPROACH: Climb to 3500 direct ICECE and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	908/24 267 (300-½)				
LNAV/VNAV DA	1117/60 476 (500-1¼)				
LNAV MDA	1080/24 439 (500-½)		1080/40 439 (500-¾)	1080/50 439 (500-1)	
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6101
357°	TDZE	677
	Apt Elev	677

RNAV (GPS) RWY 36L

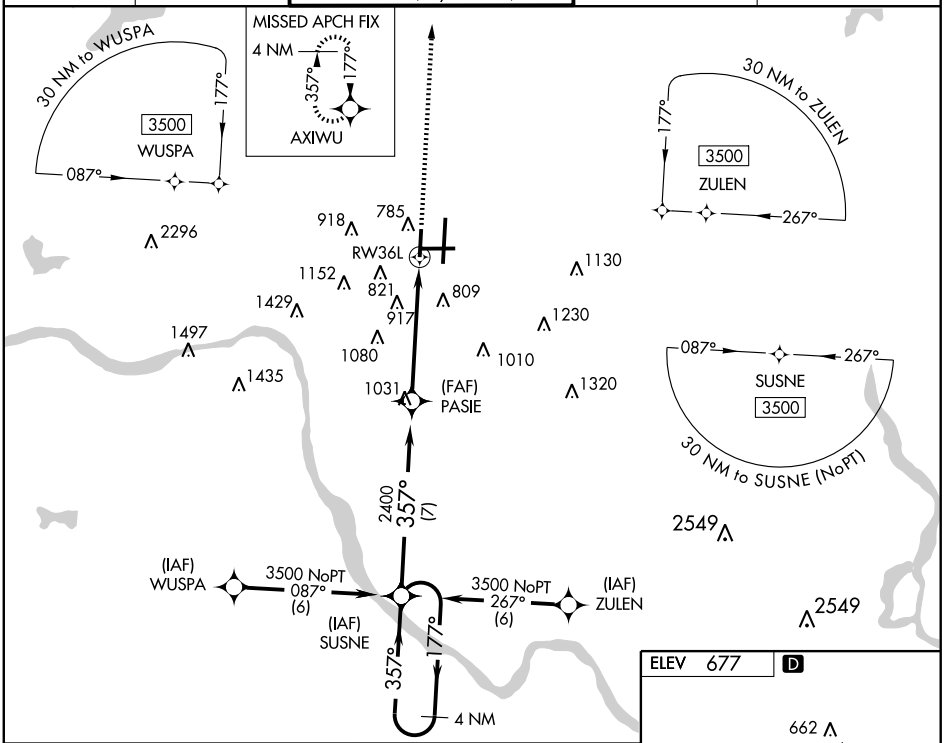
TULSA INTL (TUL)

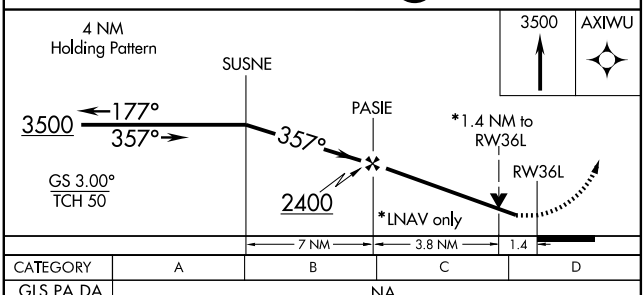
ASR

Cat. E circling not authorized south of Rwy 8-26.
Baro-VNAV NA BELOW -16°C (3°F).
DME/DME RNP-0.3 NA.

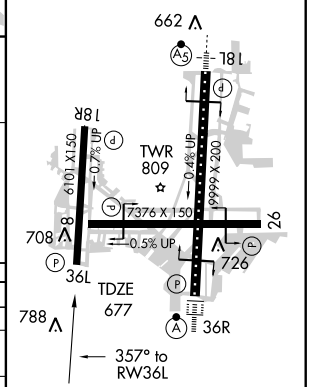
MISSED APPROACH: Climb to 3500 direct AXIWU and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1104-1½ 427 (500-1½)			
LNAV MDA	1180-1 503 (600-1)		1180-1½ 503 (600-1½)	
CIRCLING	1180-1 503 (600-1)		1180-1½ 503 (600-1½)	1300-2 623 (700-2)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82214 W36A	APP CRS 357°	Rwy Idg 9999 TDZE 650 Apt Elev 677

RNAV (GPS) RWY 36R

TULSA INTL (TUL)

Circling NA for Cat E south of runway 8-26. For uncompensated Baro-VNAV system, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. For inoperative ALSF increase LPV Cat E visibility ¼ mile, LNAV/VNAV Cat E and LNAV Cat E visibility ½ mile.

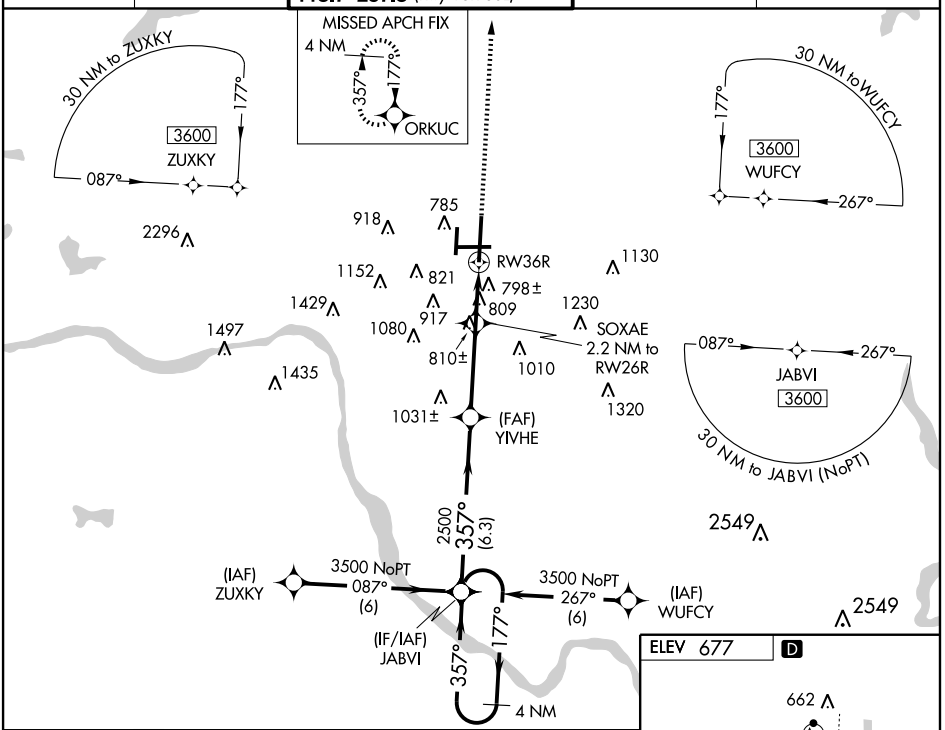
ASR

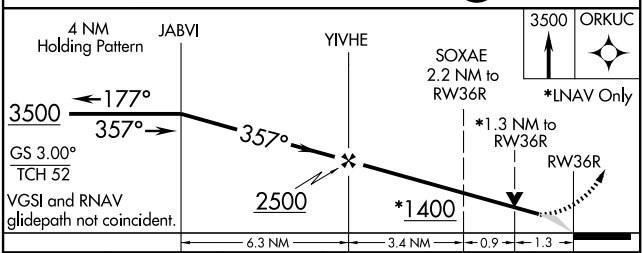
ALSF-2

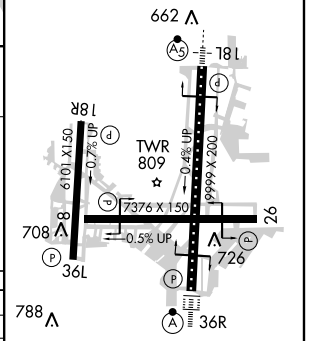
MISSED APPROACH: Climb to 3500 direct ORKUC and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

SC-1, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D	E
LPV DA	850/24 200 (200-½)				
LNAV/VNAV DA	1145/60 495 (500-1¼)				
LNAV MDA	1120/24 470 (500-½)		1120/40 470 (500-¾)	1120/50 470 (500-1)	1120/60 470 (500-1¼)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

WAAS	APP CRS	Rwy Idg	6101
CH 69614	177°	TDZE	667
W18B		Apt Elev	677

RNAV (GPS) Y RWY 18R

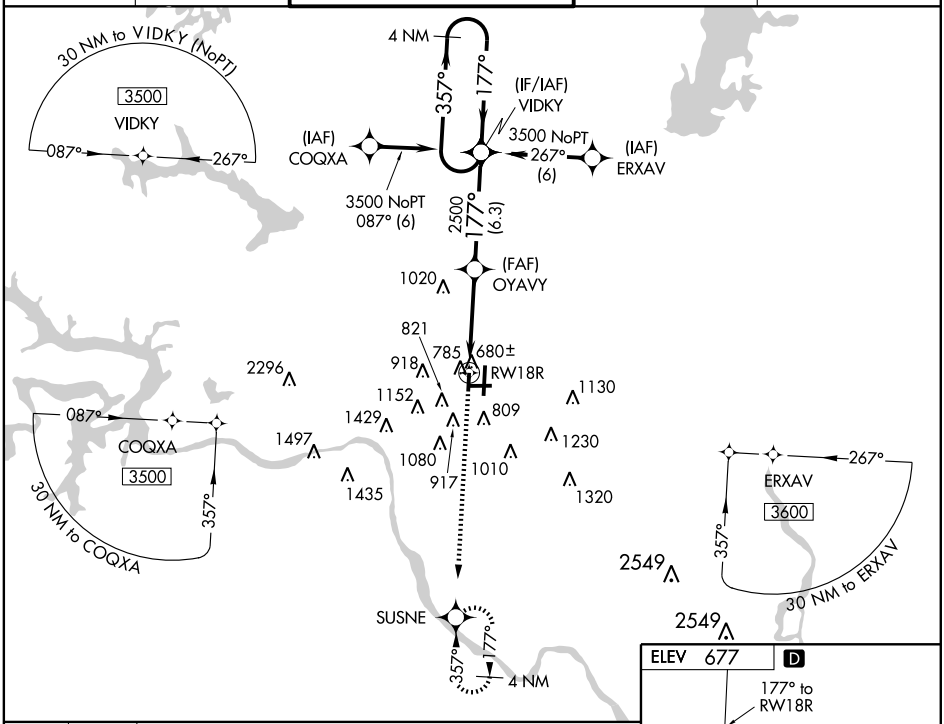
TULSA INTL (TUL)

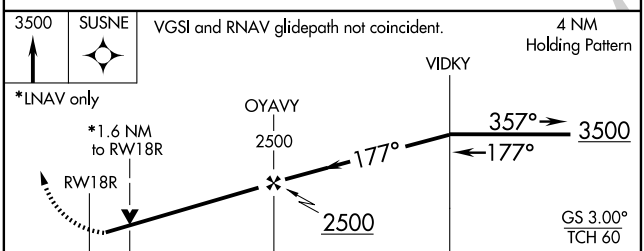
ASR

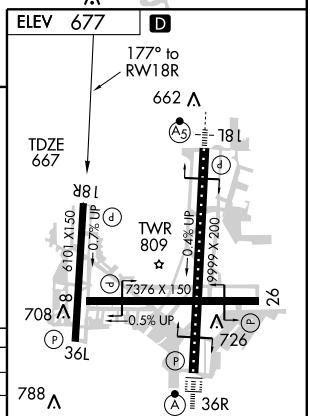
Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct SUSNE and hold

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
LPV DA	867-¾ 200 (200-¾)				
LNAV/VNAV DA	978-1¼ 311 (400-1¼)				
LNAV MDA	1160-1 493 (500-1)		1160-1¼ 493 (500-1¼)	1160-1½ 493 (500-1½)	1160-1¾ 493 (500-1¾)
CIRCLING	1160-1 483 (500-1)		1160-1½ 483 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 26

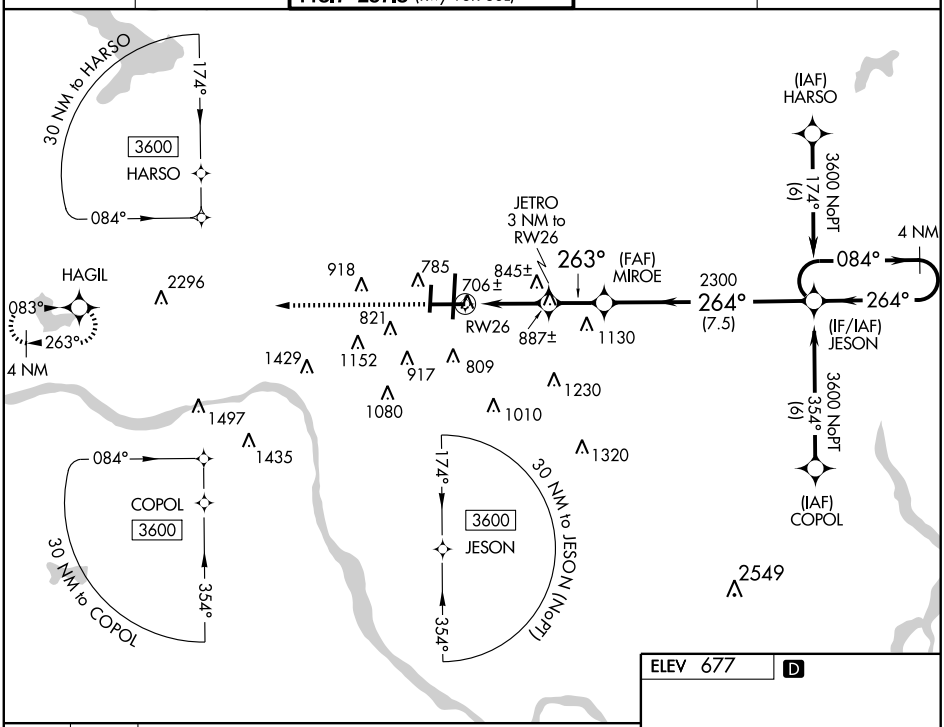
TULSA INTL (TUL)

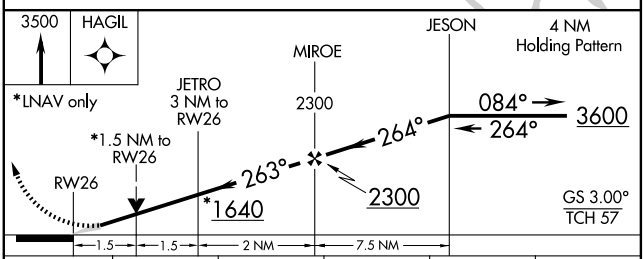
WAAS	APP CRS	Rwy Idg	7376
CH 93814	263°	TDZE	651
W26A		Apt Elev	677

Circling NA for Cat E south of Rwy 8-26.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
ASR

MISSED APPROACH: Climb to 3500 direct HAGIL and hold.

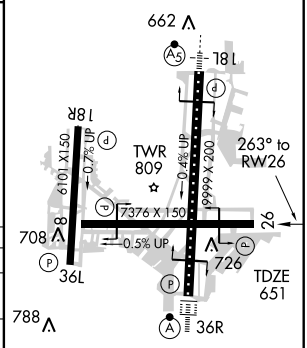
ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	851-¾ 200 (200-¾)				
LNAV/VNAV DA	1088-1½ 437 (500-1½)				
LNAV MDA	1160-1 509 (500-1)		1160-1½ 509 (500-1½)		1160-1¾ 509 (500-1¾)
CIRCLING	1160-1 483 (500-1)		1160-1½ 483 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

ELEV 677 D



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 18R

TULSA INTL (TUL)

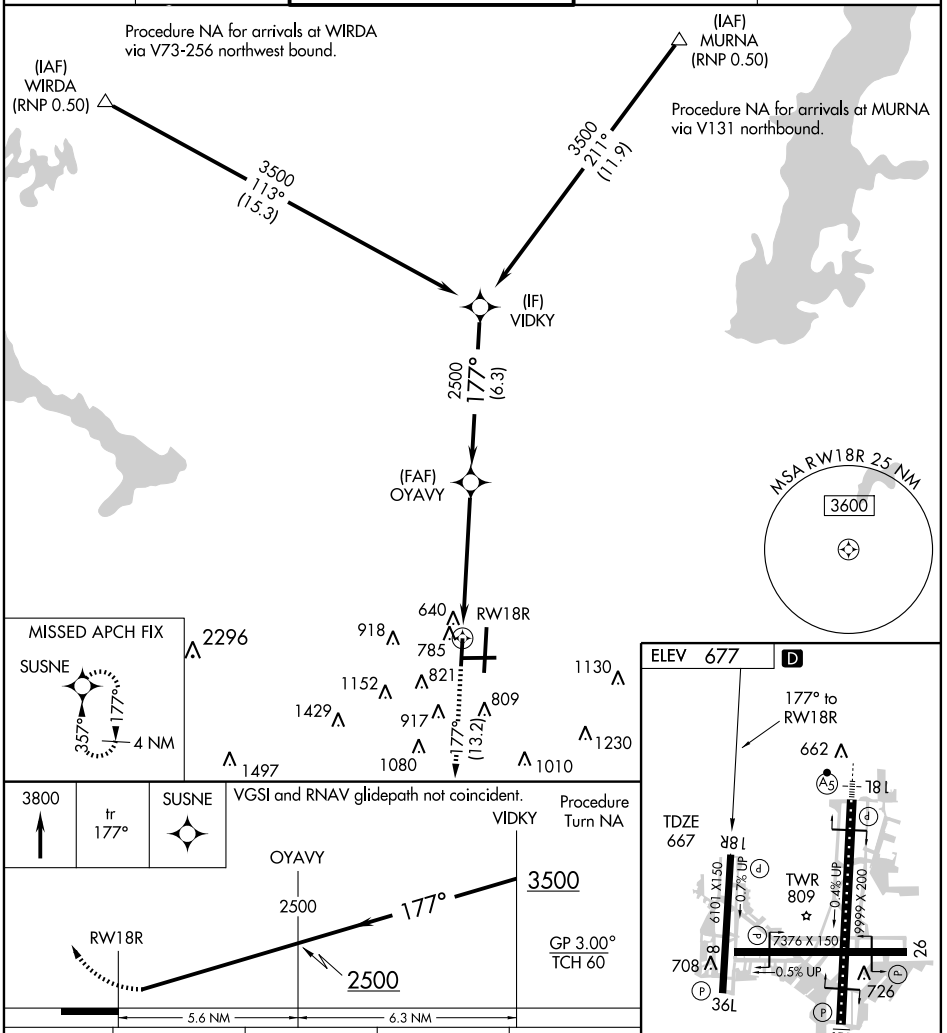
APP CRS	Rwy Idg	TDZE	Apt Elev
177°	6101	667	677

ASR

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -13°C (7°F) or above 47°C (118°F).

MISSED APPROACH: Climb to 3800 on track 177° to SUSNE and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



CATEGORY	A	B	C	D
RNP 0.27 DA	970-1 303 (300-1)			
RNP 0.30 DA	978-1¼ 311 (400-1¼)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED.

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7376
263°	TDZE	651
	Apt Elev	677

RNAV (RNP) Z RWY 26

TULSA INTL (TUL)

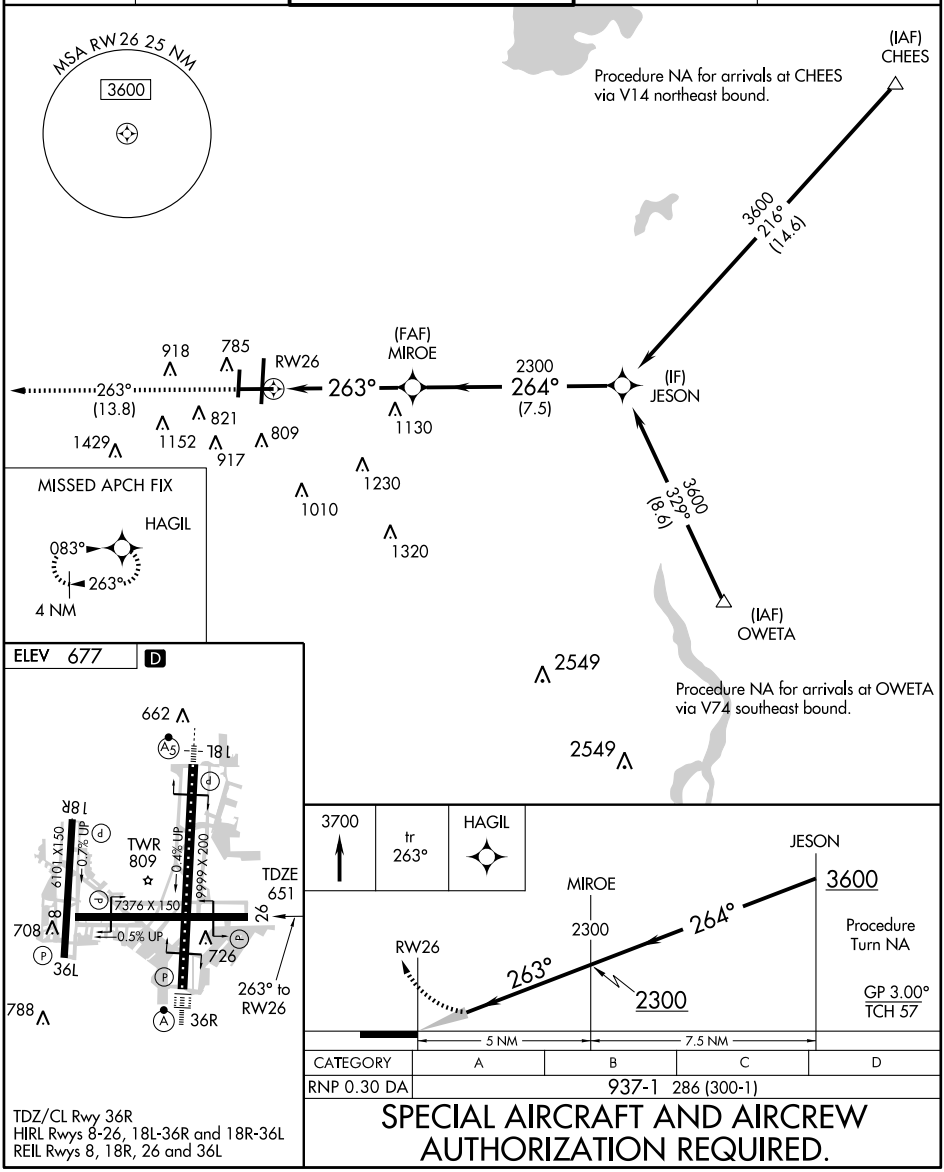
ASR

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -13°C (7°F) or above 47°C (118°F).

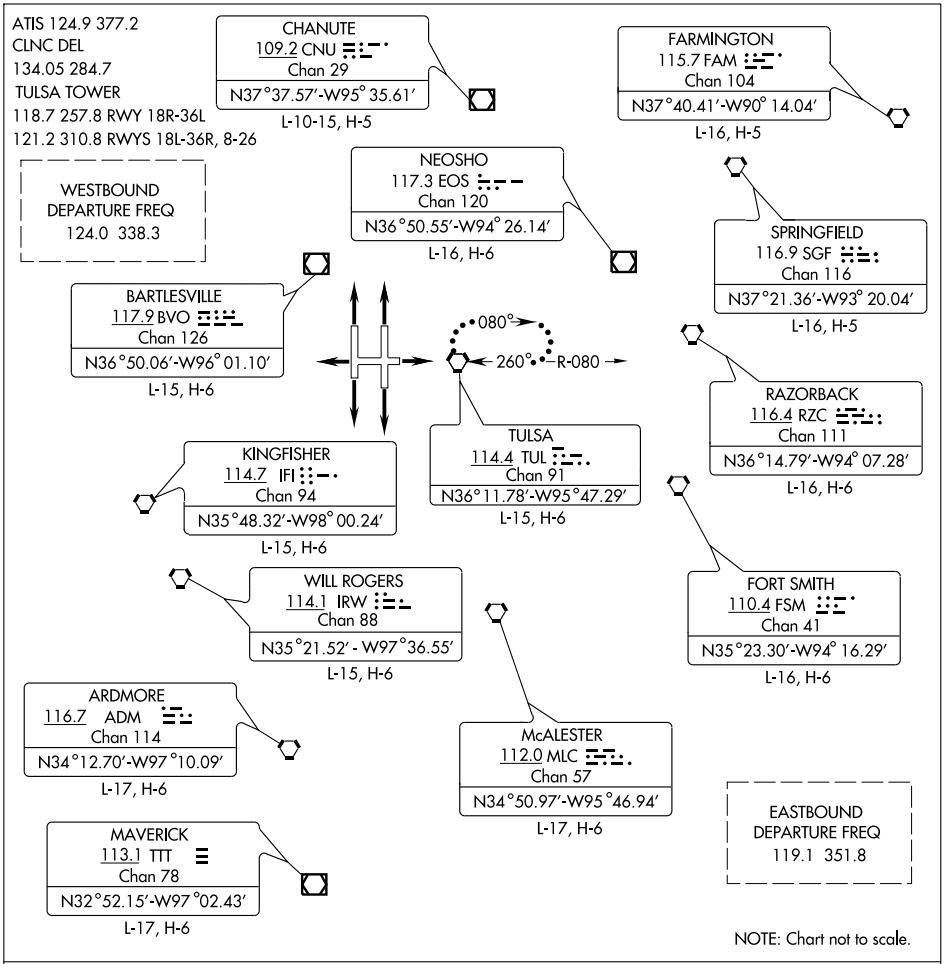
MISSED APPROACH: Climb to 3700 on track 263° to HAGIL and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

SC-1, 21 OCT 2010 to 18 NOV 2010



SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED.



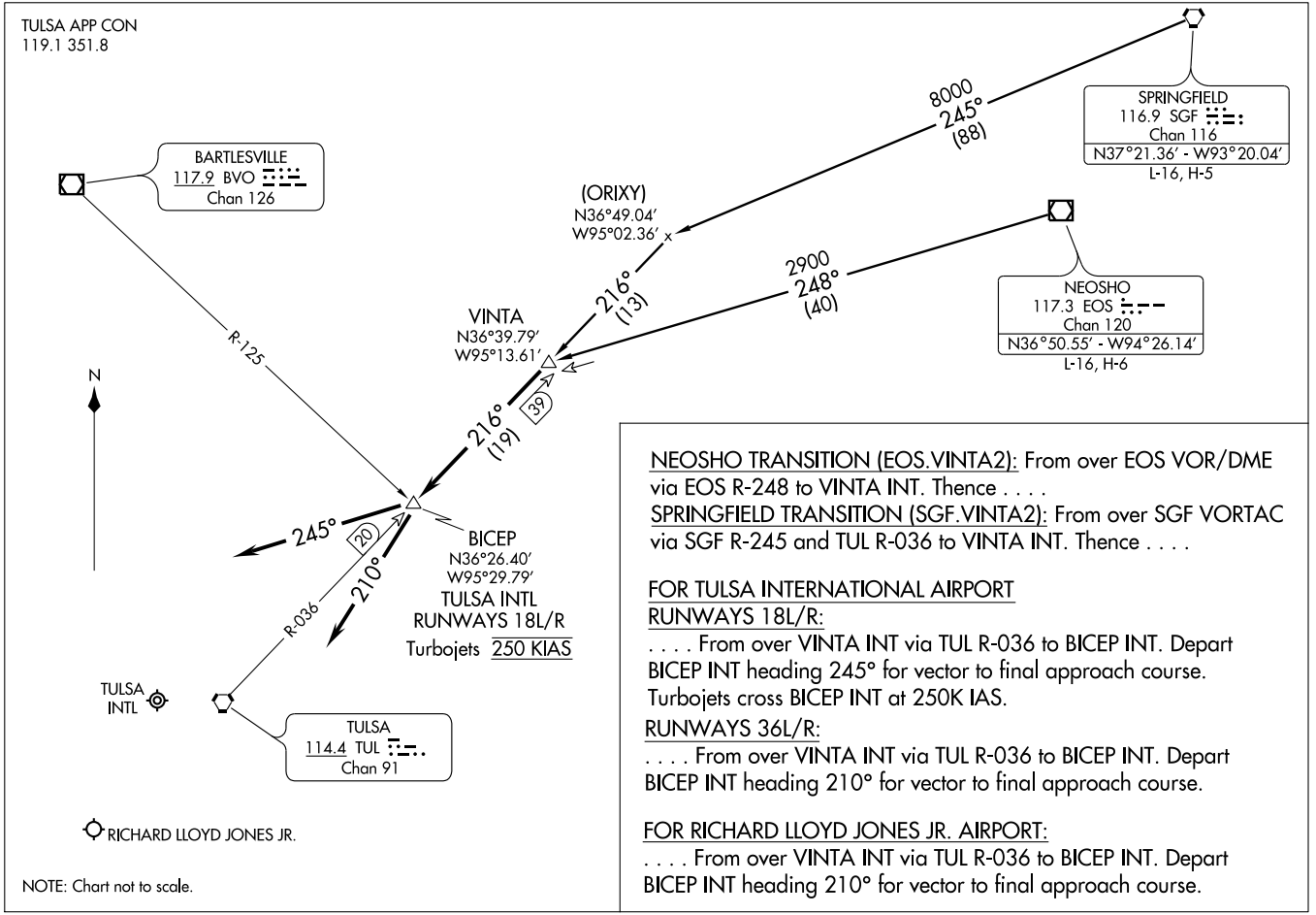
DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VINTA TWO ARRIVAL (VINTA.VINTA2)



NEOSHO TRANSITION (EOS.VINTA2): From over EOS VOR/DME via EOS R-248 to VINTA INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.VINTA2): From over SGF VORTAC via SGF R-245 and TUL R-036 to VINTA INT. Thence . . . .

FOR TULSA INTERNATIONAL AIRPORT

RUNWAYS 18L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 245° for vector to final approach course. Turbojets cross BICEP INT at 250K IAS.

RUNWAYS 36L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

FOR RICHARD LLOYD JONES JR. AIRPORT:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

08213

VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

VORTAC TUL 114.4 Chan 91	APP CRS 082°	Rwy Idg 7376 TDZE 671 Apt Elev 677

VOR/DME RWY 8

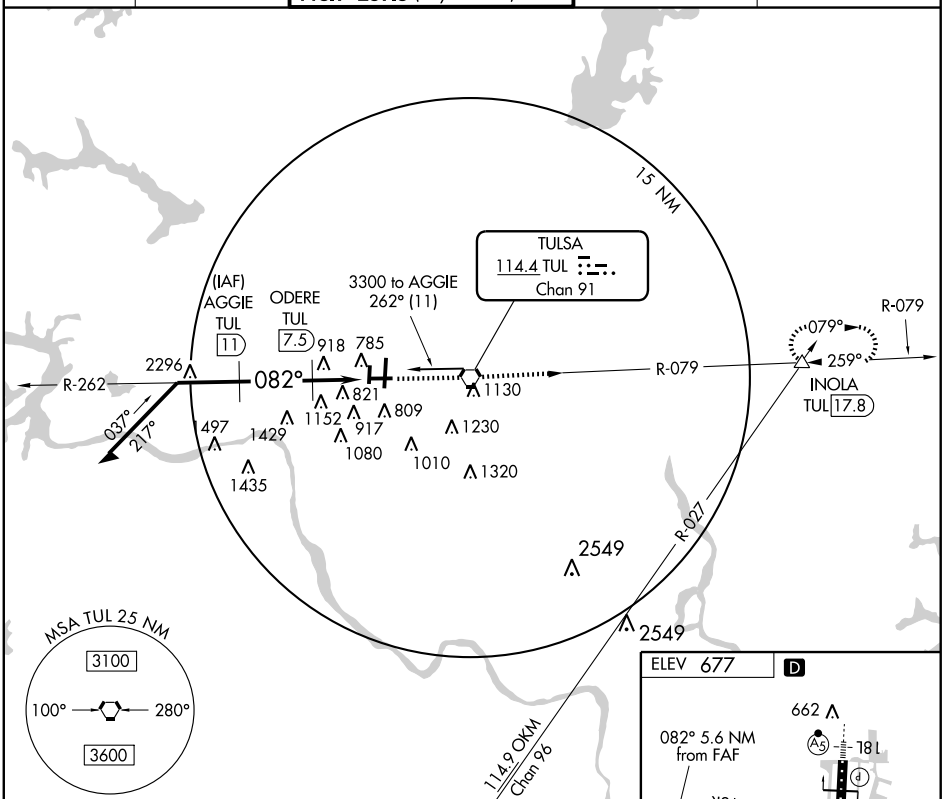
TULSA INTL (TUL)

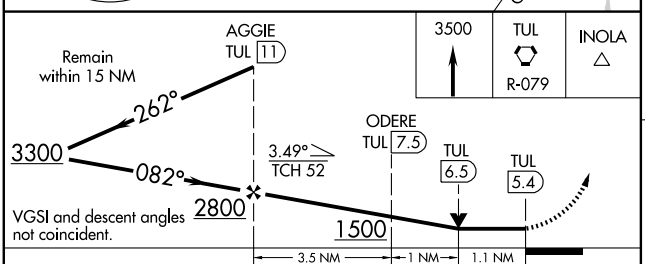
ASR

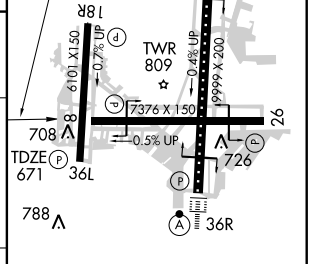
Circling NA for Cat E south of Rwy 8-26.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct TUL VORTAC then via TUL R-079 to INOLA INT/TUL 17.8 DME and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
S-8	1080-1	409 (500-1)	1080-1¼	409 (500-1¼)	1080-1½ 409 (500-1½)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC TUL 114.4 Chan 91	APP CRS 262°	Rwy Idg 7376 TDZE 651 Apt Elev 677

VOR or TACAN RWY 26

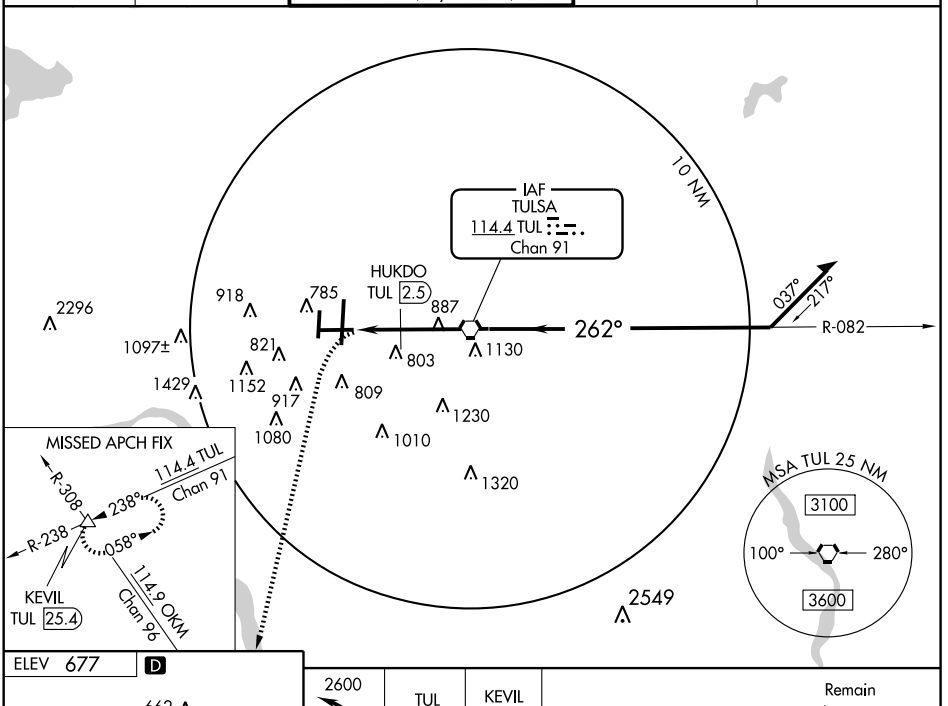
TULSA INTL (TUL)

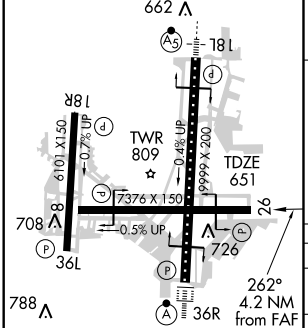
ASR

Circling NA for Cat E south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

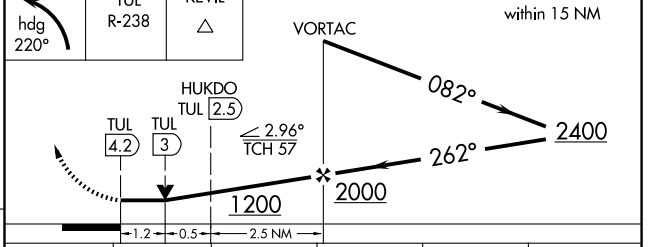
ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D	E
S-26	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1200-1¾ 549 (600-1¾)	1200-2 549 (600-2)
CIRCLING	1200-1 523 (600-1)		1200-1½ 523 (600-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)
HUKDO FIX MINIMUMS					
S-26	1060-1 409 (500-1)		1060-1¼ 409 (500-1¼)		1060-1½ 409 (500-1½)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3405
176°	TDZE	594
	Apt Elev	598

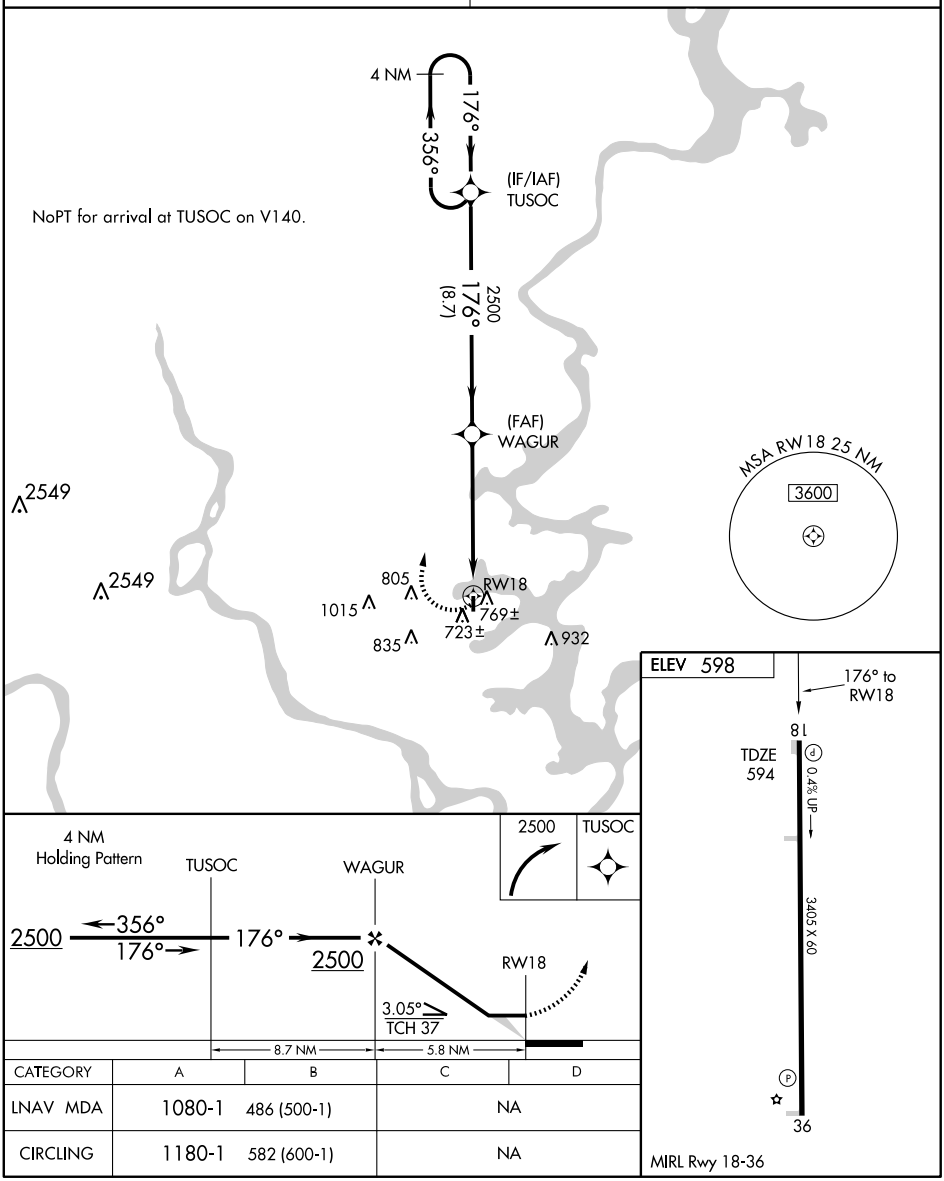
RNAV (GPS) RWY 18
WAGONER/HEFNER-EASLEY (H68)

Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 2500 direct TUSOC and hold.

TULSA APP CON	CTAF
119.1 351.8	122.9



CATEGORY	A	B	C	D
LNAV MDA	1080-1	486 (500-1)	NA	
CIRCLING	1180-1	582 (600-1)	NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

WAGONER/HEFNER-EASLEY (H68)

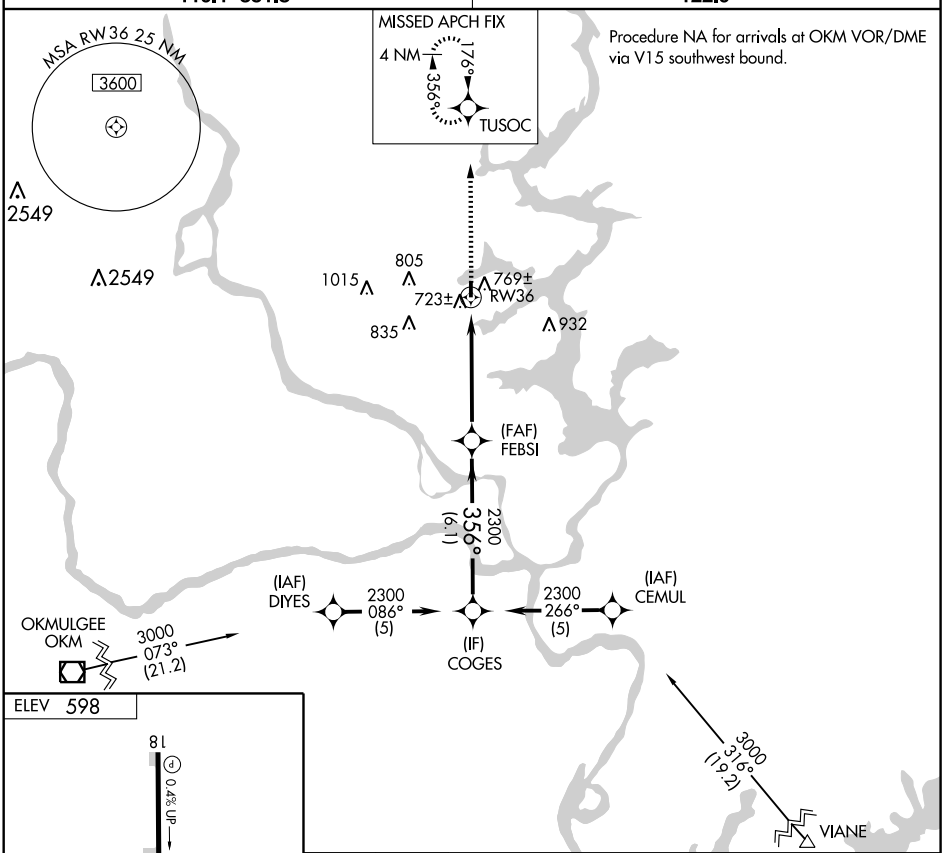
APP CRS	Rwy Idg	3405
356°	TDZE	598
	Apt Elev	598

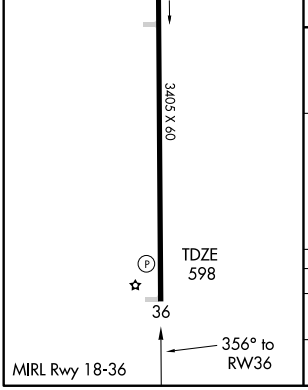
Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

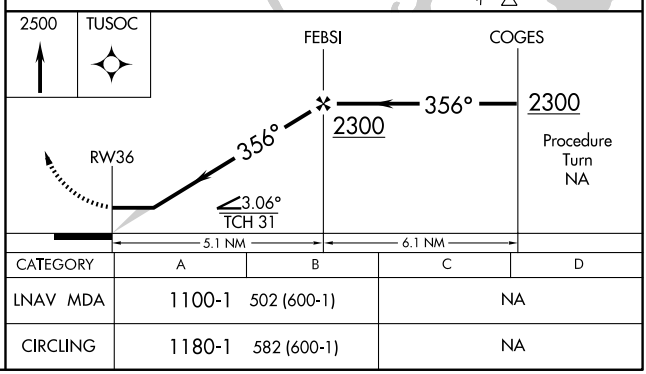
NA

MISSED APPROACH: Climb to 2500 direct TUSOC and hold.

TULSA APP CON	CTAF
119.1 351.8	122.9







CATEGORY	A	B	C	D
LNAV MDA	1100-1	502 (600-1)	NA	
CIRCLING	1180-1	582 (600-1)	NA	

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

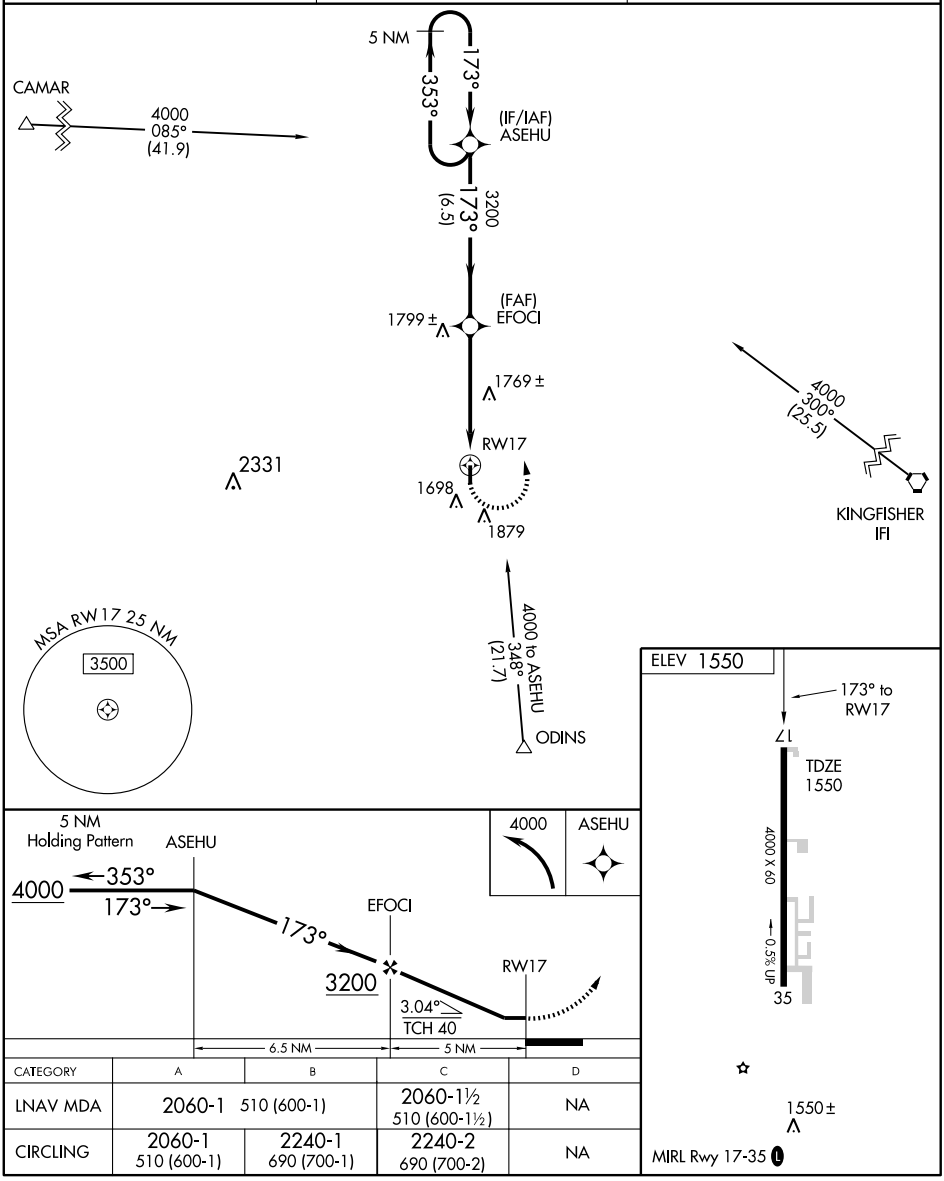
WATONGA RGNL (JWG)

APP CRS	Rwy Idg	4000
173°	TDZE	1550
	Apt Elev	1550

If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct ASEHU and hold.

AWOS-3	VANCE APP CON ★	UNICOM
134.175	120.525 306.3	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	2060-1 510 (600-1)		2060-1½ 510 (600-1½)	NA
CIRCLING	2060-1 510 (600-1)	2240-1 690 (700-1)	2240-2 690 (700-2)	NA

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

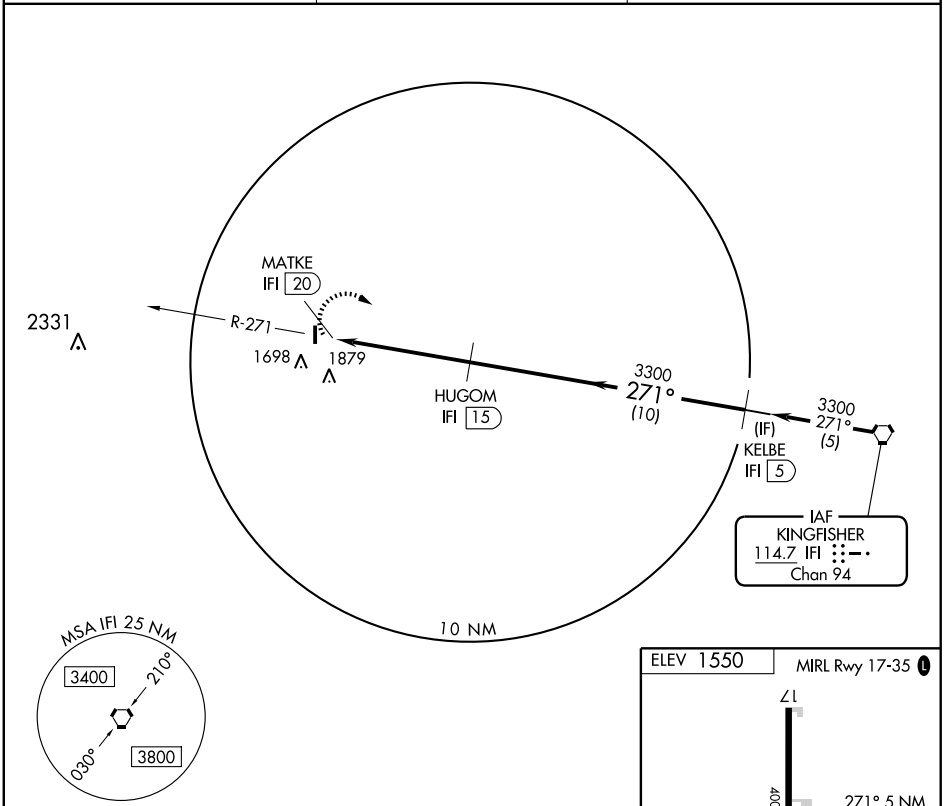
VORTAC IFI 114.7 Chan 94	APP CRS 271°	Rwy Idg N/A TDZE N/A Apt Elev 1550

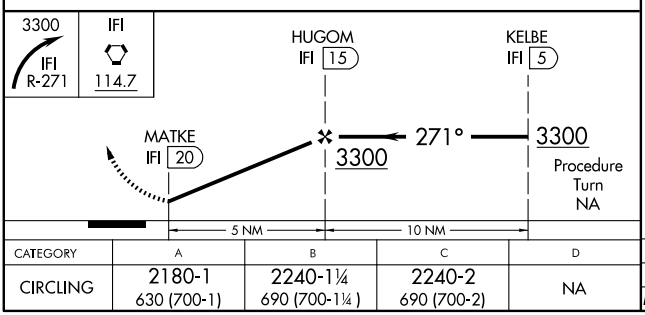
VOR/DME-A
WATONGA RGNL (JWG)

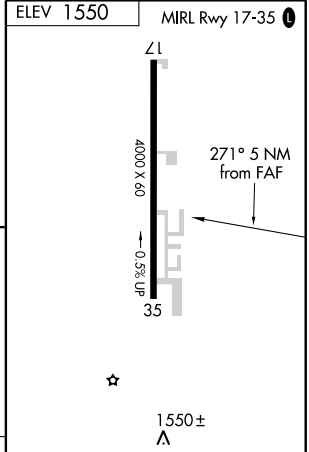
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3300 via IFI R-271 to IFI VORTAC.

AWOS-3	VANCE APP CON ★	UNICOM
134.175	120.525 306.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2180-1 630 (700-1)	2240-1¼ 690 (700-1¼)	2240-2 690 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
174°	TDZE	1605
	Apt Elev	1605

RNAV (GPS) RWY 17

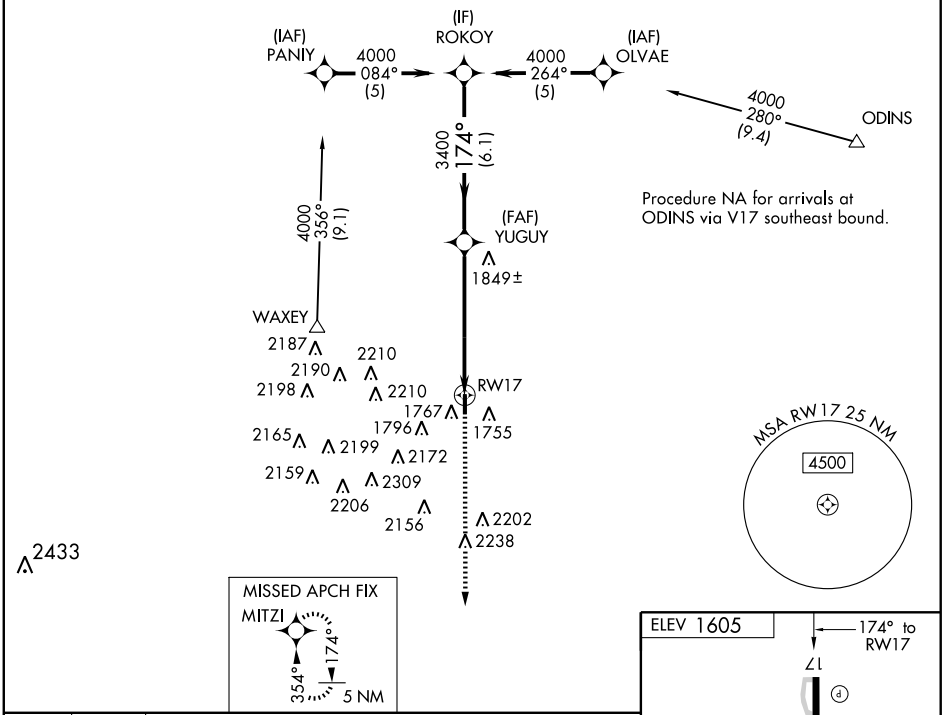
WEATHERFORD/THOMAS P. STAFFORD (OJA)

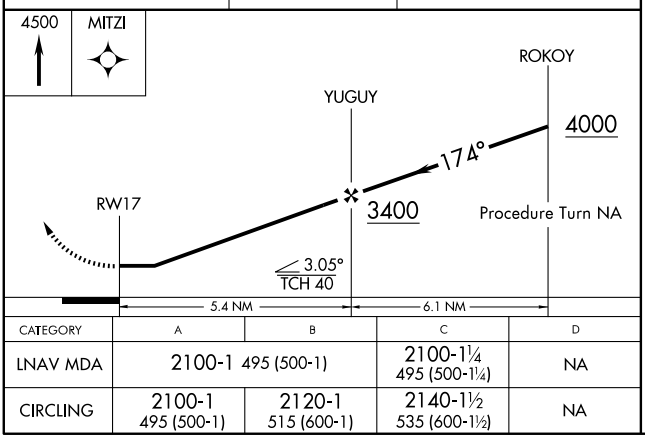
T
NA

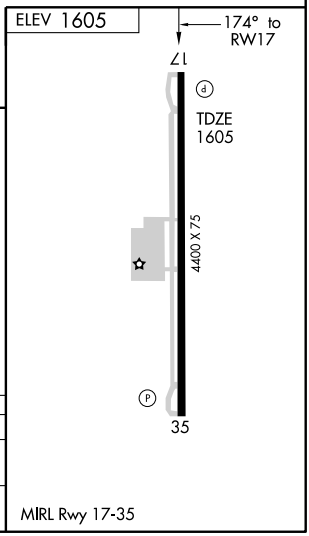
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 direct MITZI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.575	128.4 269.375	122.8 (CTAF)	135.075







CATEGORY	A	B	C	D
LNAV MDA	2100-1 495 (500-1)		2100-1¼ 495 (500-1¼)	NA
CIRCLING	2100-1 495 (500-1)	2120-1 515 (600-1)	2140-1½ 535 (600-1½)	NA

MIRL Rwy 17-35

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
354°	TDZE	1605
	Apt Elev	1605

RNAV (GPS) RWY 35

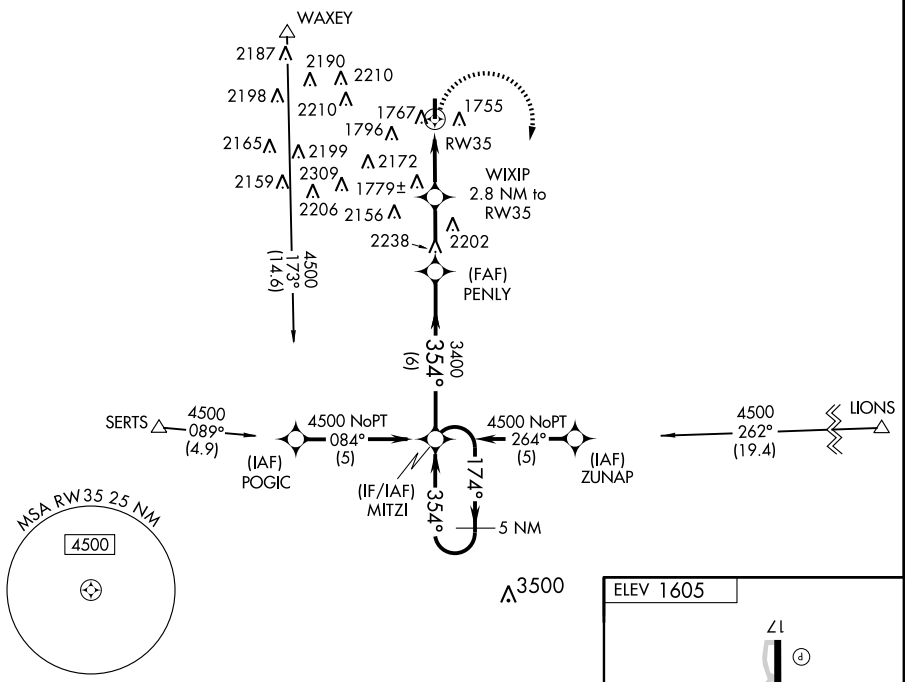
WEATHERFORD/ THOMAS P. STAFFORD (OJA)

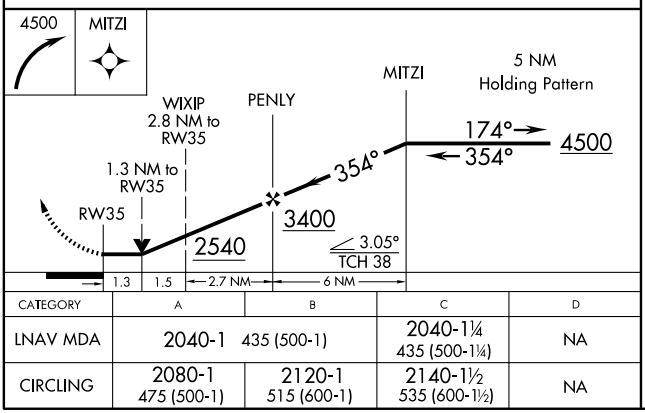
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Clinton Rgnl altimeter setting.

NA

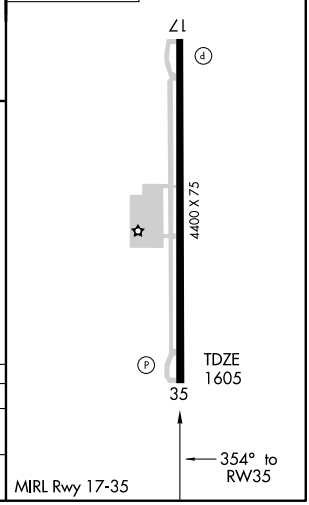
MISSED APPROACH: Climbing right turn to 4500 direct MITZI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.575	128.4 269.375	122.8 (CTAF)	135.075





CATEGORY	A	B	C	D
LNAV MDA	2040-1 435 (500-1)		2040-1¼ 435 (500-1¼)	NA
CIRCLING	2080-1 475 (500-1)	2120-1 515 (600-1)	2140-1½ 535 (600-1½)	NA



SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5502
CH 70614	172°	TDZE	2176
W17A		Apt Elev	2189

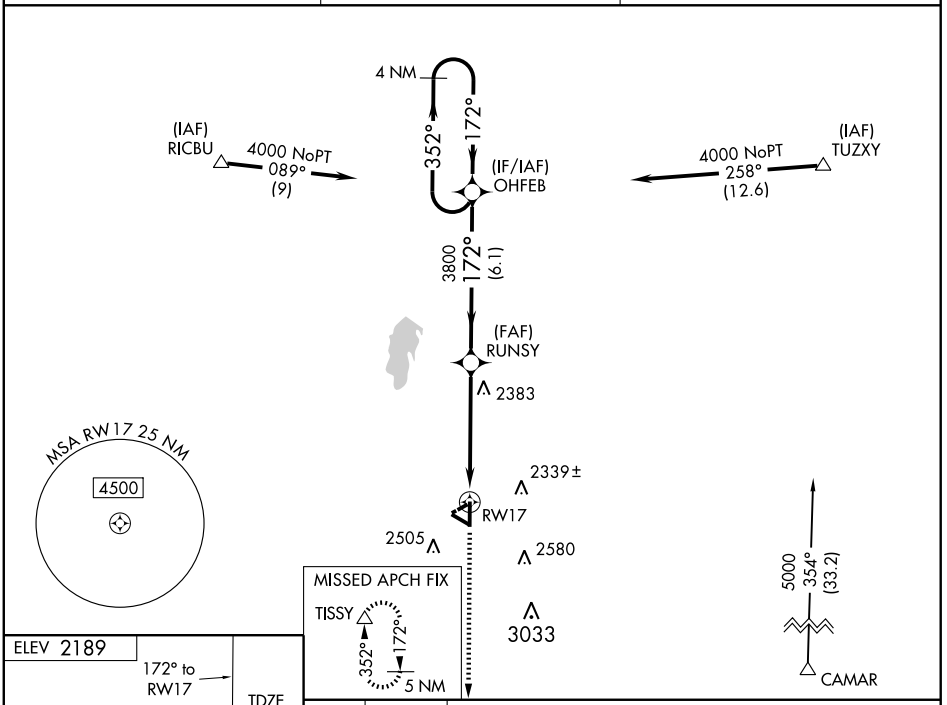
RNAV (GPS) RWY 17

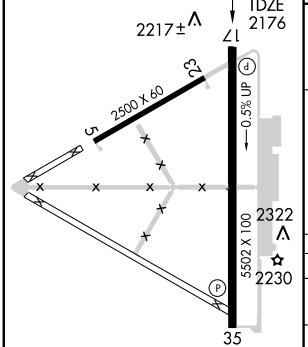
WOODWARD/ WEST WOODWARD (WWR)

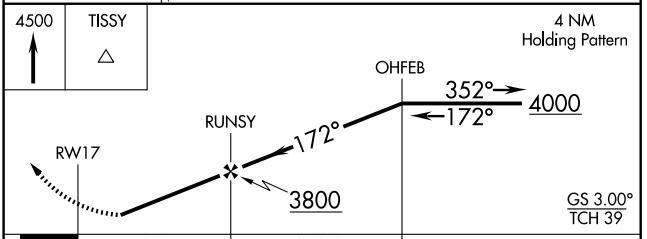
Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet.

MISSED APPROACH: Climb to 4500 direct TISSY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2426-1 250 (300-1)			
LNAV/VNAV DA	2572-1½ 396 (400-1½)			
LNAV MDA	2700-1 524 (600-1)		2700-1½ 524 (600-1½)	2700-1¾ 524 (600-1¾)
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5502
CH 40314	352°	TDZE	2189
W35A		Apt Elev	2189

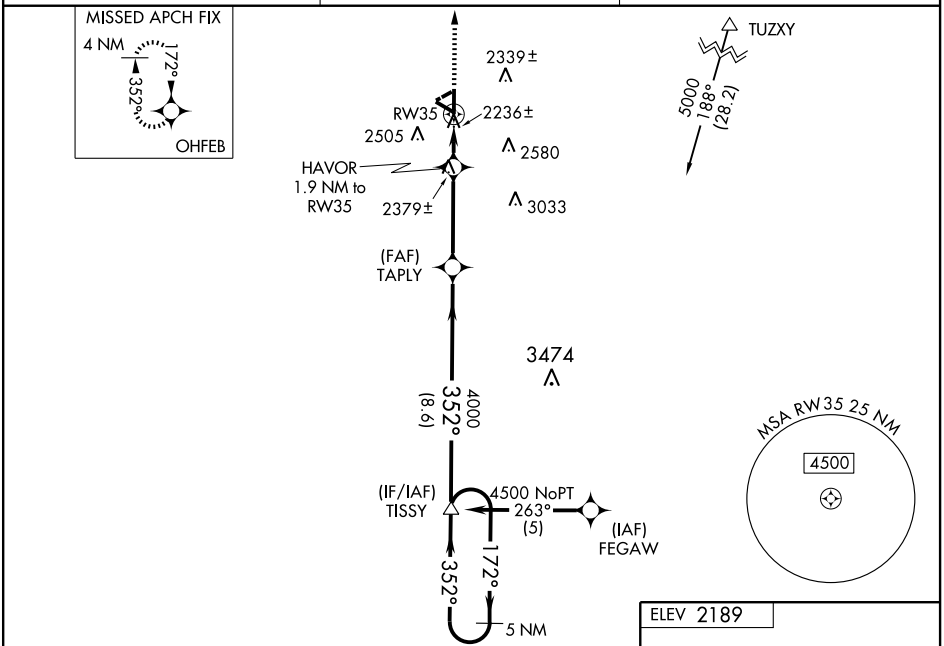
RNAV (GPS) RWY 35

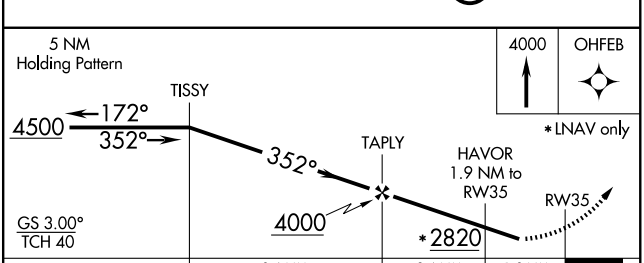
WOODWARD/ WEST WOODWARD (WWR)

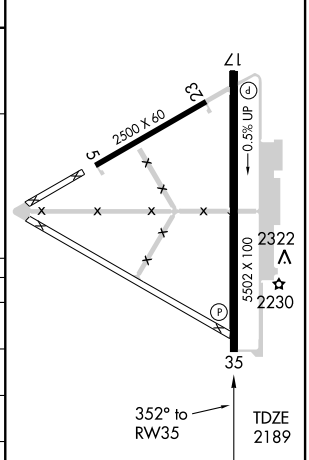
T A Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all LPA DA 40 feet, all LNAV/VNAV DA 304 feet, all MDA 40 feet. Increase LPV all Cats and LNAV Cat D visibilities ¼ mile, LNAV/VNAV all Cats visibility 1 mile.

MISSED APPROACH: Climb to 4000 direct OHFEB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2470-1 281 (300-1)			
LNAV/VNAV DA	2506-1¼ 317 (400-1¼)			
LNAV MDA	2700-1 511 (600-1)		2700-1½ 511 (600-1½)	
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC MMB 115.6 Chan 103	APP CRS 062°	Rwy Idg N/A TDZE N/A Apt Elev 2189

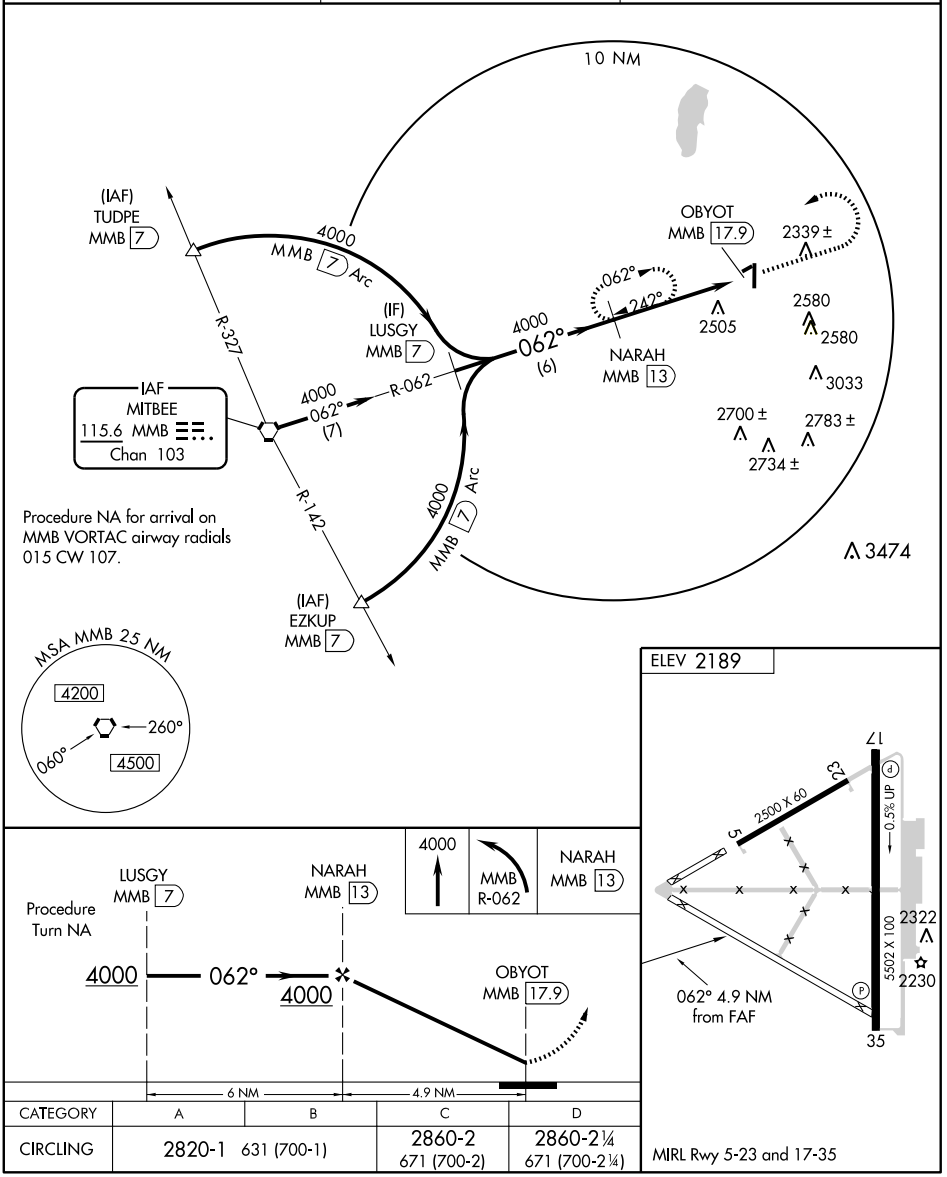
VOR/DME-A

WOODWARD/ WEST WOODWARD (WWR)

▼ When local altimeter setting not received, use Gage altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000, then left turn via MMB VORTAC R-062 to NARAH/MMB VORTAC 13 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	2820-1	631 (700-1)	2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

SC-1, 21 OCT 2010 to 18 NOV 2010
SC-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate AirportMinimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ABILENE, TX	
ABILENE RGNL	**ILS or LOC Rwy 35R[12]**
	LOC Rwy 17R[12]
	RNAV (GPS) Rwy 17L[13]
	RNAV (GPS) Rwy 22[3]
	RNAV (GPS) Rwy 35R[13]
	VOR Rwy 22[3]
[1]Category E, 800-2½.	
[2]NA when control tower closed.	
[3]NA when local weather not available.	
AMARILLO, TX	
RICK HUSBAND AMARILLO INTL	**ILS or LOC Rwy 4[13]**
	LDA/DME Rwy 22[23]
	NDB Rwy 4[3]
	RADAR-1[34]
	VOR/DME Rwy 13[4]
	VOR/DME Rwy 22[4]
	VOR/DME Rwy 31[4]
	VOR/DME A[4]
[1]ILS, Category D, 700-2;Category E, 900-3. LOC, Category E, 900-3.	
[2]LDA/GS, Category D, 700-2; Category E, 900-3. LDA, Category E, 900-3.	
[3]NA when control tower closed.	
[4]Category E, 900-3.	
ARLINGTON, TX	
ARLINGTON MUNI	**ILS or LOC/DME Rwy 34[1]**
	RNAV (GPS) Rwy 34[2]
	VOR /DME Rwy 34[2]
[1]NA when control tower closed.	
[2]NA when local weather not available.	
BIG SPRING, TX	
BIG SPRING MC MAHON-WRINKLE	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR/DME Rwy 17
	VOR/DME Rwy 35
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
BORGER, TX	
HUTCHINSON COUNTY	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR Rwy 17
	VOR /DME Rwy 35
NA when local weather not available.	
BRIDGEPORT, TX	
BRIDGEPORT MUNI	**RNAV (GPS) Rwy 18**
	VOR/DME Rwy 18
NA when local weather not available.	
CANADIAN, TX	
HEMPHILL COUNTY	**RNAV (GPS) Rwy 4**
	RNAV (GPS) Rwy 22
NA when local weather not available.	
Category D, 800-2½.	
CHILDRESS, TX	
CHILDRESS MUNI	**VOR Rwy 35**
NA when local weather not available.	
CLEBURNE, TX	
CLEBURNE MUNI	**RNAV (GPS) Rwy 15**
	RNAV (GPS) Rwy 33
NA when local weather not available.	
DALHART, TX	
DALHART MUNI	**VOR/DME or GPS Rwy 35**
	VOR Rwy 17
Category D, 800-2¼.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

DALLAS, TX

ADDISON ..... **ILS or LOC Rwy 15[12]**
ILS or LOC Rwy 33[12]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

COLLIN COUNTY RGNL
AT MC KINNEY ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR/DME-A[23]
[1]ILS, NA. LOC, NA when control tower closed; NA when local weather not available.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

DALLAS -LOVE FIELD ..... **ILS Rwy 13L[1]**
ILS Rwy 13R[1]
ILS or LOC Rwy 31L[2]
ILS or LOC Rwy 31R[3]
RNAV (GPS) Rwy 31L[4]
RNAV (GPS) Y Rwy 13L[5]
RNAV (GPS) Y Rwy 13R[5]
RNAV (GPS) Z Rwy 13L[5]
RNAV (GPS) Z Rwy 13R[6]
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, LOC, Categories A,B, 1100-2; Categories C,D,1100-3.
[3]ILS, LOC, Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[4]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[5]Category D, 800-2¼.
[6]Category C, 800-2¼; Category D, 800-2½.

DALLAS EXECUTIVE ..... **ILS or LOC Rwy 31[12]**
RNAV (GPS) Rwy 17[34]
RNAV (GPS) Rwy 31[34]
RNAV (GPS) Rwy 35[34]
VOR/DME Rwy 17[34]
VOR Rwy 31[34]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

DALLAS-FORT WORTH, TX

DALLAS-FORT WORTH
INTL ..... **CONVERGING ILS Rwy 13R[1]**
ILS or LOC Rwy 18L[2]
ILS or LOC Rwy 18R[2]
[1]Categories A, B, C, 800-2¾.
[2]ILS, 700-2.

DECATUR, TX

DECATUR MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

DUMAS, TX

MOORE COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

FORT WORTH, TX

FORT WORTH
ALLIANCE..... **ILS OR LOC RWY 16L**
ILS or LOC Rwy 34R
ILS, Category D, 700-2; Category E, 700-2¼.
LOC, Category E, 800-2¼.

FORT WORTH
SPINKS ..... **RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L
NA when local weather not available.

GAINESVILLE, TX

GAINESVILLE MUNI ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

GRAHAM, TX

GRAHAM MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

GRANBURY, TX

GRANBURY RGNL ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

GRAND PRAIRIE, TX

GRAND PRAIRIE MUNI .. **RNAV (GPS) Rwy 35**
VOR /DME Rwy 35,800-2¼
NA when local weather not available.

GREENVILLE, TX

MAJORS ..... **ILS or LOC Rwy 17**
LOC BC Rwy 35
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
NA when local weather not available.
Category E, 800-2¾.

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NAME ALTERNATE MINIMUMS

HENDERSON, TX
RUSK COUNTY ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

HEREFORD, TX
HEREFORD MUNI ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

HILLSBORO, TX
HILLSBORO MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

LONGVIEW, TX
EAST TEXAS RGNL ..... **ILS or LOC Rwy 13[123]**
NDB Rwy 13[23]
RNAV (GPS) Rwy 13[13]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 31[13]
RNAV (GPS) Rwy 36[3]
VOR/DME or TACAN Rwy 13[13]
VOR/DME or TACAN Rwy 31[1]
[1]Category E, 800-2½.
[2]NA when control tower closed.
[3]NA when local weather not available.

LUBBOCK, TX
LUBBOCK
PRESTON SMITH INTL ... **ILS or LOC Rwy 17R[1]**
ILS or LOC Rwy 26[1]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Y Rwy 17R[2]
RNAV (GPS) Rwy 26[2]
RNAV (GPS) Y Rwy 35L[2]
VOR/DME or TACAN Rwy 26[2]
[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

MESQUITE, TX
MESQUITE METRO ..... **LOC BC Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

MIDLOTHIAN/WAXAHACHIE, TX
MID-WAY RGNL ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MOUNT PLEASANT, TX
MOUNT
PLEASANT RGNL ..... **RNAV (GPS) Rwy 17[1]**
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

PARIS, TX
COX FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.

PERRYTON, TX
PERRYTON
OCHILTREE COUNTY .... **RNAV (GPS) Rwy 35**
NA when local weather not available.

PLAINVIEW, TX
HALE COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

SEMINOLE, TX
GAINES COUNTY ..... **RNAV (GPS) Rwy 35**
NA when local weather not available.

TERRELL, TX
TERRELL MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

TYLER, TX
TYLER POUNDS RGNL ..... **ILS Rwy 13[1]**
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 4[1]
VOR/DME Rwy 22[1]
VOR Rwy 31[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

VERNON, TX
WILBARGER COUNTY ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

WICHITA FALLS, TX
SHEPPARD AFB/
WICHITA FALLS MUNI **RADAR-1**
NA when Sheppard approach control closed.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALICE, TX	
ALICE INTL	**RNAV (GPS) Rwy 13**[1] **RNAV (GPS) Rwy 31**[1] **VOR-A**[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C, 900-2¾, Category D, 900-3.

AUSTIN, TX	
AUSTIN-BERGSTROM INTL	**ILS or LOC Rwy 17L** **ILS or LOC Rwy 17R** **ILS or LOC Rwy 35L** **ILS or LOC Rwy 35R**

ILS, Category D, 700-2; Category E, 800-2½.
LOC, Category E, 800-2½.

AUSTIN EXECUTIVE	**RNAV (GPS) Rwy 13** **RNAV (GPS) Rwy 31**

NA when local weather not available.

BRADY, TX	
CURTIS FIELD	**RNAV (GPS) Rwy 17** **RNAV (GPS) Rwy 35**

NA when local weather not available.

BROWNSVILLE, TX	
BROWNSVILLE/SOUTH PADRE ISLAND INTL	**ILS or LOC Rwy 13R**[12] **LOC BC Rwy 31L**[1] **RNAV (GPS) Rwy 13R**[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

BROWNWOOD, TX	
BROWNWOOD RGNL	**RNAV (GPS) Rwy 17** **RNAV (GPS) Rwy 35**

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
BURNET, TX	
BURNET MUNI/KATE CRADDOCK FIELD	**RNAV (GPS) Rwy 1** **RNAV (GPS) Rwy 19**

NA when local weather not available.
Category C, 800-2¼.

COMANCHE, TX	
COMANCHE COUNTY-CITY	**RNAV (GPS) Rwy 17**

NA when local weather not available.

CORPUS CHRISTI, TX	
CORPUS CHRISTI INTL	**ILS or LOC Rwy 13**[1] **ILS or LOC Rwy 35**[1] **LOC Rwy 31**[2] **RNAV (GPS) Y Rwy 13**[2] **RNAV (GPS) Y Rwy 31**[2] **RNAV (GPS) Y Rwy 35**[2] **VOR or TACAN Rwy 17**[2]

[1]ILS, Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.
[2]Category D, 800-2¼; Category E, 900-3.

COTULLA, TX	
COTULLA-LA SALLE COUNTY	**VOR-A**

NA when local weather not available.

DEL RIO, TX	
DEL RIO INTL	**RNAV (GPS) Rwy 13** **VOR-A**[12] **VOR/DME-B**[1]

NA when local weather not available.
[1]NA when Del Rio APP CON closed.
[2]Category C, 800-2¼. Category D, 800-2½.

EL PASO, TX	
EL PASO INTL	**ILS or LOC Rwy 22**[1] **RADAR-1**[2] **VOR Rwy 26L**[2]

[1]ILS, Category E, 800-2½. LOC,Category E, 800-2½.
[2]Category E, 800-2½.

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NAME ALTERNATE MINIMUMS

FALFURRIAS, TX

BROOKS COUNTY ..... **RNAV (GPS) Rwy 17[1]**
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

FORT HOOD/KILLEEN, TX

ROBERT GRAY AAF ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 33[1]
NDB Rwy 15[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]
[1]ILS, LOC, Category E, 800-2½.
[2]Category D, 800-2¼; Category E, 800-2½.
[3]Category E, 800-2½.

FORT STOCKTON, TX

FORT STOCKTON-
PECOS COUNTY ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.
Category D, 800-2½.

FREDERICKSBURG, TX

GILLESPIE COUNTY ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
Category C, 800-2¼.

GEORGETOWN, TX

GEORGETOWN MUNI .... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36
NA when local weather not available.

HAMILTON, TX

HAMILTON MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

HARLINGEN, TX

VALLEY INTL ..... **ILS or LOC Rwy 17R[1]**
LOC/DME BC Rwy 35L
NA when control tower closed.
[1]ILS, Category D, 700-2.

HEBRONVILLE, TX

JIM HOGG COUNTY ..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

INGLESIDE, TX

TP MC CAMPBELL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

KERRVILLE, TX

KERRVILLE MUNI/LOUIS
SCHREINER FIELD ..... **LOC Rwy 30**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR-A
Category C, 800-2¼.

KILLEEN, TX

SKYLARK FIELD ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

LAMPASAS, TX

LAMPASAS ..... **RNAV (GPS) Rwy 34**
VOR-A
NA when local weather not available.

LLANO, TX

LLANO MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

LAREDO, TX

LAREDO INTL ..... **ILS or LOC/DME Rwy 17R[1]**
LOC/DME BC Rwy 35L[1]
NDB Rwy 17L[1]
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 17L
RNAV (GPS) Rwy 17R
RNAV (GPS) Rwy 32[2]
RNAV (GPS) Rwy 35L
VOR/DME or TACAN Rwy 14
VOR or TACAN Rwy 32[2]
Category E, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available

MC ALLEN, TX

MC ALLEN MILLER INTL . **ILS or LOC Rwy 13[1]**
ILS or LOC Rwy 31[12]
RNAV (GPS) Rwy 31[2]
VOR Rwy 13[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

MIDLAND, TX

MIDLAND INTL ..... **ILS or LOC Rwy 10[12]**
LOC BC Rwy 28[23]
RADAR-1[4]
RNAV (GPS) Rwy 10[5]
VOR/DME or TACAN Rwy 34L[3]
VOR or TACAN Rwy 16R[3]
[1]ILS, LOC, Category E, 800-2½.
[2]NA when control tower closed.
[3]Category E, 800-2½.
[4]Category D, 800-2¼; Category E, 800-2½.
[5]NA when local weather not available.

NAME ALTERNATE MINIMUMS

NEW BRAUNFELS, TX

NEW BRAUNFELS MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 35
NA when local weather not available.

ODESSA, TX

ODESSA-SCHLEMEYER FIELD ..... **NDB Rwy 20**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 29
VOR-A
NA when local weather not available.

PLEASANTON, TX

PLEASANTON MUNI ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

PORT ARANSAS, TX

MUSTANG BEACH ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

PORT ISABEL, TX

PORT ISABEL-CAMERON COUNTY ..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

ROBERT GRAY AAF(KGRK), TX

FORT HOOD ..... **ILS or LOC Rwy 33[1]**
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 33[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.

ROCKPORT, TX

ARANSAS COUNTY ..... **RNAV (GPS) Rwy 14[1]**
RNAV (GPS) Rwy 18[1]
RNAV (GPS) Rwy 32[1]
RNAV (GPS) Rwy 36[1]
VOR/DME or TACAN-A[2]
[1]NA when local weather not available.
[2]Category C, 800-2¼.

ROCKSPRINGS, TX

EDWARDS COUNTY ..... **VOR Rwy 14**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

SAN ANGELO, TX

SAN ANGELO RGNL/MATHIS FIELD ..... **ILS or LOC Rwy 3[1]**
LOC BC Rwy 21[2]
NDB Rwy 3[2]
VOR Rwy 21[2]
VOR/DME or TACAN Rwy 3[3]
RADAR-1[3]
[1]ILS, Category E, 800-2½. LOC, Category E, 800-2½.
[2]NA when control tower closed.
[3]Category E, 800-2½.

SAN ANTONIO, TX

SAN ANTONIO INTL ..... **ILS or LOC Rwy 12R[1]**
RNAV (GPS) Rwy 12R[2]
[1]ILS, 700-2.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

STINSON MUNI ..... **RNAV (GPS) Rwy 32**
VOR Rwy 32
NA when local weather not available.

TEMPLE, TX

DRAUGHON-MILLER CENTRAL TEXAS RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 33
NA when local weather not available.

WACO, TX

TSTC WACO ..... **ILS or LOC Rwy 17L[123]**
NDB Rwy 35R[4]
[1]NA when control tower closed.
[2]ILS,LOC,Category E, 800-2½.
[3]NA when local weather not available.
[4]NA when Waco Regional control tower closed.

WACO RGNL ..... **ILS or LOC Rwy 19[12]**
NDB Rwy 19[1]
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 19[2]
NA when control tower closed.
NA when local weather not available.

WINK, TX

WINKLER COUNTY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

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NAME	ALTERNATE MINIMUMS
ANGLETON/LAKE JACKSON, TX	
BRAZORIA COUNTY	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
NA when local weather not available.	
BEAUMONT/PORT ARTHUR, TX	
SOUTHEAST TEXAS RGNL	**ILS or LOC Rwy 12[123]**
	LOC BC Rwy 30[234]
	RNAV (GPS) Rwy 12[35]
	RNAV (GPS) Rwy 16[35]
	RNAV (GPS) Rwy 30[35]
	RNAV (GPS) Rwy 34[35]
	VOR-A[3]
	VOR-B[3]
	VOR-C[3]
	VOR/DME-D[3]
	VOR/DME Rwy 34[35]
	VOR Rwy 12[35]
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½; Category E, 900-2¾.	
[2]NA when control tower closed.	
[3]NA when local weather not available.	
[4]Category D, 800-2¼; Category E, 900-2¾.	
[5]Category E, 900-2¾.	
BRENHAM, TX	
BRENHAM MUNI	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
	VOR/DME Rwy 16
NA when local weather not available. Category D, 800-2¼.	

NAME	ALTERNATE MINIMUMS
COLLEGE STATION, TX	
EASTERWOOD FIELD	**ILS or LOC Rwy 34[12]**
	LOC BC Rwy 16[23]
	RNAV (GPS) Rwy 10[3]
	RNAV (GPS) Rwy 16[3]
	RNAV (GPS) Rwy 28[3]
	RNAV (GPS) Rwy 34[3]
	VOR/DME Rwy 28[4]
	VOR or TACAN Rwy 10[3]
[1]ILS, Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.	
[2]NA when control tower closed.	
[3]Category D, 800-2¼; Category E, 900-3.	
[4]Category D, 800-2¼.	
GALVESTON, TX	
SCHOLES INTL AT GALVESTON	ILS or LOC Rwy 13[1]
	RNAV (GPS) Rwy 13[2]
	RNAV (GPS) Rwy 17[2]
[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.	
[2]Category E 800-2¼.	
GIDDINGS, TX	
GIDDINGS-LEE COUNTY	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
NA when local weather not available.	
HOUSTON, TX	
DAVID WAYNE HOOKS MEMORIAL	**RNAV (GPS) Rwy 17R**
	RNAV (GPS) Rwy 35L
NA when local weather not available.	
ELLINGTON FIELD	**ILS Rwy 17R[1]**
	ILS Rwy 22[1]
	ILS Rwy 35L[1]
	RNAV (GPS) Rwy 22[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.	
[2]Category E, 800-2¼.	

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NAME ALTERNATE MINIMUMS

HOUSTON, TX (CON'T)

GEORGE BUSH INTERCONTINENTAL/ HOUSTON ..... **ILS or LOC Rwy 8R[1]**
ILS or LOC Rwy 26L[2]

[1]ILS,LOC, Category A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.

[2]ILS, Category A,B, 800-2; Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾. LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.

LONE STAR EXECUTIVE ... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32
NA when local weather not available.

WILLIAM P. HOBBY ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 12R
LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 12R
RNAV (GPS) Rwy 22
VOR/DME Rwy 30L
Category E, 900-3.

PEARLAND RGNL ..... **RNAV (GPS) Rwy 32**
VOR-B
NA when local weather not available.

SUGAR LAND RGNL ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

HUNTSVILLE, TX

HUNTSVILLE MUNI ..... **RNAV (GPS) Rwy 18**
VOR/DME-A
NA when local weather not available.

JACKSONVILLE, TX

CHEROKEE COUNTY ..... **RNAV (GPS) Rwy 14**
VOR /DME Rwy 14
NA when local weather not available.

NAME ALTERNATE MINIMUMS

JASPER, TX

JASPER COUNTY-BELL FIELD ... **NDB Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

LA GRANGE, TX

FAYETTE RGNL
AIR CENTER ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

LUFKIN, TX

ANDELINA COUNTY ..... **VOR Rwy 33**
NA when local weather not available.

ORANGE, TX

ORANGE COUNTY ..... **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22
NA when local weather not available.

PALESTINE, TX

PALESTINE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

PORT LAVACA, TX

CALHOUN COUNTY ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

VICTORIA, TX

VICTORIA RGNL ..... **RNAV (GPS) Rwy 12L**
RNAV (GPS) Rwy 30R
VOR Rwy 12L
VOR/DME Rwy 30R
NA when local weather not available.

WHARTON, TX

WHARTON RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

ABILENE, TX

Amdt. 9, MAR 22,2001 (FAA) ELEV **1791**

ABILENE RGNL

RADAR- 125.0 338.3 (EAST), 127.2 282.3 (WEST) ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17R		AB	**2240**-1	469	(500-1)	C	**2240**-1¼	469	(500-1¼)
			D	**2240**-1½	469	(500-1½)				
	35L		AB	**2260**-1	474	(500-1)	C	**2260**-1¼	474	(500-1¼)
			D	**2260**-1½	474	(500-1½)				
	35R		AB	**2260**-½	484	(500-½)	C	**2260**-¾	484	(500-¾)
			D	**2260**-1	484	(500-1)				
CIRCLING			AB	**2260**-1	469	(500-1)	C	**2360**-1½	569	(600-1½)
			D	**2360**-2	569	(600-2)				

AMARILLO, TX

Amdt.16, MAR 25 , 1999 (FAA) ELEV **3605**

RICK HUSBAND AMARILLO INTL

RADAR-119.5 307.0 ▽ A

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**3960**-¾	357	(400-¾)	DE	**3960**-1¼	357	(400-1¼)
	31		ABC	**3960**-1	362	(400-1)	D	**3960**-1¼	362	(400-1¼)
			E	**NA**						
	13		ABC	**3980**-1	380	(400-1)	D	**3980**-1¼	380	(400-1¼)
			E	**NA**						
	4		AB	**4160**/24	555	(600-½)	C	**4160**/50	555	(600-1)
			D	**4160**/60	555	(600-1¼)	E	**4160**-1½	555	(600-1½)
CIRCLING			AB	**4160**-1	555	(600-1)	C	**4160**-1½	555	(600-1½)
			D	**4240**-2	635	(700-2)	E	**4460**-3	855	(900-3)

When control tower closed, procedure not authorized.

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DYESS AFB (KDYS), TX (Abilene) (10210 USAF) ELEV 1789

RADAR - (E) 121.3 127.2 270.3 282.3

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	34[1]		AB	2260/24	474	(500-½)
			CDE	2260/50	474	(500-1)
	16[1]		AB	2300/24	511	(600-½)
			CDE	2300/55	511	(600-1)
CIR	16[2]		A	2300-1	511	(600-1)
			B	2300-1¼	511	(600-1¼)
			C	2300-1½	511	(600-1½)
			D	2360-2	571	(600-2)
			E	2460-2½	671	(700-2½)
	34[3]		AB	2300-1	511	(600-1)
			C	2300-1½	511	(600-1½)
			D	2360-2	571	(600-2)
			E	2460-2½	671	(700-2½)

[1]When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
[2]Circling to other than Rwy 34 NA. [3]Circling to other than Rwy 16 NA.

21 OCT 2010 to 18 NOV 2010

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW), TX

(10210 USN) ELEV 650

RADAR - (E)[1] 128.775 371.875 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	17[3]	3.0°/62/1074	ABCDE	836-¾	200	(200-¾)
	35[4]	3.0°/59/1213	ABCDE	900-½	250	(300-½)
PAR W/O GS[2]	17		AB	1080-1	444	(500-1)
			C	1080-1¼	444	(500-1¼)
			DE	1080-1½	444	(500-1½)
	35[5]		AB	1140-½	490	(500-½)
			C	1140-¾	490	(500-¾)
			D	1140-1	490	(500-1)
			E	1140-1¼	490	(500-1¼)
ASR[2]	17[9]		ABC	1100-1¼	464	(500-1¼)
			D	1100-1½	464	(500-1½)
			E	1100-1¾	464	(500-1¾)
	35[6 10]		AB	1180-¾	530	(600-¾)
			C	1180-1	530	(600-1)
			DE	1180-1¼	530	(600-1¼)
CIRCLING	17-35[7 8]		AB	1220-1	570	(600-1)
			C	1220-1½	570	(600-1½)
			D	1280-2	630	(700-2)
			E	1300-2¼	650	(700-2¼)

[1]Opr 1300-0500Z++ Mon-Fri; clsd Sat, Sun and hol. Afld hr subject to chg by NOTAM. Base OPS/ ATC not manned outside of publ hrs. [2]No-NOTAM MP: PAR 1330-1530Z++ Tue; ASR 1330-1530Z++ Mon. [3]CAUTION: PAR TCH exceeds 60'. [4]When ALS inop, increase CAT AB vis to ¾ mile, CAT CDE to 1 mile. [5]When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase CAT AB vis to 1¼ miles, CAT C to 1½ miles, CAT DE to 1¾ miles. [7]Circling not authorized E of Rwy 17-35. [8]When circling from ASR increase CAT AB vis to 1¼ miles. [9]Amdt 3. [10]Amdt 1.

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS), TX

(Amdt 6, 10182 USAF) ELEV 1019

RADAR[1,2] - **(E)** Ctc SHEPPARD APP CON 118.2 269.025 ▽ ⚠ NA when Sheppard Approach Control closed. When ASR and IFF/SIF are out, PAR avbl via RADAR pickup fr ILS Rwy 33L.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[3]	15C[4]	3.0°/46/954	ABCDE	**1203**-½	200	(200-½)
	33C[4]	3.0°/48/957	ABCDE	**1189**-½	200	(200-½)
	15R[4]	3.0°/55/1087	ABCDE	**1198**-½	200	(200-½)
	33L[4]	3.0°/56/1090	ABCDE	**1200**-½	200	(200-½)
ASR	15C[7]		AB	**1420**-½	417	(500-½)
			CDE	**1420**-¾	417	(500-¾)
	15R[5]		AB	**1420**-½	422	(500-½)
			CDE	**1420**-¾	422	(500-¾)
	33L[5]		AB	**1440**-½	440	(500-½)
			CDE	**1440**-¾	440	(500-¾)
	33C[6]		AB	**1440**-½	451	(500-½)
			CDE	**1440**-$^{7}/_{8}$	451	(500-$^{7}/_{8}$)
CIR[8]	All Rwy		A	**1440**-1¼	421	(500-1¼)
			B	**1480**-1¼	461	(500-1¼)
			C	**1480**-1½	461	(500-1½)
			D	**1580**-2	561	(600-2)
			E	**2080**-3	1061	(1100-3)

[1]Sheppard APP CON clsd 0300-1200Z++ dly, ctc FORT WORTH CENTER 127.95 133.5. [2]MP ASR and PAR 1000-1200Z++ Mon-Fri. [3]ASR/PAR Not avbl when Sheppard APP CON is clsd. [4]When ALS inop, increase CAT ABCDE vis to ¾ mile. [5]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to $1^{3}/_{8}$ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to $1^{1}/_{8}$ miles. [8]Circling not authorized West of Rwy 15R-33L.

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BIGGS AAF (KBIF), TX (Fort Bliss) (Amdt6, 06159 USA) ELEV 3948

RADAR - 124.15 307.0 ▼ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	21		AB	4360-½	412	(500-½)
			CD	4360-¾	412	(500-¾)
			E	4360-1	412	(500-1)
CIR[2]	21		A	4360-1	412	(500-1)
			B	4400-1	452	(500-1)
			C	4400-1½	452	(500-1½)
			DE	4500-2	552	(600-2)

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport. [1]When ALSF inop, increase CAT E visibility to 1½. [2]CAT E circling W of Rwy 3-21 not authorized.

CORPUS CHRISTI NAS (KNGP), (TRUAX FIELD) TX (10266 USN) ELEV 18

RADAR - (E) 6835 134.1 270.8 284.6 337.2 354.8 ▼

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	13R[2]	3.0°/42/773	ABCDE	113-¼	100	(100-¼)
	31L	3.0°/42/817	ABCDE	117-½	100	(100-½)
	17	3.0°/42/771	ABCDE	118-½	100	(100-½)
	35	3.0°/44/813	ABCDE	118-½	100	(100-½)
PAR	13L		ABCDE	320-1	307	(400-1)
SIDESTEP[1 5]	31R		ABCDE	400-1¼	383	(400-1¼)
PAR W/O GS[1]	17		ABCDE	300-1¼	282	(300-1¼)
	13R[3]		ABCDE	320-1	307	(400-1)
	31L		ABCDE	400-1¼	383	(400-1¼)
	35		ABCDE	400-1¼	382	(400-1¼)
PAR W/O GS	13L		ABCDE	320-1¼	307	(400-1¼)
SIDESTEP[1 5]	31R		ABCDE	400-1¼	383	(400-1¼)
ASR	13L		A	400-1	382	(400-1)
			B	400-1¼	382	(400-1¼)
			C	400-1½	382	(400-1½)
			DE	400-2	382	(400-2)
	13R[4]		A	480-¾	467	(500-¾)
			B	480-1	467	(500-1)
			C	480-1¼	467	(500-1¼)
			DE	480-1¾	467	(500-1¾)
	17		A	420-1	402	(500-1)
			B	420-1¼	402	(500-1¼)
			C	420-1½	402	(500-1½)
			DE	420-2	402	(500-2)
	31R		A	440-1	422	(500-1)
			B	440-1¼	422	(500-1¼)
			C	440-1½	422	(500-1½)
			DE	440-2	422	(500-2)
	31L		A	440-1	423	(500-1)
			B	440-1¼	423	(500-1¼)
			C	440-1½	423	(500-1½)
			DE	440-2	423	(500-2)

CORPUS CHRISTI NAS (KNGP)(CON'T), (TRUAX FIELD) TX

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
	35		A	440-1	422	(500-1)
			B	440-1¼	422	(500-1¼)
			C	440-1½	422	(500-1½)
			DE	440-2	422	(500-2)
	4		A	480-1	463	(500-1)
			B	480-1¼	463	(500-1¼)
			C	480-1½	463	(500-1½)
			DE	480-2	463	(500-2)
CIR[6]	All Rwys		AB	480-1	462	(500-1)
			C	480-1½	462	(500-1½)
			D	580-2	562	(600-2)
			E	620-2¼	602	(700-2¼)

[1]No-NOTAM MP: PAR Sat 1200-2000Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to 1¼ mile. [4]When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ mile, CAT C to 1½ mile, CAT DE to 2 miles. [5]Circling fr Sidestep NA. Sidestep NA prior to 2 miles fr touchdown. [6]Circling authorized only from ASR and PAR W/O GS. When circling from PAR W/O GS increase CAT AB vis to 1¼ mile.

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EL PASO, TX

Amdt. 14, April 8, 2010 (FAA) ELEV **3959**

EL PASO INTL

RADAR- 124.25 298.85

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**4320**/24	371	(400-½)	DE	**4320**/50	371	(400-1)
	26L		AB	**4380**-¾	421	(500-¾)	CD	**4380**-1¼	421	(500-1¼)
			E	**4380**-1½	421	(500-1½)				
	4		AB	**4400**/50	477	(500-1)	C	**4400**/60	477	(500-1¼)
			D	**4400**-1½	477	(500-1½)	E	**4400**-1¾	477	(500-1¾)
CIRCLING			A	**4420**-1	461	(500-1)	B	**4460**-1	501	(600-1)
			C	**4460**-1½	501	(600-1½)	D	**4520**-2	561	(600-2)
			E	**4660**-2½	701	(800-2½)				

Circling NA for CAT E west of Rwy 4-22.
For inoperative MALSR, increase S-22 CAT D/E visibility to RVR 6000.
Inoperative table does not apply to S-26L CAT C.
CAUTION: Steeply rising terrain 4.5 NM west of airport.
Lost Communications (All Rwys): As directed by ATC on initial contact.

KINGSVILLE NAS (KNQI), TX (09295 USN) ELEV 50

RADAR[1] - (E) 128.45x 300.4x 305.2x 310.8x 322.0x 325.2x 358.0x 363.6x 384.4x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[8]	35R[2]	3.0°/34/623	ABCDE	148-¼	100	(100-¼)
	31L	3.0°/33/596	ABCDE	144-½	100	(100-½)
	31R	3.0°/37/679	ABCDE	145-½	100	(100-½)
	13L	3.0°/35/653	ABCDE	149-½	100	(100-½)
	35L	3.0°/33/618	ABCDE	149-½	100	(100-½)
	13R	3.0°/33/625	ABCDE	150-½	100	(100-½)
	17L	3.0°/35/652	ABCDE	150-½	100	(100-½)
	17R	3.0°/36/684	ABCDE	150-½	100	(100-½)
PAR W/O GS[8]	31L		ABCDE	320-1¼	276	(300-1¼)
	31R		ABCDE	320-1¼	275	(300-1¼)
	17L		ABCDE	340-1¼	290	(300-1¼)
	17R		ABCDE	340-1¼	290	(300-1¼)
	35R[3]		ABCDE	400-¾	352	(400-¾)
	35L		ABCDE	400-1¼	351	(400-1¼)
	13L		ABCDE	420-1¼	371	(400-1¼)
	13R		ABCDE	480-1¼	430	(500-1¼)
ASR	35R[4]		AB	400-½	352	(400-½)
			CDE	400-¾	352	(400-¾)
	17L		ABC	400-1	350	(400-1)
			DE	400-1¼	350	(400-1¼)
	17R		ABC	400-1	350	(400-1)
			DE	400-1¼	350	(400-1¼)
	31L		ABCD	380-1	336	(400-1)
			E	380-1¼	336	(400-1¼)
	31R		ABCD	380-1	335	(400-1)
			E	380-1¼	335	(400-1¼)
	35L		ABC	400-1	351	(400-1)
			DE	400-1¼	351	(400-1¼)
	13L		AB	500-1	450	(500-1)
			C	500-1¼	450	(500-1¼)
			DE	500-1½	450	(500-1½)
	13R		AB	500-1	450	(500-1)
			C	500-1¼	450	(500-1¼)
			DE	500-1½	450	(500-1½)
CIR[567]	All Rwys		AB	500-1	450	(500-1)
			C	500-1½	450	(500-1½)
			D	620-2	570	(600-2)
			E	680-2¼	630	(700-2¼)

[1]Use landing/taxi lights when conducting apch during VMC. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to 1¼ mile. [4]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ mile. [5]CAT E circling not authorized SW of Rwy 13-31. [6]Circling authorized only from PAR W/O GS and ASR. [7]For Circling from PAR W/O GS increase CAT AB vis to 1¼ mile. [8]No NOTAM MP: PAR 1400-1600Z++Mon. Maint conducted next bus day if fld clsd on Mon.

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MIDLAND, TX
MIDLAND INTL

Amdt 5, MAY 20,1999 (FAA) ELEV **2871**

RADAR- 124.6 290.4 ⚠

	RWYGS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10	ABC	**3260**/24	392	(400-½)	DE	**3260**/50	392	(400-1)
	34L	AB	**3260**-1	403	(400-1)	CD	**3260**-1¼	403	(400-1¼)
		E	**3260**-1½	403	(400-1½)				
	16R	AB	**3280**-1	409	(500-1)	CD	**3280**-1¼	409	(500-1¼)
		E	**3280**-1½	409	(500-1½)				
	28	AB	**3280**-¾	423	(500-¾)	CD	**3280**-1¼	423	(500-1¼)
		E	**3280**-1½	423	(500-1½)				
	4	AB	**3300**-1	450	(500-1)	C	**3300**-1¼	450	(500-1¼)
		DE	**3300**-1½	450	(500-1½)				
	22	AB	**3540**-1	687	(700-1)	C	**3540**-2	687	(700-2)
		D	**3540**-2¼	687	(700-2¼)	E	**3540**-2½	687	(700-2½)
CIRCLING		AB	**3540**-1	669	(700-1)	C	**3540**-2	669	(700-2)
		D	**3540**-2¼	669	(700-2¼)	E	**3600**-2½	729	(800-2½)

Inoperative table does not apply to MALS S-28 for Category C.
Category D and Category E S-10 visibility increases to RVR 6000 for inoperative MALSR .

21 OCT 2010 to 18 NOV 2010

ROBERT GRAY AAF (KGRK), TX

(Fort Hood) Amdt 8, 03051 (USA) ELEV **1019**

RADAR **- (E)** 118.0 244.0 (GCA) ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	33	3.0°/64/1019	AB	1187-½	200	(200-½)
			CDE	1187-¾	200	(200-¾)
	15	3.0°/52/1026	AB	1219/24	200	(200-½)
			CDE	1219/40	200	(200-¾)
ASR	33		AB	1460-¾	473	(500-¾)
			C	1460-1	473	(500-1)
			D	1460-1¼	473	(500-1¼)
			E	1460-1½	473	(500-1½)
	15		AB	1520/40	501	(600-¾)
			CD	1520/60	501	(600-1¼)
			E	1520-1½	501	(600-1½)
CIR[1]	All Rwy		AB	1520-1	501	(600-1)
			C	1560-1½	541	(600-1½)
			D	1580-2	561	(600-2)
			E	1740-2½	721	(800-2½)

[1]Circling not authorized W of Rwy 15-33.

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RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
10266

SAN ANGELO, TX

Amdt. 1A, JUL 29, 2010 (FAA) ELEV **1917**

SAN ANGELO RGNL/MATHIS FIELD

RADAR-125.35 354.1

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	AB	**2460**-1	543	(600-1)	C	**2460**-1½	543	(600-1½)
		D	**2460**-1¾	543	(600-1¾)	E	**2460**-2	543	(600-2)
	18	AB	**2480**-1	573	(600-1)	C	**2480**-1½	573	(600-1½)
		D	**2480**-1¾	573	(600-1¾)	E	**2480**-2	573	(600-2)
CIRCLING		AB	**2480**-1	563	(600-1)	C	**2480**-1½	563	(600-1½)
		D	**2480**-2	563	(600-2)	E	**2640**-2½	721	(800-2½)

Category E circling NA west of runway 18-36.

WACO, TX

Amdt. 1A, FEB 11, 2010 (FAA) ELEV **592**

MC GREGOR EXECUTIVE

RADAR- 127.65 352.0

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17	AB	**1020**-1	430	(500-1)	C	**1020**-1¼	430	(500-1¼)
		D	**NA**						
CIRCLING		A	**1040**-1	448	(500-1)	B	**1060**-1	468	(500-1)
		C	**1060**-1½	468	(500-1½)	D	**NA**		

WACO, TX

Amdt. 4, FEB 11, 2010 (FAA) ELEV **470**

TSTC WACO

RADAR- 127.65 227.125

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17L	AB	**1080**-½	611	(700-½)	C	**1080**-1¼	611	(700-1¼)
		D	**1080**-1½	611	(700-1½)				
CIRCLING		AB	**1080**-1	610	(700-1)	C	**1080**-1¼	610	(700-1¼)
		D	**1080**-2	610	(700-2)				

When Waco Regional approach control closed, ASR not authorized.

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WACO, TX

Amdt 4, SEP 23, 2010 (FAA)

ELEV **516**

WACO RGNL

RADAR- 127.65 227.125 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1	ABC	**860**-1	351	(400-1)	D	**860**-1¼	351	(400-1¼)
	14	AB	**920**-1	407	(500-1)	CD	**920**-1¼	407	(500-1¼)
	19	ABC	**880**/24	376	(400-½)	D	**880**/50	376	(400-1)
	32	AB	**1020**-1	504	(600-1)	CD	**1020**-1½	504	(600-1½)
CIRCLING		AB	**1020**-1	504	(600-1)	C	**1020**-1½	504	(600-1½)
		D	**1080**-2	564	(600-2)				

For inoperative MALSR increase S-19 CAT D visibility to RVR 6000.
When control tower closed, ASR NA.
Lost Communications (All Rwys): As directed by ATC on initial contact.

21 OCT 2010 to 18 NOV 2010

THERE ARE NO RADAR PROCEDURES
FOR SOUTHEAST TEXAS (SC-5)

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABILENE, TX

ABILENE RGNL (ABI)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2½ or std. w/ min. climb of 233' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 17L,** climb heading 180° to 3200 before proceeding on course.

NOTE: **Rwy 4,** multiple trees beginning 1945' from DER, 872' left of centerline, up to 100' AGL/1859' MSL. Terrain 103' from DER, 59' right of centerline up to 0' AGL/1766' MSL. Terrain 121' from DER, 457' right of centerline, up to 0' AGL/1769' MSL. **Rwy 17L,** tower 7 NM from DER, right of centerline up to 543' AGL/2903' MSL. Tower 6 NM from DER, right of centerline up to 400' AGL/2699' MSL. Tower 7.7 NM from DER, left of centerline, up to 749' AGL/2957' MSL. Multiple trees beginning 151' from DER, 158' left of centerline, up to 100' AGL/1879' MSL. Multiple trees beginning 149' from DER, 355' right of centerline, up to 100' AGL/1879' MSL. **Rwy 22,** tower 1.9 NM from DER, 284' left of centerline, up to 306' AGL/2050' MSL. Mutliple trees beginning 119' from DER, 402' left of centerline up to 17' AGL/1769' MSL. Tower 4018' from DER, 225' right of centerline, up to 135' AGL/1869' MSL. Antenna on tower 1.9 NM from DER, 252' left of centerline, up to 306' AGL/2050' MSL.

NAME	TAKE-OFF MINIMUMS

ABILENE RGNL (ABI) (CON'T)

Rwy 35L, tower 194' from DER, 516' right of centerline 100' AGL/1769' MSL. Multiple trees beginning 2047' from DER, 851' right of centerline, up to 100' AGL/1869' MSL. **Rwy 35R,** antenna 1154' from DER, 264' left of centerline 100' AGL/1821' MSL. Multiple trees beginning 2848' from DER, 242' left of centerline up to 100' AGL/1889' MSL. Multiple trees beginning 279' from DER, 328' right of centerline, up to 100' AGL/1889' MSL. Terrain 231' from DER, 66' left of centerline, up to 0' AGL/1805' MSL. Terrain 230' from DER, 190' right of centerline, up to 100' AGL/1805' MSL. **Rwy 17R,** multiple trees beginning 1013' from DER, 372' left of centerline, up to 100' AGL/1889' MSL. Multiple trees beginning 147' from DER, 370' right of centerline up to 100' AGL/1879' MSL.

AMARILLO, TX

RICK HUSBAND AMARILLO INTL

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 4100 before turning northbound. **Rwy 31,** climbing right turn heading 360° to 5400 before turning westbound.

NOTE: **Rwy 31,** sign 23' from departure end of runway, 257' right of centerline, 6' AGL/3605' MSL.

TRADEWIND (TDW)

AMDT 2A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA. **Rwy 35,** 600-2 or std. with a min. climb of 300´ per NM to 4600.

ANDREWS, TX

ANDREWS COUNTY (E11)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 400-2¼ or std. w/ min. climb of 229' per NM to 3700.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 114° to 3600 before turning left. **Rwy 29,** climb heading 294° to 3600 before turning left.

NOTE: **Rwy 34,** antenna 1189' from DER, 588' left of centerline, 52' AGL/3236' MSL. Poles beginning 181' from DER, 470' left of centerline, up to 36' AGL/3210' MSL. Bush 471' from DER, 92' left of centerline, 7' AGL/3186' MSL. Tree 1207' from DER, 587' left of centerline, 44' AGL/3228' MSL. Bushes beginning 282' from DER, 305' right of centerline, up to 10' AGL/3189' MSL. Tree 4780' from DER, 895' right of centerline, 100' AGL/3304' MSL.

ARLINGTON, TX

ARLINGTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 162° to 2500 before turning left. **Rwy 34,** climb heading 342° to 1400 before turning southeast bound.

NOTE: **Rwy 16,** multiple reils beginning 77' from departure end of runway, 127' right of centerline, 7' AGL/601' MSL. Multiple reils beginning 74' from departure end of runway, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from departure end of runway, 480' right of centerline, 16' AGL/614' MSL. **Rwy 34,** tree 1083' from departure end of runway, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from departure end of runway, 403' left of centerline, 38' AGL/654' MSL. Tree 231' from departure end of runway, 464' left of centerline, 35' AGL/642' MSL. Multiple trees beginning 1093' from departure end of runway, 415' right of centerline, up to 39' AGL/663' MSL.

Chart note: tower farm 7.2 NM southeast of airport up to 2549' MSL.

ATHENS, TX

ATHENS MUNI (F44)

ORIG 10154 (FAA)

NOTE: **Rwy 17,** trees beginning 209' from DER, 5' right of centerline, up to 89' AGL/561' MSL. Trees beginning 86' from DER, 4' left of centerline, up to 94' AGL/538' MSL. Catenary 864' from DER, left to right of centerline, 37' AGL/524' MSL. Buildings beginning 280' from DER, 343' right of centerline, up to 24' AGL/469' MSL. Fence beginning 209' from DER, 299' right of centerline, up to 6' AGL/446' MSL. Poles beginning 397' from DER, 6' right of centerline, up to 42' AGL/524' MSL. **Rwy 35,** trees beginning 112' from DER, 33' right of centerline, up to 81' AGL/511' MSL. Trees beginning 574' from DER, 26' left of centerline, up to 75' AGL/510' MSL. Catenary 889' from DER, 603' left of centerline, 34' AGL/475' MSL. Pole 892' from DER, 571' left of centerline, 35' AGL/475' MSL. Pole 692' from DER, 416' left of centerline, 32' AGL/470' MSL. Pole 549' from DER, 309' right of centerline, 28' AGL/455' MSL. Vehicle on road 199' from DER, 249' right of centerline, 16' AGL/451 MSL. Vehicle on road 574' from DER, 556' left of centerline, 16' AGL/456' MSL. Vehicle on road 619' from DER, 543' left of centerline, 16' AGL/455' MSL. Vehicle on road 336' from DER, 251' right of centerline, 16' AGL/449' MSL. Buildings beginning 198' from DER, 338' right of centerline, 14' AGL/450' MSL. Ground 208' from DER, 412' right of centerline, 443' MSL.

ATLANTA, TX

HALL-MILLER MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 500-2or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5,33**, climb runway heading to 500 before turning.

NOTE: 248' AGL tower 1.09 NM southeast of departure end of runway 15.

BIG SPRING, TX

BIG SPRING MCMAHON-WRINKLE (BPG)

AMDT 2 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 400-1½ or std. with a min. climb of 391' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 3100 before turning right. **Rwy 17,** climb heading 175° to 3100 before turning left.

NOTE: **Rwy 6,** trees beginning 234' from DER, 305' right of centerline, up to 25' AGL/2608' MSL. Trees beginning 386' from DER, 221' left of centerline, up to 38' AGL/2739' MSL. Catenary 1608' from DER, left to right of centerline, 37' AGL/2722' MSL. Ground 63' from DER, 178' left of centerline, 2575' MSL.

BONHAM, TX

JONES FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 350´ per NM to 1100.

BORGER, TX

HUTCHINSON COUNTY (BGD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1½ or std. w/ min. climb of 421' per NM to 3400.

NOTE: **Rwy 3,** tree 3200' from departure end of runway, 851' left of centerline, 100' AGL/3129' MSL. **Rwy 17,** pole 683' from departure end of runway, 396' right of centerline, 21' AGL/3090' MSL. Trees beginning 820' from departure end of runway, 279' right of centerline, up to 34' AGL/3093' MSL. Vehicle on road 219' from departure end of runway, 513' right to left of centerline, 15' AGL/3074' MSL. Vehicle on road 1141' from departure end of runway, 772' right to left of centerline, 17' AGL/3086' MSL. Trees beginning 1628' from departure end of runway, 207' left of centerline, up to 43' AGL/3112' MSL. Antenna 1427' from departure end of runway, 15' left of centerline, 46' AGL/3105' MSL. **Rwy 21,** bush 138' from departure end of runway, 109' right of centerline, 31' AGL/3040' MSL.

BOWIE, TX

BOWIE MUNI (0F2)

ORIG 09071 (FAA)

NOTE: **Rwy 17,** tree 131' from DER, 311' right of centerline, 100' AGL/1169' MSL. Trees beginning 122' from DER, 313' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** tree 418' from DER, 299' left of centerline, 100' AGL/1206' MSL. Vehicle on road 726' from DER, 471' left of centerline, 15' AGL/1131' MSL.

BRIDGEPORT, TX

BRIDGEPORT MUNI (XBP)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 458' per NM to 1300. **Rwy 36,** 300-1¼ or std. w/ min. climb of 427' per NM to 1200.

NOTE: **Rwy 18,** trees beginning 2383' from DER, 504' right of centerline, up to 100' AGL/1169' MSL. Trees beginning 2438' from DER, 525' left of centerline, up to 100' AGL/1109' MSL. Tower 1.2 NM from DER, 664' left of centerline, 55' AGL/1046' MSL. Tower 1.2 NM from DER, 1121' left of centerline, 55' AGL/1042' MSL. **Rwy 36,** trees beginning 111' from DER, 21' right of centerline, up to 100' AGL/851' MSL. Trees beginning 607' from DER, 430' left of centerline, up to 100' AGL/1039' MSL. Hanger 12' from DER, 424' right of centerline, 17' AGL/827' MSL. Multiple poles and towers beginning 1064' from DER, 297' left of centerline, 43' AGL/969' MSL.

BROWNFIELD, TX

TERRY COUNTY (BFE)

ORIG 09295 (FAA)

NOTE: **Rwy 2,** aircraft on taxiway beginning at DER, 188' left of centerline, up to 17' AGL/3281' MSL. Vehicle on roadway, 121' from DER, 519' right of centerline, 15' AGL/3269' MSL. Hangar 591' from DER, 333' left of centerline, 30' AGL/3289' MSL. Tree 950' from DER, 179' right of centerline, 34' AGL/3299' MSL. **Rwy 13,** vehicles on roadway beginning 71' from DER, 61' left of centerline, up to 15' AGL/3269' MSL. **Rwy 20,** tree 2937' from DER, 1108' right of centerline, 75' AGL/3329' MSL. **Rwy 31,** vehicles on roadway beginning at DER, 198' left of centerline, up to 15' AGL/3284' MSL. Aircraft on taxiway beginning at DER, 253' right of centerline, up to 17' AGL/3281' MSL. Vehicles on roadway beginning 299' from DER, 14' right of centerline up to 15' AGL/3284' MSL. Hangar 572' from DER, 597' right of centerline, 30' AGL/3299' MSL. Tree 1832' from DER, 233' right of centerline, 75' AGL/3344' MSL.

CADDO MILLS, TX

CADDO MILLS MUNI

TAKE-OFF MINIMUMS: **Rwys 17L, 35R,** NA.

CANADIAN, TX

HEMPHILL COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1¼ or std. with a min. climb of 282' per NM to 2700. **Rwy 18,** std. w/ min. climb of 239' per NM to 3600, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions cross Hemphill County Airport at or above 3600 before proceeding on course. **Rwy 22,** climb heading 216° to 3000 before turning left.

NOTE: **Rwy 4,** grain elevator 5728' from departure end of runway, 1384' left of centerline, 220' AGL/2580' MSL. Tower 1.1 NM from departure end of runway, 6' right of centerline, 123' AGL/2548' MSL. **Rwy 18,** terrain 361' from departure end of runway, 569' left of centerline, 0' AGL/2409' MSL.

CLEBURNE, TX

CLEBURNE MUNI (CPT)

ORIG 08045 (FAA)

NOTES: **Rwy 15,** Tree 484' from departure end of runway, 211' left of centerline, 100' AGL/959' MSL. Light pole 1329' from departure end of runway, 285' right of centerline, 30' AGL/889' MSL. **Rwy 33,** Trees and light pole beginning 355' from departure end of runway, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 1631' from departure end of runway, 94' left of centerline, up to 100' AGL/979' MSL.

COMMERCE, TX

COMMERCE MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. with a min. climb 230' per NM to 900.

DALHART, TX

DALHART MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 600-2 or std. with a min. climb of 250´ per NM to 4400.

DALLAS, TX

ADDISON (ADS)

AMDT 5A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. with a min. climb of 324' per NM to 1100.

NOTE: **Rwy 15,** multiple buildings beginning 1085' from DER, 21' left of centerline, up to 321' AGL/956' MSL. Building with antenna 1.9 NM from DER, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from DER, 640' left of centerline, 60' AGL/681' MSL. Multiple trees beginning 721' from DER, 115' left of centerline, up to 40' AGL/675' MSL. Road, railroad beginning 268' from DER,5' right of centerline, up to 23' AGL/655' MSL. Street lights beginning 873' from DER, 488' left of centerline, up to 39' AGL/699' MSL. **Rwy 33,** multiple poles and trees beginning 640' from DER, 21' left of centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from DER, 147' left of centerline, up to 37' AGL/697' MSL. Multiple buildings beginning 45' from DER, 458' right of centerline, up to 57' AGL/696' MSL. Multiple poles beginning 922' from DER, 186' right of centerline, up to 60' AGL/720' MSL.

COLLIN COUNTY RGNL AT MC KINNEY (TKI)

AMDT 1 09351 (FAA)

NOTE: **Rwy 17,** bush 29' from DER, 499' right of centerline, 5' AGL/591' MSL. Obstruction light on DME 400' from DER, 266' right of centerline, 16' AGL/602' MSL. Trees 784' from DER, 574' right of centerline, 39' AGL/625' MSL. **Rwy 35,** trees 1060' from DER, 634' right of centerline, 65' AGL/605' MSL. Trees beginning 1532' from DER, 632' left of centerline, up to 79' AGL/626' MSL.

DALLAS, TX (CON'T)

DALLAS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2¾ or std. w/ min. climb of 275' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 129° to 2600 before turning westbound. **Rwy 17,** climb via heading 174° to 2600 before turning westbound **Rwy 31,** climb via heading 309° to 1600 before turning southbound. **Rwy 35,** climb via heading 354° to 1600 before turning southbound.

NOTE: **Rwy 17,** tree 468' from departure end of runway, 454' left of centerline, 35' AGL/699' MSL. Tree 113' from departure end of runway, 516' right of centerline, 30' AGL/679' MSL. Tree 871' from departure end of runway, 405' left of centerline, 35' AGl/685' MSL. Tree 651' from departure end of runway, 303' right of centerline, 35' AGL/699' MSL. **Rwy 31,** tree 481' from departure end of runway, 552' right of centerline, 30' AGL/677' MSL. Tree 2978' from departure end of runway, 802' left of centerline, 46' AGL/732' MSL. **Rwy 35,** tree 534' from departure end of runway, 302' left of centerline, 34' AGL/671' MSL. Tree 745' from departure end of runway, 371' left of centerline, 35' AGL/672' MSL. Tree 972' from departure end of runway, 405' right of centerline, 35' AGL/675' MSL. **Rwy 13,** obstruction light on blast fence 109' from departure end of runway, 347' left of centerline, 6' AGL/658' MSL.

DALLAS, TX (CON'T)

DALLAS-LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 13L,** std. with a min. climb of 289' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 13 R,** use BACHMAN DEPARTURE. **Rwy 18,** climb via heading 180° to 1300 before turning left. **Rwys 31L, 31R,** climb via heading 310° to 1200 before turning left.

NOTE: **Rwy 13L,** multiple poles and trees beginning 844' from departure end of runway, 515' left of centerline, up to 54' AGL/541' MSL. Crane 5270' from departure end of runway, 568' left of centerline, 130' AGL/630' MSL. Antenna on tank 1.5 NM from departure end of runway, 369' left of centerline, 208' AGL/712' MSL. **Rwy 18,** building 303' from departure end of runway, 354' right of centerline, 47' AGL/507' MSL. Tree 775' from departure end of runway, 138' right of centerline, 32' AGL/513' MSL. Tree 821' from departure end of runway, 329' right of centerline, 39' AGL/519' MSL. Tree 1031' from departure end of runway, 107' right of centerline, 49' AGL/530' MSL. Tree 1254' from departure end of runway, 399' left of centerline, 50' AGL/531' MSL. Tree 2004' from departure end of runway, 413' right of centerline, 55' AGL/536' MSL. **Rwy 31L,** multiple trees beginning 327' from departure end of runway, 374' right of centerline, up to 22' AGL/501' MSL. **Rwy 31R,** multiple trees beginning 366' from departure end of runway, 552' right of centerline, up to 29' AGL/505' MSL. Pole 39' from departure end of runwy, 501' left of centerline, 27' AGL/487' MSL. Pole 1531' from departure end of runway, 717' right of centerline, 61' AGL/521' MSL. Trees 2080' from departure end of runway, 644' right of centerline, 54' AGL/530' MSL. **Rwy 36,** tree 52' from departure end of runway, 390' left of centerline, 43' AGL/523' MSL. Obstructioin light on blast fence, 56' from departure end of runway, 298' right of centerline, 7' AGL/487' MSL. Trees 433' from departure end of runway, 357' right of centerline, 16' AGL/496' MSL. Trees 661' from departure end of runway, 95' left of centerline, 25' AGL/505' MSL. Building 898' from departure end of runway, 223' right of centerline, 25' AGL/505' MSL. Tree 1773' from departure end of runway, 240' right of centerline, 79' AGL/559' MSL. Multiple transmission line towers beginning 2577' from departure end of runway, 116' left of centerline, up to 68' AGL/556' MSL. Transmission line tower 2701' from departure end of runway, 818' right of centerline, 68' AGL/572' MSL.

DALLAS-FORT WORTH, TX

DALLAS-FORT WORTH INTL

TAKE-OFF MINIMUMS: **Rwy 35R,** 200-1½ or std. w/ min. climb of 221' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 35R,** climb heading 354° to 1200 before turning right .

NOTE: **Rwy 31L,** tree 1229' from departure end of runway, 730' right of centerline, 28' AGL/637' MSL. Transmission pole 3403' from departure end of runway, 1399' rightof centerline, 86' AGL/708' MSL. Multiple trees beginning 928' from departure end of runway, 724' left of centerline, up to 55' AGL/654' MSL. **Rwy 35R,** multiple buildings beginning 5443' from departure end of runway, 202' right of centerline, up to 173' AGL/714' MSL.

DECATUR, TX

DECATUR MUNI (LUD)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 290' per NM to 3500, or 1400-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 315' per NM to 3500, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17, 35,** For climb in visual conditions, cross Decatur Muni Airport at or above 2400, before proceeding on course.

NOTE: **Rwy 17,** tower 5150' from departure end of runway, 896' right of centerline, 117' AGL/1173' MSL.

DENTON, TX

DENTON MUNI

NOTE: **Rwy 17,** multiple trees beginning 190' from departure end of runway, 178' right of centerline, up to 66' AGL/665' MSL. Building 371' from departure end of runway, 261' left of centerline, 14' AGL/643' MSL. **Rwy 35,** tree 1242' from departure end of runway, 806' right of centerline, 63' AGL/692' MSL.

DUMAS, TX

MOORE COUNTY (DUX)

ORIG 10042 (FAA)

NOTE: **Rwy 1,** multiple poles beginning 766' from DER, 455' right of centerline, up to 31' AGL/3724' MSL. Multiple poles and buildings beginning 55' from DER, 438' left of centerline, up to 30' AGL/3723' MSL. Vehicle on road 47' from DER, on centerline, 15' AGL/3712' MSL. Trees 1240' from DER, 764' left of centerline, up to 100' AGL/3789' MSL. Trees 2049' from DER, 933' right of centerline, up to 100' AGL/3790' MSL. **Rwy 19,** trees 226' from DER, 538' right of centerline, up to 100' AGL/3809' MSL. Trees 228' from DER, 533' left of centerline, up to 100' AGL/3804' MSL. **Rwy 14,** tree 879' from DER, on centerline, 100' AGL/3788' MSL. **Rwy 32,** tree 1480' from DER, 15' left of centerline, 100' AGL/3794' MSL.

EASTLAND, TX

EASTLAND MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 ½ or std. with min. climb of 416' per NM to 1800.

NOTES: **Rwy 17**, multiple trees beginning 261' from departure end of runway left and right of centerline up to 100' AGL/1549' MSL. **Rwy 35**, multiple trees beginning 49' from departure end of runway 371' right of centerline and 871' from departure end of runway left and right of centerline up to 100' AGL/1689' MSL.

FLOYDADA, TX

FLOYDADA MUNI (41F)

ORIG 09295 (FAA)

NOTE: **Rwy 17,** silo 3320' from DER, 355' right of centerline, 149' AGL/3329' MSL. Building 3648' from DER, 248' right of centerline, 108' AGL/3289' MSL. **Rwy 35,** road and vehicle beginning 525' from DER, 19' left and right of centerline, up to 15' AGL/3202' MSL.

FOLLETT, TX

FOLLETT-LIPSCOMB COUNTY (T93)

ORIG 10154 (FAA)

NOTE: **Rwy 17,** tree 3005' from DER, 346' right of centerline, 50' AGL/2689' MSL. Tree 444' from DER, 595' left of centerline, 50' AGL/2639' MSL. Vehicle 546' from DER, 350' left of centerline, 15' AGL/2624' MSL. **Rwy 35,** tree 643' from DER, 624' right of centerline, 50' AGL/2579' MSL.

FORT WORTH, TX

BOURLAND FIELD (50F)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 453' per NM to 1500 or 300-1 and min. climb of 211' per NM to 1500 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** for climb in visual conditions: cross Bourland Field at or above 1600 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 65' from departure end of runway, 8' left of centerline, up to 30' AGL/969' MSL. **Rwy 35,** terrain beginning 15' from departure end of runway, 9' right of centerline, up to 981' MSL. Terrain beginning 91' from departure end of runway, 36' left of centerline, up to 959' MSL. Vehicle on road 276' from departure end of runway, 346' right of centerline, 17' AGL/869' MSL.

FORT WORTH ALLIANCE

TAKE-OFF MINIMUMS: **Rwy 16L,** 300-2¼ or std. w/ min. climb of 208' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient. Takeoff must occur no later than 1400' prior to departure end of runway. **Rwy 16R,** 300-2¼ or std. w/ min. climb of 210' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16R,** climb heading 163° to 1200 before turning right.

NOTE: **Rwy 16L,** light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL. **Rwy 16R,** fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL. Water tower 1.8 NM from departure end of runway, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL. **Rwy 34L,** fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL. **Rwy 34R,** antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

FORT WORTH, TX (CON'T)

FORT WORTH MEACHAM INTL

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1½ or std. w/ min. climb of 216' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 34,** 300-2 or std. w/ min. climb of 222' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2000 before proceeding on course. **Rwy s 16, 17,** climb heading 164° to 2000 before proceeding on course.

NOTE: **Rwy 9,** windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign on building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7085' from departure end of runway, 2191' left of centerline, 229' AGL/877' MSL. **Rwy 17,** bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1380' from departure end of runway, 744' left of centerline, 43' AGL/703' MSL. **Rwy 27,** tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL. **Rwy 34,** multiple trees 974' from departure end of runway, 62' right of centerline, up to 47' AGL/746' MSL. Grain elevator 1.52 NM from departure end of runway, 2775' right of centerline, 254' AGL/969' MSL. **Rwy 35,** tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. Obstruction light on dam 1359' from departure end of runway, 1' right of centerline, 46' AGL/706' MSL.

FORT WORTH SPINKS

TAKE-OFF MINIMUMS: **Rwys 17L,35R**, NA. (Environmental)

DEPARTURE PROCEDURE: **Rwy 17R** climb heading 173° to 1200 before turning right.

NOTE: **Rwy 17R,** tree 4909' from departure end of runway, 1556' left of centerline, 60' AGL/830' MSL.

FORT WORTH NAS JRB (CARSWELL FLD)(KNFW)

FORT WORTH, TX 10014

Rwy 17, Cross DER at or above 6' AGL/656' MSL.

TAKE-OFF OBSTACLES: **Rwy 17,** rising terrain up to 670' MSL, 200'-600' from DER, 500'-560' right of centerline.

GAINESVILLE, TX

GAINESVILLE MUNI (GLE)

ORIG 09127 (FAA)

NOTE: **Rwy 17,** trees and poles beginning 1' from DER, 472' right and left of centerline, up to 25' AGL/819' MSL. **Rwy 30,** taxiways beginning 651' from DER, crossing centerline left to right 859' MSL. Trees and terrain beginning 2' from DER, 14' left and right of centerline, up to 64' AGL/890' MSL. **Rwy 35,** terrain, trees, poles, road, and vehicle beginning 149' from DER, 51' left of centerline, up to 95' AGL/940' MSL. Terrain and poles beginning 13' from DER, 85' right of centerline, up to 37' AGL/882' MSL.

GLADEWATER, TX

GLADEWATER MUNI

TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** temp oil rig 390' MSL, 1853' from departure end of runway, 718' left of centerline.

GRAFORD, TX

POSSUM KINGDOM (F35)

ORIG-A 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 400-2½ or std. w/ a min. climb of 212' per NM to 1500 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE: **Rwy 20,** climb heading 204° to 1500 before turning left.

NOTE: **Rwy 2,** trees beginning 31' from DER, 22' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 1023' from DER, 114' right of centerline, up to 100' AGL/1129' MSL. **Rwy 20,** vehicle on roadway 116' from DER, 498' right of centerline, 15' AGL/1024' MSL. Trees beginning 494' from DER, 126' right of centerline, up to 100' AGL/1109' MSL. Trees beginning 977' from DER, 115' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 2.29 miles from DER, 1679' left of centerline, up to 100' AGL/1329' MSL.

GRAHAM, TX

GRAHAM MUNI

DEPARTURE PROCEDURE: **Rwys 17, 21,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 17,** light pole 21' from departure end of runway, 195' left of centerline, 30' AGL/1141' MSL. Light pole 86' from departure end of runway, 381' left of centerline, 50' AGL/1168' MSL.

GRANBURY, TX

GRANBURY RGNL

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

NOTE: **Rwy 14,** power line 1922' from departure end of runway, 176' right of centerline, 52' AGL/862' MSL.

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GRAND PRAIRIE, TX
GRAND PRAIRIE MUNI (GPM)
AMDT 4 09295 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn to 2000 via heading 200° and TTT R-180 to NINAE/ TTT 24 DME before proceeding on course. DME Required. **Rwy 35,** climb heading 356° to 1400 before turning south.
NOTE: **Rwy 17,** antenna 190' from DER, 456' right of centerline, 26' AGL/615' MSL. Road, multiple poles and signs beginning 570' from DER, 410' right of centerline, up to 31' AGL/620' MSL. Tree 1506' from DER, 517' right of centerline, 37' AGL/617' MSL. **Rwy 35,** tree 837' from DER, 204' left of centerline, up to 100' AGL/665' MSL. Pole 2687' from DER, 122' left of centerline, up to 75' AGL/653' MSL.

GREENVILLE, TX
MAJORS (GVT)
AMDT 1 08269 (FAA)
NOTE: **Rwy 17,** trees beginning 1832' from departure end of runway, 397' right of centerline, up to 49' AGL/578' MSL.

HASKELL, TX
HASKELL MUNI
TAKE-OFF MINIMUMS: **Rwy 18,** 600-2 or std. with a min. climb of 340' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2300 before proceeding on course.

HENDERSON, TX
RUSK COUNTY (RFI)
AMDT 2 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1. **Rwy 30,** 300-1¼ or std. w/ min. climb of 282' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 123° to 1100 before turning northbound. **Rwy 30,** climb heading 303° to 2100 before turning northbound. **Rwy 35,** climb heading 347° to 1900 before turning westbound.
NOTE: **Rwy 12,** multiple trees beginning 143' from DER, 440' right of centerline, up to 100' AGL/549' MSL. Multiple trees beginning 237' from DER, 59' left of centerline, up to 100' AGL/609' MSL. Vehicle on road beginning 652' from DER, 401' left of centerline, up to 15' AGL/464' MSL. Terain beginning 82' from DER, 18' right of centerline 447' MSL. terrain beginning 291' from DER, 132' left of centerline, 506' MSL. **Rwy 17,** multiple trees beginning 399' from DER, 86' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 163' from DER, 103' left of centerline, up to 100' AGL/549' MSL. **Rwy 30,** multiple trees beginning 640' from DER, 116' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 478' from DER, 141' left of centerline, up to 100' AGL/539' MSL. Terrain beginning 41' from DER, 334' right of centerline, 0' AGL/437' MSL. Terrain beginning 102' from DER, 459' left of centerline, 0' AGL/437' MSL. **Rwy 35,** vehicle on road beginning 145' from DER, 333' right of centerline, up to 15' AGL/ 454' MSL. Trees beginning 1155' from DER, 353' right of centerline, up to 100' AGL/549' MSL. Trees beginning 158' from DER, 269' left of centerline, up to 100' AGL/ 539' MSL.

HEREFORD, TX
HEREFORD MUNI (HRX)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.
NOTE: **Rwy 2,** tree 68' from DER, 495' left of centerline, 50' AGL/3834' MSL. Trees beginning 280' from DER, 535' right of centerline, up to 50 AGL/3834' MSL. Trees beginning 984' from DER, 504' left of centerline, up to 50' AGL/3834' MSL. **Rwy 20,** trees beginning 61' from DER, 461' right of centerline, up to 50' AGL/3839' MSL. Trees beginning 497' from DER, 606' left of centerline, up to 50' AGL/3839' MSL. Tree 1603' from DER, 760' right of centerline, 50' AGL/3829' MSL.

HIGGINS, TX
HIGGINS-LIPSCOMB COUNTY (1X1)
ORIG 10154 (FAA)
NOTE: **Rwy 36,** vehicles on road beginning at DER, 225' left of centerline and 317' right of centerline, up to 15' AGL/2594' MSL. Trees beginning 427' from DER, on centerline, up to 60' AGL/2639' MSL.

HILLSBORO, TX
HILLSBORO MUNI
TAKE-OFF MINIMUMS: **Rwy 16,** 600-3 or std. w/ min. climb of 250' per NM to 1500, or 1100-2 ½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 16,** for climb in visual conditions: Cross Hillsboro Muni Airport at or above 1600 before proceeding on course.

LANCASTER, TX
LANCASTER
TAKE-OFF MINIMUMS: **Rwy 31,** 200-1½ or std. w/ min. climb of 222' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 314° to 1900 before turning left.
NOTE: **Rwy 31,** multiple trees beginning 1133' from departure end of runway, 479' left of centerline, up to 40' AGL/541' MSL. Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL. Multiple poles beginning 5613' from departure end of runway, 1171' right of centerline, up to 101' AGL/661' MSL.

LEVELLAND, TX
LEVELLAND MUNI
TAKE-OFF MINIMUMS: **Rwy 26,** 600-3 or std. with a min. climb of 250' per NM to 4300. **Rwy 35,** 400-2 or std. with a min. climb of 230' per NM to 4000.
NOTE: **Rwy 26,** cross departure end of runway at or above 35' AGL/3537' MSL. **Rwy 35,** cross departure end of runway at or above 35' AGL/3540' MSL. **Rwy 35,** tower, 10,185 from departure end of runway, 2828' left of centerline, 304' AGL/3821 MSL.

LONGVIEW, TX

EAST TEXAS RGNL (GGG)
AMDT 1 08325 (FAA)

NOTE: **Rwy 13,** multiple trees 720' from departure end of runway, 547' left of centerline, up to 50' AGL/404' MSL. Multiple trees 1381' from departure end of runway, 600' right of centerline, up to 55' AGL/409' MSL. **Rwy 18,** multiple trees beginning 790' from departure end of runway, left and right of centerline, up to 94' AGL/459' MSL. **Rwy 31,** tree 1489' from departure end of runway , 842' left of centerline, 49' AGL/406' MSL. Tree 1737' from departure end of runway, 755' right of centerline, 63' AGL/420' MSL. **Rwy 36,** multiple trees beginning 1590' from departure end of runway, 520' left of centerline, up to 84' AGL/438' MSL. Tree 2384' from departure end of runway , 18' right of centerline, 65' AGL/419' MSL.

LUBBOCK, TX

LUBBOCK PRESTON SMITH INTL (LBB)
ORIG 10098 (FAA)

NOTE: **Rwy 8,** terrain 7' from DER, 353' left of centerline, 3256' MSL. **Rwy 17L,** Vehicle on road 556' from DER, 162' left of centerline, up to 15' AGL/3279' MSL. **Rwy 26,** aircraft on taxiway 568' from DER, 318' left and right of centerline, up to 42' AGL/3296' MSL. **Rwy 35R,** rod on ATCT 2330' from DER, 877' left of centerline, 136' AGL/3379' MSL. Aircraft on taxiway 219' from DER, 423' left and right of centerline, up to 42' AGL/3291' MSL.

MESQUITE, TX

MESQUITE METRO

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 175° to 900 before turning left.

NOTE: **Rwy 17,** multiple trees, sign and fences beginning 10' from departure end of runway, 362' left of centerline, up to 35' AGL/478' MSL. **Rwy 35,** hangar 53' from departure end of runway, 497' left of centerline, 23' AGL/470' MSL. Multiple trees and poles beginning 999' from departure end of runway, 708' left of centerline, up to 44' AGL/483' MSL. Bush 45' from departure end of runway, 466' right of centerline, 10' AGL/457' MSL. Pole 814' from departure end of runway, 288' right of centerline, 27' AGL/467' MSL. Construction equipment 892' from departure end of runway, 628' right of centerline, 59' AGL/489' MSL.

MIDLOTHIAN/WAXAHACHIE, TX

MID-WAY

DEPARTURE PROCEDURE: **Rwy 18,** northbound departures climb runway heading to 1500 before proceeding on course. **Rwy 36,** northbound and westbound departures climb heading 020° to 2700 before proceeding on course.

MINEOLA-QUITMAN, TX

WOOD COUNTY

NOTE: **Rwy 18,** trees 336' from departure end of runway, 484' right of centerline, 100' AGL/549' MSL. Trees 775' from departure end of runway 339' right of centerline, 100' AGL/559' MSL. Trees 942' from departure end of runway, 460' right of centerline, 100' AGL/559' MSL. Trees 23' from departure end of runway, 239' right of centerline, 100' AGL/534' MSL. Trees 33' from departure end of runway, 495' right of centerline, 100' AGL/534' MSL. Trees 239' from departure end of runway, 453' left of centerline, 100' AGL/539' MSL. Trees 11' from departure end of runway, 474' left of centerline, 100' AGL/529' MSL. Trees 16' from departure end of runway, 253' left of centerline, 100' AGL/529' MSL. Terrain 932' from departure end of runway, 204' right of centerline, 0' AGL/460' MSL. Terrain 326' from departure end of runway, 228' right of centerline, 0' AGL/443' MSL. Terrain 912' from departure end of runway, 308' left of centerline, 0' AGL/457' MSL. Terrain 629' from departure end of runway, 216' right of centerline, 0' AGL/450' MSL. Terrain 639' from departure end of runway, 472' right of centerline, 0' AGL/450' MSL. Terrain 922' from departure end of runway, 52' left of centerline, 0' AGL/457' MSL. Terrain 14' from departure end of runway, 17' left of centerline, 0' AGL/434' MSL. **Rwy 36,** trees 1 foot from departure end of runway, 240' right of centerline, 100' AGL/509' MSL. Trees 780' from departure end of runway, on centerline, 100' AGL/509' MSL. Trees 450' from departure end of runway, 270' left of centerline, 100' AGL/499' MSL. Trees 450' from departure end of runway, 350' right of centerline, 100' AGL/479' MSL.

MINERAL WELLS, TX

MINERAL WELLS

TAKE-OFF MINIMUMS: **Rwy 31,** 500-3 or std. with a min. climb of 220' per NM to 1600.

NOTE: **Rwy 31,** cross departure end of runway at or above 35' AGL/948' MSL.

MOUNT PLEASANT, TX

MOUNT PLEASANT RGNL (OSA)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¼ or std. w/ min. climb of 309' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1,600' prior to departure end of runway.

NOTE: **Rwy 17,** trees 1231' from departure end of runway, 679' right of centerline, 100' AGL/399' MSL. **Rwy 35,** tower 1.04 NM from departure end of runway, 1261' right of centerline, 180' AGL/539' MSL. Trees 695' from departure end of runway, 614' left of centerline, 100' AGL/469' MSL.

PARIS, TX

COX FIELD

NOTE: **Rwy 17,** multiple trees beginning 88' from departure end of runway, 299' right of centerline, up to 50' AGL/558' MSL. **Rwy 35,** bushes and pole beginning 406' from departure end of runway, 402' left of centerline up to 35' AGL/573' MSL. Multiple trees beginning 161' from departure end of runway, 81' right of centerline, up to 50' AGL/578' MSL. **Rwy 32,** multiple trees beginning 716' from departure end of runway, 488' right of centerline, up to 50' AGL/568' MSL.

PERRYTON, TX

PERRYTON OCHILTREE COUNTY (PYX)
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 173° to 3400 before turning right.
NOTE: **Rwy 17,** vehicles on road and poles, 500' from DER, crossing left to right, up to 50' AGL 2964' MSL. **Rwy 35,** train and poles, beginning 720' from DER, crossing left to right, up to 50' AGL/2964' MSL.

PLAINS, TX

YOAKUM COUNTY (F98)
ORIG 08269 (FAA)

NOTE: **Rwy 3,** tree 948' from departure end of runway, 725' left of centerline, 50' AGL/3769' MSL. **Rwy 17,** vehicle on road 99' from departure end of runway, 476' right of centerline, 15' AGL/3699' MSL. **Rwy 35,** vehicle on road 546' from departure end of runway, 527' left of centerline, 15' AGL/3714' MSL.

ROCKWALL, TX

ROCKWALL MUNI

NOTE: **Rwy 17,** cross departure end of runway at or above 598' MSL/35' AGL. East-west road at departure end of runway, 10' AGL/574' MSL. East-west railroad track 860' from departure end of runway, 23' AGL/612' MSL. **Rwy 35,** cross departure end of runway at or above 594' MSL/35' AGL. Multiple transmission towers from 318' to 467' from departure end of runway, left and right of centerline, from 60' AGL/590' MSL to 75' AGL/614' MSL.

SEMINOLE, TX

GAINES COUNTY (GNC)
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 612' per NM to 3600 or 300-1 w/ min. climb of 235' per NM to 3900, or 900-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 350° to 4000 before turning right. For climb in visual conditions cross Gaines County airport at or above 4100 before proceeding on course.
NOTE: **Rwy 17,** brush beginning 147' from DER 388' right of centerline, 30' AGL/3280' MSL. Tree 231' from DER, 356' right of centerline, 60' AGL/3293' MSL. House 865' from DER, 531' left of centerline, 25' AGL/3289' MSL. Pole 1238' from DER, 650' right of centerline, 30' AGL/3297' MSL. **Rwy 35,** tower 2898' from DER, 1016' left of centerline, 169' AGL/3440' MSL.

SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

WICHITA FALLS, TX . . . . . AMDT 1 09351

DEPARTURE PROCEDURE: **Rwy 15R/15C/15L,** Climb on track 150° to 2500' before turning Westbound. **Rwy 17,** Climb heading 160° to 2500', intercept SPS VORTAC R-120 outbound. Cross SPS R-120/8 DME (HUNEP) at or below 2500', then climb and maintain 5000' or higher as assigned. Turn on course after reaching 3100'. **Rwy 35,** Climb heading 350° to 1500' then proceed on course.
TAKE-OFF OBSTACLES: **Rwy 17,** Light pole 31' AGL/1040' MSL, 837' from DER, 726' left of centerline. **Rwy 35,** Large frame aircraft parking, 56' AGL/1053' MSL, 337' from DER, 542' left of centerline. Large frame aircraft parking, 56' AGL/1053' MSL, 451' from DER, 573' left of centerline.

SNYDER, TX

WINSTON FIELD

DEPARTURE PROCEDURE: **Rwy 26,** climb via heading 263° to 3000 prior to turning northbound.

SPEARMAN, TX

SPEARMAN MUNI (E42)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 286' per NM to 3500.
NOTE: **Rwy 20,** Vehicle on road 174' from departure end of runway, 496' right of centerline, 15' AGL/3094' MSL. Tower 4330' from departure end of runway, 575' left of centerline, 100' AGL/3228' MSL. Tower 1.26 NM from departure end of runway, 2533' left of centerline, 250' AGL/3355' MSL.

STAMFORD, TX

ARLEDGE FIELD (F56)
ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 13, 26, 31,** NA-Environmental.
NOTE: **Rwy 17,** trees beginning 772' from DER, 532' left of centerline, up to 100' AGL/1659' MSL. Tree 2215' from DER, 966' right of centerline, up to 100' AGL/1659' MSL. **Rwy 35,** tree 3284' from DER, 901' left of centerline, up to 100' AGL/1669' MSL. Trees beginning 1267' from DER, 712' right of centerline, up to 100' AGL/1664' MSL.

STEPHENVILLE, TX

CLARK FIELD MUNI

NOTE: **Rwy 32,** trees beginning 1687' from departure end of runway, 124' right of centerline, 80' AGL/1389' MSL.

STRATFORD, TX

STRATFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 22**, 400-2 or std. with a min. climb of 290' per NM to 4100.

SULPHUR SPRINGS, TX

SULPHUR SPRINGS MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2.
DEPARTURE PROCEDURE: **Rwys 18,36**, climb to 900 before proceeding east of airport.

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TERRELL, TX

TERRELL MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** std. with a min. climb of 430' per NM to 800.

NOTE: **Rwy 32,** cross departure end of runway at or above 35' AGL/508' MSL. **Rwy 32,** tower, 3364' from departure end of runway, 1069' left of centerline, 125' AGL/624' MSL.

TYLER, TX

TYLER POUNDS RGNL

NOTE: **Rwy 4,** road and vehicle 605' from departure end of runway, 643' left of centerline, 15' AGL/544' MSL. Multiple trees beginning 648' from departure end of runway, 301' right of centerline, up to 74' AGL/576' MSL. **Rwy 13,** road, antenna and multiple trees beginning 607' from departure end of runway, 272' left of centerline, up to 73' AGL/614' MSL. Multiple trees beginning 12' from departure end of runway, 290' right of centerline, up to 73' AGL/581' MSL. **Rwy 17,** tree 970' from departure end of runway, 362' left of centerline, 57' AGL/586' MSL. Tree 1339' from departure end of runway, 207' right of centerline, 69' AGL/578' MSL. **Rwy 22,** multiple trees beginning 166' from departure end of runway, 92' left of centerline, up to 86' AGL/605' MSL. Terrain and multiple trees beginning 28' from departure end of runway, 323' right of centerline, up to 46' AGL/626' MSL. **Rwy 31,** road and multiple trees beginning 326' from departure end of runway, 533' right of centerline, up to 78' AGL/564' MSL. Multiple trees beginning 907' from departure end of runway, 666' left of centerline, up to 67' AGL/556' MSL. **Rwy 35,** road 901' from departure end of runway, on centerline, 15' AGL/544' MSL. Multiple trees and tower beginning 1068' from departure end of runway, 303' right of centerline, up to 73' AGL/574' MSL.

VERNON, TX

WILBARGER COUNTY (F05)

ORIG 10210 (FAA)

NOTE: **Rwy 2,** vehicle on road 401' from DER, 587' right of centerline, up to 15' AGL/1269' MSL. Pole 329' from DER, 525' right of centerline, up to 30' AGL/1284' MSL. Ground 56' from DER, 399' left of centerline, 1258' MSL. **Rwy 20,** vehicle on road 451' from DER, 604' right of centerline, up to 15' AGL/1279' MSL. **Rwy 34,** trees beginning 1178' from DER, 530' right of centerline, up to 60' AGL/1309' MSL. Vehicle on road 472' from DER, 445' left of centerline, up to 15' AGL/1274' MSL.

WHEELER, TX

WHEELER MUNI (T59)

ORIG 10210 (FAA)

NOTE: **Rwy 17,** hanger 360' from DER, 399' left of centerline, 15' AGL/2504' MSL. Utility pole 593' from DER, 513' right of centerline, 30' AGL/2509' MSL. Utility pole 623' from DER, 507' left of centerline, 30' AGL/2499' MSL. Tree 2656' from DER, 887' right of centerline, 50' AGL/2569' MSL. **Rwy 35,** tree 2267' from DER, 776' right of centerline, 50' AGL/2497' MSL.

WICHITA FALLS, TX

KICKAPOO DOWNTOWN (CWC)

AMDT 2 10294 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 1700 before proceeding on course. **Rwy 35,** climb heading 352° to 2100 before proceeding on course.

NOTE: **Rwy 17,** numerous light poles, signs, and trees beginning 309' from DER, 473' right of centerline, up to 60' AGL/1056' MSL. Pole 2290' from DER, 397' left of centerline, 58' AGL/1062' MSL. Numerous vehicles on roads beginning 334' from DER, on centerline, up to 17' AGL/1019' MSL. **Rwy 35,** building 123' from DER, 495' right of centerline, 80' AGL/1060' MSL. Vehicles on road, 354' from DER, on centerline, up to 15' AGL/994' MSL. Pole 177' from DER, 313' left of centerline, 33' AGL/1008' MSL.

WICHITA VALLEY (F14)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34,** NA-Environmental. **Rwy 13,** Std. w/ min. climb of 334' per NM to 2400.

NOTE: **Rwy 13,** vehicle on road 269' from DER, 516' right of centerline, 17' AGL/996' MSL. Trees beginning 385' from DER, 104' right of centerline, up to 100' AGL/1079' MSL. Railroad 445' from DER, 546' right of centerline, 23' AGL/1002' MSL. **Rwy 31,** building 43' from DER, 242' right of centerline, 15' AGL/1019' MSL. Building 165' from DER, 511' left of centerline, 15' AGL/1019' MSL. Vehicle on road 273' from DER, 14' left of centerline, 15' AGL/1015' MSL. Tree 5553' from DER, 651' right of centerline, up to 100' AGL/1149' MSL.

WINNSBORO, TX

WINNSBORO MUNI

DEPARTURE PROCEDURE: **Rwy 1,19**, climb runway heading to 1000 prior to turn.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

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NAME	TAKE-OFF MINIMUMS

ALICE, TX

ALICE INTL

NOTE: **Rwy 17**, multiple poles beginning 601' from departure end of runway, 413' right to 340' left of centerline, up to 36' AGL/204' MSL. Multiple trees beginning 205' from departure end of runway, 348' left to 317' right of centerline, up to 26' AGL/194' MSL. **Rwy 26,** building 797' from departure end of runway, 366' left of centerline, 30'AGL/208' MSL. Tree 812' from departure end of runway, 301' left of centerline, 27' AGL/205' MSL. Rod on OL DME, 715' from departure end of runway, 258' right of centerline, 21' AGL/199' MSL. Steel post 83' from departure end of runway, 344' right of centerline, 4' AGL/181' MSL. **Rwy 31,** rod on OL DME 388' from departure end of runway, 256' left of centerline, 21' AGL/199' MSL. Tree 439' from departure end of runway, 608' left of centerline, 16' AGL/194' MSL. Steel post 2 ' from departure end of runway, 251' right of centerline, 164' AGL/181' MSL. Tree 1067' from departure end of runway, 359' right of centerline, 28' AGL/206' MSL. **Rwy 35,** windmill 1461' from departure end of runway, 164' left of centerline, 140' AGL/214' MSL. Bush 330' from departure end of runway, 287' right of runway, 14' AGL/185' MSL.

NAME	TAKE-OFF MINIMUMS

ALPINE, TX

ALPINE-CASPARIS MUNI

TAKE-OFF MINIMUMS: **Rwys 19, 23**, DAY 1700-2; NIGHT NA.

DEPARTURE PROCEDURE: **Rwy 1**, climb direct BWR NDB; **Rwys 5, 19, 23**, climbing left turn direct BWR NDB. **All aircraft** continue climb in holding pattern (Hold N, left turns, 194° inbound) (Maximum holding airspeed 175K) to 7000 before proceeding on course.

AUSTIN, TX

AUSTIN-BERGSTROM INTL

DEPARTURE PROCEDURE: **Rwys 35L, 35R,** climb via heading 353° to 1800 before turning left on course.

NOTE: **Rwy 17L,** trees beginning 498' from departure end of runway, 576' left of centerline, up to 80' AGL/517' MSL. Tree 617' from departure end of runway, 585' right of centerline, 55' AGL/498' MSL. **Rwy 17R,** trees 1007' from departure end of runway, 739' right of centerline, up to 61' AGL/523' MSL. **Rwy 35R,** tree 817' from departure end of runway, 664' right of centerline, 55' AGL/528' MSL.

AUSTIN, TX (CON'T)

AUSTIN EXECUTIVE (EDC)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 16, 34,** NA-Environmental.
NOTE: **Rwy 31,** trees beginning 901' from DER, 258' left of centerline, up to 50' AGL/669' MSL. Utility poles beginning 929' from DER, 370' left of centerline, up to 135' AGL/749' MSL. Utility poles beginning 2326' from DER, 878' right of centerline, up to 105' AGL/704' MSL.

LAKEWAY AIRPARK (3R9)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 16, 34,** 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 16, 34,** For climb in visual conditions cross Lakeway Airpark airport at or above 1900 MSL before proceeding on course.
NOTE: **Rwy 16,** powerline 303' from departure end of runway, right and left of centerline, 79' AGL/967' MSL. Trees beginning 8243' from departure end of runway, 324' right of centerline, up to 50' AGL/1169' MSL. Road 114' from departure end of runway, right and left of centerline, 15' AGL/954' MSL. Tower 2.11 NM from departure end of runway, 1314' right of centerline, 195' AGL/1326' MSL. Towers starting 1.6 NM from departure end of runway, 4821' left of centerline, up to 150' AGL/1450' MSL. Tree 2085' from departure end of runway, 186' left of centerline, 50' AGL/969' MSL. **Rwy 34,** trees beginning 800' from departure end of runway, 426' left of centerline, up to 50' AGL/1009' MSL. Trees beginning 1374' from departure end of runway, 141' right of centerline, up to 50' AGL/969' MSL. House 499' from departure end of runway, on centerline, 50' AGL/969' MSL.

BEEVILLE, TX

BEEVILLE MUNI
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-environmental. **Rwy 30,** 300-2 or std. w/ min. climb of 239' per NM to 700.
NOTE: **Rwy 30,** tower 1.5 NM from departure end of runway 2566' right of centerline, 230' AGL/542' MSL.

BIG LAKE, TX

REAGAN COUNTY
TAKE-OFF MINIMUMS: **Rwys 9,27,** NA-environmental.
NOTE: **Rwy 16,** road 384' from departure end of runway, 603' right of centerline, 17' AGL/2716' MSL.

BIGGS AAF (KBIF)

FORT BLISS, TX 07130
Rwy 21: Left turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC. **Rwy 3**: Right turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC.

BRADY, TX

CURTIS FIELD (BBD)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental.
NOTES: **Rwy 17,** Light poles, trees, fence, terrain, and vehicle on road beginning 50' from departure end of runway, 362' left of centerline, up to 30' AGL/1827' MSL. Trees beginning 17' from departure end of runway, 216' right of centerline, up to 30' AGL/1818' MSL.

BURNET, TX

BURNET MUNI KATE CRADDOCK FIELD (BMQ)
AMDT 1 09351 (FAA)
NOTE: **Rwy 1,** trees and cars beginning 362' from DER, 488' right of centerline, up to 100' AGL/1379' MSL. Trees and cars beginning 274' from DER, 86' left of centerline, up to 100' AGL/1419' MSL. **Rwy 19,** trees beginning 32' from DER, 103' right of centerline, up to 100' AGL/1379' MSL. Trees beginning 188' from DER, 332' left of centerline, up to 100' AGL/1369' MSL.

CARRIZO SPRINGS, TX

DIMMIT COUNTY
DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1200 prior to left turn to avoid 1114' antenna west of airport.

COMANCHE, TX

COMANCHE COUNTY-CITY
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.
NOTE: **Rwy 17,** road at departure end of runway, 134' right of centerline, 15' AGL/1394' MSL, road 784' from departure end of runway, 324' right of centerline, 15' AGL/1404' MSL. **Rwy 35,** trees beginning 464' from departure end of runway, across centerline, up to 50' AGL/1429' MSL.

CORPUS CHRISTI, TX

CORPUS CHRISTI INTL (CRP)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 400-2¾ or std. w/ min. climb of 229' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 31,** Climb heading 309° to 1200 before turning westbound.
NOTE: **Rwy 17,** antenna on building 24' AGL/64' MSL, 749' from departure end of runway, 694' left of centerline. **Rwy 35,** tower 401' AGL/423' MSL, 2.21 NM from departure end of runway, 3757' left of centerline.

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

CORPUS CHRISTI, TX. . . . . ORIG 08325
TAKE-OFF OBSTACLES: **Rwy 13L,** Powerline, 139' MSL, 3884' from DER, 457' left of centerline. Pylon, 112' MSL, 3304' from DER, 362' right of centerline. Pylon, 112' MSL, 3476' from DER, 1017' right of centerline. Pylon, 110' MSL, 3137' from DER, 299' left of centerline. Pylon, 107' MSL, 3561' from DER, 665' left of centerline. **Rwy 13R,** Powerline, 139' MSL, 4434' from DER, 1208' left of centerline. Pylon, 100' MSL, 3686' from DER, 1050' left of centerline.

COTULLA, TX
COTULLA-LA SALLE COUNTY (COT)
ORIG 07354 (FAA)
NOTE: **Rwy 13,** road 2768' from departure end of runway, 53' left of centerline, 18' AGL/484' MSL. Tree 5520' from departure end of runway, 1764' left of centerline, 50' AGL/480' MSL. Tree 2 NM from departure end of runway, 778' left of centerline, 50' AGL/579' MSL. Tree 1264' from departure end of runway, 93' right of centerline, 50' AGL/499' MSL. Tree 1.3 NM from departure end of runway, 1116' right of centerline, 50' AGL/464' MSL. **Rwy 31,** railroad 2934' from departure end of runway, 153' right of centerline 23' AGL/472' MSL. Tree 1669' from departure end of runway, 66' right of centerline, 50' AGL/499' MSL. Tree 1.2 NM from departure end of runway, 2290' right of centerline, 50' AGL/562' MSL. Terrain beginning 80' from departure end of runway, 428' left of centerline, up to 496' MSL. Terrain 123' from departure end of runway, 379' right of centerline, 496' MSL.

DEL RIO, TX
DEL RIO INTL
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1500 prior to left turn.

DEVINE, TX
DEVINE MUNI
TAKE-OFF MINIMUMS: **Rwy 35**, climb runway heading to 1000 prior to right turn.

EAGLE PASS, TX
MAVERICK COUNTY MEMORIAL INTL (5T9)
ORIG 08269 (FAA)
NOTE: **Rwy 13,** vehicle on road 171' from departure end of runway, 393' right of centerline, 15' AGL/894' MSL.

EDINBURG, TX
SOUTH TEXAS INTL AT EDINBURG
TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable to 15000' MSL in R-6317. **Rwy 14,** 276/37.9 NM, **Rwy 32,** 276/38.5 NM.
NOTE: **Rwy 14,** tree 1109' from departure end of runway, 525' right of centerline, 19' AGL/108' MSL. Terrain 20' from departure end of runway, 312' right of centerline, 0' AGL/74' MSL. **Rwy 32,** multiple poles beginning 831' from departure end of runway, 53' right of centerliine, up to 32' AGL/111' MSL. Road 640' from departure end of runway, 671' right of centerline, 17' AGL/96' MSL.

EL PASO, TX
EL PASO INTL
TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA. **Rwy 26L**, 3000-2 or std. with a min. climb of 490' per NM to 6300.
DEPARTURE PROCEDURE: **Rwy 4,** right turn. **Rwy 8R,** left turn, climb direct ELP VORTAC, continue climb via ELP R-150 to airway MEA or comply with RADAR vectors. **Rwy 22,** climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA or comply with RADAR vectors. **Rwy 26L,** climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA or comply with RADAR vectors. This departure requires compliance with published take-off minimums.

FALFURRIAS, TX
BROOKS COUNTY (BKS)
AMDT 1 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 400-2¼ or std. w/ min. climb of 249' per NM to 600. **Rwy 35,** std. w/ min. climb of 250' per NM to 800, or 500-3 w/ min. climb of 242' per NM to 800, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 35**, for climb in visual conditions: cross Brooks County Airport at or above 900 MSL before proceeding on course.
NOTE: **Rwy 14,** vehicle on road, 29' from DER, 499' left of centerline, 15' AGL/129' MSL. Trees beginning 149' from DER, 523' left of centerline, up to 40' AGL/154' MSL. Trees beginning at DER, 415' right of centerline, up to 40' AGL/149' MSL. **Rwy 17,** vehicle on road, at DER, 364' left of centerline, 15' AGL/119' MSL. Trees beginning 15' from DER, 331' right of centerline, up to 40' AGL/149' MSL. Trees beginning 165' from DER, 126' left of centerline, up to 17' AGL/129' MSL. **Rwy 32,** road and trees beginning 587' from DER, 35' right of centerline, up to 40' AGL/149' MSL. Tower 1.9 NM from DER, 987' left of centerline, 298' AGL/418' MSL. **Rwy 35,** vehicle on raod, at DER, 360' right of centerline, 15' AGL/118' MSL. Tree 1010' from DER, 278' right of centerline, 29' AGL/138' MSL. Tower 2.6 NM from DER, 426' right of centerline, 414' AGL/539' MSL.

FORT HOOD, TX
ROBERT GRAY AAF
NOTE: **Rwy 33,** pole 974' from departure end of runway, 746' left of centerline, 35' AGL/1050' MSL. Pole 1121' from departure end of runway, 746' left of centerline, 33' AGL/1048' MSL.

FORT STOCKTON, TX
FORT STOCKTON-PECOS COUNTY (FST)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 11, 16, 25, 29, 34,** NA-Environmental. **Rwy 21,** 300-1 or std. w/ min. climb of 280' per NM to 3600.
DEPARTURE PROCEDURE: **Rwy 21,** climb heading 208° to 3600 before turning left.
NOTE: **Rwy 12,** tree 899' from DER, 310' right of centerline, 39' AGL/3049' MSL. **Rwy 21,** brush beginning 110' from DER, 222' right of centerline, up to 20' AGL/3159' MSL. Terrain beginning 124' from DER, 77' right of centerline, up to 3173' MSL. Terrain beginning 56' from DER, 132' left of centerline, up to 3111' MSL. Bush 236' from DER, 30' left of centerline, 6' AGL/3013' MSL. Vehicle on road, 2017' from DER, 973' left of centerline, 17' AGL/3066' MSL. **Rwy 30,** trees beginning 64' from DER, 354' left of centerline, up to 6' AGL/2995' MSL.

FREDERICKSBURG, TX
GILLESPIE COUNTY
DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 139° to 2400 before proceeding on course. **Rwy 32**, climb via heading 319° to 2400 before proceeding on course.

GEORGE WEST, TX

LIVE OAK COUNTY

TAKE-OFF MINIMUMS: **Rwy 31,** 700-3 or std. with a min. climb of 230' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 600 before turning right.

NOTE: **Rwy 31,** tower 22,101' from departure end of runway, 1716' left of centerline, 470' AGL/737' MSL.

GEORGETOWN, TX

GEORGETOWN MUNI (GTU)

ORIG 10210 (FAA)

NOTE: **Rwy 11,** trees beginning 179' from DER, 278' left of centerline, up to 30' AGL/799' MSL. Trees beginning 318' from DER, 115' right of centerline, up to 30' AGL/799' MSL. Tower 5361' from DER, 515' right of centerline, 179' AGL/894' MSL. **Rwy 18,** trees beginning 293' from DER, 395' left of centerline, up to 30' AGL/789' MSL. Trees beginning 576' from DER, 15' right of centerline, up to 30' AGL/779' MSL. **Rwy 29,** trees beginning 394' from DER, 384' right of centerline, up to 30' AGL/829' MSL. Trees beginning 437' from DER, 237' left of centerline, up to 30' AGL/819' MSL. **Rwy 36,** trees beginning 276' from DER, 134' left of centerline, up to 30' AGL/819' MSL. Trees beginning 356' from DER, 282' right of centerline, up to 30' AGL/819' MSL. Tower 928' from DER, 684' right of centerline, 47' AGL/820' MSL.

HAMILTON, TX

HAMILTON MUNI (MNZ)

ORIG 09351 (FAA)

NOTE: **Rwy 18,** tree 689' from DER, 211' left of centerline, 40' AGL/1346' MSL. Vehicle on North-South road 849' from DER, on extended centerline, 15' AGL/1321' MSL. **Rwy 36,** trees beginning 621' from DER, 186' left of centerline, 40' AGL/1359' MSL. Trees 879' from DER, 87' right of centerline, 40' AGL/1359' MSL.

HARLINGEN, TX

VALLEY INTL

NOTE: **Rwy 13,** pole 1031' from departure end of runway, 465' left of centerline, 38' AGL/68' MSL. Pole 1055' from departure end of runway, 475' left of centerline, 38' AGL/68' MSL. **Rwy 17R,** fence 24' from departure end of runway, 499' right of centerline, 8' AGL/41' MSL. **Rwy 17L,** road (non-interstate) 416' from departure end of runway, on runway centerline, 20' AGL/51' MSL. Road (non-interstate) 410' from departure end of runway, 520' left of centerline, 20' AGL/50' MSL. **Rwy 31,** tree 983' from departure end of runway, 462' left of centerline, 42' AGL/69' MSL.

HEBBRONVILLE, TX

JIM HOGG COUNTY (HBV)

ORIG 10210 (FAA)

NOTE: **Rwy 13,** trees beginning 7' from DER, 59' left of centerline, up to 25' AGL/694' MSL. **Rwy 31,** trees beginning 112' from DER, 274' right of centerline to 438' left of centerline, up to 12' AGL/681' MSL. Pole 801' from DER, 374' right of centerline, up to 26' AGL/685' MSL. NDB 275' from DER, 495' left of centerline, up to 33' AGL/692' MSL. Vehicle on road 399' from DER, left and right of centerline, up to 15' AGL/674' MSL.

HOOD AAF (KHLR)

FORT HOOD (KILLEEN), TX .. . AMDT 2, 09351

TAKE-OFF MINIMUMS: **Rwy 16, 34** Standard*

* For Copter use only.

JUNCTION, TX

KIMBLE COUNTY

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** 700-2.

KENEDY, TX

KARNES COUNTY

TAKE-OFF MINIMUMS: **Rwy 34,** 600-3 or std. with a min. climb of 260' per NM to 800.

KERRVILLE, TX

KERRVILLE MUNI /LOUIS SCHREINER FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, 400-1½ or std. with a min. climb of 394' per NM to 2100.

NOTE: **Rwy 3,** mulitple trees and poles beginning 203' from departure end of runway 46' left of centerline up to 49' AGL/1925' MSL. Multiple trees, poles and towers 136' from departure end of runway 11' right of course up to 50' AGL/1927' MSL. **Rwy 12,** multiple trees beginning 211' from departure end of runway 430' left of courseline up to 44' AGL/1644' MSL. Multiple trees beginning 93' from departure end of runway 321' right of centerline up to 49' AGL/1609' MSL. **Rwy 21,** multiple towers and trees beginning 522' from departure end of runway 52' left of centerline 50' AGL/1610' MSL. Multiple trees and poles beginning 288' from departure end of runway 141' right of centerline 50' AGL/1613' MSL. **Rwy 30,** multiple trees poles antennae beginning 248' from departure end of runway 953' left of centerline 51' AGL/1611' MSL. Multiple poles and trees beginning 275' from departure end of runway 351' right of centerline 55' AGL/1615' MSL.

KILLEEN, TX

SKYLARK FIELD (ILE)

AMDT 2 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 190° to 1900 before turning east.

NOTE: **Rwy 1,** multiple poles beginning 317' from departure end of runway, 384' left of centerline,up to 27' AGL/868' MSL. Tree, 973' from departure end of runway, 100' left of centerline, 28' AGL/876' MSL. Building, 486' from departure end of runway, 9' right of centerline, 13' AGL/854' MSL. Antenna, 351' from departure end of runway, 277' right of centerline, 11' AGL/852' MSL. **Rwy 19,** pole, 288' from departure end of runway, 588' right of centerline, 32' AGL/880' MSL. Building, 102' from departure end of runway, 411' right of centerline, 8' AGL/856' MSL. Vehicle on road, 232' from departure end of runway, 499' right of centerline, 15' AGL/867' MSL. Pole, 256' from departure end of runway, 497' left of centerline, 32' AGL/873' MSL. Building, 276' from departure end of runway, 342' left of centerline, 11' AGL/859' MSL. Building, 298' from departure end of runway, 83' left of centerline, 9' AGL/857' MSL.

KINGSVILLE, TX
KLEBERG COUNTY (IKG)
ORIG 10210 (FAA)
NOTE: **Rwy 13,** trees beginning 528' from DER, 515' right of centerline, up to 35' AGL/154' MSL. Trees beginning 775' from DER, 554' left of centerline, up to 35' AGL/159' MSL. **Rwy 31,** trees beginning 184' from DER, 358' right of centerline, up to 28' AGL/153' MSL.

LAGO VISTA, TX
LAGO VISTA TX-RUSTY ALLEN (RYW)
ORIG 10210 (FAA)
NOTE: **Rwy 15,** trees beginning 542' from DER, 300' left of centerline, up to 30' AGL/1229' MSL. Trees beginning 626' from DER, 188' right of centerline, up to 30' AGL/1229' MSL. **Rwy 33,** trees beginning 632' from DER, 182' left of centerline, up to 30' AGL/1279' MSL. Trees beginning 504' from DER, 232' right of centerline, up to 30' AGL/1269' MSL.

LAMPASAS, TX
LAMPASAS (LZZ)
ORIG 09351 (FAA)
NOTE: **Rwy 16,** building 39' from DER, 374' left of centerline, 20' AGL/1189' MSL. Trees beginning 795' from DER, 217' right of centerline, up to 30' AGL/1189' MSL. **Rwy 34,** trees beginning 657' from DER, 147' left of centerline, up to 30' AGL/1249' MSL.

LAREDO, TX
LAREDO INTL
DEPARTURE PROCEDURE: **Rwys 14, 17L/R, 32, 35L/R,** climb runway heading to 1500 before turning westbound.

LAUGHLIN AFB (KDLF)
DEL RIO, TX . . . . . AMDT 2, 07270
TAKE-OFF OBSTACLES: **Rwy 13C**, taxiing aircraft 14' AGL/1079' MSL, 190' from DER, 222' right of centerline. Taxiing aircraft 14' AGL/1103' MSL, 84' from DER, 552' right of centerline. **Rwy 13L**, taxiing aircraft 14' AGL/1076' MSL, 7' from DER, 204' right of centerline. **Rwy 13R**, taxiing aircraft 12' AGL/1107' MSL, 149' from DER, 338' right of centerline. Taxiing aircraft 14' AGL/1090' MSL, 309' from DER, 501' left of centerline. Taxiing aircraft 14' AGL/1090' MSL, 141' from DER, 175' right of centerline. Taxiing aircraft 14' AGL/1090' MSL, 338' from DER, 204' left of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 389' from DER, 303' left of centerline. Taxiing aircraft 14' AGL/1113' MSL, 848' from DER, 603' right of centerline. **Rwy 31C**, vehicular traffic 10' AGL/1093' MSL 18' from DER, 462' right of centerline. **Rwy 31L**, taxiing aircraft 14' AGL/1091' MSL, 198' from DER, 172' right of centerline. Vehicular traffic 10' AGL/ 1108' MSL, 862' from DER, 550' left of centerline. Taxiing aircraft 14' AGL/1094' MSL 249' from DER, 327' right of centerline. Taxiing aircraft 14' AGL/1089' MSL, 178' from DER, 171' left of centerline. Pole 8' AGL/1104' MSL, 229' from DER, 568' left of centerline. Transmissometer 18' AGL/1095' MSL, 299' from DER, 301' left of centerline. **Rwy 31R**, terrain 0' AGL/1083' MSL, 0' from DER, 500' left of centerline. Windsock 0' AGL/1102' MSL, 25' from DER, 496' left of centerline. Terrain 0' AGL/1085' MSL, 89' from DER, 489' right of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 11' from DER, 175' left of centerline. Railroad 23' AGL/ 1122' MSL, 1429' from DER, 468' right of centerline.

LLANO, TX
LLANO MUNI (AQO)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 354° to 1900 before proceeding on course.
NOTE: **Rwy 17,** tree 11' from DER, 364' left of centerline, 25' AGL/1144' MSL. Trees 811' from DER, 242' left of centerline, 25' AGL/1124' MSL. **Rwy 35,** hangar 209' from DER, 497' right of centerline, 30' AGL/1149' MSL. Tree 485' from DER, 265' right of centerline, 25' AGL/1144' MSL. Vehicles on North-South road, 270' left of centerline, 15' AGL/1114' MSL. Vehicles on road 390' from DER, crosses centerline East-West, 15' AGL/1134' MSL.

MARFA, TX
MARFA MUNI (MRF)
ORIG 08157 (FAA)
TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable to 14000' MSL in R-6318. **Rwys 8, 26,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn direct MRF VOR/DME. **Rwy 12,** climb direct MRF VOR/DME. **Rwys 21, 30,** climbing left turn direct MRF VOR/DME. All Aircraft climb in MRF VOR/DME holding pattern (SE, LT, 313° inbound) to cross MRF VOR/DME at or above MEA for direction of flight.
NOTE: **Rwy 3,** vehicle on road abeam departure end of runway, 300' left of centerline, 15' AGL/4864' MSL. **Rwy 12,** vehicle on road 483' from departure end of runway, 616' left of centerline, 15' AGL/4854' MSL. **Rwy 21,** building and greenhouses beginning 34' from departure end of runway, 495' left of centerline, 35' AGL/4852' MSL.

MASON, TX
MASON COUNTY (T92)
ORIG 08325 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 394' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 2100' before turning right.
NOTE: **Rwy 13,** terrain beginning 7' from departure end of runway, 100' left of centerline, up to 1523' MSL. Tree 1506' from departure end of runway, 254' left of centerline, 100' AGL/1639' MSL. **Rwy 17,** tree 4503' from departure end of runway, 405' left of centerline, 100' AGL/1619' MSL. Terrain beginning 162' from departure end of runway, 179' right of centerline, up to 1520' MSL. **Rwy 31,** tree 1590' from departure end of runway, 411' left of centerline, 100' AGL/1629' MSL. Terrain beginning 61' from departure end of runway, 51' right of centerline, up to 1513' MSL. Powerlines beginning 2999' from departure end of runway, left and right of centerline, up to 79' AGL/1585' MSL. **Rwy 35,** trees beginning 4019' from departure end of runway, 151' left of centerline, up to 100' AGL/1699' MSL. Tower 4519' from departure end of runway, 361' right of centerline, 55' AGL/1635' MSL.

MC ALLEN, TX

MC ALLEN MILLER INTL (MFE)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-2½, or std. with a min. climb of 298' per NM to 500'.

NOTE: **Rwy 13,** multiple trees beginning 792' from departure end of runway, 593' left of centerline, 44' AGL/159' MSL. **Rwy 31,** multiple trees beginning 708' from departure end of runway, 361' left of centerline, 43' AGL/157' MSL. Multiple trees beginning 1018' from departure end of runway, 626' right of centerline, 38' AGL/142' MSL. **Rwy 36,** light pole 581' from departure end of runway, on centerline, 17' AGL/122' MSL. Multiple buildings and trees beginning 624' from departure end of runway, 36' left of centerline, 24' AGL/129' MSL. Tower 197' from departure end of runway, 335' left of centerline, 38' AGL/140' MSL. Multiple buildings, poles, and towers beginning 635' from departure end of runway, right of centerline, 25' AGL/394' MSL.

MIDLAND, TX

MIDLAND AIRPARK (MDD)

AMDT 3 10294 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 400-2½ or std. w/ min. climb of 211' per NM to 3300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER. **Rwy 25,** 300-2 or standard with minimum climb of 208' per NM to 3100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: **Rwy 7,** multiple light poles beginning 317' from DER, 245' left of centerline, up to 52' AGL/2863' MSL. Vehicle on road 88' from DER, 444' left of centerline, 17' AGL/2820' MSL. Tree 174' from DER, 360' left of centerline 60' AGL/2801' MSL. Bush 218' from DER, 442' right of centerline, up to 12' AGL/2797' MSL.

Rwy 16, multiple trees and poles beginning 196' from DER, 291' right of centerline, up to 52' AGL/2842' MSL. Trees beginning 857' from DER, 228' left of centerline, up to 60' AGL/2842' MSl. Building 2.1 NM from DER, 3680' left of centerline, 354' AGL/3134' MSL. Bush 37' from DER, 491' right of centerline, up to 12' AGL/2803' MSL. **Rwy 25,** multiple light poles beginning 151' from DER, 12' right of centerline up to 52' AGL/2876' MSL. Trees beginning 1192' from DER, 41' right of centerline up to 60' AGL/2846' MSL. Multiple buildings beginning 1417' from DER, 433' left of centerline, 40' AGL/2851' MSL. Vehicle on road 203' from DER, 347' right of centerline, 17' AGL/2835' MSL. Sign 1202' from DER, 206' left of centerline 35' AGL/2835' MSL. **Rwy 34,** Trees beginning 839' from DER, 329' right of centerline, up to 60' AGL/2850' MSL. Light pole 635' from DER, 611' right of centerline 52' AGL/2843' MSL. Vehicle on road 572' from DER, 424' left of centerline 17' AGL/2833' MSL.

MIDLAND, TX (CON'T)

MIDLAND INTL (MAF)

ORIG 09015 (FAA)

NOTE: **Rwy 4,** tower 1547' from departure end of runway, 727' left of centerline, 93' AGL/2961' MSL. Dome 1234' from departure end of runway, 675' left of centerline, 36' AGL/2900' MSL. **Rwy 10,** rod 467' from departure end of runway, 254' right of centerline, 20' AGL/2874' MSL. Sign 2219' from departure end of runway, 793' left of centerline, 48' AGL/2912' MSL. Pole 1563' from departure end of runway, 733' left of centerline, 31' AGL/2895' MSL. **Rwy 16L,** tree 217' from departure end of runway, 536' right of centerline, 100' AGL/2944' MSL. Sign 94' from departure end of runway, 365' left of centerline, 26' AGL/2875' MSL. Poles beginning 324' from departure end of runway, 277' left of centerline, 29' AGL/2874' MSL. Vehicle on road 382' from departure end of runway, 269' left of centerline, 17' AGL/2860' MSL. Train 553' from departure end of runway, 498' left of centerline, 23' AGL/2867' MSL. Vehicle on road 384' from departure end of runway, 549' left of centerline, 17' AGL/2866' MSL. Train 783' from departure end of runway, 17' left of centerline, 23' AGL/2869' MSL.

Rwy 16R, tree 3717' from departure end of runway, 1419' right of centerline, 100' AGL/2954' MSL. **Rwy 22,** antenna 2747' from departure end of runway, 962' right of centerline, 100' AGL/2964' MSL. Tower 2813' from departure end of runway, 1049' right of centerline, 102' AGL/2964' MSL. Hangar 1113' from departure end of runway, 600' right of centerline, 46' AGL/2905' MSL. Tree 5361' from departure end of runway, 1869' right of centerline, 100' AGL/2989' MSL. **Rwy 34R,** vehicle on road 258' from departure end of runway, 253' right of centerline, 17' AGL/2881' MSL. Tree 255' from departure end of runway, 81' right of centerline, 11' AGL/2875' MSL. Fence post 29' from departure end of runway, 263' right of centerline, 4' AGL/2868' MSL. Vehicle on road 447' from departure end of runway, 11' right of centerline, 15' AGL/2880' MSL. Pole 1279' from departure end of runway, 117' left of centerline, 29' AGL/2903' MSL. Fence 85' from departure end of runway, 257' left of centerline, 5' AGL/2869' MSL. Fence post 185' from departure end of runway, 71' left of centerline, 5' AGL/2869' MSL.

MONAHANS, TX

ROY HURD MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 1, 12**, 400-1 or std. with a min. climb of 300' per NM to 3100.

NEW BRAUNFELS, TX

NEW BRAUNFELS MUNI

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 2600 before turning right. **Rwy 35,** climb heading 353° to 2200 before turning left.

NOTE: **Rwy 31,** multiple trees and antenna beginning 1125' from departure end of runway, 592' left of centerline, up to 47' AGL/706' MSL. Road 1014' from departure end of runway, 439' right of centerline, 15' AGL/687' MSL.

ODESSA, TX
ODESSA-SCHLEMEYER FIELD (ODO)
AMDT 2 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-2½ or std. w/ a min. climb of 225' per NM to 3400, or alternatively, with standard take-off minimums and normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.
NOTE: **Rwy 2,** vehicle on roadway 184' from DER, left and right of centerline, 15' AGL/3024' MSL. **Rwy 16,** building 466' from DER, 487' left of centerline, 50' AGL/3029' MSL. Powerlines 896' from DER, left and right of centerline, 30' AGL/2984' MSL. **Rwy 20,** tower 2.3 miles from DER, 1311' left of centerline, 340' AGL/3287' MSL. **Rwy 29,** rising terrain, trees, and poles beginning 8' from DER, 495' right of centerline, up to 27' AGL/3012' MSL. **Rwy 34,** airplane on taxiway 21' from DER, 362' left of centerline, up to 17' AGL/3001' MSL. Vehicles on roadway beginning 48' from DER, left and right of centerline, up to 16' AGL/3014' MSL. Buildings and hangers beginning 739' from DER, left and right of centerline, up to 50' AGL/3044' MSL.

OZONA, TX
OZONA MUNI
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 445' per NM to 2700. **Rwy 34,** 200-1½ or std. with a min. climb of 380' per NM to 2600.
NOTE: **Rwy 16,** trees 3686' from departure end of runway, 354' left of centerline, 100' AGL/2560' MSL. Trees 4436' from departure end of runway, 355' left of centerline, 100' AGL/2574' MSL. **Rwy 34,** trees 1363' from departure end of runway, 638' left of centerline, 100' AGL/2529' MSL. Trees 3479' from departure end of runway, 791' left of centerline, 100' AGL/2535' MSL. Trees 7679' from departure end of runway, 932' left of centerline, 100' AGL/2593' MSL.

PLEASANTON, TX
PLEASANTON MUNI (PEZ)
AMDT 1 08325 (FAA)
NOTE: **Rwy 16,** vehicle on road 108' from departure end of runway, 285' left of centerline, 15' AGL/424' MSL. Fence 135' from departure end of runway, 194' left of centerline, 3' AGL/412' MSL. Fence 235' from departure end of runway, 38' right of centerline, 3' AGL/412' MSL. Trees beginning 246' from departure end of runway, 56' left of centerline, up to 100' AGL/529' MSL. Trees beginning 173' from departure end of runway, 154' right of centerline, up to 100' AGL/529' MSL. **Rwy 34,** vehicle on road 136' from departure end of runway, left to right of centerline, up to 15' AGL/444' MSL. Fence 191' from departure end of runway, 251' left of centerline, 3' AGL/442' MSL. Trees beginning 210' from departure end of runway, 51' left of centerline, up to 100' AGL/539' MSL. Tree 172' from departure end of runway, 74' right of centerline, 100' AGL/529' MSL.

PORT ARANSAS, TX
MUSTANG BEACH (RAS)
AMDT 1 09015 (FAA)
NOTE: **Rwy 12,** transmission towers and poles beginning 43' from departure end of runway, 28' right of centerline, up to 81' AGL/86' MSL. Building 2435' from departure end of runway, 967' right of centerline, 130' AGL/135' MSL. Transmission towers and poles beginning 1141' from departure end of runway, 13' left of centerline, up to 83' AGL/88' MSL. **Rwy 30,** boat 1657' from departure end of runway, 915' left of centerline, 50' AGL/50' MSL.

PORT ISABEL, TX
PORT ISABEL-CAMERON COUNTY (PIL)
AMDT 2 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 253' per NM to 500.
NOTE: **Rwy 3,** trees beginning 178' from departure end of runway, 27' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning 2046' from departure end of runway, 511' right of centerline, up to 100' AGL/119' MSL. Trees beginning 1981' from departure end of runway, 118' right of centerline, up to 100' AGL/119' MSL. **Rwy 13,** trees beginning 530' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. **Rwy 17,** trees beginning 911' from departure end of runway, 84' left of centerline, up to 100' AGL/119' MSL. **Rwy 35,** trees beginning 15' from departure end of runway, 4' left of centerline, up to 100' AGL/114' MSL.

ROBSTOWN, TX
NUECES COUNTY
TAKE-OFF MINIMUMS: **Rwy 13,** 1000-3, or std. with a min. climb of 390' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 13,** climb heading 130° to 1200 prior to turning north or east.

ROCKPORT, TX
ARANSAS COUNTY
NOTE: **Rwy 14,** road plus vehicle 500' from departure end of runway, 593' left of centerline, 17' AGL/40' MSL. **Rwy 18,** antenna 5599' from departure end of runway, 602' left of centerline, 160' AGL/171' MSL. **Rwy 32,** road plus vehicle 291' from departure end of runway, 533' left of centerline, 17' AGL/40' MSL. **Rwy 36,** road plus vehicle 576' from departure end of runway, 597' left of centerline, 17' AGL/40' MSL.

ROCKSPRINGS, TX
EDWARDS COUNTY
NOTE: **Rwy 14,** multiple trees beginning 1076' from departure end of runway, 22' right of centerline, up to 100' AGL/2459' MSL. **Rwy 32,** fence 101' from departure end of runway, 35' left of centerline, 5' AGL/2374' MSL. Multiple trees beginning 318' from departure end of runway, 71' left of centerline, up to 100' AGL/2479' MSL. Multiple trees beginning 992' from departure end of runway, 532' right of centerline, up to 100' AGL/2479' MSL.

SAN ANGELO, TX

SAN ANGELO RGNL/MATHIS FIELD (SJT)
AMDT 1 10238 (FAA)

DEPARTURE PROCEDURE: **Rwy 27,** climb to 2500 before turning right. **Rwy 36,** climb to 2600 before turning left.

NOTE: **Rwy 3,** fence 8' from DER, 490' right of centerline, 3' AGL/1896' MSL. **Rwy 18,** multiple trees and poles beginning 112' from DER, 183' left of centerline, up to 43' AGL/1962' MSL. Multiple trees and poles beginning 1076' from DER, 114' right of centerline, up to 47' AGL/1966' MSL. Catenary 1779' from DER, 457' right of centerline, 45' AGL/1964' MSL. **Rwy 27,** multiple trees beginning 482' from DER, 74' left of centerline, up to 24' AGL/1933' MSL. Light pole 1040' from DER, 252' left of centerline, 22' AGL/1931' MSL. Tree 538' from DER, 226' right of centerline, 21' AGL/1930' MSL.

SAN ANTONIO, TX

BOERNE STAGE FIELD

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 346° to 2800 before turning westbound.

NOTE: **Rwy 17,** multiple trees and light poles along tree line beginning 6' from departure end of runway, 128' right of centerline, up to 50' AGL/1427' MSL. Multiple trees and light poles along tree line beginning 81' from departure end of runway, 144' left of centerline, up to 50' AGL/1409' MSL. **Rwy 35,** multiple trees and poles beginning 204' from departure end of runway, 7' left of centerline, up to 50' AGL/1422' MSL. Multiple trees and poles beginning 205' from departure end of runway, 24' right of centerline, up to 50' AGL/1423' MSL. Hangar 80' from departure end of runway, 222' right of centerline, up to 50' AGL/1397' MSL.

SAN ANTONIO INTL (SAT)
ORIG 09183 (FAA)

NOTE: **Rwy 3,** tree 734' from DER, 695' left of centerline, 31' AGL/793' MSL. **Rwy 12R,** antenna on tower 1034' from DER, 723' right of centerline, 42' AGL/820' MSL. Building and vent on building beginning 3801' from DER, 1488' right of centerline, 117' AGL/881' MSL. **Rwy 21,** antenna on hangar and flagpole beginning 1198' from DER, 700' right of centerline, up to 39' AGL/825' MSL. Sign 2713' from DER, 1034' right of centerline, 71' AGL/857' MSL. **Rwy 30L,** tower and poles beginning 1931' from DER, 834' left of centerline, up to 42' AGL/892' MSL. Sign 2435' from DER, 1042' right of centerline, 54' AGL/873' MSL. **Rwy 30R,** rod on obstruction light 1261' from DER, 591' left of centerline, 57' AGL/854' MSL.

SAN ANTONIO, TX (CON'T)

STINSON MUNI (SSF)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** Std. w/ min climb of 225' per NM to 1900 or 1000-2½ for climb in visual conditions. **Rwy 27,** 300-1¾ or std. w/ min. climb of 221' per NM to 900, or alternatively, with standard takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** For climb in visual conditions, cross Stinson Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 14,** Climb heading 137° to 1200 before turning left. **Rwy 32,** Climb heading 317° to 1500 before turning right.

NOTES: **Rwy 9,** Vehicle on road 285' from departure end of runway, 380' left of centerline, 15' AGL/584' MSL. Trees beginning 1653' from departure end of runway, 435' right of centerline, up to 70' AGL/629' MSL. **Rwy 14,** Vehicle on road 114' from departure end of runway, on centerline extending 373' left of centerline, up to 15' AGL/564' MSL. Trees beginning 72' from departure end of runway, 79' right of centerline, up to 70' AGL/607' MSL. Trees beginning 232' from departure end of runway, 54' left of centerline, up to 70' AGL/618' MSL. Transmission line tower 4205' from departure end of runway, 133' right of centerline, 119' AGL/663' MSL. **Rwy 27,** Fence 41' from departure end of runway, 30' right of centerline, 8' AGL/584' MSL. Vehicle on road 108' from departure end of runway, 202' right of centerline, 15' AGL/584' MSL. Vehicle on road 123' from departure end of runway, 113' right of centerline, 15' AGL/596' MSL. Trees and poles beginning 229' from departure end of runway, 117' right of centerline, up to 70' AGL/645' MSL. Trees and poles beginning 599' from departure end of runway, 6' left of centerline, up to 70' AGL/634' MSL. Tank beginning 1.32 NM from departure end of runway, 1338' right of centerline, 179' AGL/799' MSL. Building 1422' from departure end of runway, 432' right of centerline, 40' AGL/627' MSL. Building 2133' from departure end of runway, 36' left of centerline, 55' AGL/635' MSL. **Rwy 32,** Fence 17' from departure end of runway, 80' left of centerline, 8' AGL/578' MSL. Vehicle on road 54' from departure end of runway, 199' left of centerline, 15' AGL/586' MSL. Trees beginning 164' from departure end of runway, 125' right of centerline, up to 70' AGL/639' MSL. Trees and poles beginning 43' from departure end of runway, 41' left of centerline, up to 75' AGL/668' MSL.

DER, 591' left of centerline, 57' AGL/854' MSL. arcos, tx

SAN MARCOS, TX

SAN MARCOS MUNI (HYI)
AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 231' per NM to 2600, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 307° to 1300 before turning right. **Rwy 35,** for climb in visual conditions: cross San Marcos Muni at or above 1200 before proceeding on course.

NOTE: **Rwy 8,** tree 943' from DER, 260' left of centerline, 33' AGL/612' MSL. **Rwy 26,** pole 1217' from DER, 551' right of centerline, 35' AGL/624' MSL. **Rwy 31,** pole 1054' from DER, 631' right of centerline, 33' AGL/621' MSL.

SINTON, TX

ALFRED C. BUBBA THOMAS

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 800 prior to turning east.

SONORA, TX

SONORA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 700-2. **Rwy 36,** 300-1.

TEMPLE, TX

DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

AMDT 4 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb on heading between 085° CW to 200° from DER, or climb on heading between 200° CW to 345° from DER to 3600 before proceeding on course or minimum climb of 250' per NM to 3200 for all other courses. **Rwy 33,** climb on heading between 070° CW to155° from DER, or climb on heading between 155°CW to 330° from DER to 3600 before proceeding on course or minimum climb of 240' per NM to 3200 for all other courses.

NOTE: **Rwy 2,** tree 279' from DER, 362' right of centerline, 11' AGL/680' MSL. Bushes and tree beginning 176' from DER, 416' left of centerline, up to 30' AGL/699' MSL. **Rwy 15,** bush 60' from DER, 210' left of centerline, 11' AGL/680' MSL. **Rwy 20,** hangars beginning 548' from DER, 571' right of centerline, up to 18' AGL/697' MSL. **Rwy 33,** trees beginning 307' from DER, 474' right of centerline, up to 32' AGL/701' MSL.

TAYLOR, TX

TAYLOR MUNI (T74)

ORIG 08269 (FAA)

NOTE: **Rwy 17,** numerous trees beginning at departure end of runway, 180' right of centerline up to 50' AGL/591' MSL. Terrain beginning 1700' from departure end of runway, 380' left of centerline, up to 601' MSL.

VAN HORN, TX

CULBERSON COUNTY

TAKE-OFF MINIMUMS: **Rwys 17, 21,** 2100-2 or std. with a min. climb of 500' per NM to 5000. **Rwy 25**, NA.

DEPARTURE PROCEDURE: **Rwys 3,17,21,35,** climb runway heading to 5000 then climbing right turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course. **Rwy 7,** climb runway heading to 5000 then climbing left turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course.

WACO, TX

MC GREGOR EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, 2000-3 or std. with a min. climb of 280' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 17,22,** climb via ACT R-195 to 3000 before proceeding on course. **Rwys 4, 35,** climb runway heading to 3000 before proceeding on course.

WACO, TX (CON'T)

TSTC-WACO (CNW)

ORIG 08269 (FAA)

NOTE: **Rwy 17L,** terrain 198' from departure end of runway, 467' right of centerline, 464' MSL. **Rwy 17R,** vehicle on road 137' from departure end of runway, 487' right of centerline, 15' AGL/474' MSL. Trees beginning 872' from departure end of runway, 238' right of centerline, up to 100' AGL/529' MSL. Trees beginning 1239' from departure end of runway, 74' left of centerline, up to 100' AGL/512' MSL. **Rwy 35L,** trees beginning 3386' from departure end of runway, 529' left of centerline, up to 100' AGL/579' MSL. **Rwy 35R,** trees beginning 2606' from departure end of runway, 1042' right of centerline, up to 100' AGL/579' MSL. Tree 2094' from departure end of runway, 910' left of centerline, 45' AGL/524' MSL.

WACO RGNL (ACT)

ORIG 10266 (FAA)

NOTE: **Rwy 1,** rising terrain beginning 11' from DER, 34' right of centerline, up to 504' MSL. Pole 1170' from DER, 593' left of centerline, 34' AGL/534' MSL. Tree 1674' from DER, 794' right of centerline, 80' AGL/581' MSL. **Rwy 19,** rod 590' from DER, 257' right of centerline, 40' AGL/524' MSL. **Rwy 32,** trees beginning 501' from DER, 17' left of centerline, up to 70' AGL/562' MSL. Trees beginning 836' from DER, 30' right of centerline, up to 80' AGL/609' MSL.

WINK, TX

WINKLER COUNTY (INK)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 147° to 3400 before proceeding on course.

NOTE: **Rwy 13,** vehicles on road beginning 535' from DER, from left to right of centerline, up to 15' AGL/2829' MSL.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ANGLETON/LAKE JACKSON, TX

BRAZORIA COUNTY (LBX)

AMDT 1 08157 (FAA)

NOTE: **Rwy 35,** tree 1510' from departure end of runway, 721' left of centerline, 48' AGL/68' MSL.

BAYTOWN, TX

BAYTOWN (HPY)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. w/ min. climb of 420' per NM to 300.

NOTE: **Rwy 14,** multiple trees, power poles, and houses beginning at DER, left and right of centerline, up to 60' AGL/89' MSL. Vehicle 187' from DER, 47' right of centerline, 15' AGL/44' MSL. Tower 4066' from DER, 1217' right of centerline, 156' AGL/180' MSL. **Rwy 32,** vehicle 53' from DER, 23' right of centerline, 15' AGL/49' MSL. Buildings beginning 104' from DER, left and right of centerline, up to 30' AGL/59' MSL. Trees beginning 116' from DER, left and right of centerline, up to 60' AGL/94' MSL.

NAME	TAKE-OFF MINIMUMS

BAYTOWN, TX (CON'T)

R W J AIRPARK

NOTE: **Rwy 8,** trees abeam departure end of runway, 147' left of centerline, 45' AGL/72' MSL. Poles 236' from departure end of runway, 90' right of centerline, 30' AGL/57' MSL. **Rwy 14,** trees 314' from departure end of runway, 44' right of centerline, 35' AGL/87' MSL. Road 125' from departure end of runway, 15' AGL/42' MSL. **Rwy 26,** powerlines 460' from departure end of runway, 32' AGL/62' MSL. Road 550' from departure end of runway, 15' AGL/50' MSL. **Rwy 32,** road 220' from departure end of runway, 15' AGL/48' MSL.

21 OCT 2010 to 18 NOV 2010

BEAUMONT, TX

BEAUMONT MUNI (BMT)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16,34,** NA - Obstacles.

NOTE: **Rwy 13,** multiple trees, poles and buildings beginning 82' from departure end of runway, 2' left of centerline, up to 74' AGL/106' MSL. Multiple trees, poles and signs beginning 441' from departure end of runway, 22' right of centerline, up to 73' AGL/105' MSL. Vehicle on road 152' from departure end of runway, 428' left of centerline, 15' AGL/46' MSL. Train on railroad 545' from departure end of runway, 506' right of centerline, 23' AGL/57' MSL. **Rwy 31,** multiple trees, poles and transmission line towers beginning 81' from departure end of runway, 2' left of centerline, up to 64' AGL/94' MSL. Multiple trees, poles, and transmission line towers beginning 241' from departure end of runway, 4' right of centerline, up to 56' AGL/88' MSL. Train on railroad 375' from departure end of runway, 354' right of centerline, 23' AGL/55' MSL.

BEAUMONT/PORT ARTHUR, TX

SOUTHEAST TEXAS RGNL (BPT)
ORIG 09351 (FAA)

NOTE: **Rwy 12,** multiple trees beginning 1024' from DER, 202' left of centerline, up to 43' AGL/48' MSL. Trees 1676' from DER, 778' right of centerline, 51' AGL/56' MSL. **Rwy 16,** multiple trees beginning 580' from DER, 519' right of centerline, up to 51' AGL/56' MSL. **Rwy 30,** trees 1005' from DER, 629' right of centerline, 54' AGL/64' MSL. Multiple trees beginning 1041' from DER, 617' left of centerline, up to 67' AGL/77' MSL. **Rwy 34,** building 770' from DER, 386' right of centerline, 28' AGL/38' MSL. Multiple trees beginning 1274' from DER, 398' right of centerline, up to 70' AGL/80' MSL. Multiple trees beginning 1288' from DER, 218' left of centerline, up to 72' AGL/82' MSL. Tower 1487' from DER, 398' right of centerline, 60' AGL/75' MSL.

BRENHAM, TX

BRENHAM MUNI (11R)
AMDT 1 10042 (FAA)

NOTE: **Rwy 16,** trees and poles beginning 45' from DER, 272' right of centerline to 305' left of centerline, up to 89' AGL/299' MSL. **Rwy 34,** trees beginning 18' from DER, 325' right of centerline to 380' left of centerline, up to 61' AGL/351' MSL.

BRYAN, TX

COULTER FIELD

NOTE: **Rwy 15,** vehicle on road 266' from departure end of runway, on centerline, 17' AGL/386' MSL. Multiple trees and poles beginning 169' from departure end of runway, 339' right of centerline, up to 20' AGL/389' MSL. Multiple trees and poles beginning 203' from departure end of runway, 245' left of centerline, up to 35' AGL/400' MSL. **Rwy 33,** multiple poles and T-L towers beginning 36' from departure end of runway, 207' left of centerline, up to 35' AGL/382' MSL. Trees 508' from departure end of runway, 290' right of centerline, 25' AGL/371' MSL.

CALDWELL, TX

CALDWELL MUNI

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1.

CENTER, TX

CENTER MUNI (F17)
ORIG 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 167° to 1000 before turning right.

NOTE: **Rwy 17,** numerous trees beginning 326' from DER, 432' right and left of centerline, up to 100' AGL/414' MSL. Vehicle on road 234' from DER, 530' left of centerline, up to 15' AGL/314' MSL. **Rwy 35,** numerous trees beginning 1724' from DER, 388' left and right of centerline, up to 100' AGL/459' MSL. Vehicle on road 1091' from DER, 742' right of centerline, up to 15' AGL/354' MSL.

COLLEGE STATION, TX

EASTERWOOD FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1¾ or std. with a min. climb of 207' per NM to 700.

NOTE: **Rwy 4,** building 1.3 NM from departure end of runway, 257' left of centerline, 214' AGL/564' MSL. Trees 434' from departure end of runway, 303' right of centerline, 25' AGL/343' MSL. **Rwy 10,** trees 10' from departure end of runway, 321' right of centerline, 26' AGL/344' MSL. Trees 114' from departure end of runway, 350' left of centerline, 22' AGL/340' MSL. **Rwy 22,** trees 71' from departure end of runway, 381' right of centerline, 25' AGL/332' MSL. Trees 122' from departure end of runway, 382' left of centerline, 26' AGL/333' MSL. **Rwy 28,** trees 1842' from departure end of runway, 422' left of centerline, 65' AGL/385' MSL. Trees 840' from departure end of runway, 367' right of centerline, 30' AGL/350' MSL. **Rwy 34,** trees 818' from departure end of runway, 639' left of centerline 48' AGL/369' MSL. Trees 1091' from departure end of runway, 646' right of centerline, 31' AGL/352' MSL.

EAGLE LAKE, TX

EAGLE LAKE

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1, or std. with a min. climb of 420' per NM to 500.

NOTE: **Rwy 17,** tower 3068' from departure end of runway, 793' left of centerline, 192' AGL/317' MSL.

GALVESTON, TX

SCHOLES INTL AT GALVESTON (GLS)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1 or std. w/ min. climb of 502' per NM to 300.

NOTE: **Rwy 13,** bush 381' from departure end of runway, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from departure end of runway, 490' left of centerline, 6' AGL/11' MSL. Tree 343' from departure end of runway, 468' right of centerline, 12' AGL/17' MSL. **Rwy 17,** building 3057' from departure end of runway, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from departure end of runway, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from departure end of runway, 551' right of centerline, up to 55' AGL/60' MSL. Tree 460' from departure end of runway, 316' right of centerline, 22' AGL/29' MSL. **Rwy 31,** multiple cranes beginning 4341' from departure end of runway, 1017' left of centerline, up to 131' AGL/131' MSL. **Rwy 35,** tree 730' from departure end of runway, 501' right of centerline, 27' AGL/32' MSL.

GIDDINGS, TX

GIDDINGS-LEE COUNTY (GYB)
ORIG 10210 (FAA)

NOTE: **Rwy 17,** numerous trees beginning 720' from DER, 58' right of centerline, up to 50' AGL/479' MSL. Numerous trees beginning 754' from DER, 340' left of centerline, up to 50' AGL/479' MSL. **Rwy 35,** numerous trees beginning 613' from DER, 272' right of centerline, up to 50' AGL/539' MSL. Numerous trees beginning 558' from DER, 265' left of centerline, up to 50' AGL/559' MSL. Vehicle on road 516' from DER, 246' left of centerline, 15' AGL/514' MSL.

HOUSTON, TX

DAVID WAYNE HOOKS MEMORIAL (DWH)
AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17L, 35R,** NA-Environmental. **Waterways 17, 35,** NA - air traffic.

NOTE: **Rwy 17R,** multiple trees beginning 708' from departure end of runway, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from departure end of runway, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from departure end of runway, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from departure end of runway, 294' right of centerline, up to 45' AGL/189' MSL. **Rwy 35L,** multiple trees and poles beginning 144' from departure end of runway, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from departure end of runway, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from departure end of runway, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from departure end of runway, on centerline 15' AGL/166' MSL. Building 894' from departure end of runway, 231' right of centerline, 23' AGL/173' MSL.

ELLINGTON FIELD (EFD)
AMDT 2 08157 (FAA)

NOTE: **Rwy 17R,** pole 1489' from departure end of runway, 817' right of centerline, 40' AGL/74' MSL. **Rwy 22,** antenna on building 1998' from departure end of runway, 598' right of centerline, 54' AGL/83' MSL. Obstruction light on glide slope 327' from departure end of runway, 543' left of centerline, 39' AGL/68' MSL. **Rwy 35R,** tree 1597' from departure end of runway, 32' left of centerline, 33' AGL/80' MSL. **Rwy 35L,** multiple trees beginning 1118' from departure end of runway, 679' right of centerline, up to 37' AGL/77' MSL. Crane 2352' from departure end of runway, 1024' left of centerline, 37' AGL/97' MSL.

HOUSTON, TX (CON'T)

GEORGE BUSH INTERCONTINENTAL/
HOUSTON (IAH)
AMDT 2 08157 (FAA)

NOTE: **Rwy 8L,** tree 2866' from departure end of runway, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from departure end of runway, 106' right of centerline, up to 80' AGL/174' MSL. **Rwy 15L,** multiple trees 2638' from departure end of runway, 758' right of centerline, up to 76' AGL/160' MSL. **Rwy 15R,** tower 1431' from departure end of runway, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from departure end of runway, 621' left of centerline, 49' AGL/133' MSL. **Rwy 26R,** pole 950' from departure end of runway, 660' right of centerline, 40' AGL/129' MSL. **Rwy 33R,** tree 2868' from departure end of runway, 1027' right of centerline, 73' AGL/172' MSL.

HOUSTON EXECUTIVE (TME)

DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 355° to 700 before turning east.

NOTE: **Rwy 36,** power poles from left to right beginning 703' from departure end of runway, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

HOUSTON-SOUTHWEST (AXH)
AMDT 5 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 2000 before turning left. **Rwy 27**, climb heading 269° to 2200 before turning right.

NOTE: **Rwy 9,** multiple hangars beginning 239' from departure end of runway, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from departure end of runway, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from departure end of runway, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from departure end of runway, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from departure end of runway, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from departure end of runway, 68' left of centerline, up to 58' AGL/122' MSL. **Rwy 27,** multiple trees beginning 1050' from departure end of runway, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from departure end of runway, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from departure end of runway, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from departure end of runway, 131' right of centerline, up to 41' AGL/110' MSL.

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HOUSTON, TX (CON'T)

LONE STAR EXECUTIVE (CXO)

AMDT 3 10266 (FAA)

NOTE: **Rwy 1,** trees beginning 194' from DER, 130' right of centerline, up to 100' AGL/374' MSL. Trees beginning 817' from DER, 15' left of centerline, up to 100' AGL/359' MSL. **Rwy 14,** trees and obstruction light on DME beginning 399' from DER, 80' right of centerline, up to 100' AGL/329' MSL. Trees beginning 640' from DER, 408' left of centerline, up to 100' AGL/329' MSL. **Rwy 19,** trees beginning 68' from DER, 64' right of centerline, up to 100' AGL/344' MSL. Trees beginning 1' from DER, 159' left of centerline, up to 100' AGL/339' MSL. **Rwy 32,** trees beginning 1785' from DER, 973' right of centerline, up to 100' AGL/339' MSL. Trees and vehicles on road beginning 603' from DER, 458' left of centerline, up to 100' AGL/354' MSL.

PEARLAND RGNL

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 139° to 1600 before proceeding south through southwest. **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** multiple trees beginning 199' from departure end of runway, 226' right of centerline, up to 66' AGL/100' MSL. Vehicle on road 398' from departure end of runway, 405' left of centerline, 9' AGL/55' MSL. Trees 1287' from departure end of runway, 453' left of centerline, up to 56' AGL/90' MSL. **Rwy 32,** multiple trees beginning 690' from departure end of runway, 81' left of centerline, up to 79' AGL/128' MSL. Multiple poles beginning 745' from departure end of runway, 24' left of centerline, up to 40' AGL/80' MSL. Multiple trees and poles beginning 29' from departure end of runway, 11' right of centerline, up to 64' AGL/104' MSL. Building 237' from departure end of runway, 520' right of centerline, 32' AGL/72' MSL.

SUGAR LAND RGNL (SGR)

AMDT 7 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1500 before turning eastbound. **Rwy 35,** climb heading 350° to 1100 before turning southbound.

NOTE: **Rwy 17,** multiple poles beginning 436' from departure end of runway, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from departure end of runway, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from departure end of runway, 270' left of centerline, up to 44' AGL/ 111' MSL. **Rwy 35,** vehicle and road 65' from departure end of runway , 2' right of centerline, 15' AGL/ 96' MSL. Multiple trees beginning 37' from departure end of runway , 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from departure end of runway , 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from departure end of runway , 65' left of centerline, up to 81' AGL/155' MSL.

HOUSTON, TX (CON'T)

WEISER AIR PARK (EYQ)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1 or std. w/ min. climb of 399' per NM to 400.

NOTE: **Rwy 9,** tank 4127' from departure end of runway, 1455' left of centerline, 147' AGL/282' MSL. **Rwy 27,** railroad 462' from departure end of runway, 555' left of centerline, 23' AGL/165' MSL. Vehicle and road 650' from departure end of runway, 7' left of centerline, 17' AGL/159' MSL.

WEST HOUSTON (IWS)

AMDT 3 09295 (FAA)

NOTE: **Rwy 15,** vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL. **Rwy 33,** building 265' from DER, 364' left of centerline, 33' AGL/ 143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

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HOUSTON, TX (CON'T)

WILLIAM P. HOBBY (HOU)

AMDT 5 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. w/ min. climb of 270' per NM to 300. **Rwy 17,** 300-1. **Rwy 22,** std. w/ min. climb of 290' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 700 before turning westbound. **Rwy 30L,** climb heading 309° to 800 before turning westbound. **Rwy 30R,** climb heading 309° to 800 before turning westbound.

NOTE: **Rwy 4,** pole 4403' from departure end of runway, 1609' right of centerline, 121' AGL/166' MSL. Light on building 1562' from departure end of runway, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from departure end of runway, 1223' right on centerline, 139' AGL/174' MSL. Light on flagpole 4618' from departure end of runway, 768' right of centerline, 117' AGL/161' MSL NE, **Rwy 12L,** antenna on hanger 1548' from departure end of runway, 424' left of centerline, 45' AGL/85' MSL. **Rwy 12R,** vehicle and road 514' from departure end of runway, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from departure end of runway, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from departure end of runway, 492' left of centerline, 4' AGL/45' MSL. Vehicle and road 176' from departure end of runway, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from departure end of runway, 696' left of centerline, 33' AGL/73' MSL. Tree 1256' from departure end of runway, 783' left of centerline, 38' AGL/78' MSL. **Rwy 17,** multiple poles beginning 606' from departure end of runway, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from departure end of runway, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from departure end of runway, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from departure end of runway, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from departure end of runway, 258' left of centerline, 32' AGL/77' MSL. **Rwy 22,** pole 727' from departure end of runway, 626' right of centerline, 28' AGL/77' MSL. Tree 1310' from departure end of runway, 679' right of centerline, 27' AGL/76' MSL. Antenna on light pole 1805' from departure end of runway, 968' right of centerline, 60' AGL/109' MSL. **Rwy 30L,** antenna on building 547' from departure end of runway, 274' right of centerline, 23' AGL/69' MSL. Multiple poles beginning 341' from departure end of runway, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from departure end of runway, 466' left of centerline, up to 78' AGL/118' MSL. **Rwy 30R,** pole 1096' from departure end of runway, 785' right of centerline, 29' AGL/75' MSL. Antenna on building 500' from departure end of runway, 525' left of centerline, 33' AGL/69' MSL. **Rwy 35,** antenna on light pole 738' from departure end of runway, 519' right of centerline, 40' AGL/86' MSL. Light pole 1119' from departure end of runway, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from departure end of runway, 471' left of centerline, 33' AGL/69' MSL.

HUNTSVILLE, TX

HUNTSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 700 before turning.

JACKSONVILLE, TX

CHEROKEE COUNTY

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 135° to 1200 before proceeding on course.

JASPER, TX

JASPER COUNTY-BELL FIELD (JAS)

ORIG 09239 (FAA)

NOTE: **Rwy 18,** trees beginning 2081' from DER, 118' left of centerline, up to 100' AGL/327' MSL. Trees beginning 690' from DER, 87' right of centerline, up to 100' AGL/329' MSL. **Rwy 36,** hangar 320' from DER, 504' left of centerline, 27' AGL/236' MSL. Trees beginning 534' from DER, 139' left of centerline, up to 100' AGL/329' MSL. Pole 1968' from DER, 409' left of centerline, 33' AGL/262' MSL. Bush 94' from DER, 476' right of centerline, 8' AGL/217' MSL. Trees beginning 514' from DER, 6' right of centerline, up to 100' AGL/354' MSL. Hangar 1176' from DER, 675' right of centerline, 30' AGL/249' MSL. Tower 1246' from DER, 611' right of centerline, 40' AGL/258' MSL.

KOUNTZE/SILSBEE, TX

HAWTHORNE FIELD (45R)

ORIG 08045 (FAA)

NOTE: **Rwy 13,** Terrain 3' from departure end of runway, 81' right of centerline, 0' AGL/69' MSL. Trees beginning 64' from departure end of runway, 277' right of centerline, up to 50' AGL/119' MSL. Tree 111' from departure end of runway, 516' left of centerline, 50' AGL/124' MSL. Terrain 172' from departure end of runway, 119' left of centerline, 0' AGL/74' MSL. **Rwy 31,** Terrain 109' from departure end of runway, 134' left of centerline, 0' AGL/74' MSL. Tree 536' from departure end of runway, 457' right of centerline, 50' AGL/114' MSL.

LA GRANGE, TX

FAYETTE RGNL AIR CENTER (3T5)

ORIG 08157 (FAA)

NOTE: **Rwy 16,** tree 140' from departure end of runway, 276' right of centerline, 100' AGL/432' MSL. Tree 612' from departure end of runway, 551' left of centerline, 100' AGL/422' MSL. Road with vehicle 942' from departure end of runway, 667' left of centerline, 15' AGL/350' MSL.

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LA PORTE, TX

LA PORTE MUNI (T41)

AMDT 5 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 121° to 500 before turning right. **Rwy 30,** climb heading 301° to 700 before turning right.

NOTE: **Rwy 12,** trees and poles beginning 128' from DER, 42' left of centerline, up to 50' AGL/74' MSL. Trees and poles beginning 131' from DER, 114' right of centerline, up to 39' AGL/63' MSL. Chimney 676' from DER, 412' right of centerline, 31' AGL/55' MSL. **Rwy 23,** trees beginning 1320' from DER, 43' left of centerline, up to 63' AGL/87' MSL. Hangars beginning 233' from DER, 288' right of centerline, up to 35' AGL/59' MSL. Vehicle on road, 594' from DER, 513' left of centerline, 15' AGL/39' MSL. Trees 1010' from DER, 1010' right of centerline, up to 63' AGL/87' MSL. **Rwy 30,** trees and poles beginning 114' from DER, 67' left of centerline, up to 63' AGL/87' MSL. Buildings 335' from DER, 356' left of centerline, 25' AGL/50' MSL. Trees and poles beginning 44' from DER, 35' right of centerline, up to 52' AGL/76' MSL.

LIBERTY, TX

LIBERTY MUNI

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 2000-3 or std. with a min. climb of 270' per NM to 2100.

DEPARTURE PROCEDURE: **Rwys 16, 34**, eastbound departures climb runway heading to 2100 before proceeding on course.

LIVINGSTON, TX

LIVINGSTON MUNI

TAKE-OFF MINIMUMS: **Rwys 12,30,** 300-1.

LUFKIN, TX

ANGELINA COUNTY

NOTE: **Rwy 7,** multiple trees and terrain beginning 75' from departure end of runway, 39' left of centerline, up to 85' AGL/381' MSL. Multiple trees beginning 148' from departure end of runway, 334' right of centerline, up to 75' AGL/371' MSL. **Rwy 15,** multiple trees beginning 261' from departure end of runway, 142' right of centerline, up to 53' AGL/327' MSL. Multiple trees and terrain beginning 21' from departure end of runway, 146' left of centerline, up to 53' AGL/327' MSL. **Rwy 25,** multiple trees beginning 1767' from departure end of runway, 283' right of centerline, up to 78' AGL/362' MSL. Multiple trees beginning 1366' from departure end of runway, 145' left of centerline, up to 69' AGL/353' MSL. **Rwy 33,** multiple trees and pole beginning 289' from departure end of runway, 247' right of centerline, up to 71' AGL/360' MSL. Multiple trees and road beginning 574' from departure end of runway, 4' left of centerline, up to 74' AGL/363' MSL.

NACOGDOCHES, TX

A. L. MANGHAM JR. RGNL

TAKE-OFF MINIMUMS: **Rwy 36**, 1000-3 or std. with a min. climb of 220' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 15, 18, 33, 36**, climb runway heading to 1000 before proceeding on course.

NAVASOTA, TX

NAVASOTA MUNI

DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 2100 before turning eastbound.

ORANGE, TX

ORANGE COUNTY (ORG)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 425' per NM to 500. **Rwys 13, 31,** NA-Environmental.

NOTE: **Rwy 4,** trees beginning 893' from DER, 513' right of centerline, up to 30' AGL/87' MSL. Trees beginning 1856' from DER, 550 left of centerline, up to 30' AGL/66' MSL. Transmission poles beginning 2518' from DER, left and right of centerline, up to 73' AGL/83' MSL. Tower 6401' from DER, 1900' left of centerline, 283' AGL/298' MSL. **Rwy 22,** trees beginning at DER, left and right of centerline, up to 30' AGL/39' MSL.

PALESTINE, TX

PALESTINE MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, std. with a min. climb of 313' per NM to 1200, or 600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Palestine Municipal Airport at or above 1200.

NOTE: **Rwy 9,** multiple trees and terrain beginning 1.5 NM from departure end of runway, 2404' left of centerline, up to 100' AGL/739' MSL. Terrain 1.6 NM from departure end of runway, 1545' right of centerline, 601' MSL.

VICTORIA, TX

VICTORIA RGNL (VCT)

ORIG 08325 (FAA)

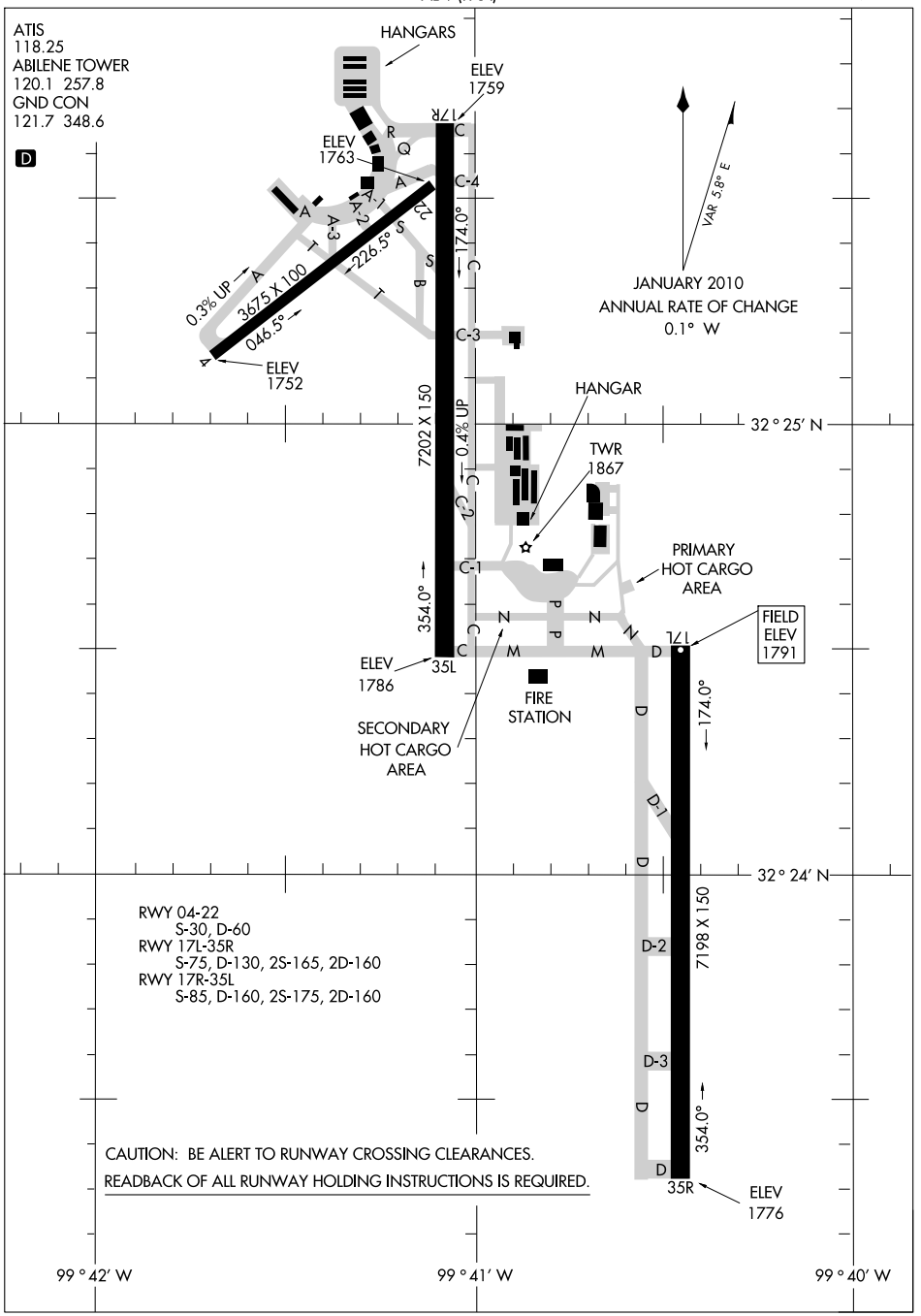
NOTE: **Rwy 12R,** trees beginning 810' from departure end of runway, 606' right of centerline, up to 40' AGL/139' MSL. Train on railroad 797' from departure end of runway, 303' right of centerline, 23' AGL/148' MSL. Pole 947' from departure end of runway, 62' right of centerline, 32' AGL/131' MSL. Hopper 1124' from departure end of runway, 417' left of centerline, 35' AGL/134' MSL. **Rwy 17,** DME on building 598' from departure end of runway, 421' left of centerline, 19' AGL/118' MSL. **Rwy 35,** bush 105' from departure end of runway, 171' right of centerline, 12' AGL/116' MSL. Bush 247' from departure end of runway, 92' right of centerline, 12' AGL/116' MSL.

WHARTON,TX

WHARTON RGNL (ARM)

ORIG 09239 (FAA)

NOTE: **Rwy 32,** vehicle on roads beginning 26' from DER, 312' right of centerline, up to 17' AGL/113' MSL. Buildings beginning 40' from DER, 338' right of centerline, up to 26' AGL/125' MSL. Poles beginning 140' from DER, 467' right of centerline, up to 43' AGL/142' MSL. Tree 828' from DER, 509' right of centerline, 28' AGL/127' MSL. Fence 24' from DER, 288' left of centerline, 4' AGL/103' MSL. Tree 1147' from DER, 425' left of centerline, 41' AGL/140' MSL.



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ABI	APP CRS	Rwy Idg 7198
110.3	352°	TDZE 1776
Chan 40		Apt Elev 1791

ILS or LOC RWY 35R

ABILENE RGNL (ABI)

When local altimeter setting not received, use Dyess altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA when using Dyess altimeter setting. For inoperative MALSR, increase S-ILS 35R Cat E visibility to RVR 4000 and S-LOC 35R Cat E visibility to 1¾.
*RVR 1800 authorized with the use of FD or AP or HUD to DA. ADF required.

ASR

MALSR

MISSED APPROACH: Climb to 3300 then climbing right turn to 4000 direct to TOMHI LOM and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

Radar required for procedure entry at NUGEN

4000 to LOM 171° (24)

NUGEN ABI 16 RADAR

TRUSS

4000 201° (15.6)

ALTERNATE MISSED APCH FIX ABILENE 113.7 ABI Chan 84

R-285-105°

285°

ABILENE 113.7 ABI Chan 84

4000 129° (14.6)

Elmdale Airpark

1950 2048 1992 1869 2004 1958± 2245± 1894± 2100

10 NM

LOM/IAF TOMHI 353 AB

I-ABI 6.8

2009 2059±

LOCALIZER 110.3 I-ABI Chan 40

2260 4000 228° (8.9) FLECK

2739 2699 2759 2667 172° 2544 2990 2880

4000 052° (8.2)

4000 291° (8.9) MEDLY

352°

TUSCOLA 111.6 TQA Chan 53

MSA AB 25 NM

135° 4600 4000 045°

ELEV 1791 D

17R 17L 35L 35R

0.3% UP 3675 X 100

0.4% UP 7202 X 150

7198 X 150

TWR 1867

TDZE 1776

REIL Rwy 35L
MIRL Rwy 4-22
HIRL Rwys 17L-35R and 17R-35L

352° 5.4 NM from FAF

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

3300 4000 TOMHI

TOMHI I-ABI 6.8

Remain within 15 NM

172° 3573 4000 352° 3600

I-ABI 1.4 I-ABI 2.7

GS 3.00° TCH 58

1.3 4.1 NM

	A	B	C	D	E
S-ILS 35R	*1976/24 200 (200-½)				
S-LOC 35R	2260/24 484 (500-½)		2260/40 484 (500-¾)	2260/50 484 (500-1)	2260/60 484 (500-1¼)
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EMB	APP CRS	Rwy Idg	7202
109.75	172°	TDZE	1771
Chan 34 (Y)		Apt Elev	1791

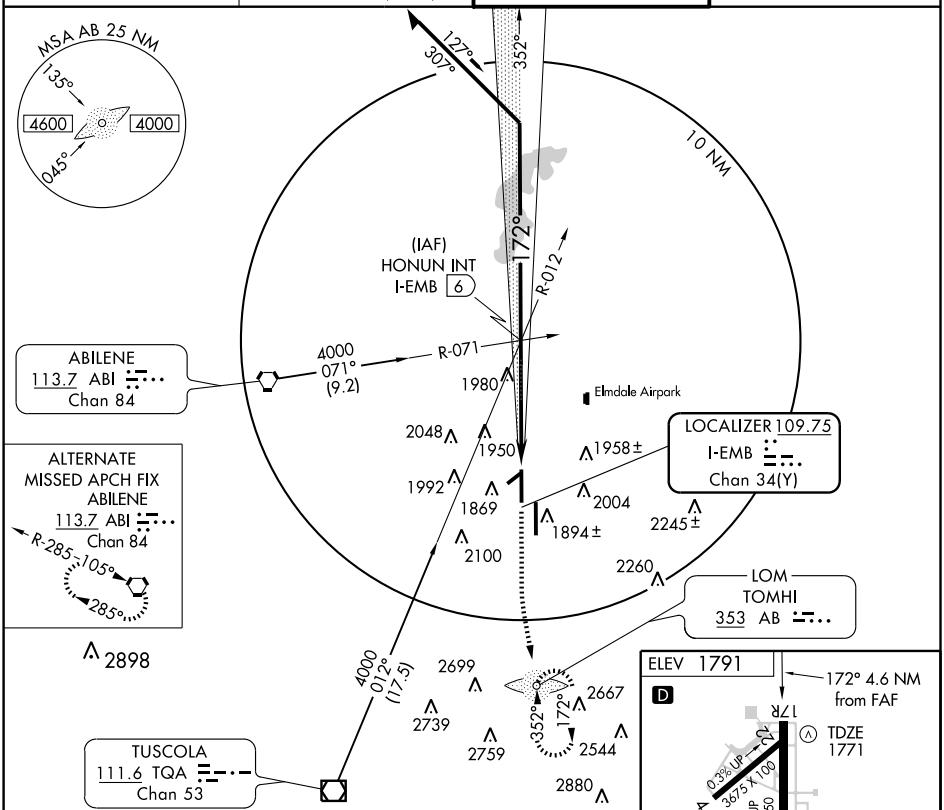
LOC RWY 17R
ABILENE RGNL (ABI)

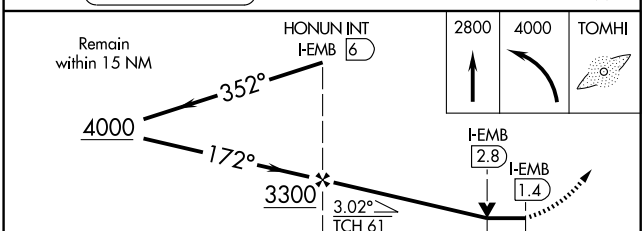
ADF Required. When local altimeter setting not received, use Dyess altimeter setting and increase all MDA 40 feet and visibility for S-17R Cat D and E, Circling Cat C, D, and E ¼ mile. VDP NA when using Dyess altimeter setting.

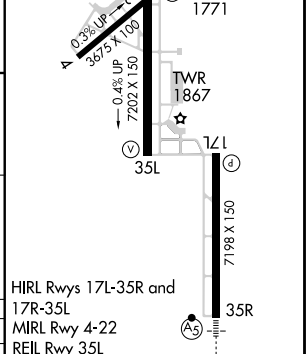
ASR

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct TOMHI LOM and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6







CATEGORY	A	B	C	D	E
S-17R	2280-1 509 (500-1)		2280-1½ 509 (500-1½)		2280-1¾ 509 (500-1¾)
CIRCLING	2280-1 489 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOM AB	APP CRS	Rwy Idg	7198
353	352°	TDZE	1775
		Apt Elev	1790

NDB RWY 35R
ABILENE RGNL (ABI)

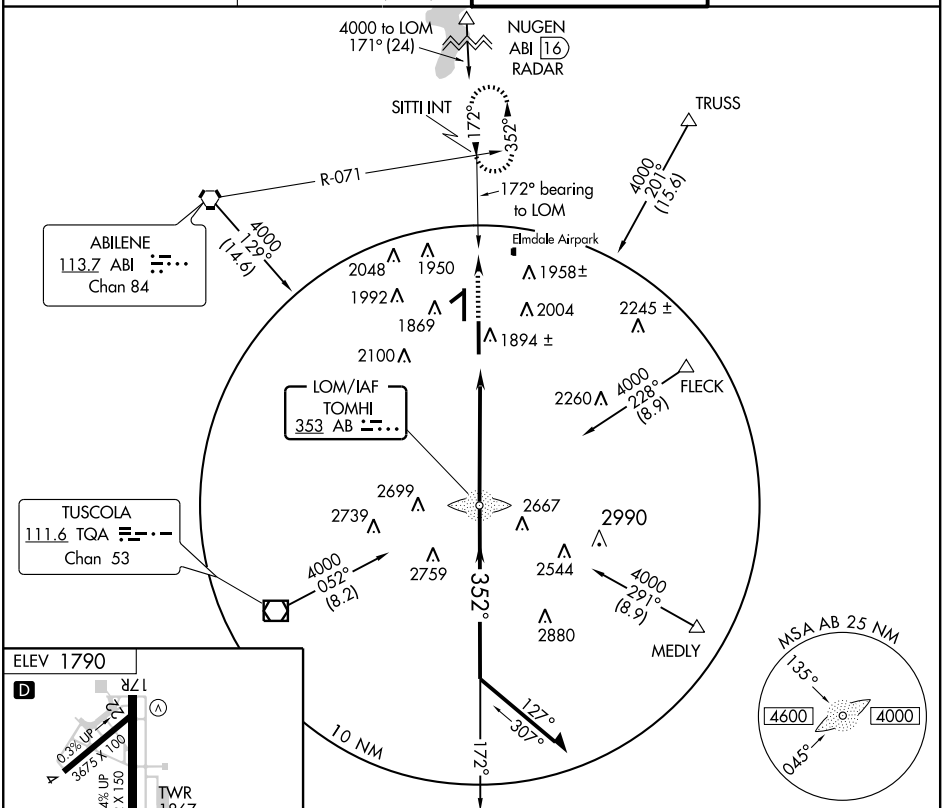
ASR

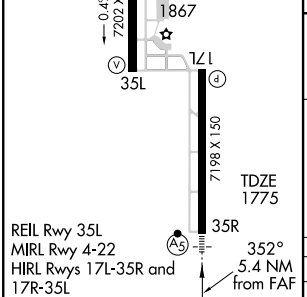
MALSR

MISSED APPROACH: Climb to 3300 via AB bearing 352° to SITTI INT and hold.

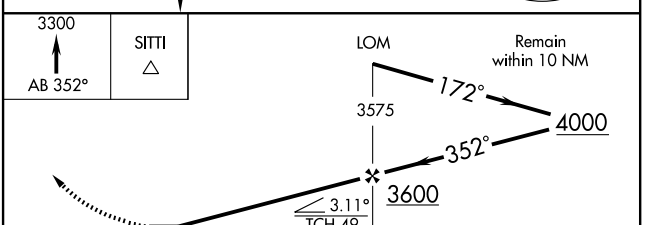
ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

SC-2, 21 OCT 2010 to 18 NOV 2010





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-35R	2320/40	545 (600-¾)	2320/50 545 (600-1)	2320-1½ 545 (600-1½)
CIRCLING	2320-1	530 (600-1)	2360-1½ 570 (600-1½)	2360-2 570 (600-2)

WAAS	APP CRS	Rwy Idg	7198
CH 50317	172°	TDZE	1791
W17A		Apt Elev	1791

RNAV (GPS) RWY 17L

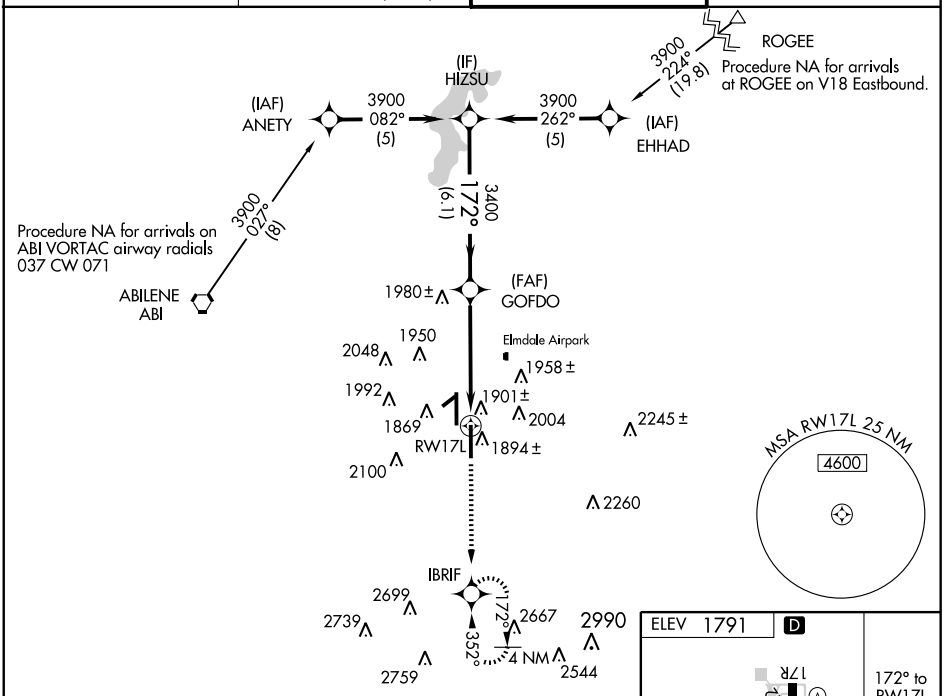
ABILENE RGNL (ABI)

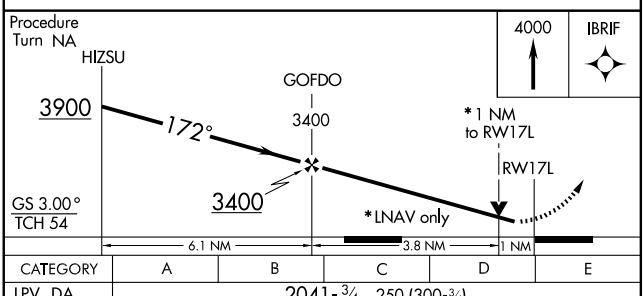
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all DA 21 feet and all MDA 40 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/E, and Circling Cat C/E visibility ¼ mile. Baro-VNAV NA when using Dyess AFB altimeter setting. VDP NA with Dyess AFB altimeter setting.

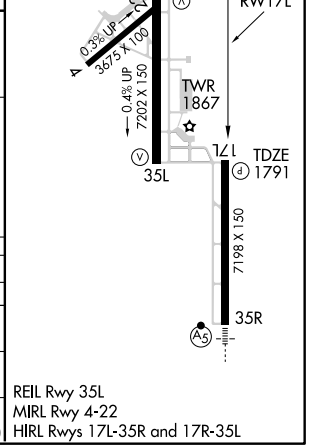
MISSED APPROACH: Climb to 4000 direct IBRIF and hold, continue climb-in-hold to 4000.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





CATEGORY	A	B	C	D	E
LPV DA	2041-¾ 250 (300-¾)				
LNAV/VNAV DA	2171-1¼ 380(400-1¼)				
LNAV MDA	2160-1 369 (400-1)			2160-1¼ 369 (400-1¼)	
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

ABILENE RGNL (ABI)

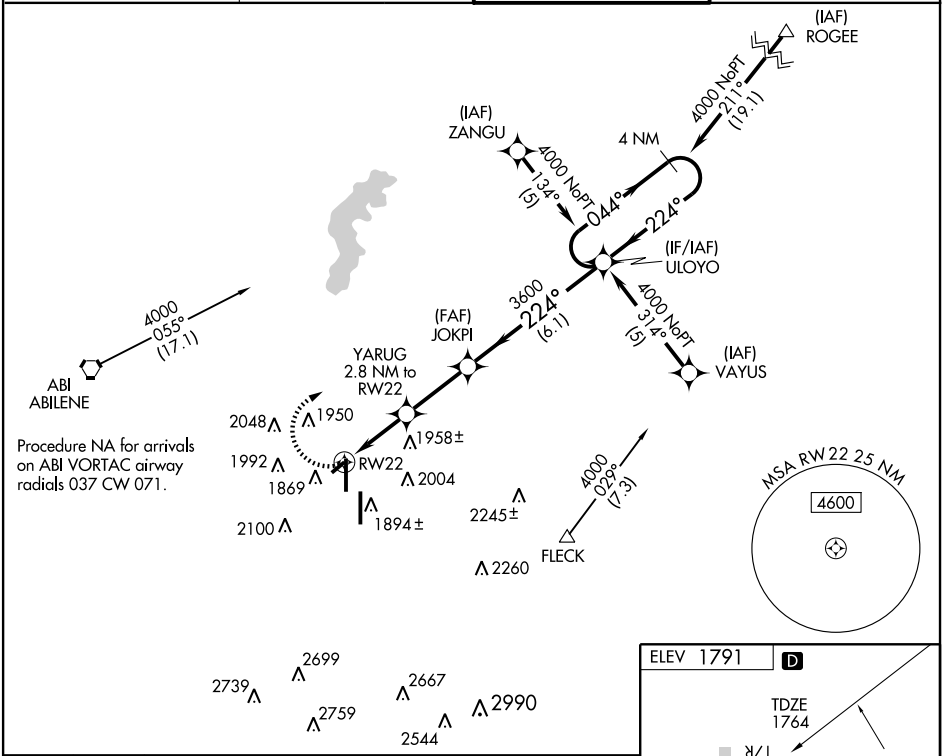
APP CRS	Rwy Idg	3675
224°	TDZE	1764
	Apt Elev	1791

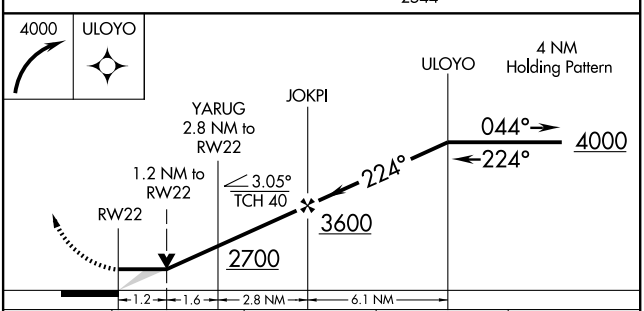
T A ASR

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile. VDP NA when using Dyess AFB altimeter setting.

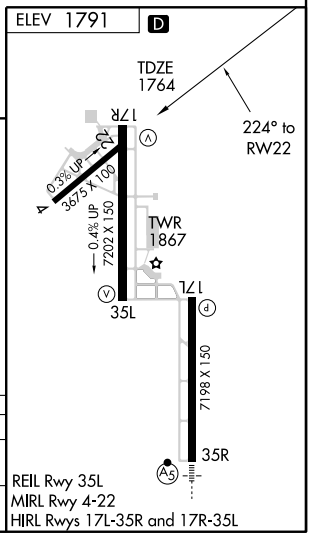
MISSED APPROACH: Climbing right turn to 4000 direct ULOYO and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





CATEGORY	A	B	C	D
LNAV MDA	2180-1 416 (500-1)		2180-1¼ 416 (500-1¼)	
CIRCLING	2260-1 469 (500-1)		2260-1½ 469 (500-1½)	2360-2 569 (600-2)



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97517 W35A	APP CRS 352°	Rwy Idg 7198 / TDZE 1776 / Apt Elev 1791

RNAV (GPS) RWY 35R

ABILENE RGNL (ABI)

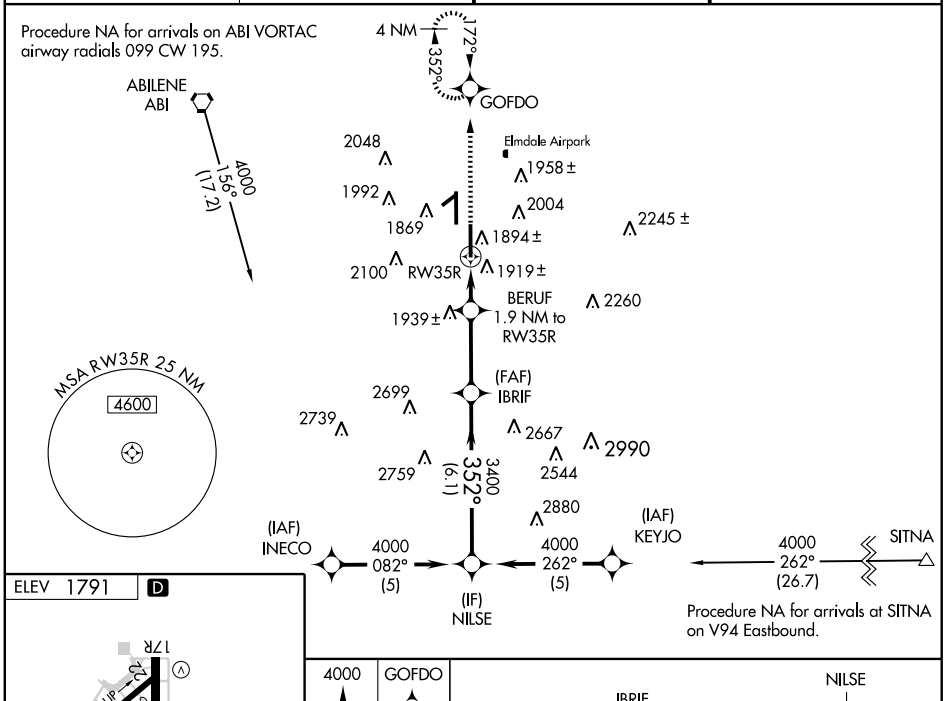
T ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all DA 21 feet and all MDA 40 feet and LNAV Cat C/D and Circling Cat C/E visibility ¼ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ miles, and LNAV Cat E visibility to 1¾ miles. Baro-VNAV NA when using Dyess AFB altimeter setting. VDP NA with Dyess AFB altimeter setting.

MALSR

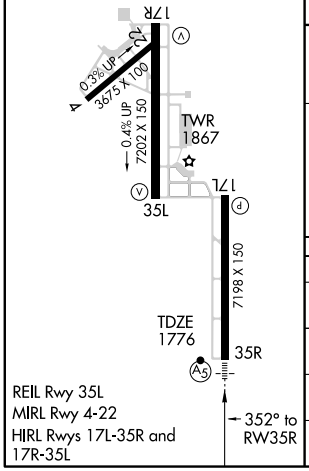
MISSED APPROACH: Climb to 4000 direct GOFDO and hold, continue climb-in-hold to 4000.

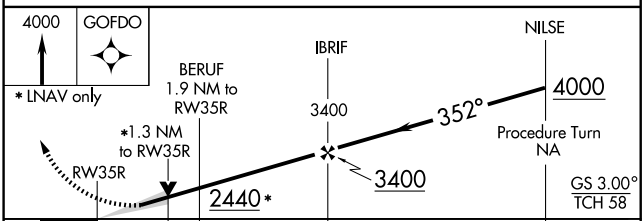
ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

Procedure NA for arrivals on ABI VORTAC airway radials 099 CW 195.



Procedure NA for arrivals at SITNA on V94 Eastbound.





CATEGORY	A	B	C	D	E
LPV DA	1976/24 200 (200-½)				
LNAV/VNAV DA	2189/50 413 (500-1)				
LNAV MDA	2260/24 484 (500-½)		2260/40 484 (500-¾)	2260/50 484 (500-1)	2260/60 484 (500-1¼)
CIRCLING	2260-1 469 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VOR ABI 113.7 Chan 84	APP CRS 105°	Rwy Idg N/A TDZE N/A Apt Elev 1790

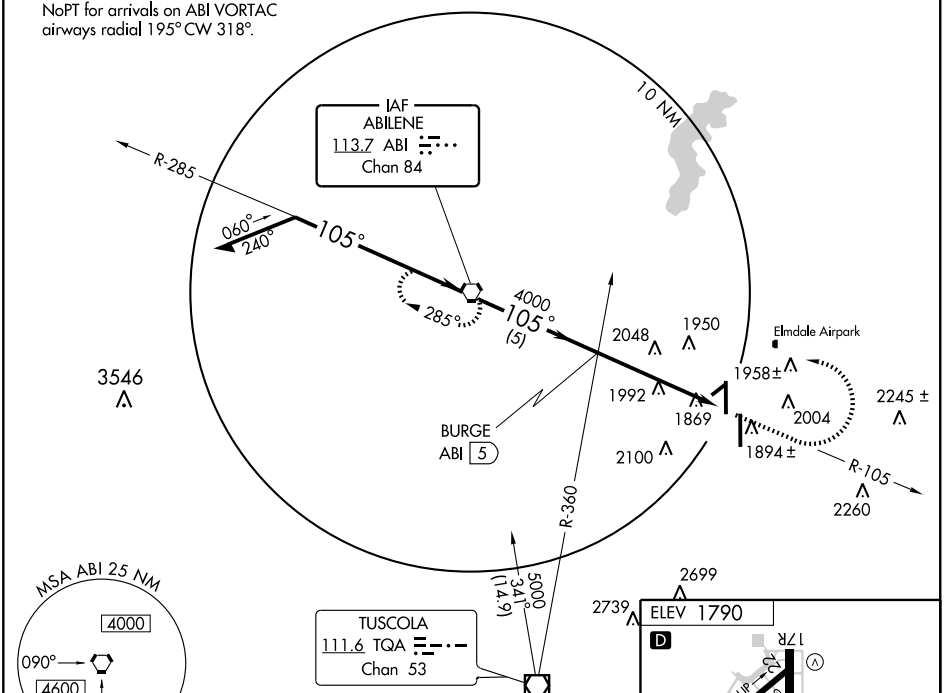
VOR-A
ABILENE RGNL (ABI)

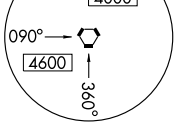
ASR

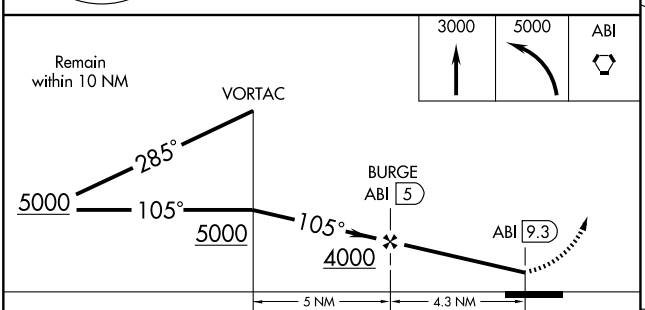
MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct ABI VORTAC and hold.

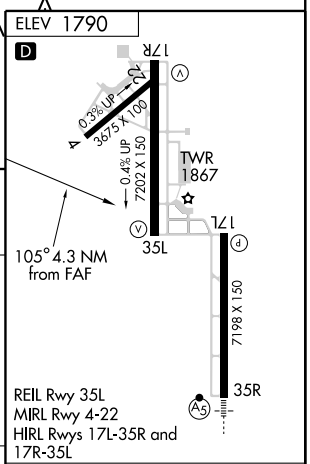
ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

NoPT for arrivals on ABI VORTAC airways radial 195° CW 318°.









CATEGORY	A	B	C	D
CIRCLING	2300-1 510 (600-1)		2360-1½ 570 (600-1½)	2360-2 570 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TQA	APP CRS	Rwy Idg	3675
111.6	200°	TDZE	1764
Chan 53		Apt Elev	1791

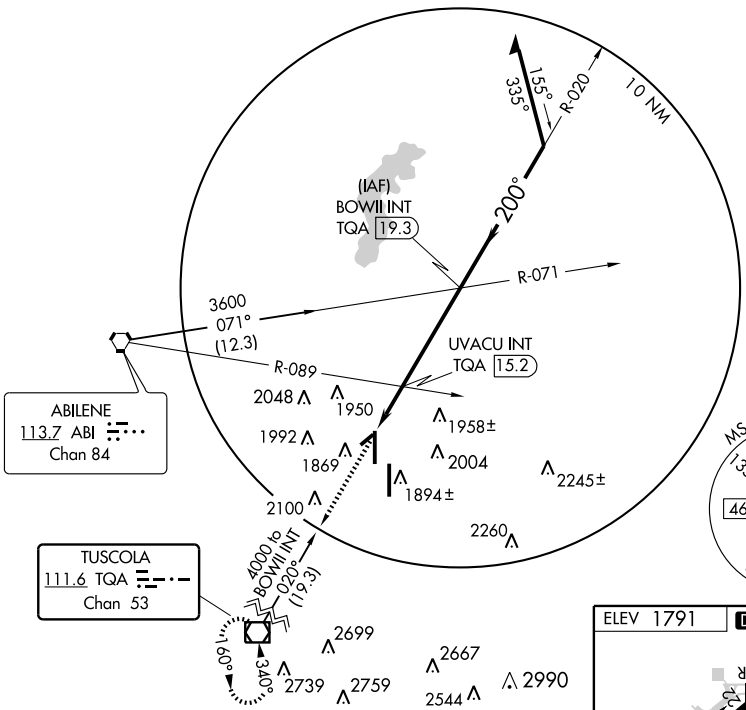
VOR RWY 22
ABILENE RGNL (ABI)

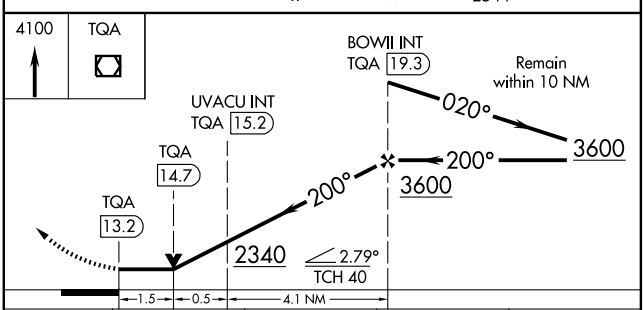
ASR

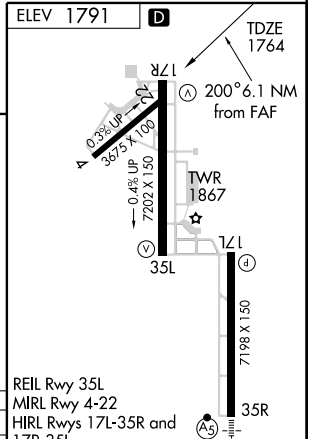
VDP NA when using Dyess AFB altimeter setting. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all MDA 40 feet and increase S-22 Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 4100 direct TQA VOR/DME and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6







CATEGORY	A	B	C	D
S-22	2240-1	476 (500-1)	2240-1¼ 476 (500-1¼)	2240-1½ 476 (500-1½)
CIRCLING	2260-1	469 (500-1)	2260-1½ 469 (500-1½)	2360-2 569 (600-2)

FAF to MAP 6.1 NM

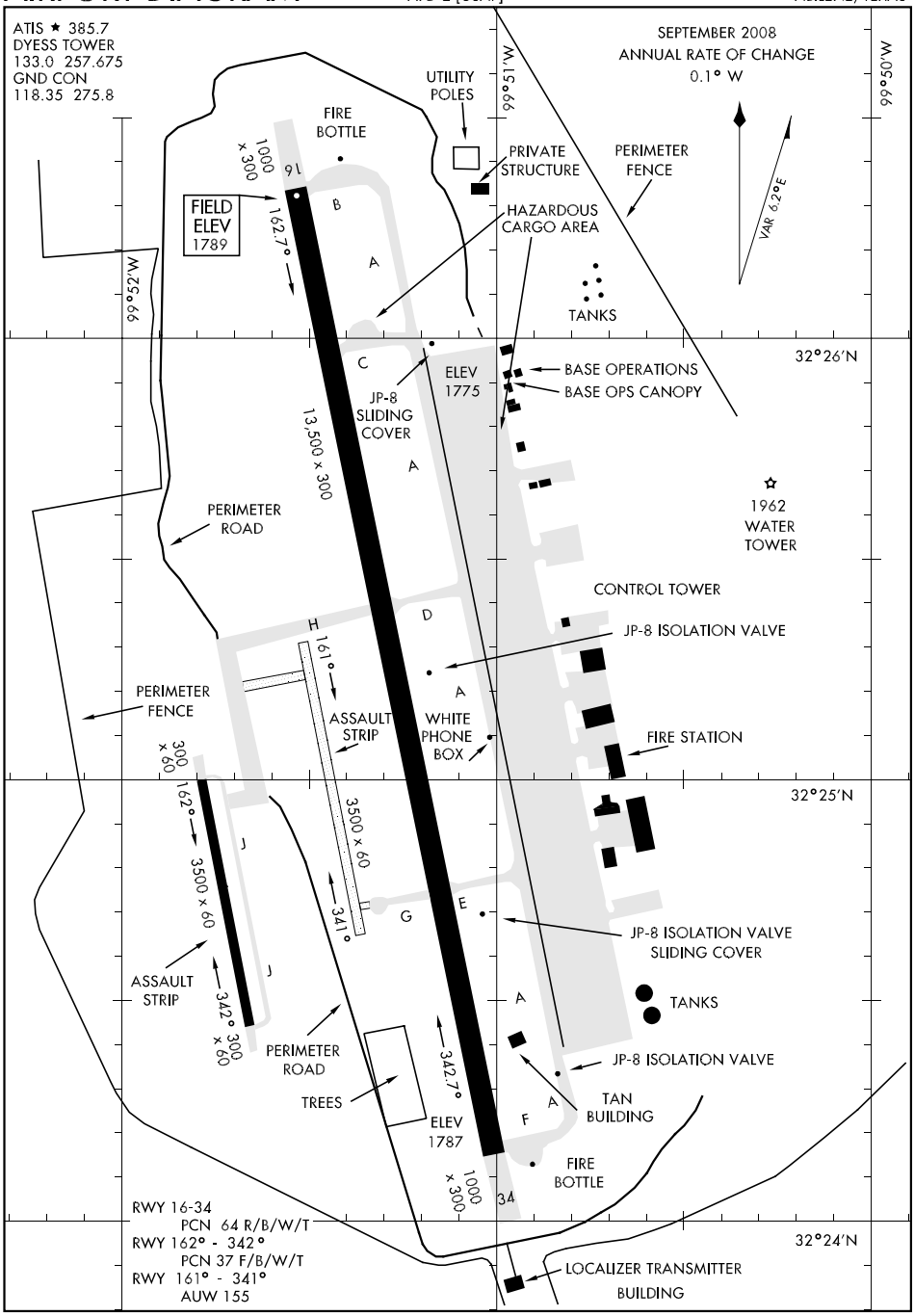
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD-2 [USAF]

ABILENE, TEXAS



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ABILENE, TEXAS
DYESS AFB (KDYS)

LOC I-TYY	APCH CRS	Rwy ldg 13,500 TDZE 1789 Arpt Elev 1789
109.9	161°	

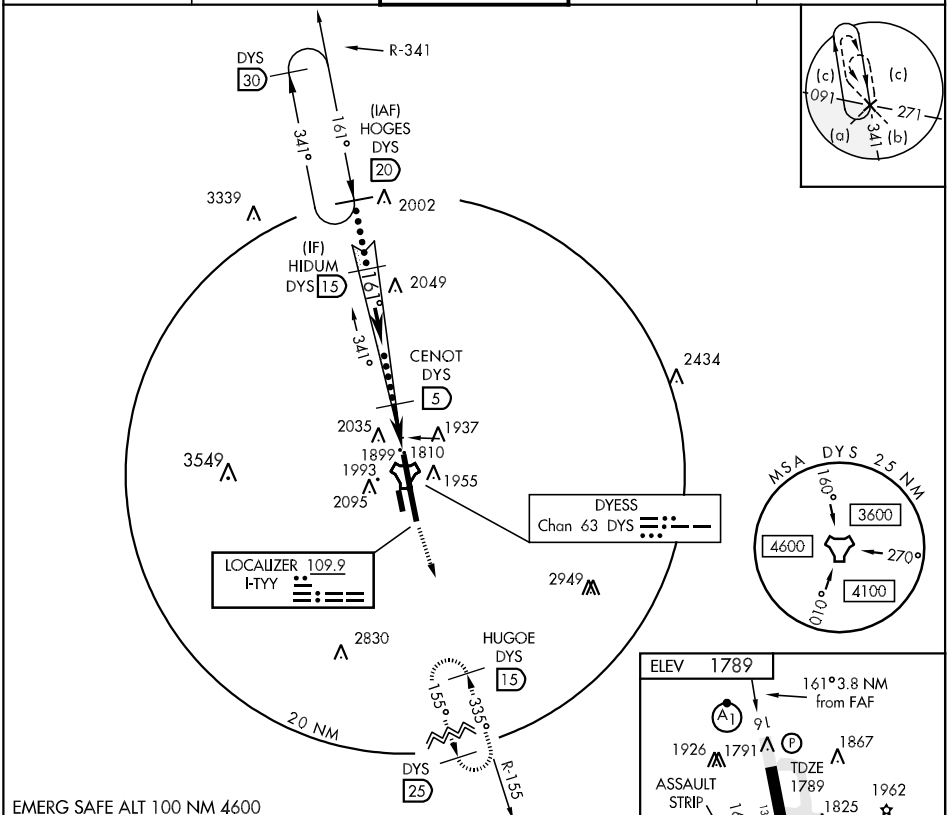
JAL-2 [USAF] DYESS AFB (KDYS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR vis to 1¼ miles.
*** Circling to other than RWY 34 NA

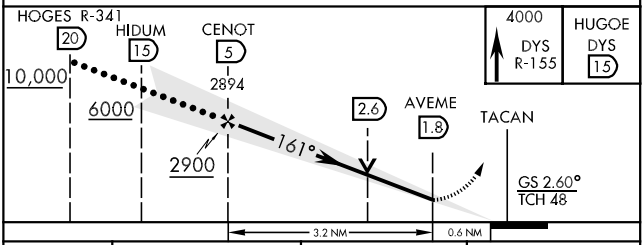
ALSF-1 (A1)

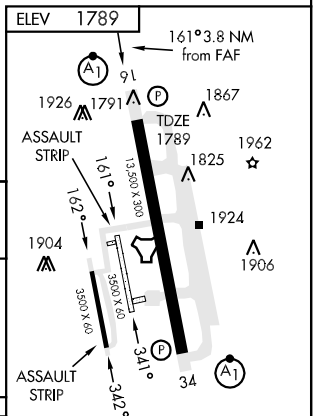
MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-ILS 16 *	1989/24	200	(200-½)
S-LOC 16 **	2220/40	431	(500-¾)
CIRCLING ***	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

LIRL Rwy 162°-342°
HIRL Rwy 16-34

FAF to MAP 3.2 NM

Knots	120	140	160	180	200
Min:Sec	1:36	1:22	1:12	1:04	0:58

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-DYS	APCH CRS	Rwy ldg 13,500 / TDZE 1786 / Arpt Elev 1789
109.9	341°	

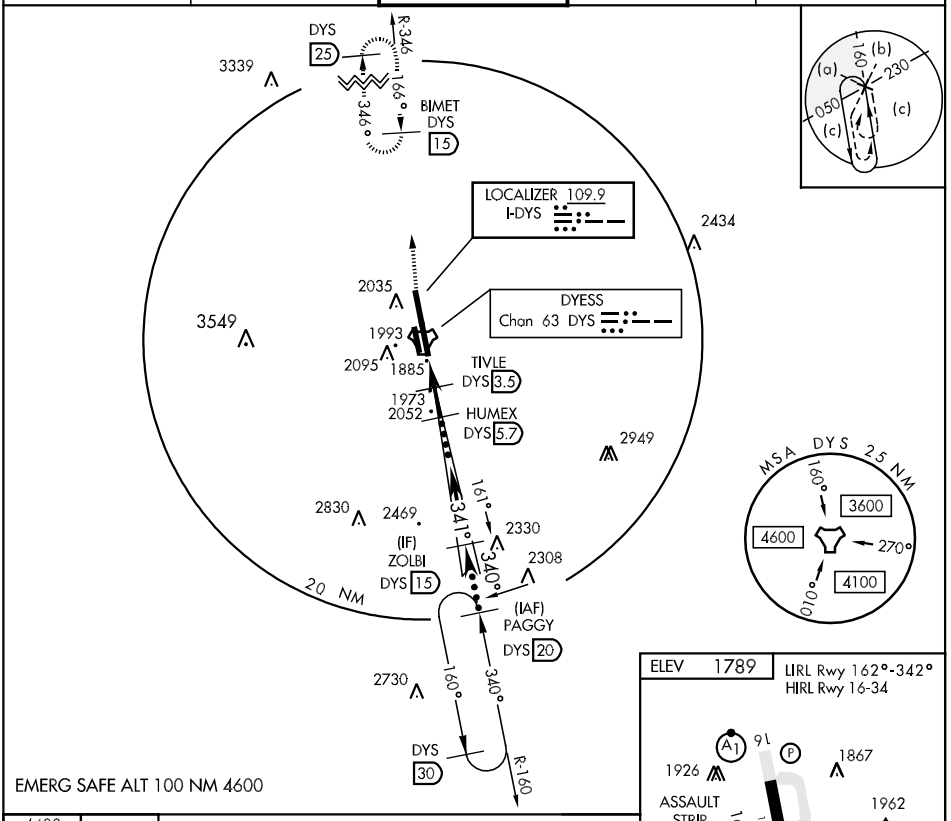
JAL-2 [USAF] — DYESS AFB (KDYS)

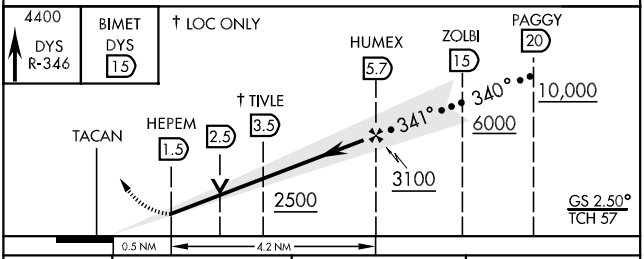
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE vis to 1⅜ miles.
*** Circling to other than RWY 16 NA

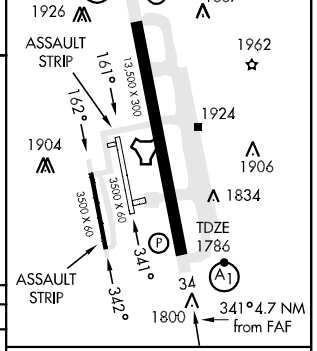
ALSF-1

MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	







CATEGORY	C	D	E
S-ILS 34 *	1986/24 200 (200-½)		
S-LOC 34 **	2240/45 454 (500-⅞)		
CIRCLING ***	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 16

TACAN	DYS
Chan	63

APCH CRS
166°

Rwy ldg	13,500
TDZE	1789
Arpt Elev	1789

JAL-2 [USAF]

DYESS AFB (KDYS)

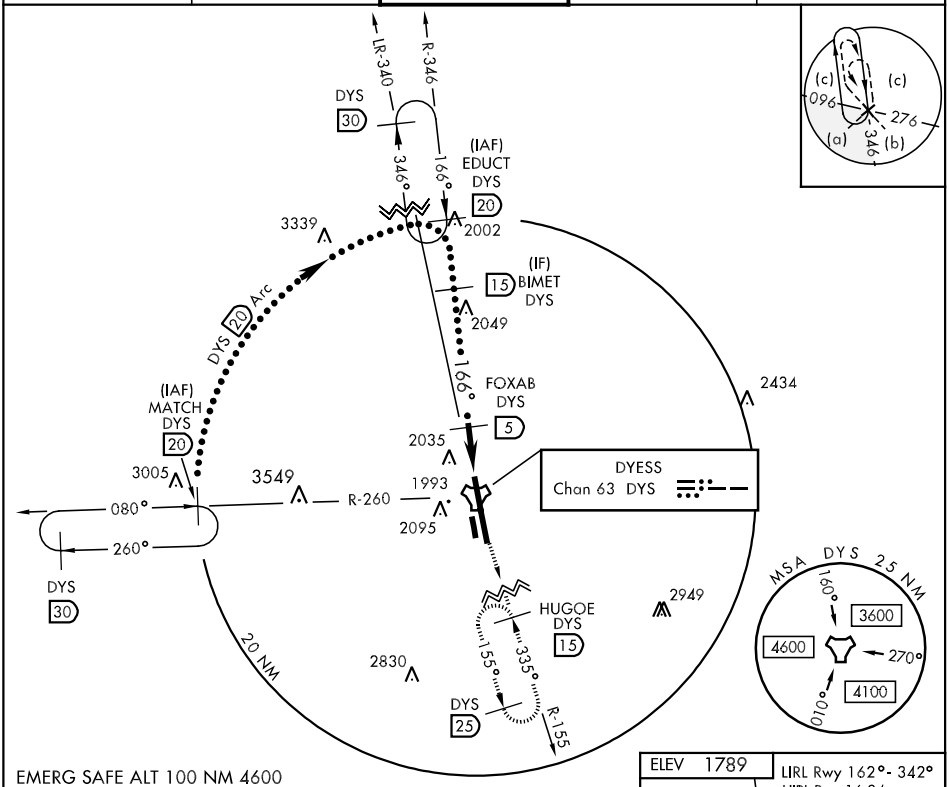
* When ALS inop, increase CAT CDE vis to 1¼ miles.

** Circling to other than RWY 34 NA

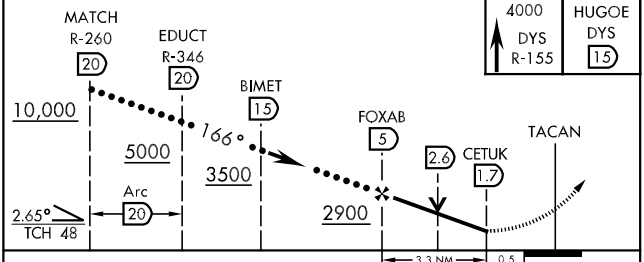
ALSF-1

MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

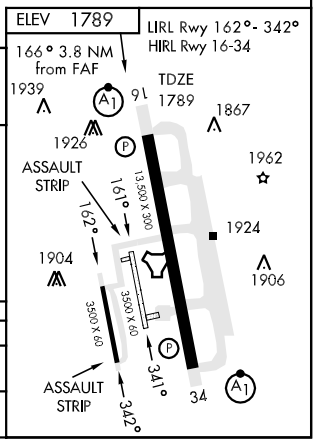
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600



4000 DYS R-155 | HUGOE DYS 15



CATEGORY	C	D	E
S-16 *	2220/40 431 (500-¾)		
CIRCLING **	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 34

TACAN	DYS
Chan	63

APCH CRS
335°

Rwy ldg	13,500
TDZE	1786
Arpt Elev	1789

JAL-2 [USAF]

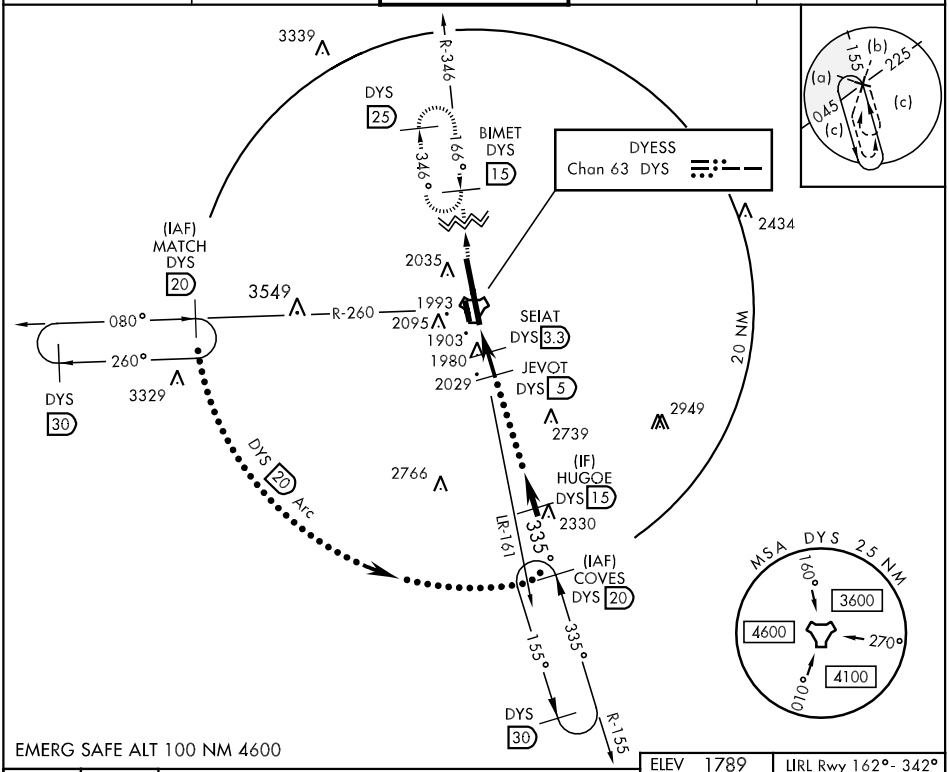
DYESS AFB (KDYS)

* When ALS inop, increase CAT CDE vis to 1⅜ miles.
** Circling to other than RWY 16 NA

ALSF-1

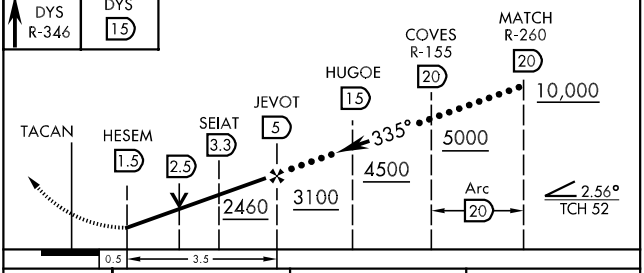
MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600

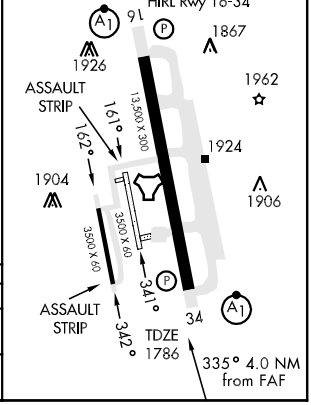
4400 DYS R-346	BIMET DYS 15



CATEGORY	C	D	E
S-34 *	2240/45 454 (500-⅞)		
CIRCLING **	2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

ELEV 1789

LIRL Rwy 162°- 342°
HIRL Rwy 16-34



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 16

LOC I-TYY	APCH CRS	Rwy Idg 13,500 / TDZE 1789 / Arpt Elev 1789
109.9	161°	

AL-2 [USAF]

DYESS AFB (KDYS)

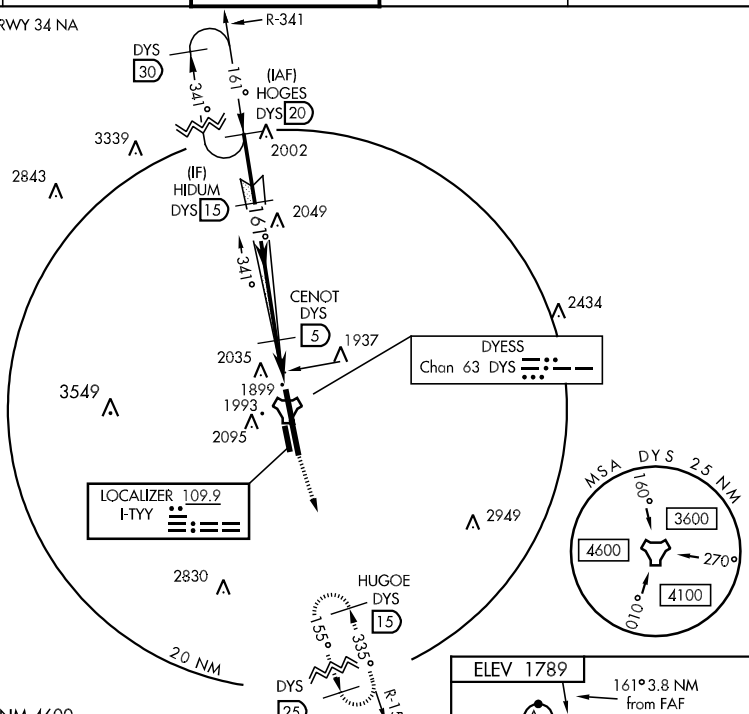
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

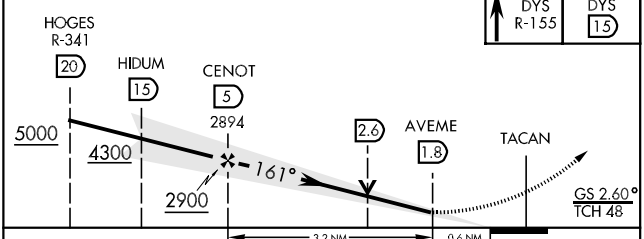
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

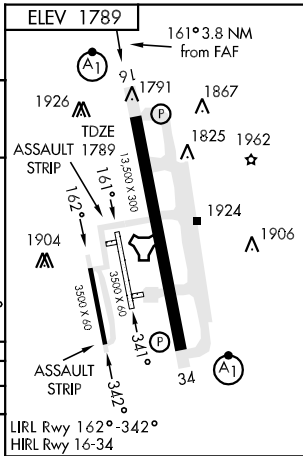
*** Circling to other than RWY 34 NA



EMERG SAFE ALT 100 NM 4600

4000 DYS R-155 | HUGOE DYS 15





LIRL Rwy 162°-342°
HIRL Rwy 16-34

CATEGORY	A	B	C	D	E
S-ILS 16 *	1989/24 200 (200-½)				
S-LOC 16 **	2220/24 431 (500-½)		2220/40 431 (500-¾)		
CIRCLING ***	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 34

LOC I-DYS	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-2 [USAF]	DYESS AFB (KDYS)
109.9	341°	13,500 / 1786 / 1789		

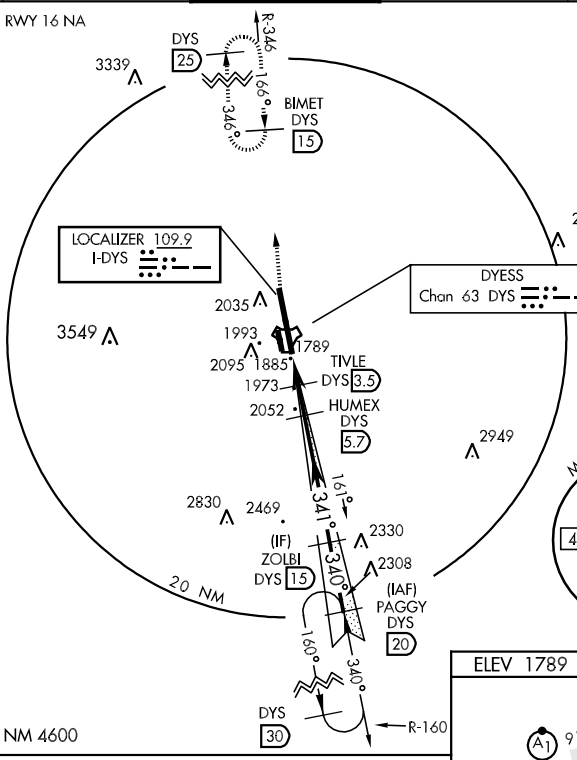
*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

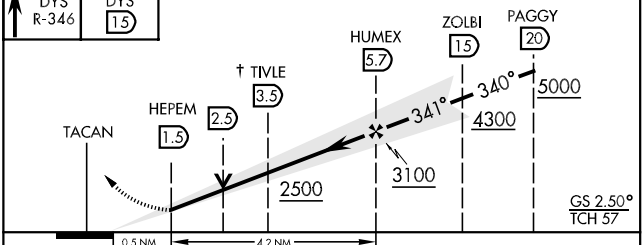
*** Circling to other than RWY 16 NA



EMERG SAFE ALT 100 NM 4600

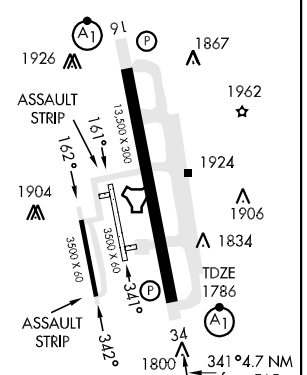
4400 DYS R-346 | BIMET DYS 15

† LOC ONLY



ELEV 1789

LIRL Rwy 162°-342°
HIRL Rwy 16-34



CATEGORY	A	B	C	D	E
S-ILS 34 *	1986/24 200 (200-½)				
S-LOC 34**	2240/24 454 (500-½)		2240/45 454 (500-⅞)		
CIRCLING***	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 16

TACAN	APCH CRS	Rwy Idg	13,500
DYS		TDZE	1789
Chan 63	166°	Arpt Elev	1789

AL-2 [USAF]

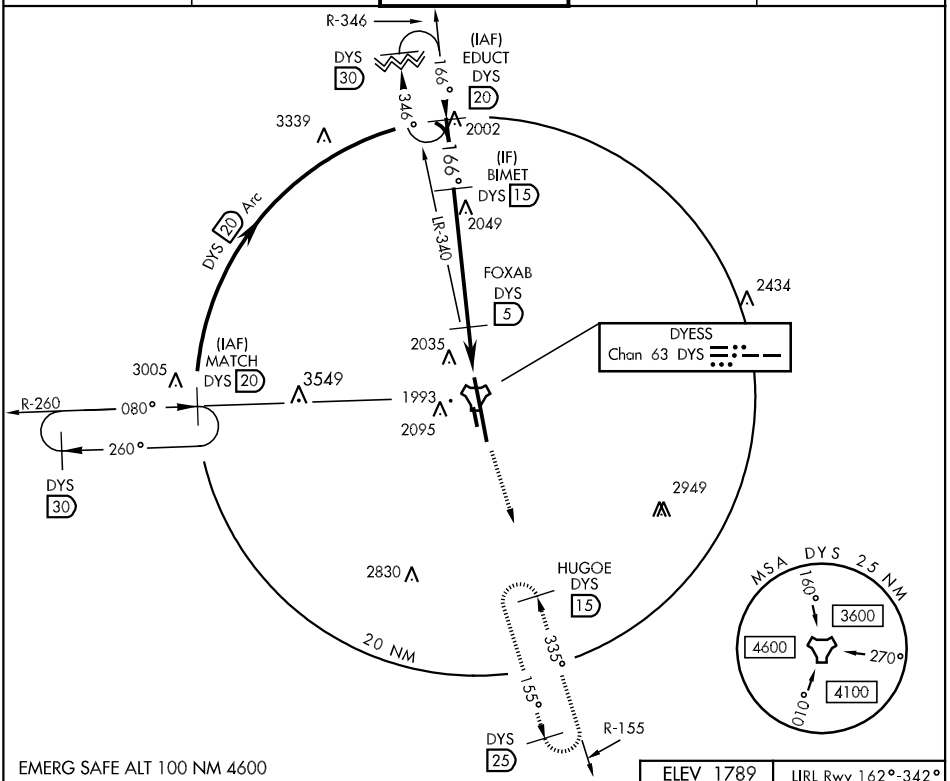
DYESS AFB (KDYS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling to other than RWY 34 NA

ALSF-1

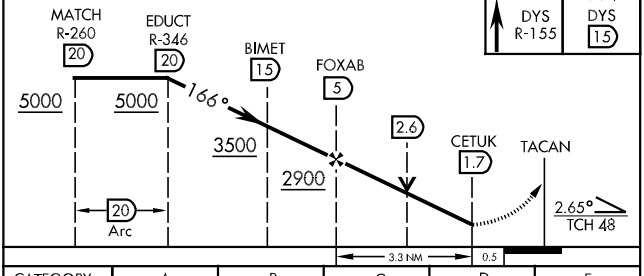
MISSED APPROACH: Climb to 4000 via DYS TACAN R-155 to HUGOE and hold.

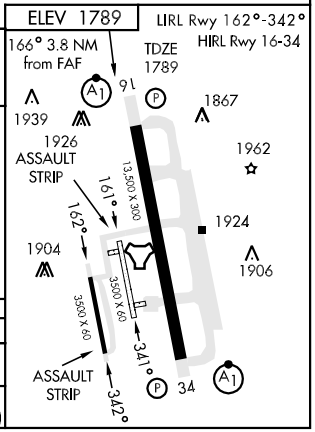
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600

4000 DYS R-155 | HUGOE DYS 15





CATEGORY	A	B	C	D	E
S-16*	2220/24 431 (500-½)		2220/40	431	(500-¾)
CIRCLING **	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 34

TACAN	APCH CRS	Rwy Idg	13,500
DYS		TDZE	1786
Chan 63	335°	Arpt Elev	1789

AL-2 [USAF]

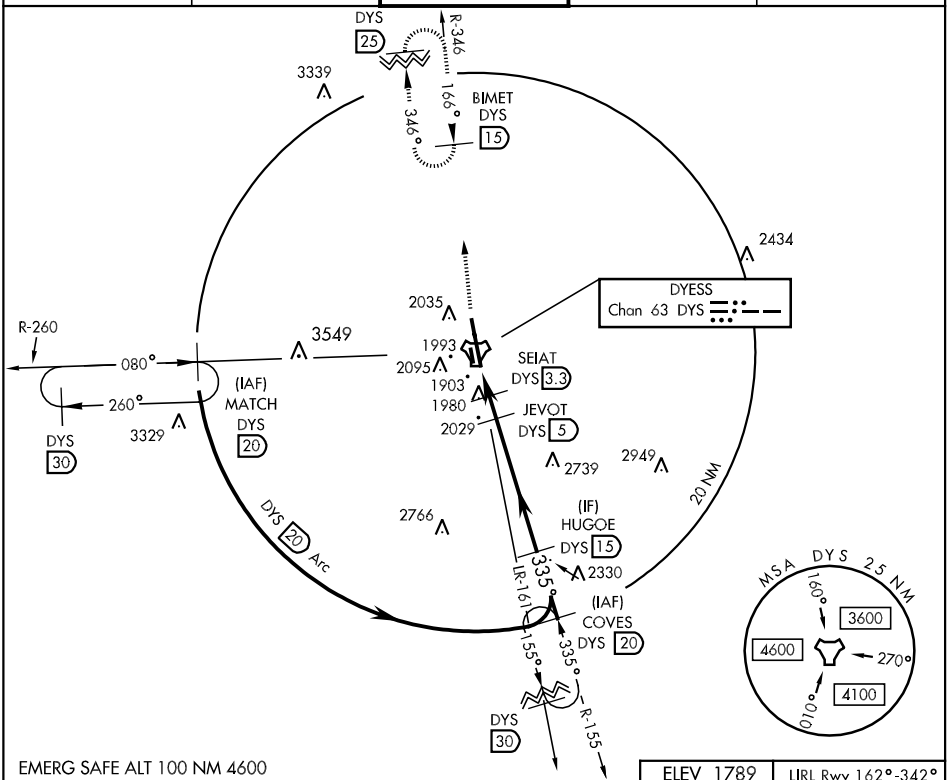
DYESS AFB (KDYS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling to other than RWY 16 NA

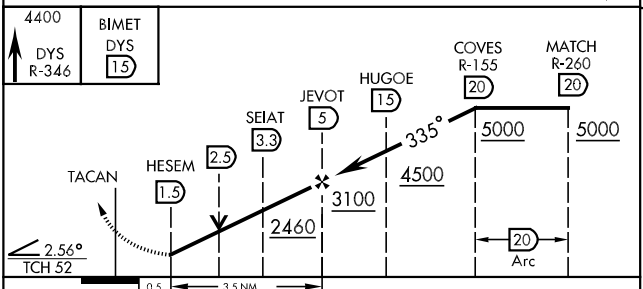
ALSF-1

MISSED APPROACH: Climb to 4400 via DYS TACAN R-346 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



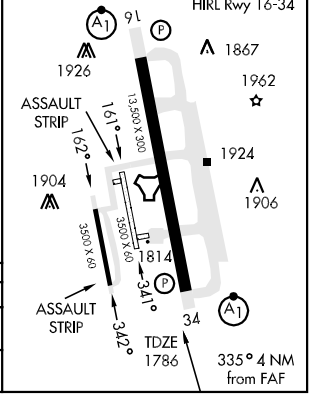
EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
S-34 *	2240/24 454 (500-½)		2240/45 454 (500-⅞)		
CIRCLING **	2300-1 511 (600-1)		2300-1½ 511 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

ELEV 1789

LIRL Rwy 162°-342°
HIRL Rwy 16-34



32°25'N-99°51'W

TACAN RWY 34

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 16

VOR/DME TQA	APCH CRS	Rwy ldg 13,500
111.6	160°	TDZE 1789
Chan 53		Arpt Elev 1789

AL-2 [USAF]

DYESS AFB (KDYS)

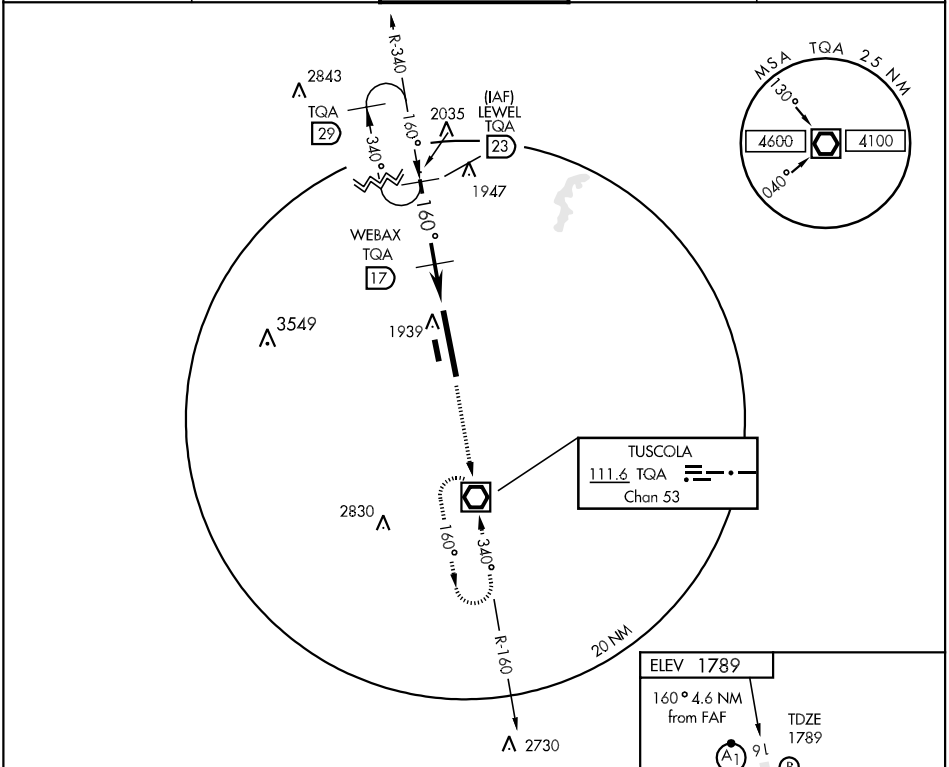
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

** Circling to other than Rwy 34 NA.

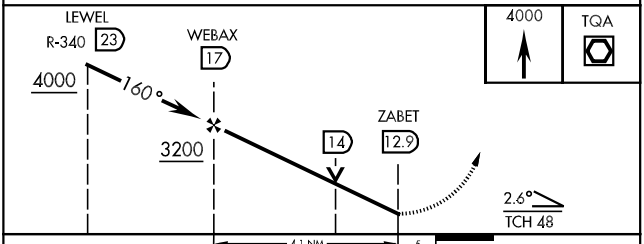
ALSF-1

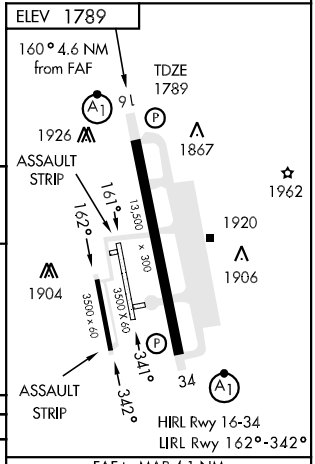
MISSED APPROACH: Climb and maintain 4000 proceed direct TQA and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-16 *	2300/24 511 (600-½)		2300/50 511 (600-1)		2300/60 511 (600-1¼)
CIRCLING **	2340-1 551 (600-1)		2340-1½ 551 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:24	2:03	1:38	1:22

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 34

VOR/DME TQA	APCH CRS	Rwy ldg 13,500
111.6	340°	TDZE 1787
Chan 53		Arpt Elev 1789

AL-2 [USAF]

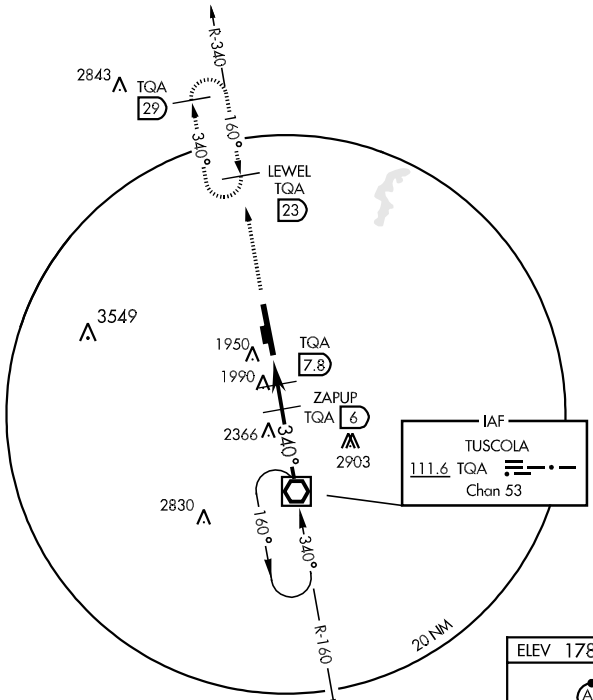
DYESS AFB (KDYS)

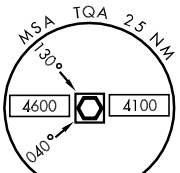
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling to other than Rwy 16 NA.

ALSF-1

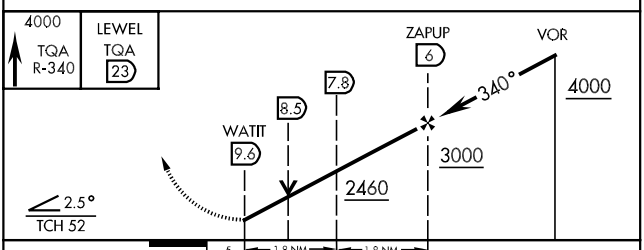
MISSED APPROACH: Climb to 4000 via TQA VOR/DME R-340 to LEWEL and hold.

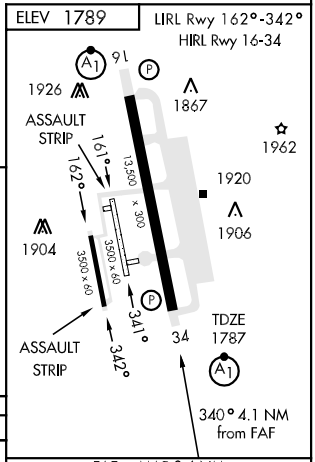
ATIS *	ABILENE APP CON	DYESS TOWER	GND CON	ASR
385.7	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	





EMERG SAFE ALT 100 NM 4600





FAF to MAP 3.6 NM

CATEGORY	A	B	C	D	E
S-34 *	2260/24 473 (500-½)		2260/40 473 (500-¾)	2260/50 473 (500-1)	2260/60 473 (500-1¼)
CIRCLING **	2340-1 551 (600-1)		2340-1½ 551 (600-1½)	2360-2 571 (600-2)	2460-2½ 671 (700-2½)

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

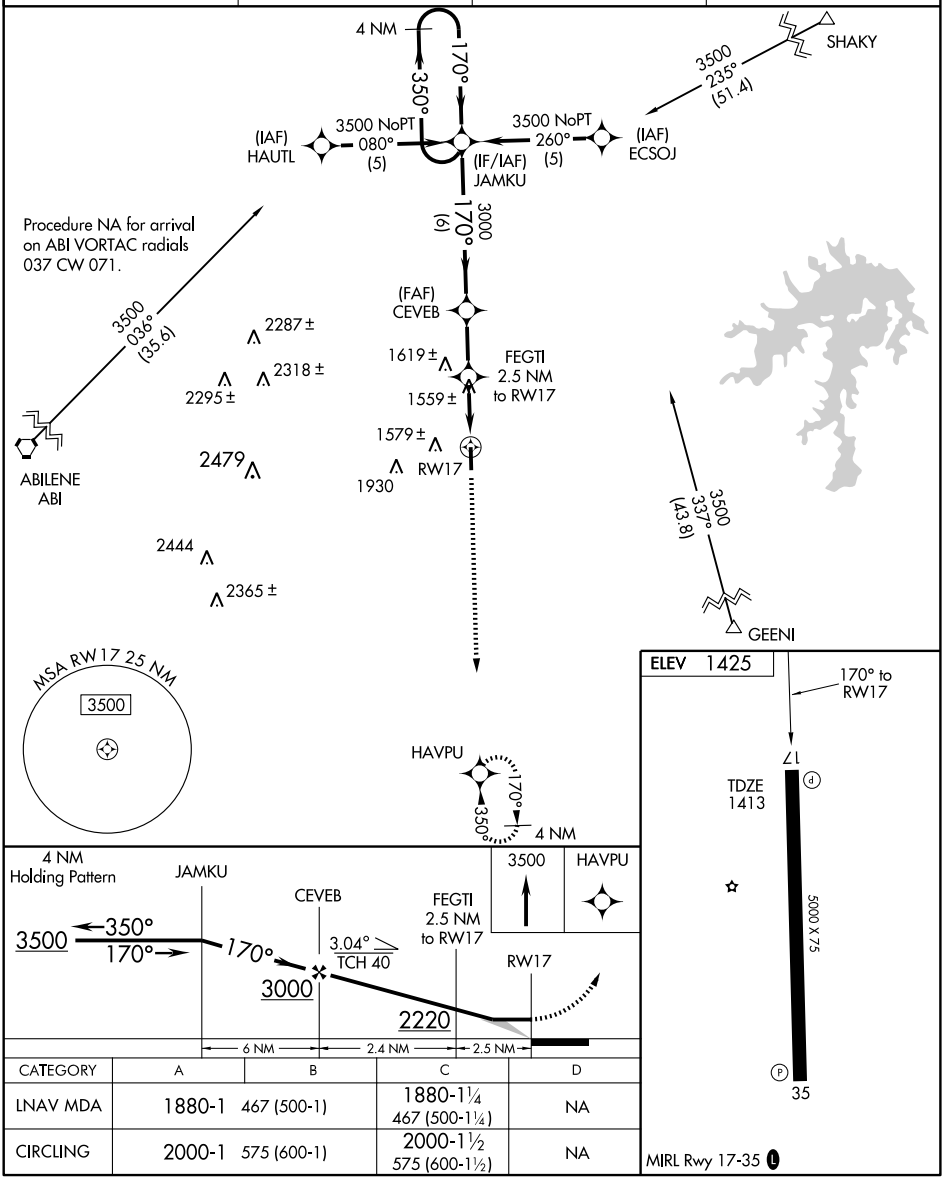
ALBANY MUNI (T23)

APP CRS	Rwy Idg	5000
170°	TDZE	1413
	Apt Elev	1425

NA — DME/DME RNP-0.3 NA. Use Breckenridge altimeter setting; when not received, use Abilene altimeter setting and increase all MDA 60 feet and LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct HAVPU and hold.

BRECKENRIDGE AWOS-3	ABILENE APP CON		
120.175	125.0 338.3	122.9 (CTAF)	123.5 L



CATEGORY	A	B	C	D
LNAV MDA	1880-1	467 (500-1)	1880-1¼ 467 (500-1¼)	NA
CIRCLING	2000-1	575 (600-1)	2000-1½ 575 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

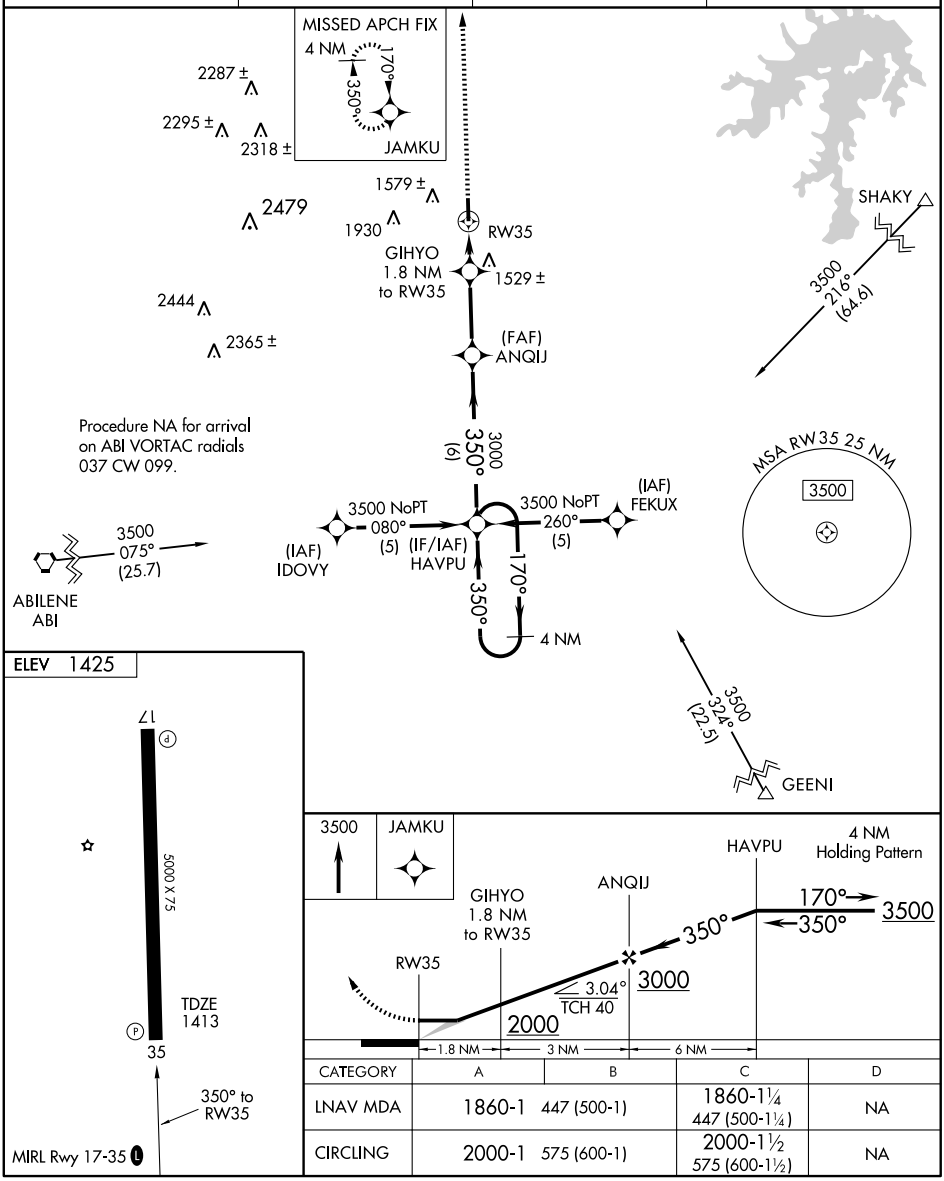
ALBANY MUNI (T23)

APP CRS	Rwy Idg	5000
350°	TDZE	1413
	Apt Elev	1425

NA — DME/DME RNP-0.3 NA. Use Breckenridge altimeter setting; when not received, use Abilene altimeter setting and increase all MDA 60 feet and LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct JAMKU and hold.

BRECKENRIDGE AWOS-3	ABILENE APP CON		
120.175	125.0 338.3	122.9 (CTAF)	123.5 L



CATEGORY	A	B	C	D
LNAV MDA	1860-1	447 (500-1)	1860-1¼ 447 (500-1¼)	NA
CIRCLING	2000-1	575 (600-1)	2000-1½ 575 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ALI	APP CRS	Rwy Idg	5997
109.3	308°	TDZE	174
Chan 30		Apt Elev	178

LOC/DME RWY 31

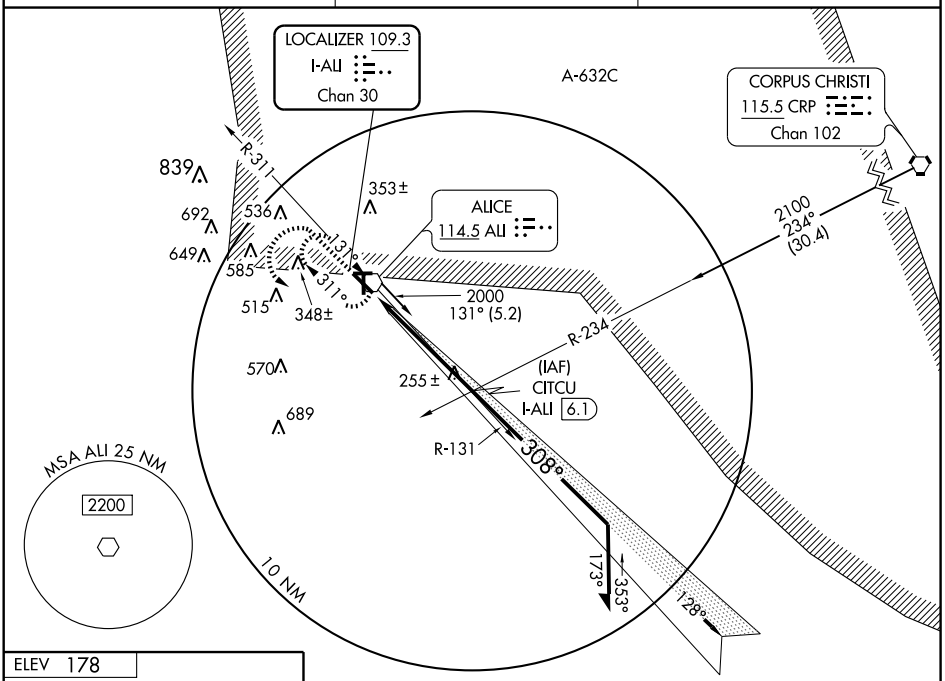
ALICE INTL (ALI)

If local altimeter setting not received, use Nueces County altimeter setting and increase all MDAs 20 feet. NA VDP NA when using Nueces County altimeter setting.

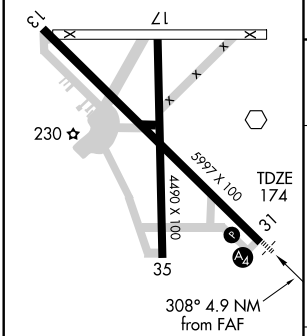
MALS

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L



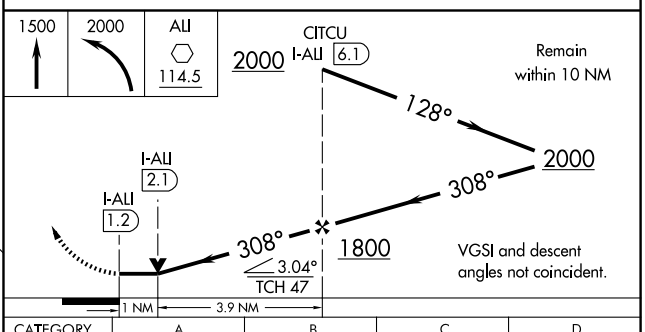
ELEV 178



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

Radar required for procedure entry from Corpus Cristi (CRP) VORTAC.



CATEGORY	A	B	C	D
S-31	520-¾ 346 (400-¾)			520-1¼ 346 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5997
128°	TDZE	178
	Apt Elev	178

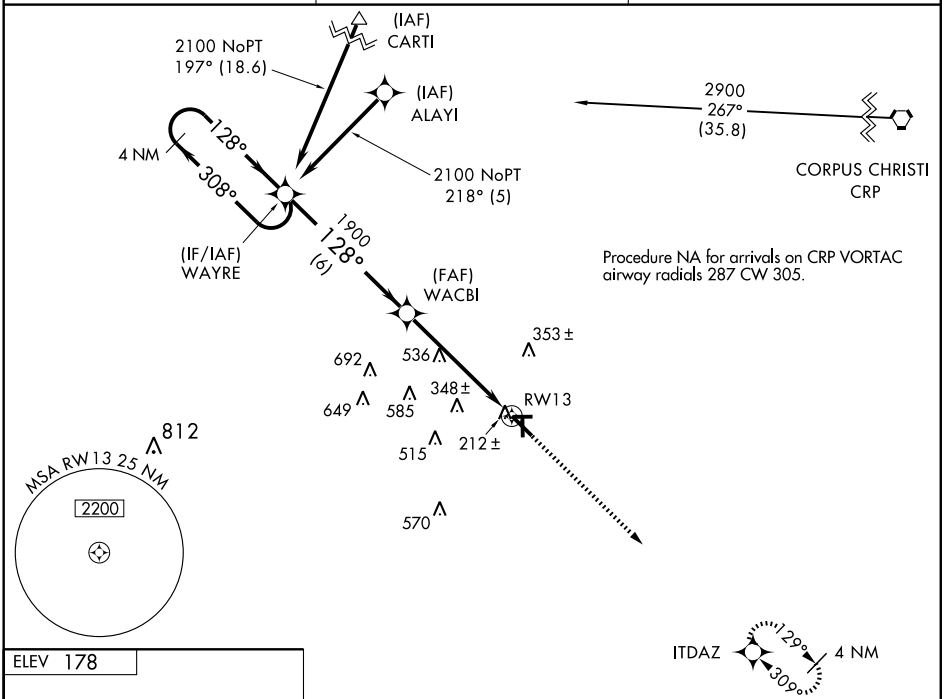
RNAV (GPS) RWY 13

ALICE INTL (ALI)

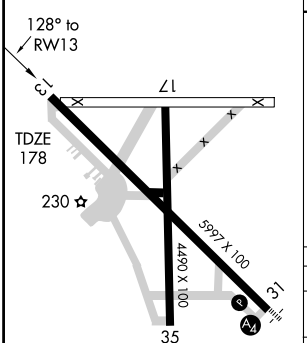
▼▲ If local altimeter setting not received, use Nueces County altimeter setting and increase all DA and MDA 20 feet. DME/DME RNP-0.3 NA. BARO VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2600 direct ITDAZ and hold.

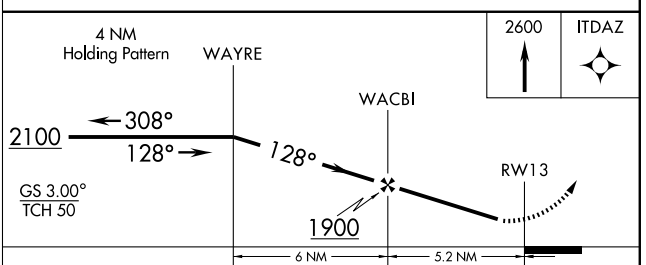
ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L



ELEV 178



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	480-1 302 (400-1)			
LNAV MDA	800-1 622 (700-1)		800-1¾ 622 (700-1¾)	800-2 622 (700-2)
CIRCLING	800-1 622 (700-1)		800-1¾ 622 (700-1¾)	800-2 622 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5997
Chan 81813	309°	TDZE 174
W31A		Apt Elev 178

RNAV (GPS) RWY 31

ALICE INTL (ALI)

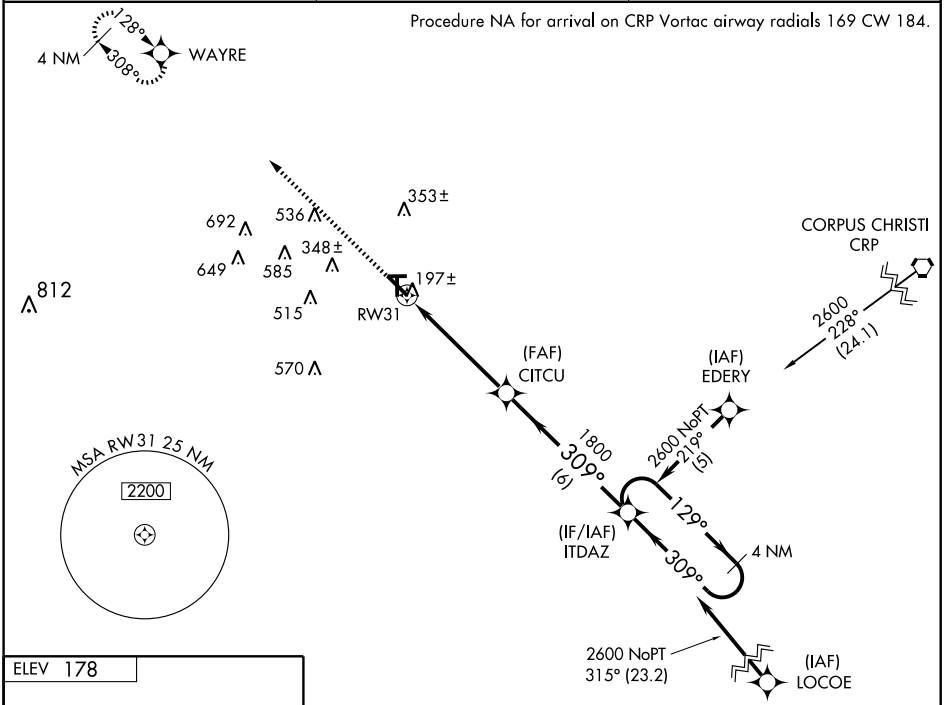
If local altimeter setting not received, use Nueces County altimeter setting and increase all DA and MDA 20 feet. BARO VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALS increase LPV all Cats visibility to 1.

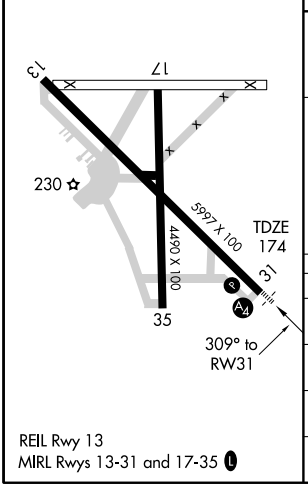
MALS

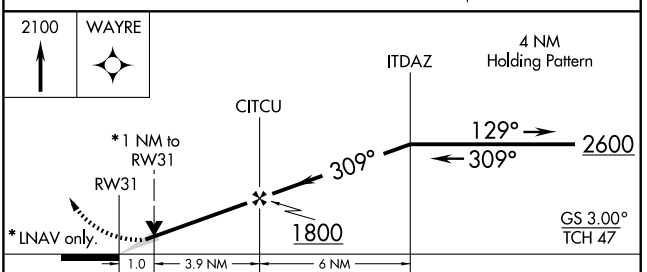
MISSED APPROACH: Climb to 2100 direct WAYRE and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF)

Procedure NA for arrival on CRP Vortac airway radials 169 CW 184.







CATEGORY	A	B	C	D
LPV DA	430-¾ 256 (300-¾)			430-1 256 (300-1)
LNAV/VNAV DA	460-¾ 286 (300-¾)			460-1 286 (300-1)
LNAV MDA	520-¾ 346 (400-¾)			520-1¼ 346 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

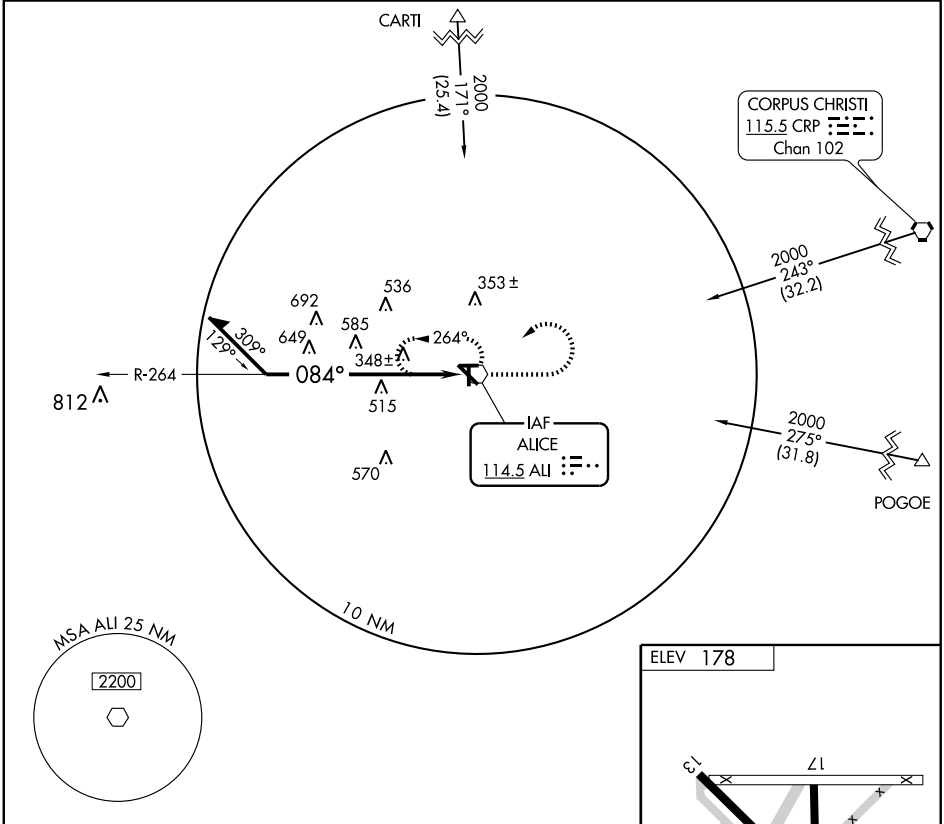
VOR ALI	APP CRS	Rwy Idg	N/A
114.5	084°	TDZE	N/A
		Apt Elev	178

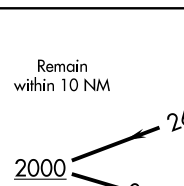
VOR-A
ALICE INTL (ALI)

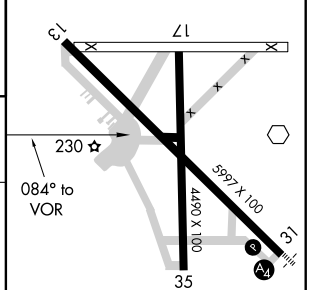
If local altimeter setting not received, use Nueces County altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	KINGSVILLE APP CON ★	UNICOM
119.225	119.9 290.45	123.0 (CTAF) L







REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

CATEGORY	A	B	C	D
CIRCLING	1060-1¼ 882 (900-1¼)		1060-2¾ 882 (900-2¾)	1060-3 882 (900-3)

Knots	60	90	120	150	180
Min:Sec					

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR ALI	APP CRS	Rwy Idg	5997
114.5	325°	TDZE	174
		Apt Elev	178

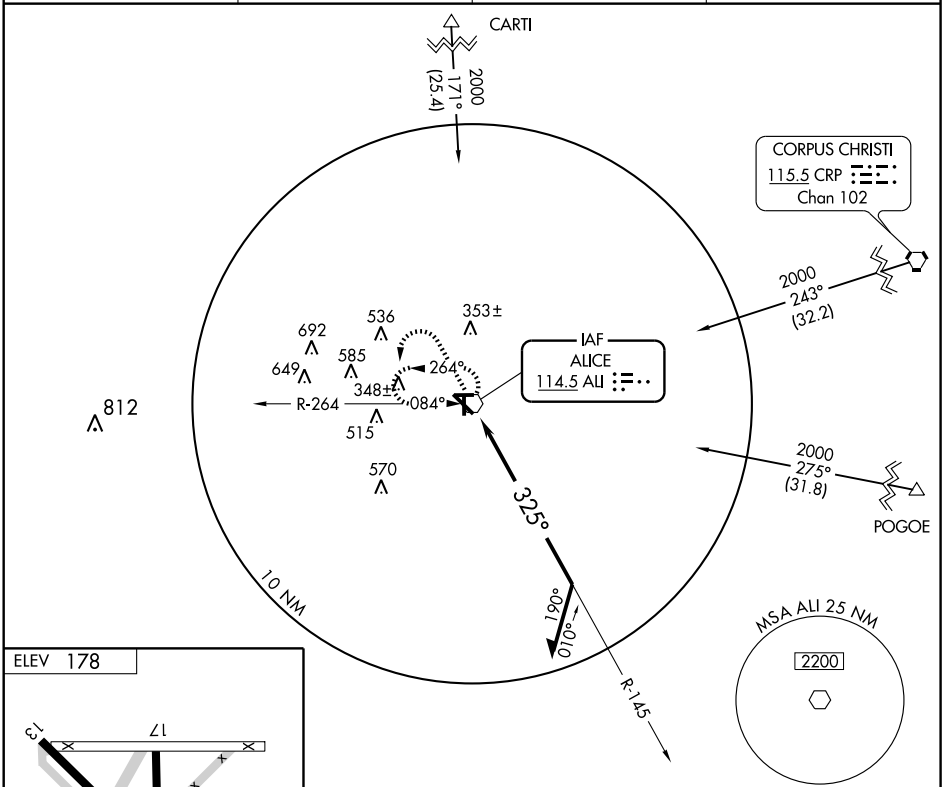
VOR RWY 31
ALICE INTL (ALI)

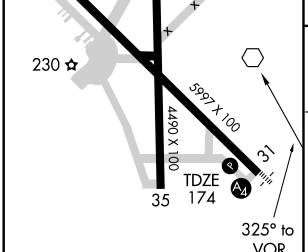
If local altimeter setting not received, use Nueces County altimeter setting and increase all MDA 20 feet.

MALS

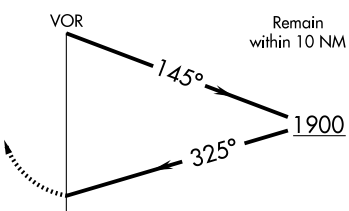
MISSED APPROACH: Climb to 1500, then climbing left turn to 2000 direct ALI VOR and hold.

ASOS	HOUSTON CENTER	KINGSVILLE APP CON ★	UNICOM
119.225	128.15 350.3	119.9 290.45	123.0 (CTAF) L





1500	2000	ALI
		114.5



REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-31	560-¾ 386 (400-¾)			560-1¼ 386 (400-1¼)
CIRCLING	600-1 422 (500-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

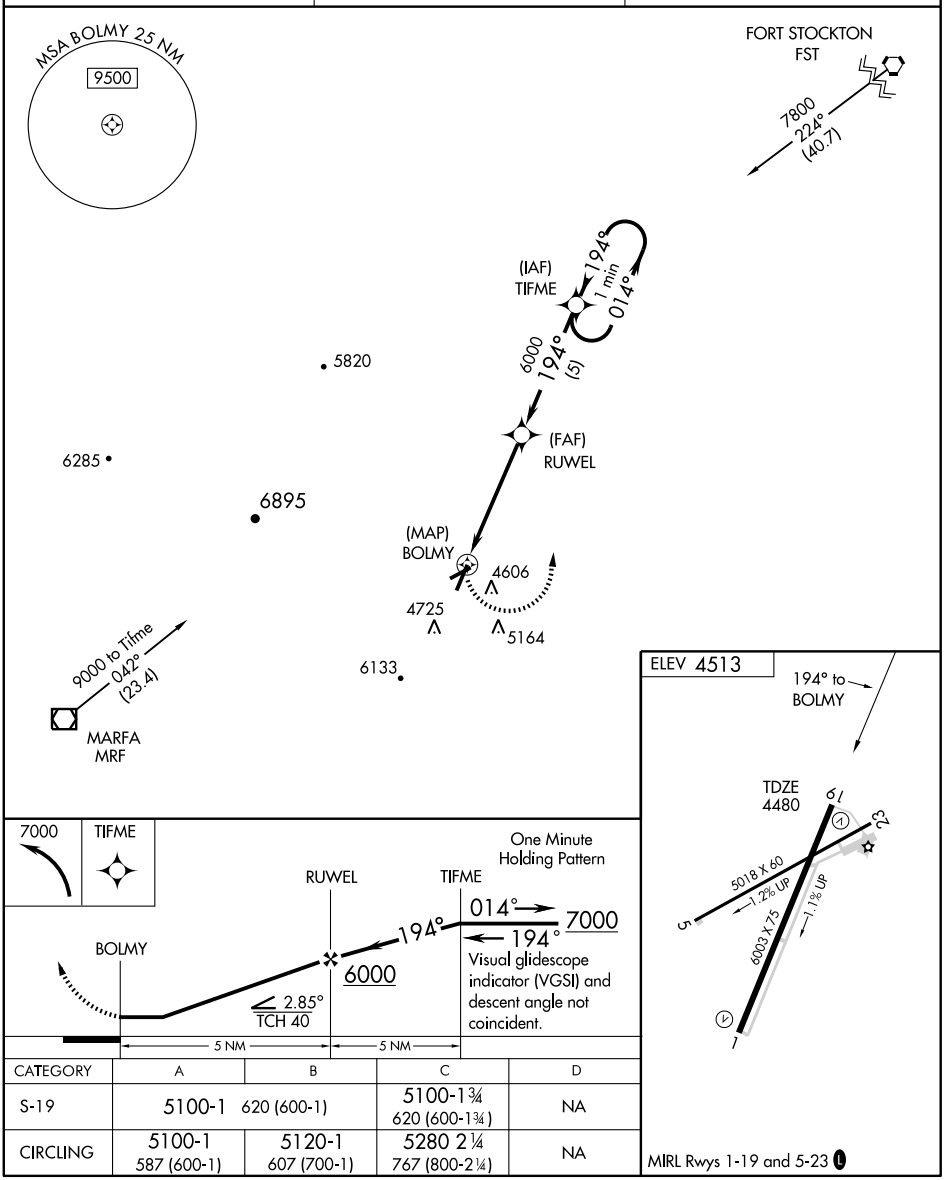
APP CRS	Rwy Idg	6003
194°	TDZE	4480
	Apt Elev	4513

GPS RWY 19
ALPINE-CASPARIS MUNI (E38)

Circling not authorized west of runway 1-19.
NA

MISSED APPROACH: Immediate climbing left turn to 7000 direct TIFME WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	135.875 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-19	5100-1 620 (600-1)		5100-1¾ 620 (600-1¾)	NA
CIRCLING	5100-1 587 (600-1)	5120-1 607 (700-1)	5280 2¼ 767 (800-2¼)	NA

MIRL Rwys 1-19 and 5-23 L

SC-3, 21 OCT 2010 to 18 NOV 2010

NBD BWR	APP CRS	Rwy Idg	6003
412	194°	TDZE	4480
		Apt Elev	4513

NDB RWY 19

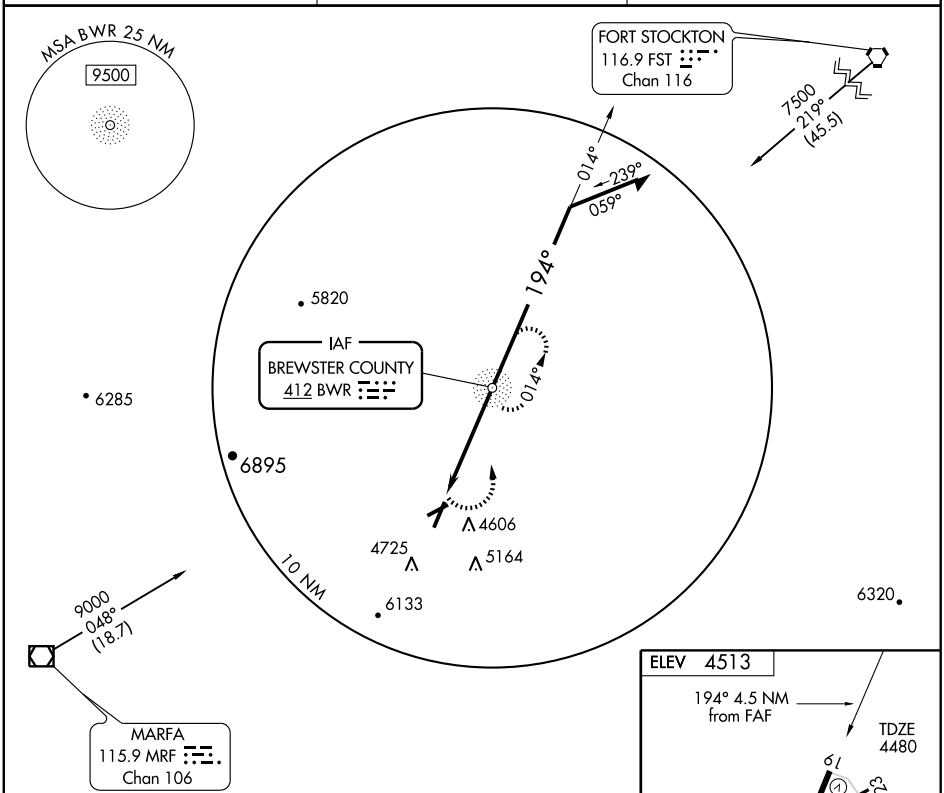
ALPINE-CASPARIS MUNI (E38)

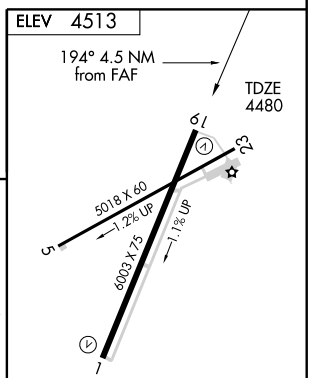
Circling not authorized west of runway 1-19.

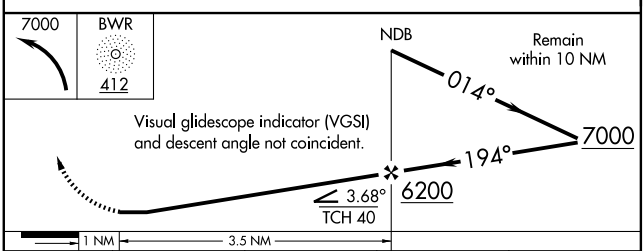
NA

MISSED APPROACH: Immediate climbing left turn to 7000 direct BWR NDB and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	135.875 292.15	122.8 (CTAF)







CATEGORY	A	B	C	D
S-19	5100-1¼ 620 (600-1¼)		5100-1¾ 620 (600-1¾)	NA
CIRCLING	5100-1¼ 587 (600-1¼)	5120-1¼ 607 (700-1¼)	5280-2¼ 767 (800-2¼)	NA

MIRL Rwys 1-19 and 5-23 (L)

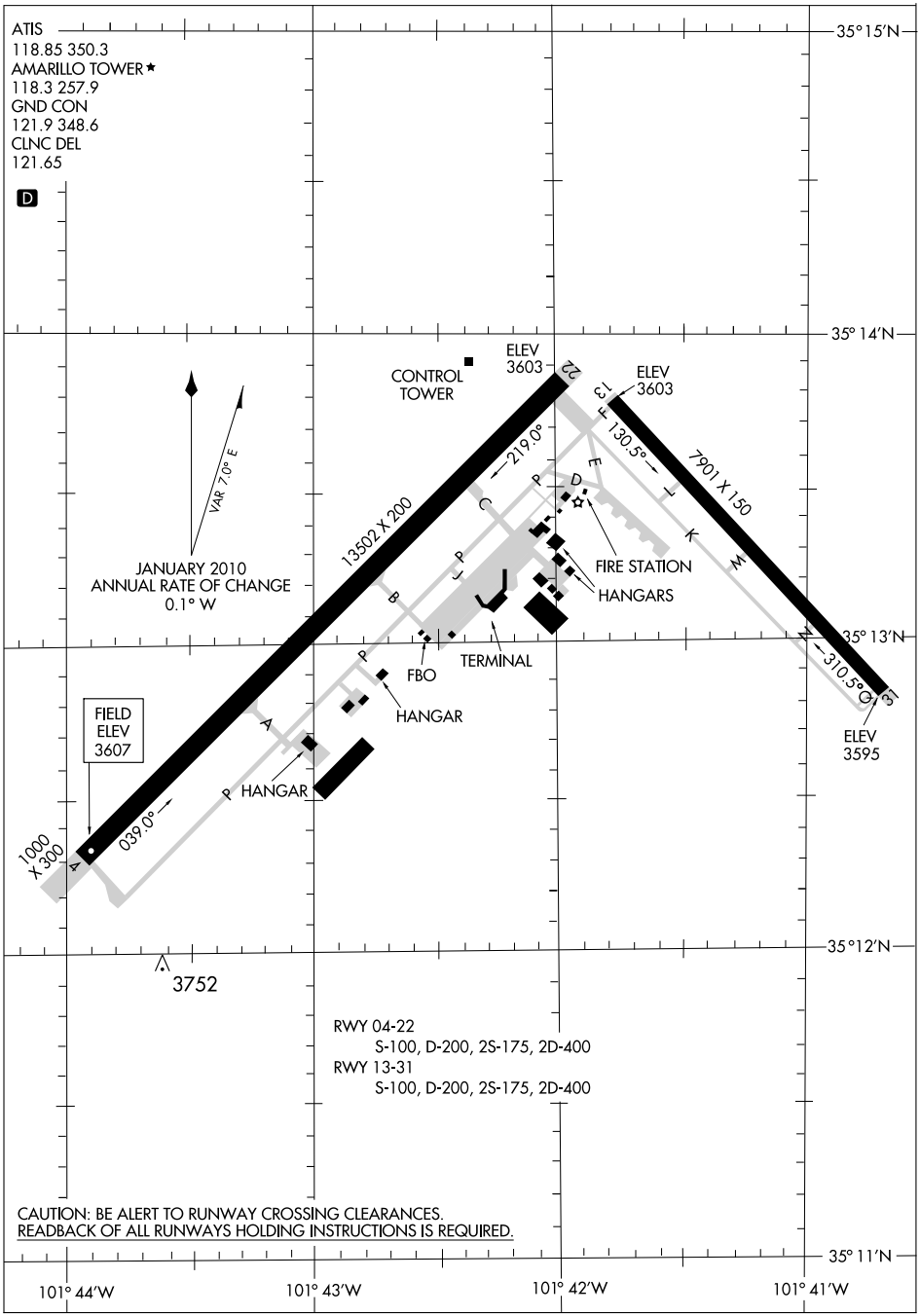
FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)
AL-19 (FAA)
AMARILLO, TEXAS



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
AMARILLO, TEXAS
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)
10210

HI-VOR/DME or TACAN RWY 4

VOR/DME PNH	APCH CRS	Rwy ldg	TDZE	Arpt Elev
116.6 Chan 113	037°	13,502	3607	3607

JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

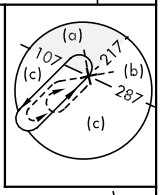
* For inop ALS, increase CAT D vis to 1¼ miles, CAT E vis to 1½ miles.

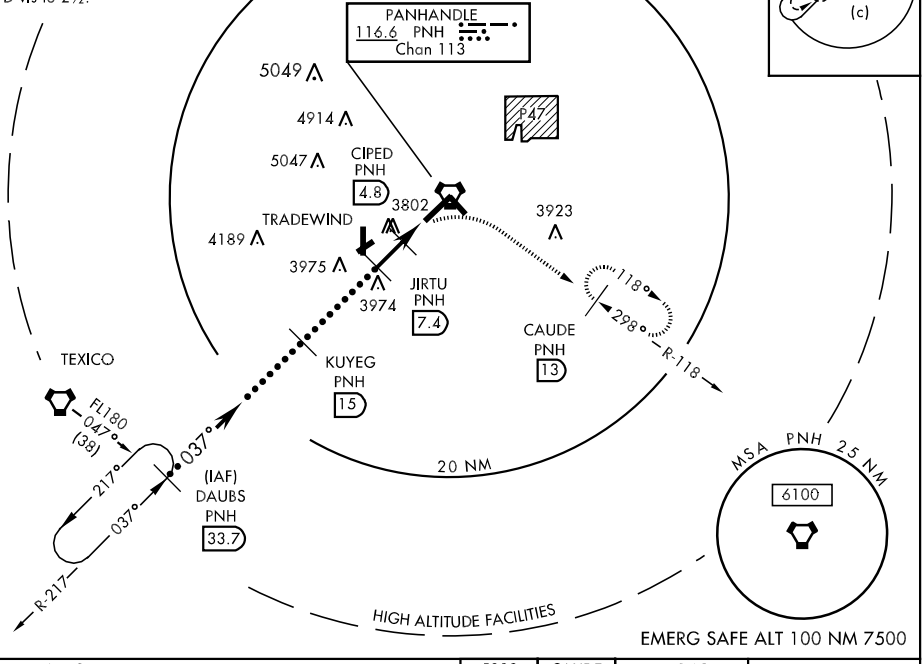
MALSR

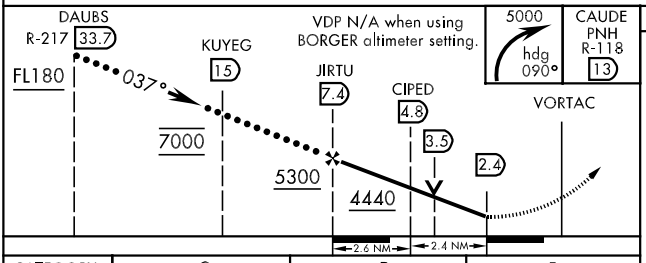
MISSED APPROACH: Climbing right turn to 5000 via heading 090° and PNH VORTAC R-118 to CAUDE INT/PNH 13 DME and hold.

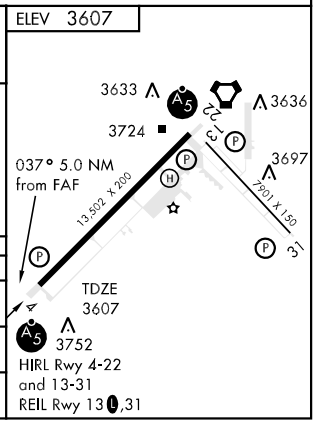
ATIS	AMARILLO APP CON	AMARILLO TOWER*	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 L 257.9	121.9 348.6	121.65	

† When local altimeter setting is not available use BORGER altimeter setting and increase all MDAs 160 feet; increase CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½. Circling CAT C vis to 1¾, CAT D vis to 2½.









CATEGORY	C	D	E
S-4 * †	4020/40 413 (500-¾)	4020/50 413 (500-1)	
CIRCLING †	4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)
S-ASR-4	4160/50 555 (600-1)	4160/60 555 (600-1¼)	4160-1½ 555 (600-1½)

HI-VOR/DME or TACAN RWY 4

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

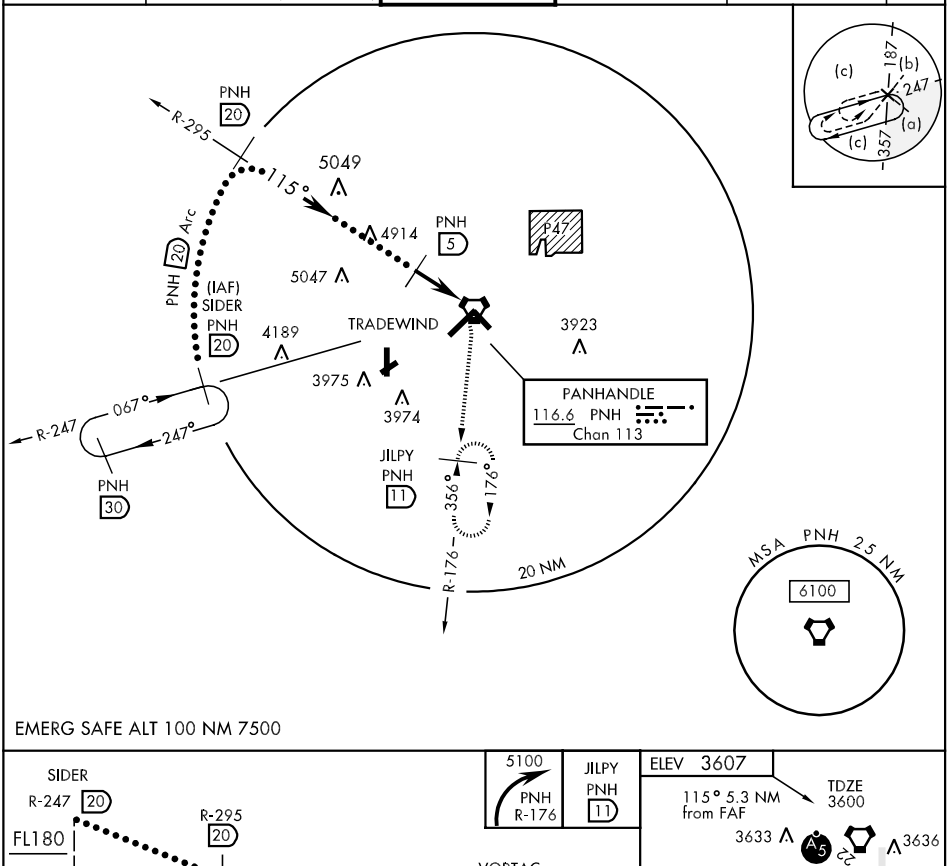
HI-VOR/DME or TACAN RWY 13

VOR/DME PNH	APCH CRS	Rwy Idg	7901
116.6	115°	TDZE	3600
Chan 113		Arpt Elev	3607

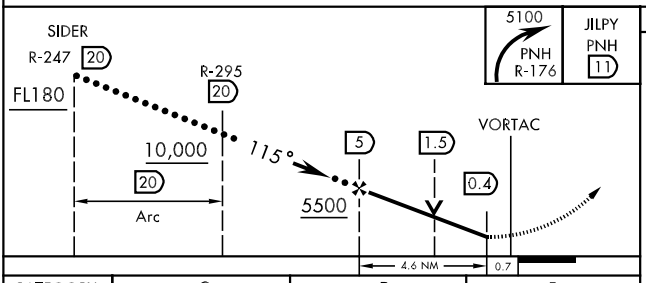
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

MISSED APPROACH: Climbing right turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

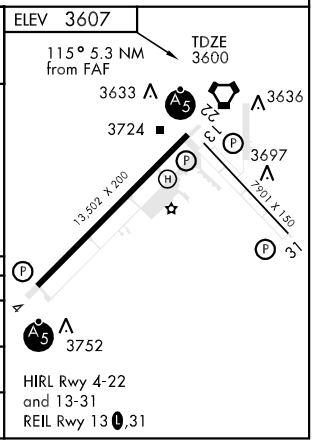
ATIS	AMARILLO APP CON	AMARILLO TOWER ★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 257.9	121.9 348.6	121.65	



EMERG SAFE ALT 100 NM 7500



CATEGORY	C	D	E
S-13	3980-1 380 (400-1)	3980-1¼ 380 (400-1¼)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-13	3980-1 380 (400-1)	3980-1¼ 380 (400-1¼)	NA



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 22

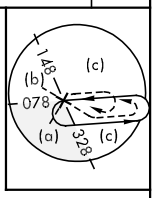
VOR/DME PNH	APCH CRS	Rwy Idg / TDZE / Arpt Elev
116.6 Chan 113	235°	13,502 / 3603 / 3607

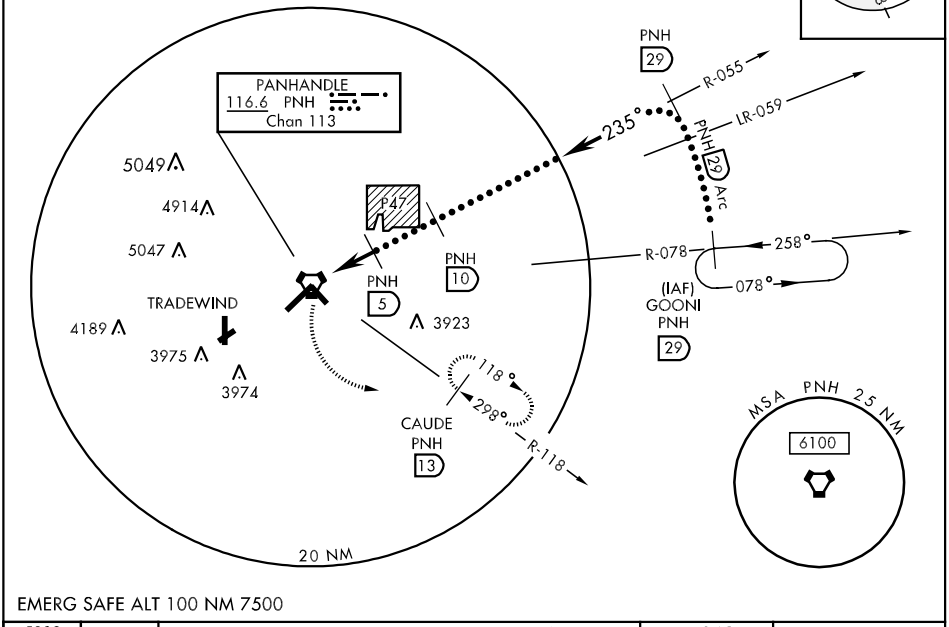
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

MALSR

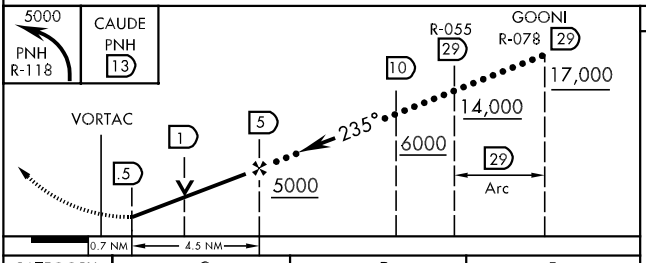
MISSED APPRAOCH: Climbing left turn to 5000 via PNH R-118 to CAUDE INT/PNH 13 DME and hold.

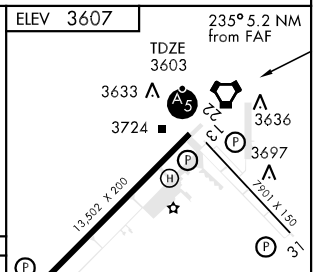
ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 257.9	121.9 348.6	121.65	





EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-22	3960-½ 357 (400-½)	3960-1 357 (400-1)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-22	3960- ¾ 357 (400-¾)	3960-1¼ 357 (400-1¼)	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

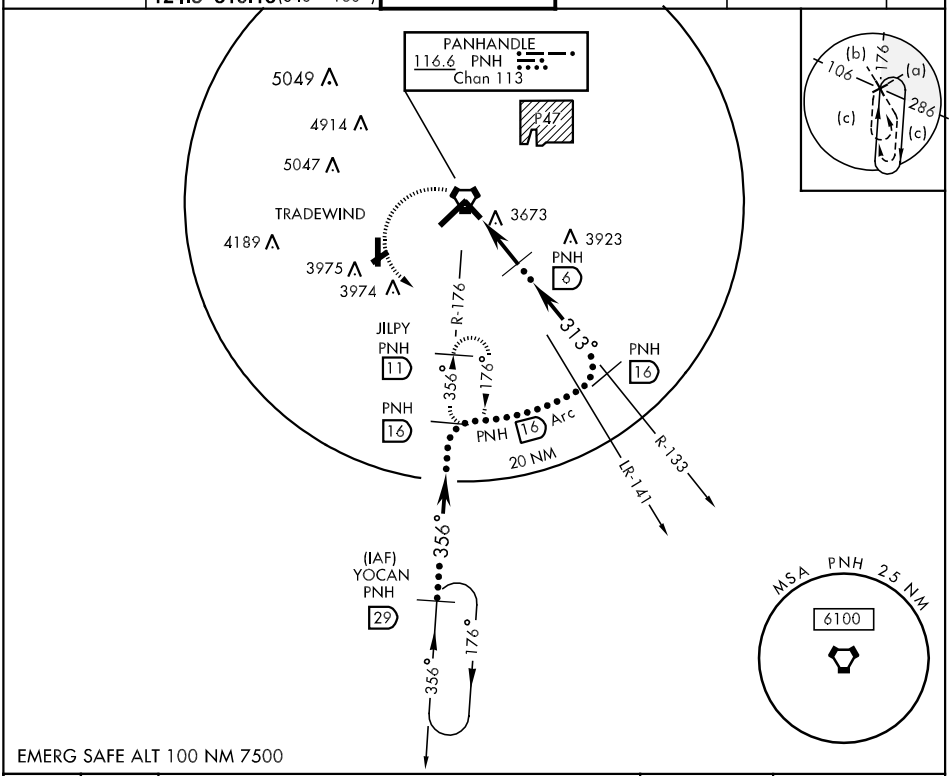
HI-VOR/DME or TACAN RWY 31

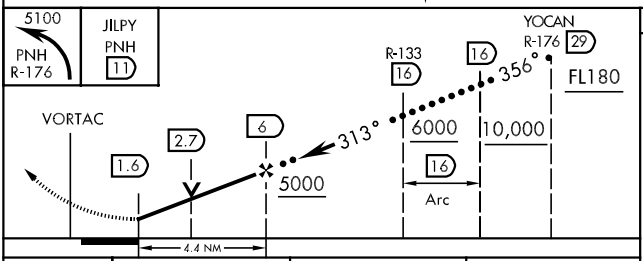
VOR/DME PNH	APCH CRS	Rwy ldg	7901
116.6	313°	TDZE	3598
Chan 113		Arpt Elev	3607

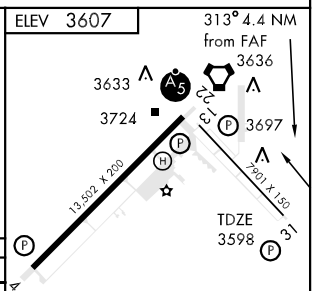
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

MISSED APPROACH: Climbing left turn to 5100 via PNH R-176 to JILPY/PNH 11 DME and hold.

ATIS	AMARILLO APP CON	AMARILLO TOWER★	GND CON	CLNC DEL	ASR
118.85 350.3	119.5 307.0 (161°- 339°) 124.8 319.15 (340°- 160°)	118.3 L 257.9	121.9 348.6	121.65	







CATEGORY	C	D	E
S-31	3960-1 362 (400-1)	3960-1¼ 362 (400-1¼)	
CIRCLING	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)
S-ASR-31	3960-1 362 (400-1)	3960-1¼ 362 (400-1¼)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-AMA	APP CRS	Rwy Idg 13502
110.3	038°	TDZE 3605
		Apt Elev 3605

ILS or LOC RWY 4

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

ASR

S-ILS-4 RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 4100, then climbing right turn to 5000 via PNH R-118 to CAUDE INT/13 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95

SC-2, 21 OCT 2010 to 18 NOV 2010

ADF or DME REQUIRED

PANHANDLE 116.6 PNH Chan 113

P-47

BGD 108.6 Chan 23

4932 4914 5047 4144 3880 4098 3743

5300 to LOM 217° (7.5)

(IAF) R-261 (IAF) R-078

PNH 14 Arc 5500 NoPT

Tradewind

5500 082° (14)

LR-226

5300 038° (6.4)

LR-209

LOCALIZER 110.3 I-AMA

R-118 R-176

SIDER

LOM/IAF PANDE 251 AM PNH 7.4

CAUDE PNH 13 118° 298°

218° 173° 353°

5300 NoPT PNH 14 Arc 5500 284° (31)

DOGIN

MSA AM 25 NM 190° 6100 060° 5300

10 NM 5500 344° (23.9)

YOCAN

ELEV 3605 D

3633 3636 3724 3697 3768 3752 TDZE 3605

13,502 × 200 7901 × 150

038° 5 NM from FAF

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

Remain within 10 NM

LOM* PNH 7.4

218° 5272

5300 038° 5300

GS 3.00° TCH 44

5.0 NM

4100	5000	CAUDE
	PNH R-118	

* Procedure turn not authorized for Cat. E.

CATEGORY	A	B	C	D	E
S-ILS-4	# 3805/24 200 (200-½)				
S-LOC-4	4000/24 395 (400-½)			4000/40 395 (400-¾)	4000/50 395 (400-1)
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-RIQ	APP CRS	Rwy Idg	13502
111.1	214°	TDZE	3603
Chan 48		Apt Elev	3605

LDA/DME RWY 22

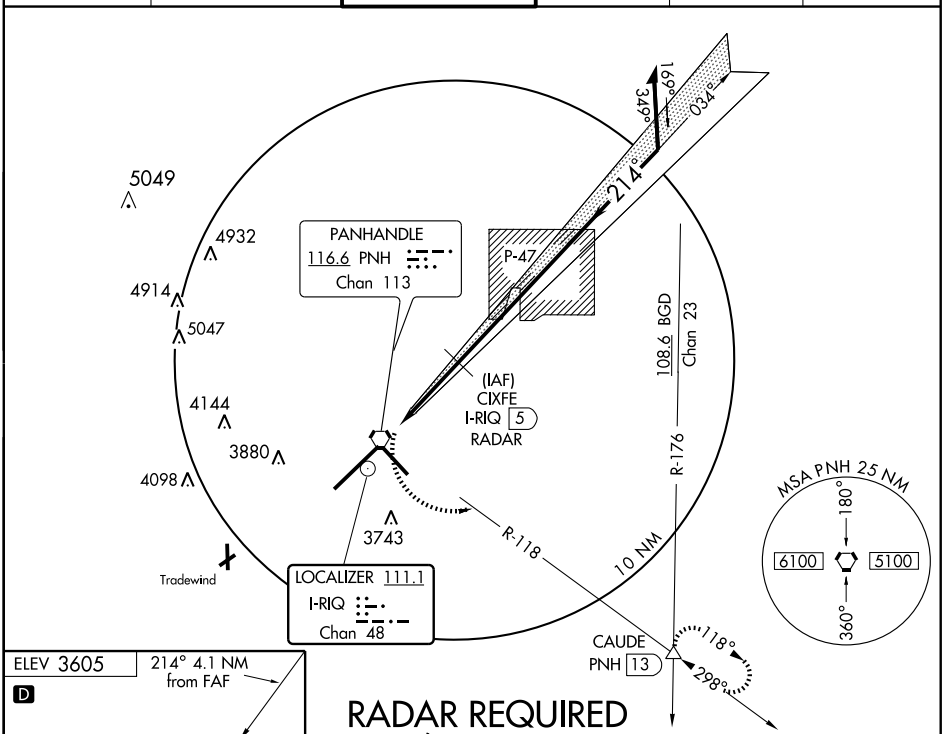
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

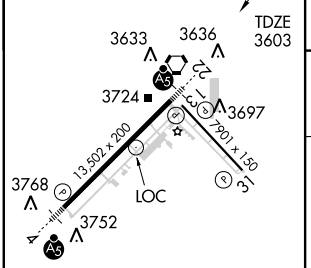
Final approach course offset 4.45 degrees intersects the runway centerline 2509' from Rwy 22. For inoperative MALSR, increase S-LDA 22 Cat D and E visibilities to 1, S-LDA/GS22 to ¾ all Cats.

MALSR

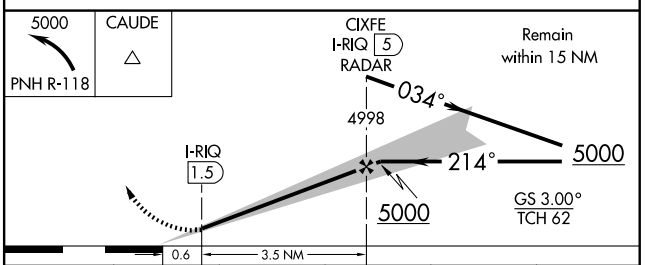
MISSED APPROACH: Climbing left turn to 5000 via PNH VORTAC R-118 to CAUDE Int and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3(CTAF) L 257.9	121.9 348.6	121.65	122.95





RADAR REQUIRED
LDA/GLIDE SLOPE



CATEGORY	A	B	C	D	E
LDA/GS-22	3853-½ 250 (300-½)				
LDA-22	3900-½ 297 (300-½)			3900-¾ 297 (300-¾)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOM AM	APP CRS	Rwy Idg	13502
251	038°	TDZE	3605
		Apt Elev	3605

NDB RWY 4

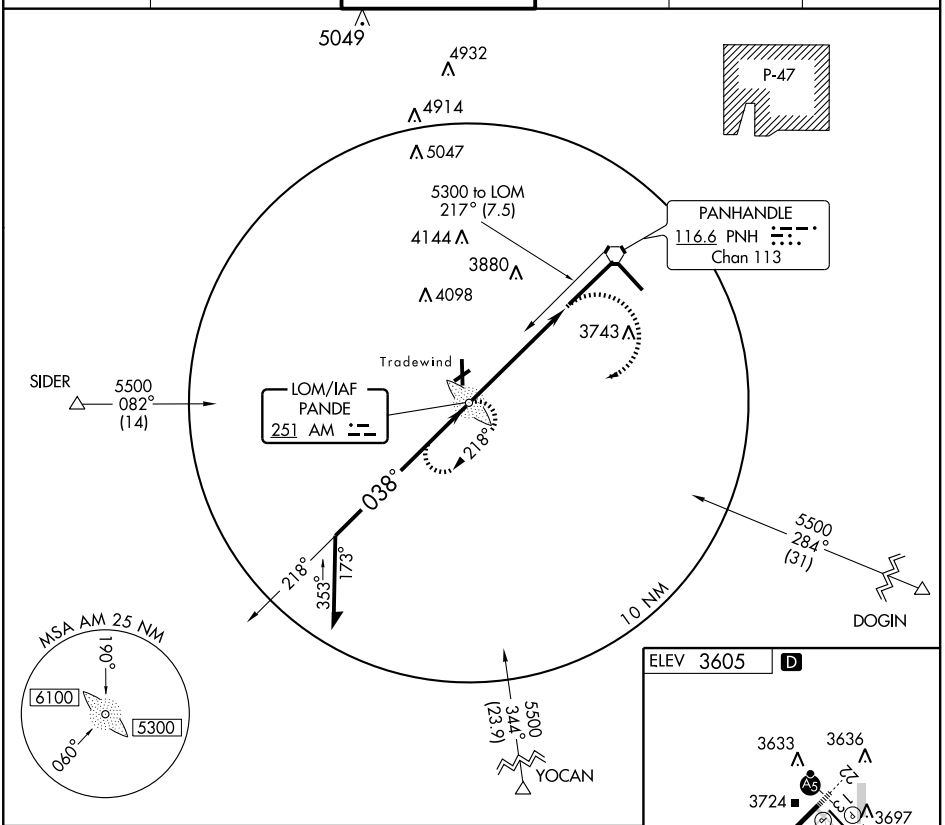
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

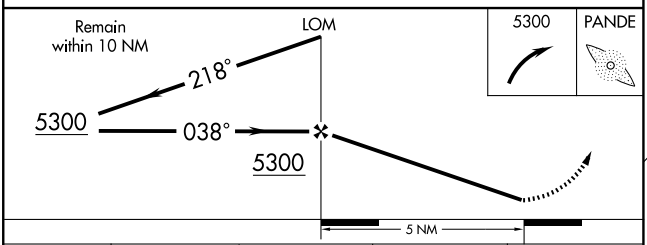
ASR

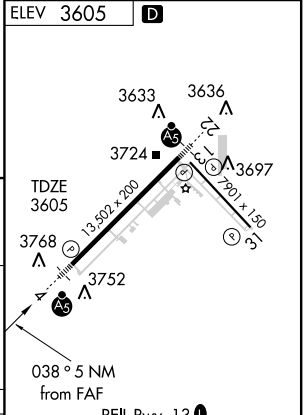
MALSR

MISSED APPROACH: Climbing right turn to 5300 direct PANDE LOM and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3(CTAF) L 257.9	121.9 348.6	121.65	122.95







CATEGORY	A	B	C	D
S-4	4220/40	615 (700-¾)	4220/60 615 (700-1¼)	4220-1¾ 615 (700-1¾)
CIRCLING	4220-1	615 (700-1)	4220-1¾ 615 (700-1¾)	4240-2 635 (700-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	13,502
038°	TDZE	3607
	Apt Elev	3607

RNAV (GPS) RWY 4

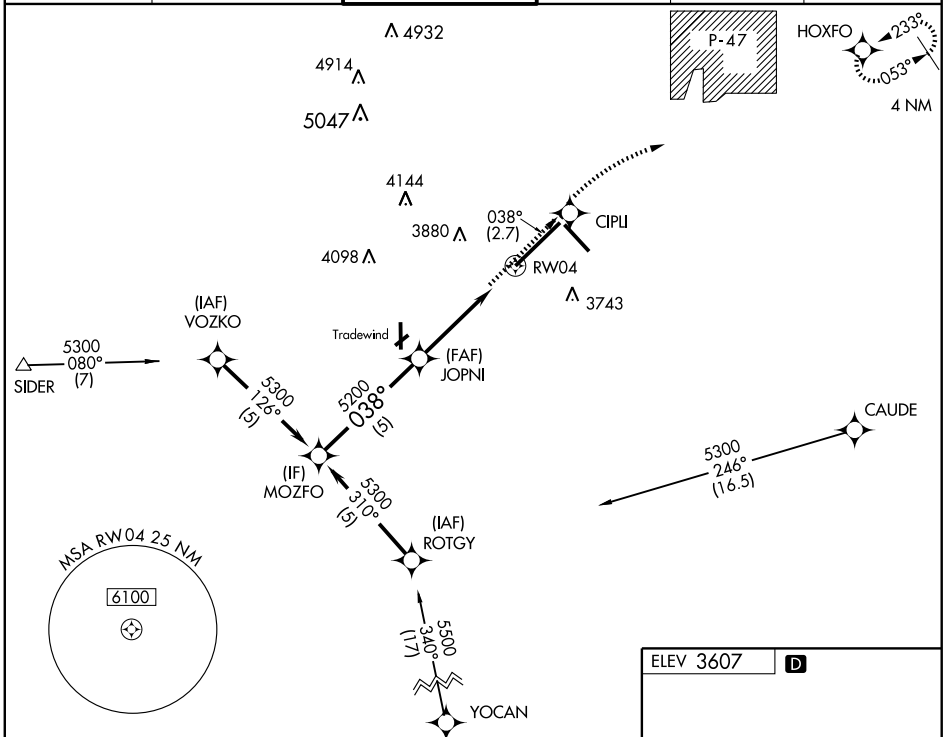
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

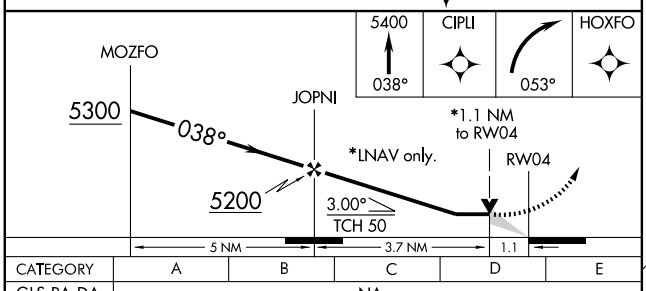
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -22°C (-7°F). For inoperative MALSR increase LNAV Cat D visibility to 6000 RVR.

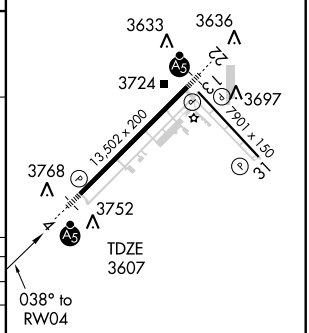
MALSR

MISSED APPROACH: Climb to 5400 via course 038° to CIPLI then right turn via course 053° to HOXFO and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95







CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	4020/50 413 (500-1)				
LNAV MDA	4020/24 413 (500-½)		4020/40 413 (500-¾)	4020/50 413 (500-1)	
CIRCLING	4080-1½ 473 (500-1½)			4240-2 633 (700-2)	4460-3 853 (900-3)

HIRL Rwys 4-22 and 13-31
REIL Rwy 13 L
REIL Rwy 31

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7901
129°	TDZE	3602
	Apt Elev	3607

RNAV (GPS) RWY 13

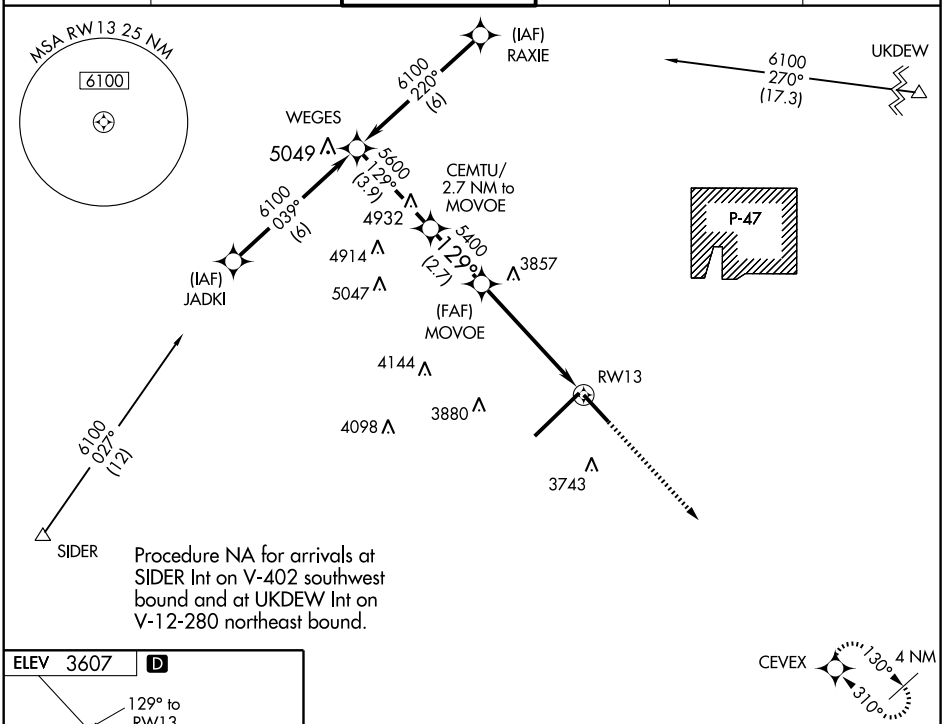
AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

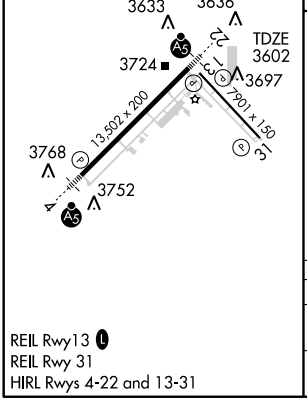
NA
ASR

GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

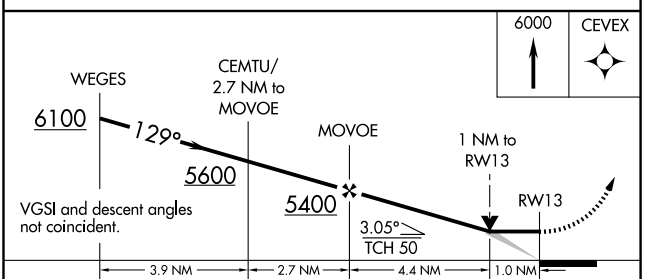
MISSED APPROACH: Climb to 6000 direct CEVEX and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3(CTAF) L 257.9	121.9 348.6	121.65	122.95





REIL Rwy13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31



CATEGORY	A	B	C	D
LNAV MDA	3980-1 378 (400-1)			3980-1¼ 378 (400-1¼)
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

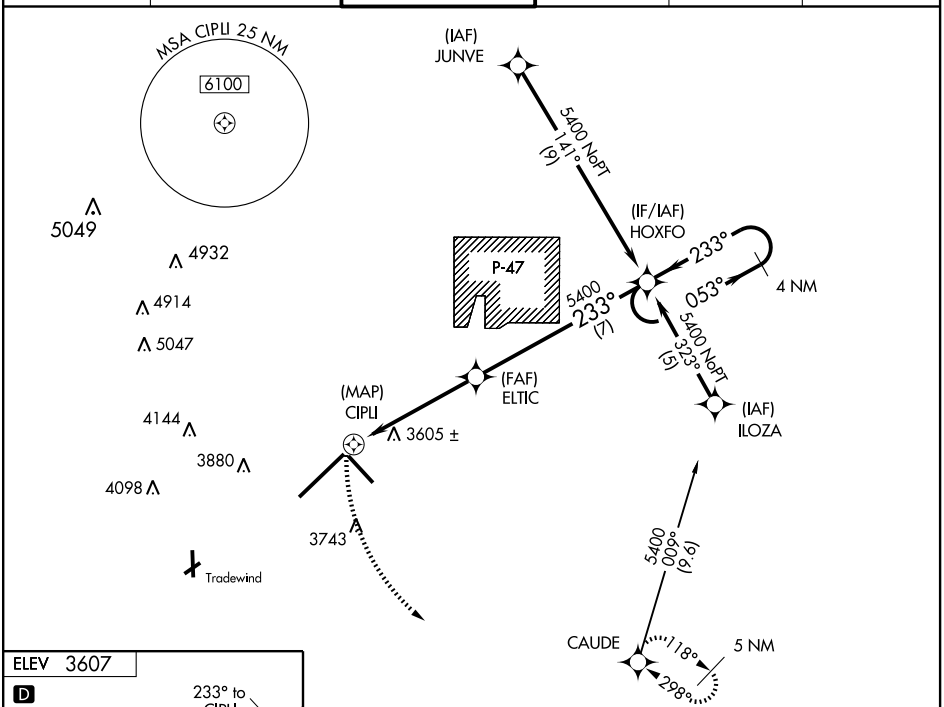
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

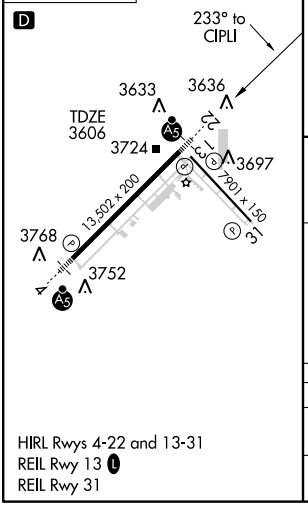
APP CRS	Rwy Idg	13,502
233°	TDZE	3606
	Apt Elev	3607

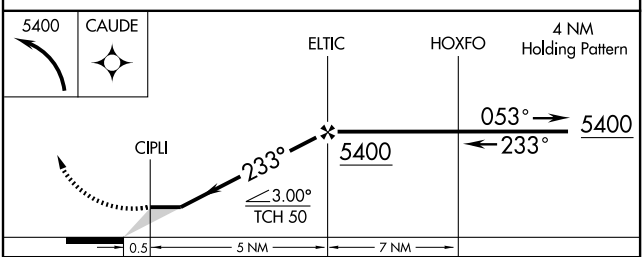
T NA ASR — Inoperative table does not apply to Cat D and E. DME/DME RNP-0.3 NA.

MALSR — MISSED APPROACH: Climbing left turn to 5400 direct CAUDE and hold

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	3960-½ 354 (400-½)			3960-1	354 (400-1)
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

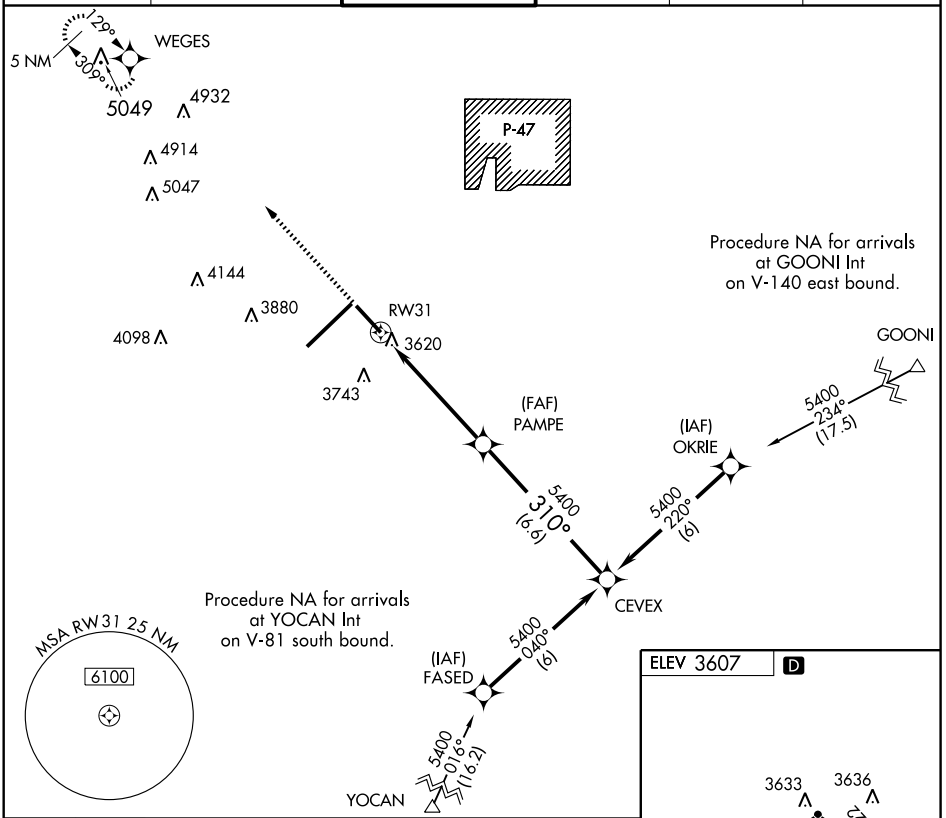
APP CRS	Rwy Idg	7901
310°	TDZE	3600
	Apt Elev	3607

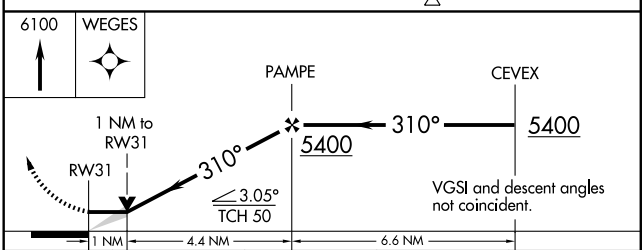
ASR

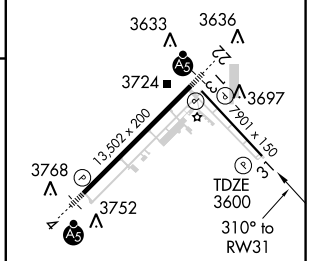
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6100 direct WEGES and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	3960-1 360 (400-1)			3960-1¼ 360 (400-1¼)
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC PNH 116.6 Chan 113	APP CRS 214°	Rwy Idg N/A TDZE N/A Apt Elev 3605

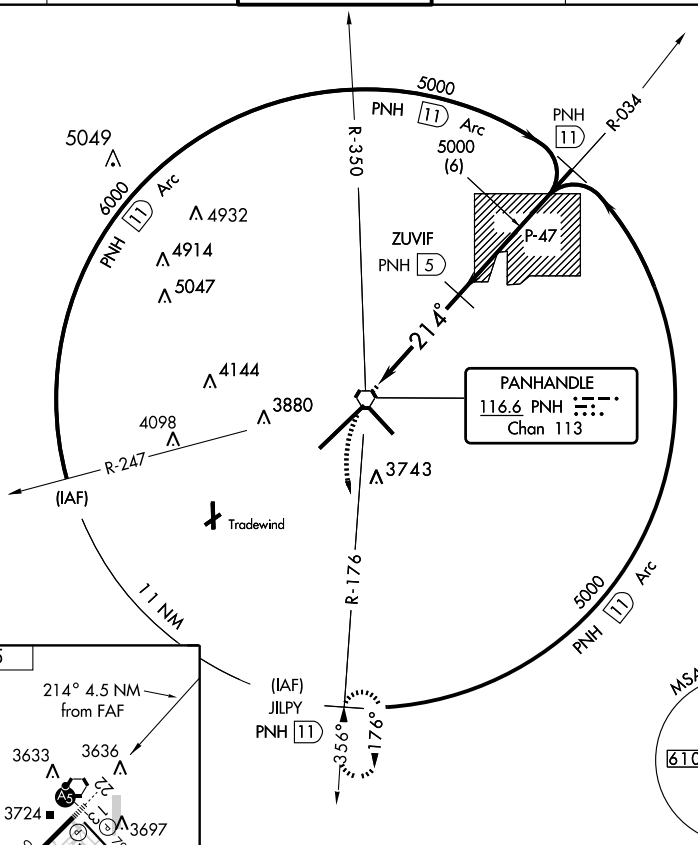
VOR/DME-A

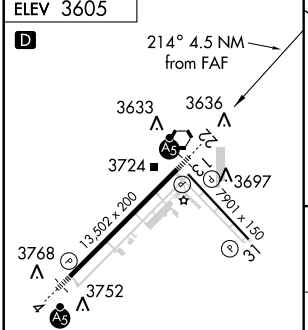
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

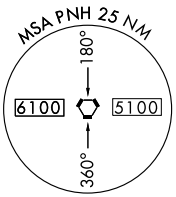
ASR

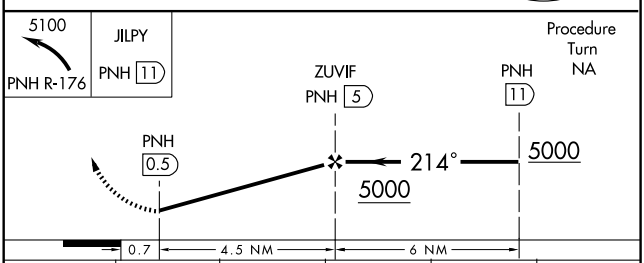
MISSED APPROACH: Climbing left turn to 5100 via PNH-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95









REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

CATEGORY	A	B	C	D	E
CIRCLING	4080-1	473 (500-1)	4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC PNH	APP CRS	Rwy Idg	7901
116.6	115°	TDZE	3600
Chan 113		Apt Elev	3605

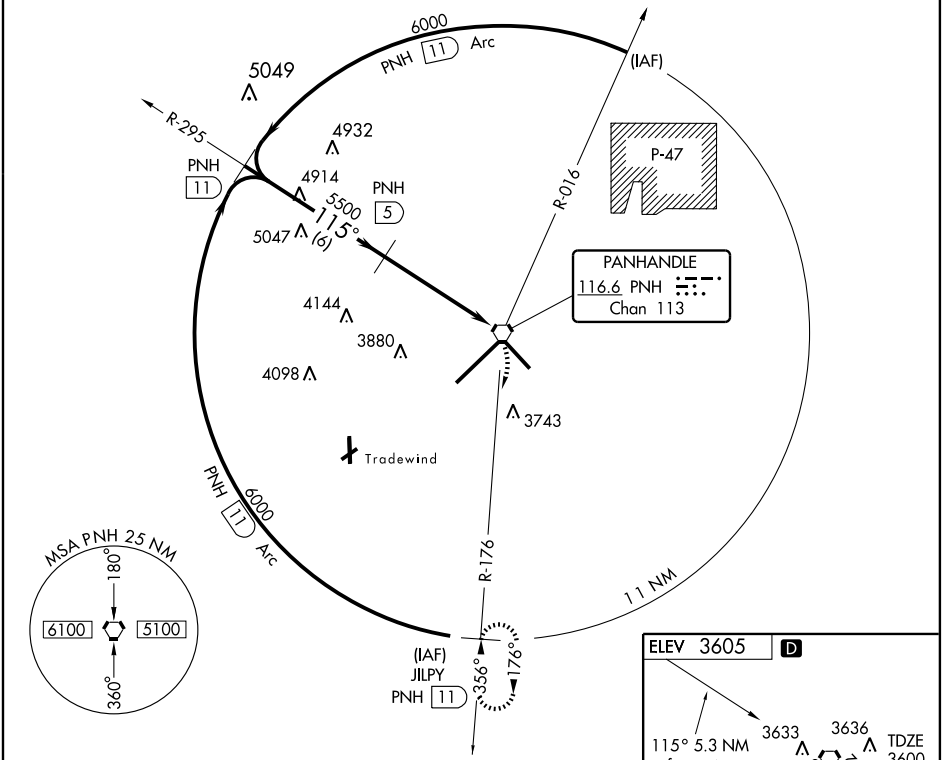
VOR/DME RWY 13

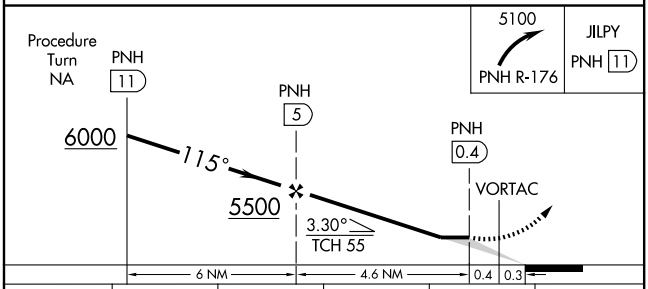
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

T
A
ASR

MISSED APPROACH: Climbing right turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95

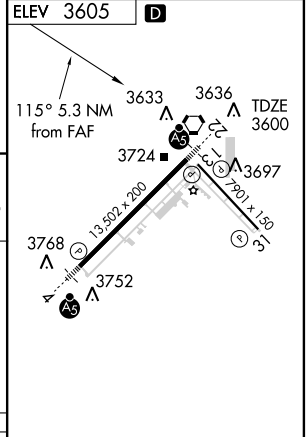




5100
PNH R-176

JILPY
PNH 11

CATEGORY	A	B	C	D	E
S-13	3980-1 380 (400-1)			3980-1¼ 380 (400-1¼)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)



REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC PNH 116.6 Chan 113	APP CRS 235°	Rwy Idg 13502 TDZE 3603 Apt Elev 3605

VOR/DME RWY 22

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

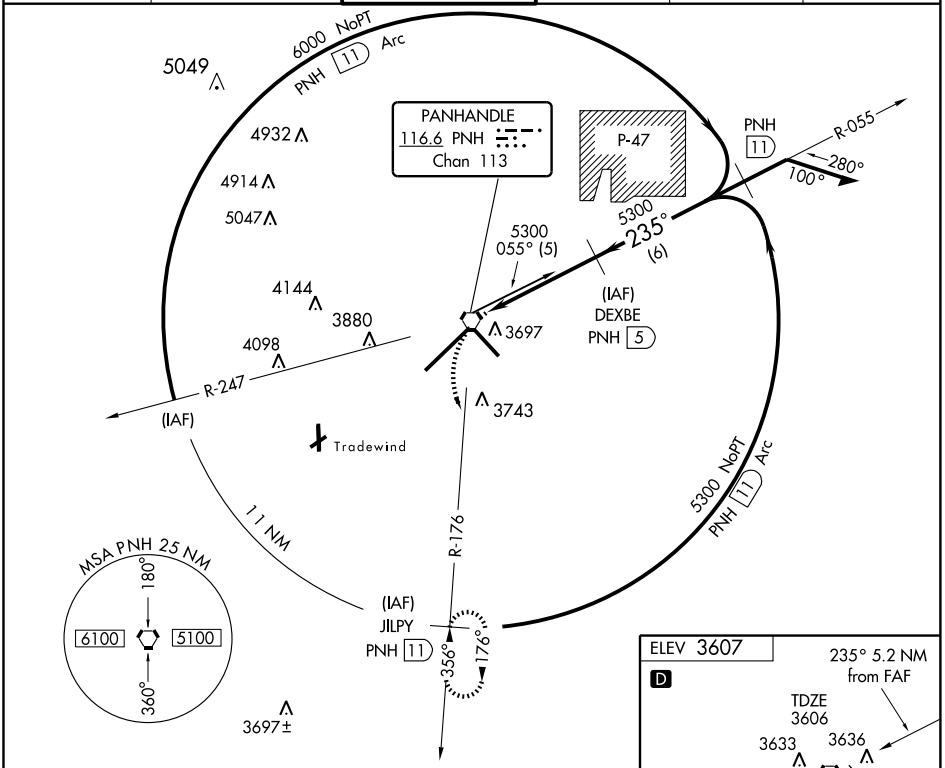
ASR

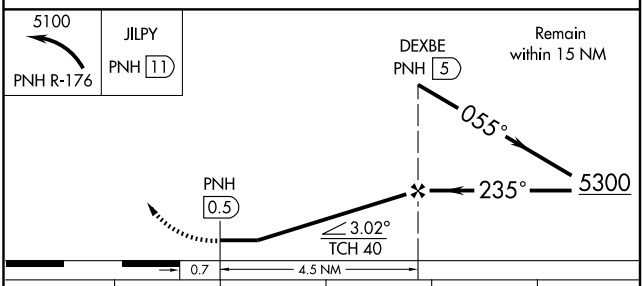
For inoperative MALSRS, increase S-22 visibility Cat D and E to 1¼.

MALSR

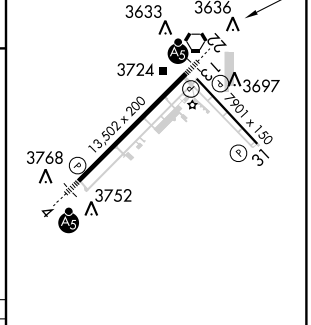
MISSED APPROACH: Climbing left turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95





CATEGORY	A	B	C	D	E
S-22	3960-½ 354 (400-½)			3960-1 354 (400-1)	
CIRCLING	4080-1 473 (500-1)		4080-1½ 473 (500-1½)	4240-2 633 (700-2)	4460-3 853 (900-3)



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC PNH 116.6 Chan 113	APP CRS 313°	Rwy Idg 7901 TDZE 3598 Apt Elev 3605

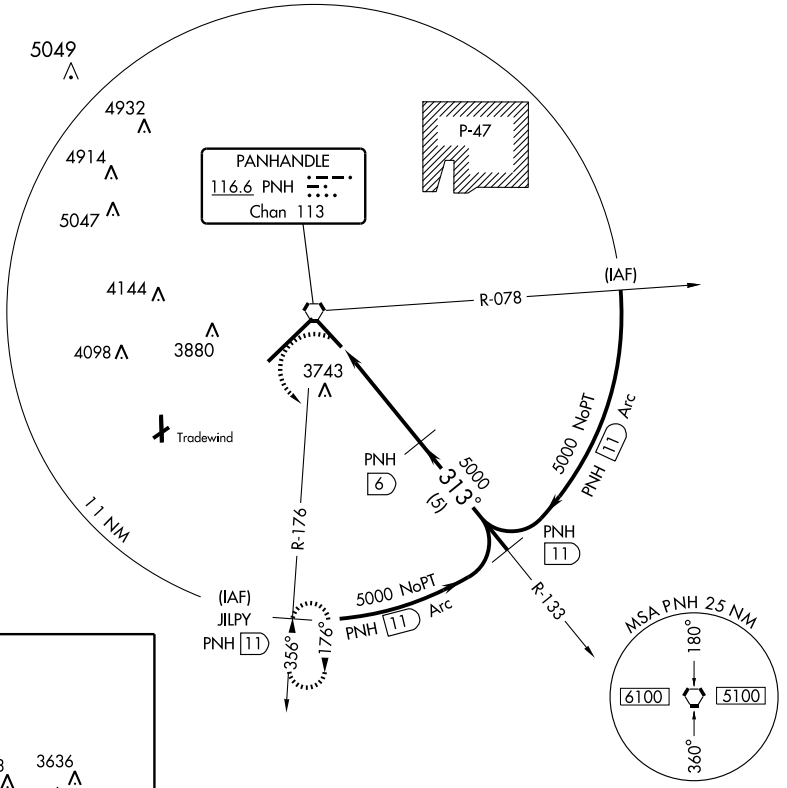
VOR/DME RWY 31

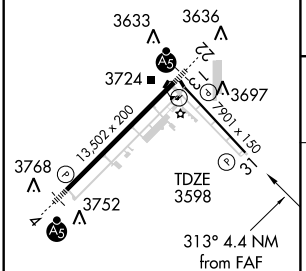
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

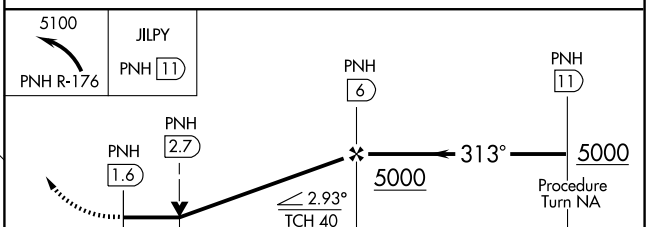
ASR

MISSED APPROACH: Climbing left turn to 5100 via PNH-176 to JILPY/11 DME and hold.

ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95







CATEGORY	A	B	C	D	E
S-31	3960-1 362 (400-1)			3960-1¼ 362 (400-1¼)	
CIRCLING	4080-1 475 (500-1)		4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC PNH	APP CRS	Rwy Idg 13,502
116.6	235°	TDZE 3603
Chan 113		Apt Elev 3605

VOR RWY 22

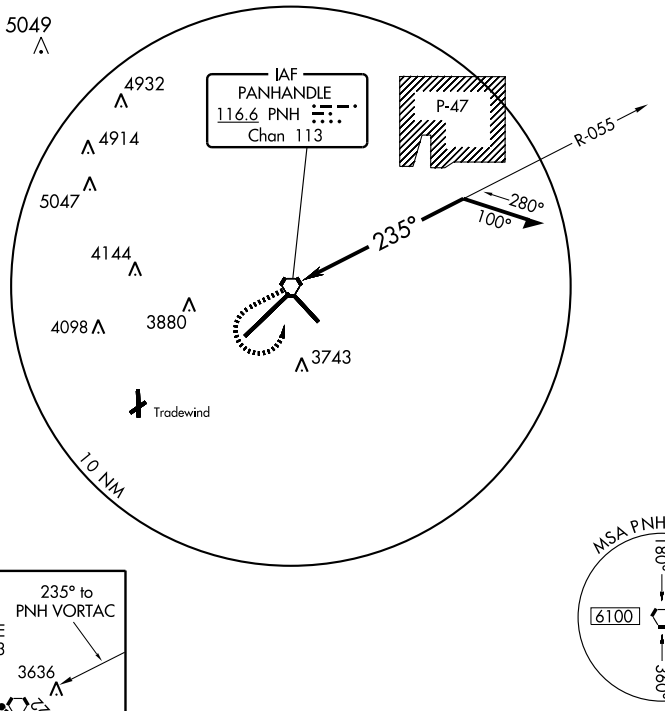
AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

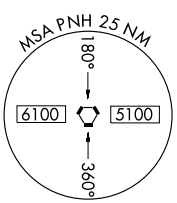
ASR

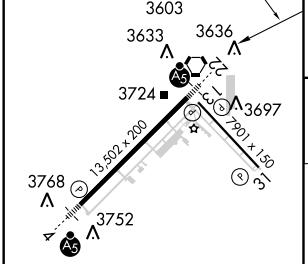
MALSR

MISSED APPROACH: Climb to 4400, then climbing left turn to 5000 direct PNH VORTAC.

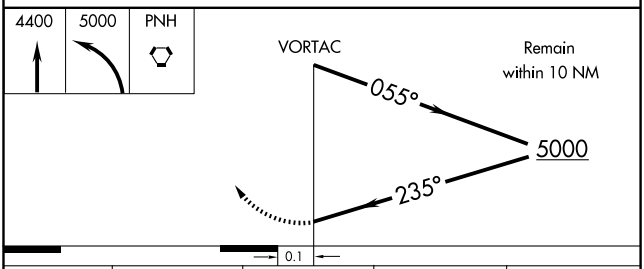
ATIS	AMARILLO APP CON ★	AMARILLO TOWER ★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3 (CTAF) L 257.9	121.9 348.6	121.65	122.95







REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31



CATEGORY	A	B	C	D
S-22	4080-½	477 (500-½)	4080-¾ 477 (500-¾)	4080-1 477 (500-1)
CIRCLING	4080-1	475 (500-1)	4080-1½ 475 (500-1½)	4240-2 635 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4809
352°	TDZE	3642
	Apt Elev	3648

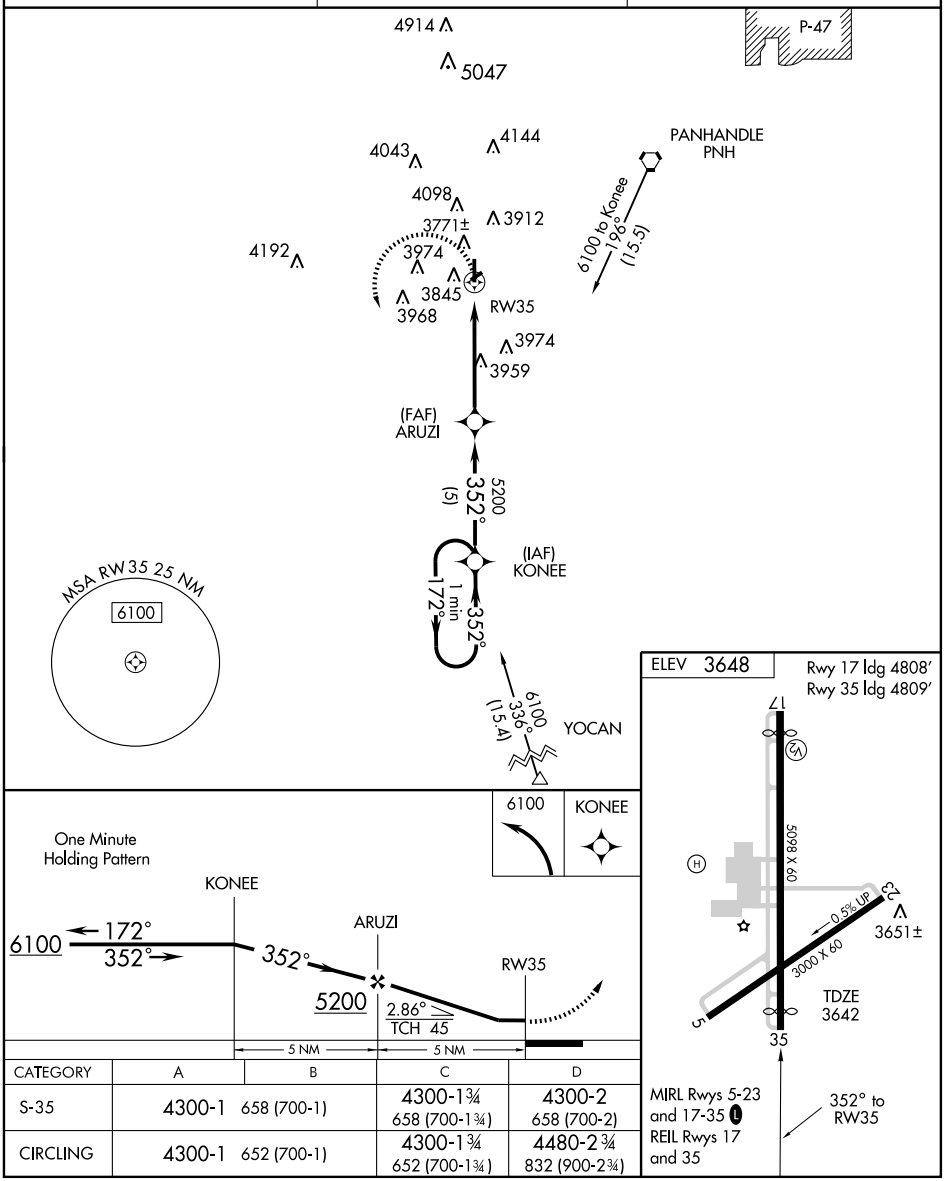
GPS RWY 35

AMARILLO/ TRADEWIND (TDW)

Use Rick Husband Amarillo Intl altimeter setting.
NA Circling not authorized to runway 5-23.

MISSED APPROACH: Climbing left turn to 6100 direct KONEE WP and hold.

AMARILLO APP CON ★	CLNC DEL	UNICOM
119.5 307.0	125.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	4300-1	658 (700-1)	4300-1¾ 658 (700-1¾)	4300-2 658 (700-2)
CIRCLING	4300-1	652 (700-1)	4300-1¾ 652 (700-1¾)	4480-2¾ 832 (900-2¾)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB AM 251	APP CRS 313°	Rwy Idg N/A TDZE N/A Apt Elev 3648

NDB-A

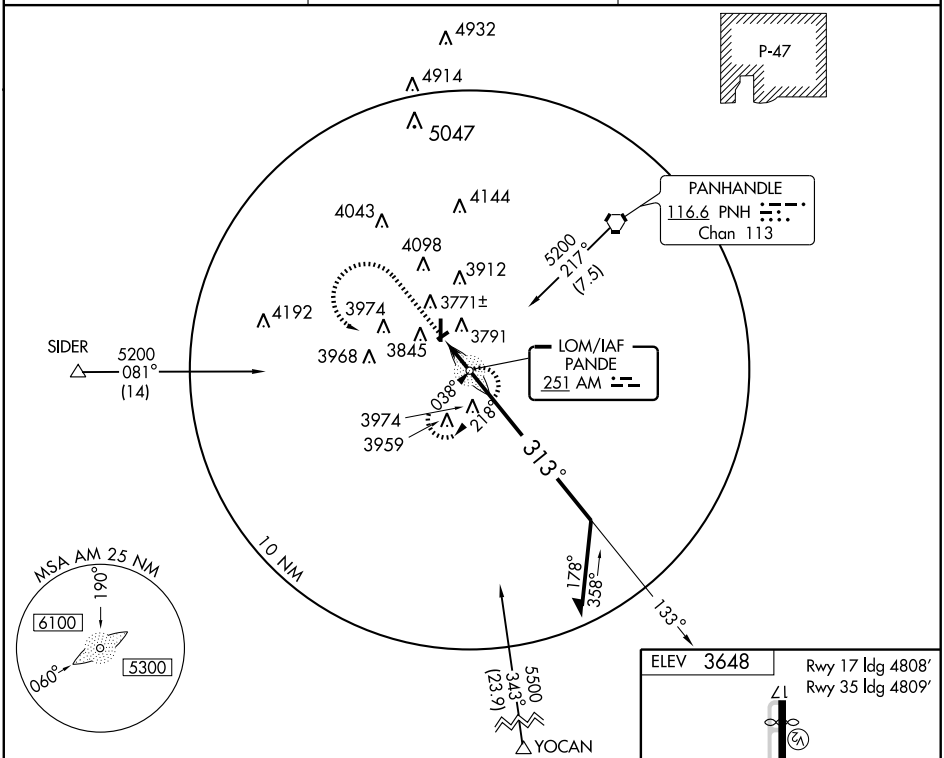
AMARILLO/ TRADEWIND (TDW)

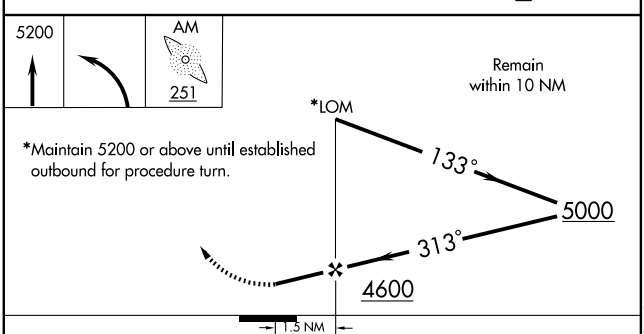
Use Rick Husband Amarillo Intl altimeter setting.
Circling not authorized to runway 5-23.

NA

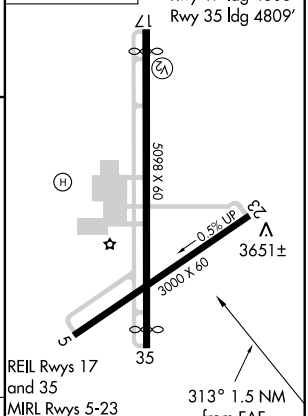
MISSED APPROACH: Climb to 5200, then left turn direct AM LOM and hold.

AMARILLO APP CON *	CLNC DEL	UNICOM
119.5 307.0	125.4	122.8 (CTAF) L





*Maintain 5200 or above until established outbound for procedure turn.



CATEGORY	A	B	C	D
CIRCLING	4220-1 572 (600-1)	4260-1 612 (700-1)	4260-1¾ 612 (700-1¾)	4480-2¾ 832 (900-2¾)

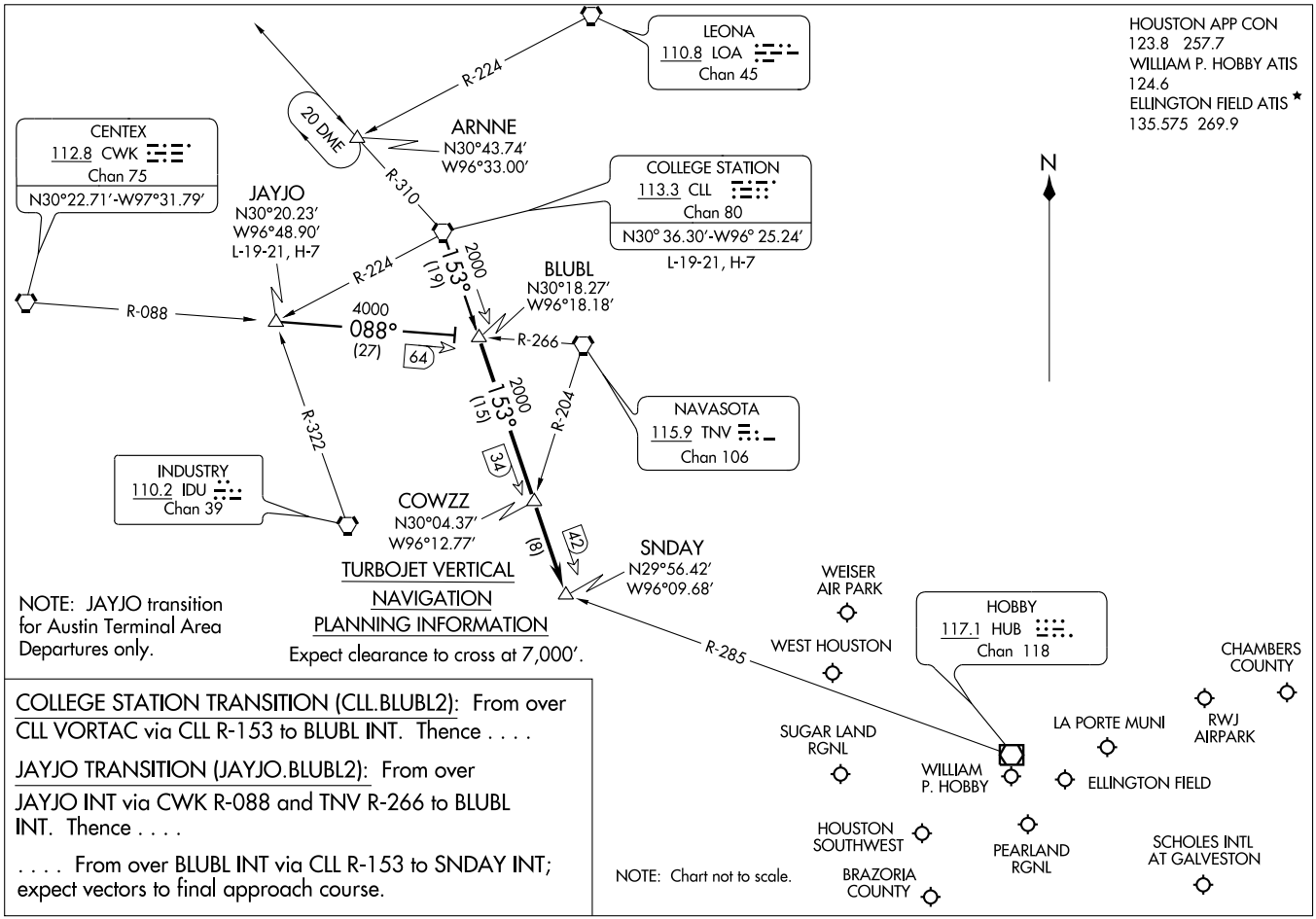
FAF TO MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

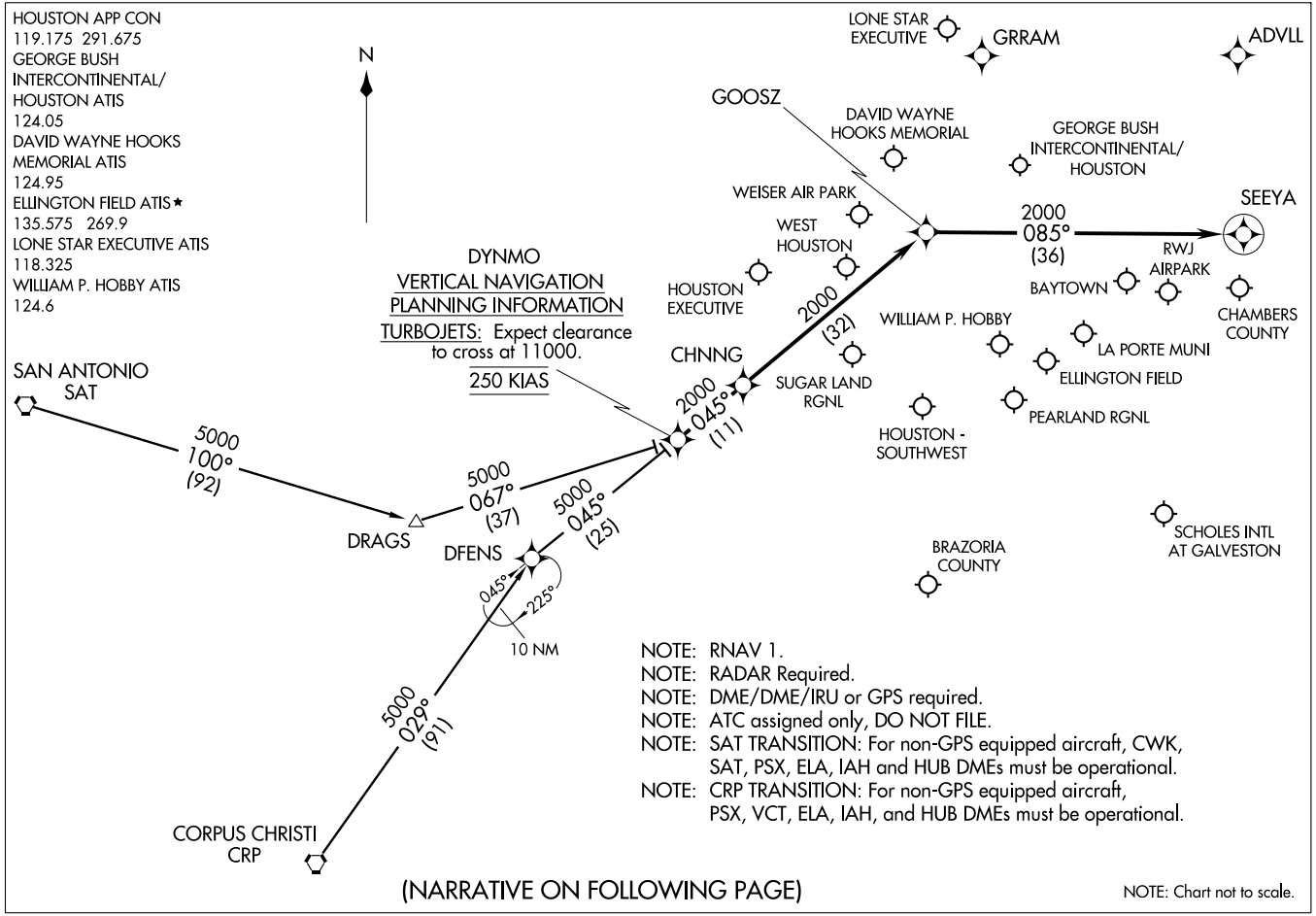
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

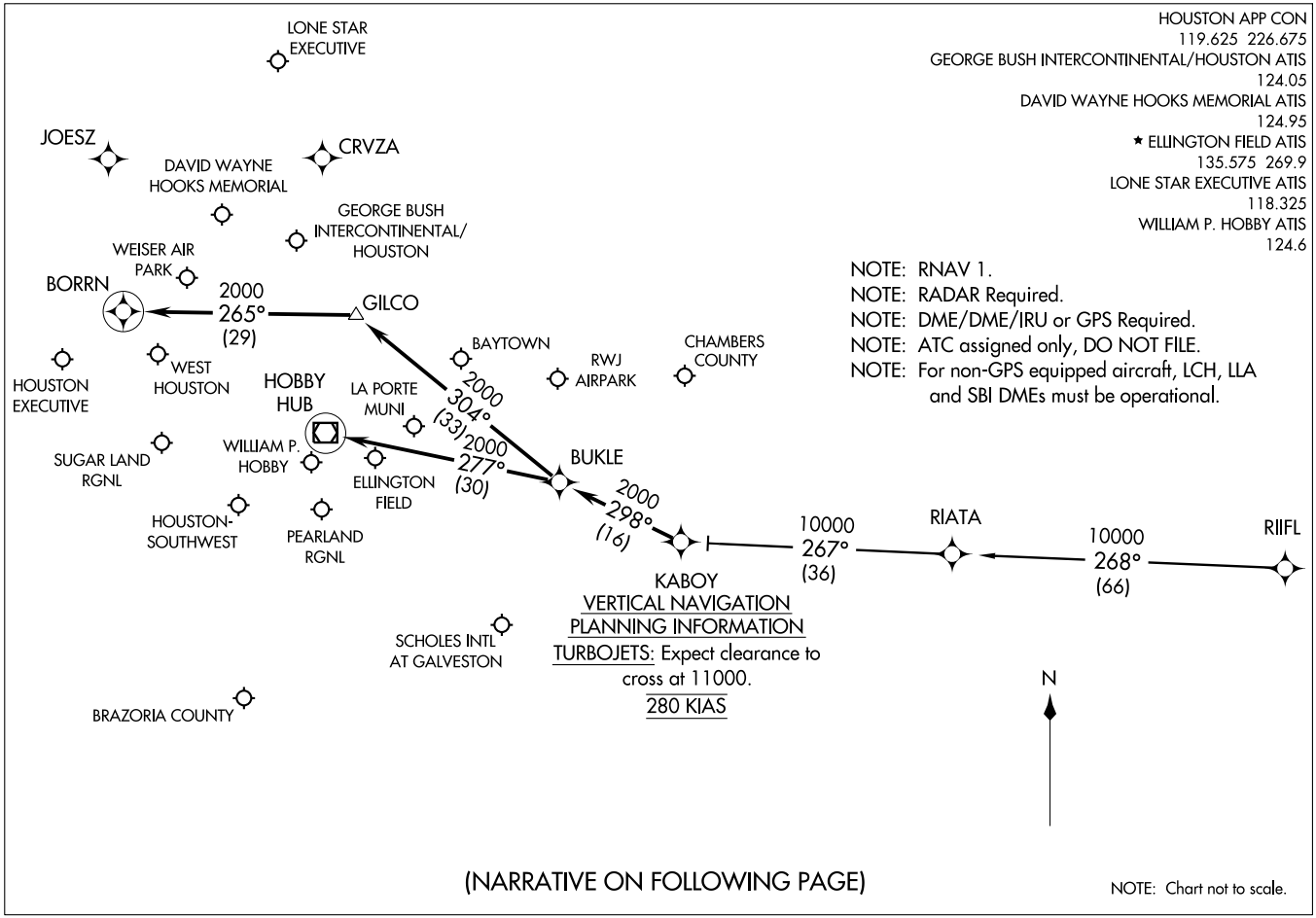
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3005
124°	TDZE	21
	Apt Elev	21

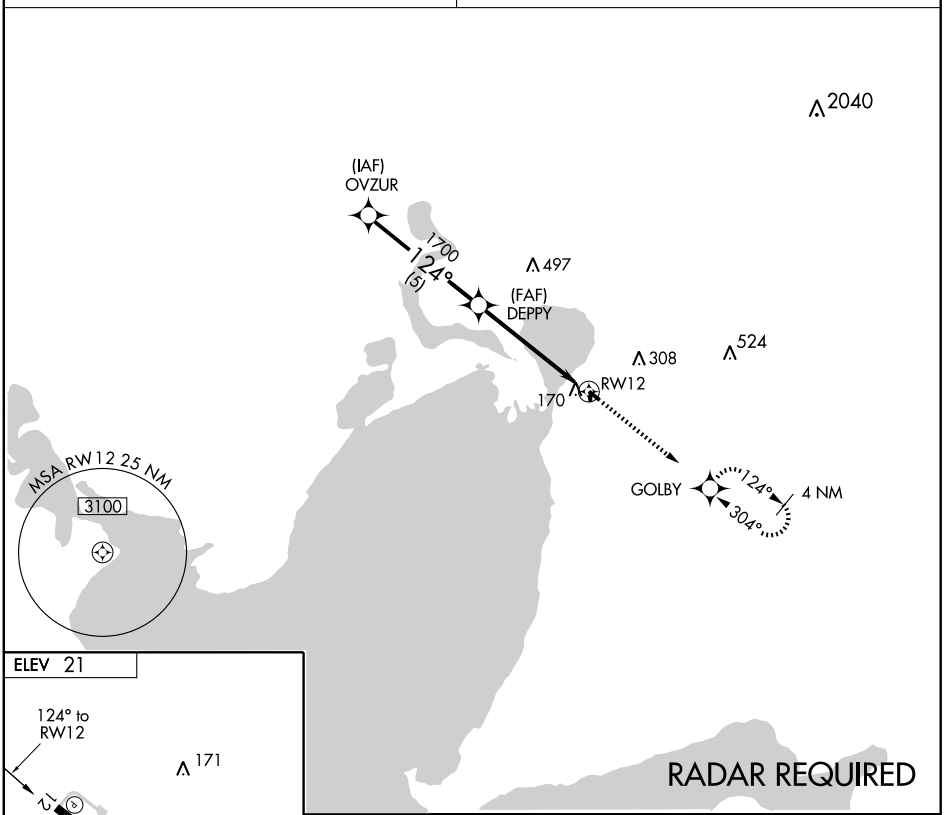
RNAV (GPS) RWY 12

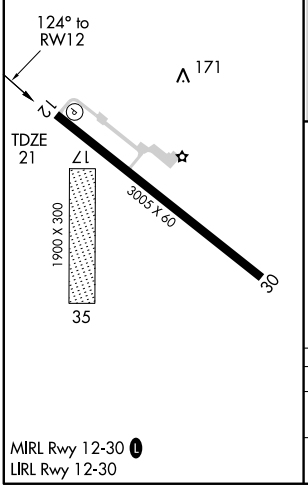
ANAHUAC/CHAMBERS COUNTY (T00)

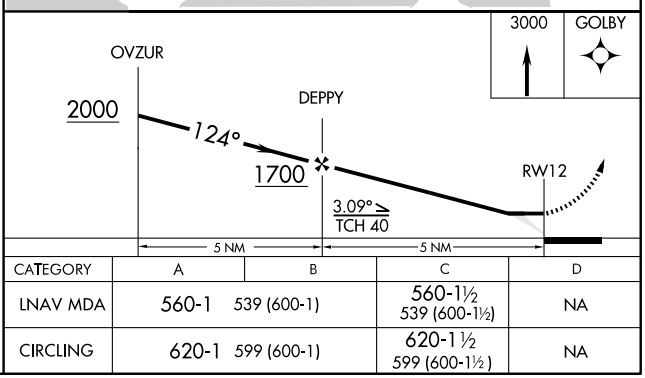
NA Use Houston William P. Hobby altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct GOLBY WP and hold.

HOUSTON APP CON	CTAF
134.45 281.4	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	560-1 539 (600-1)		560-1½ 539 (600-1½)	NA
CIRCLING	620-1 599 (600-1)		620-1½ 599 (600-1½)	NA

MIRL Rwy 12-30 L
LIRL Rwy 12-30

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

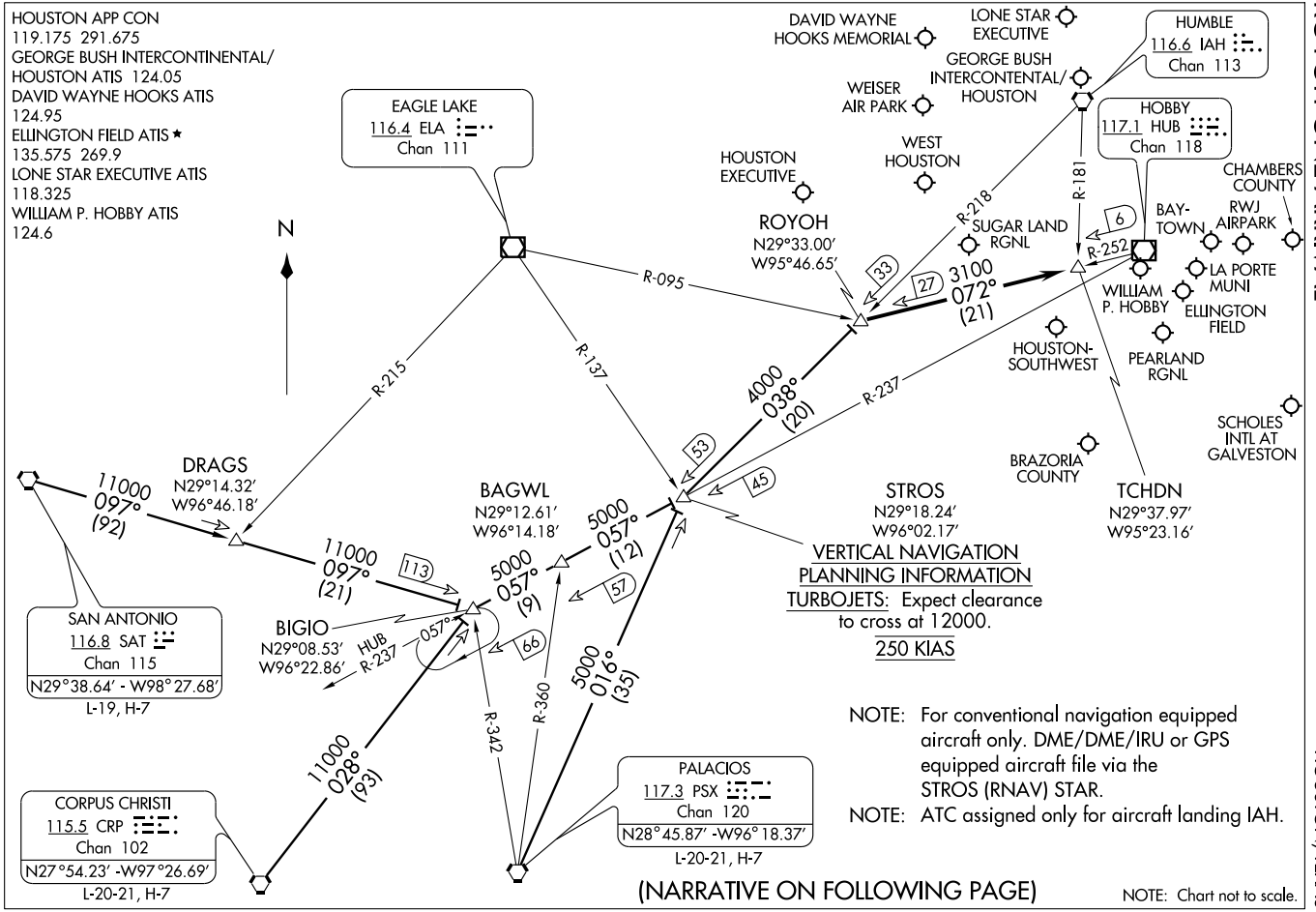
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

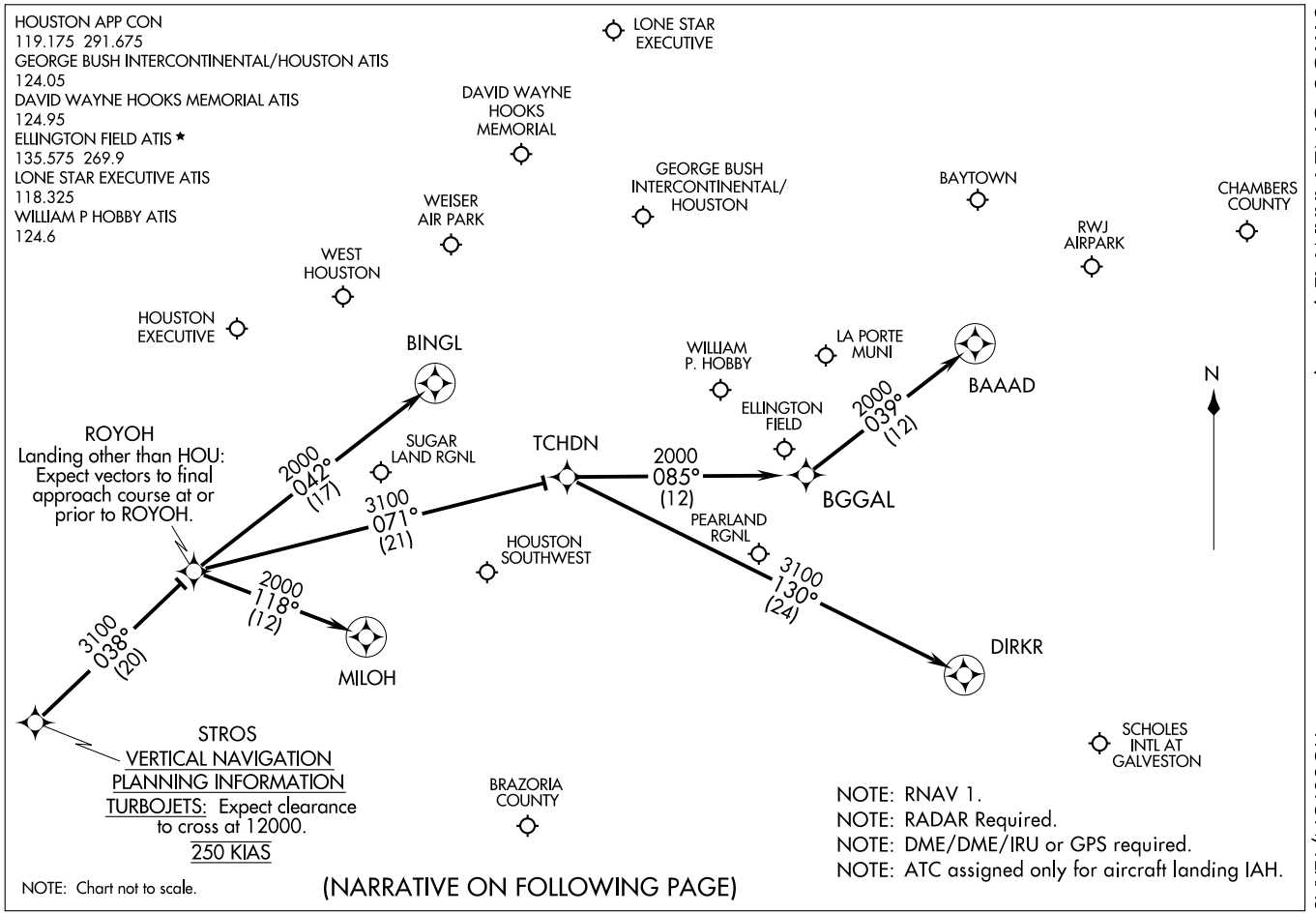
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5816
CH 65813	155°	TDZE	3174
W16A		Apt Elev	3174

RNAV (GPS) RWY 16

ANDREWS COUNTY (E11)

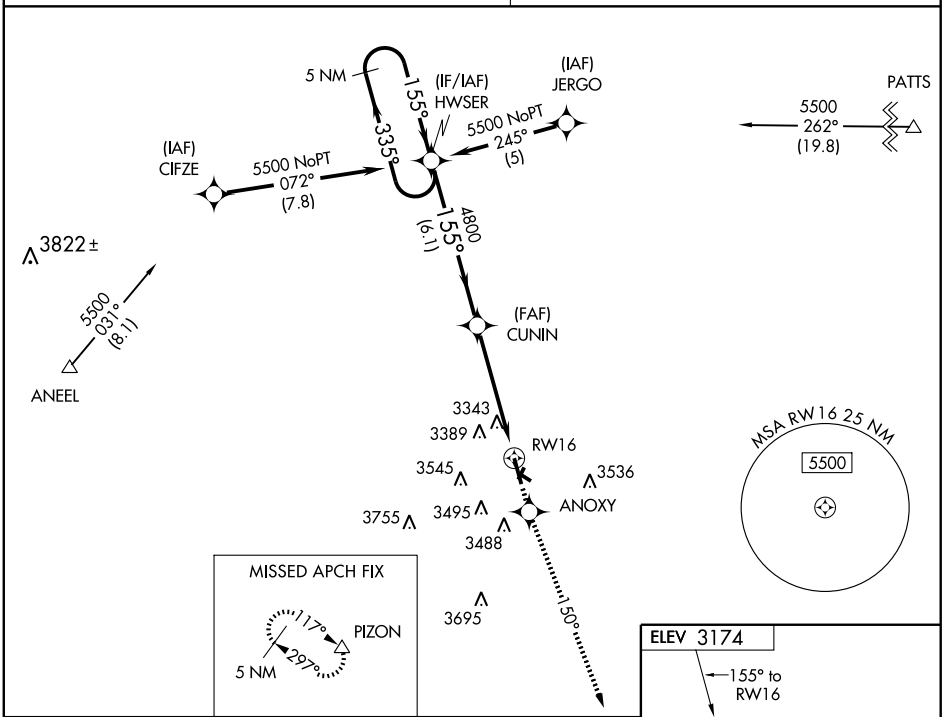
Circling NA west of rwy 16/34. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Midland altimeter setting; when not received use Big Spring altimeter setting and increase all DA 95 feet, all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

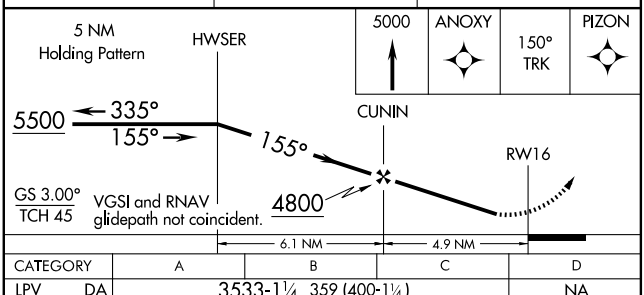
NA

MISSED APPROACH: Climb to 5000 direct ANOXY and via track 150° to PIZON and hold.

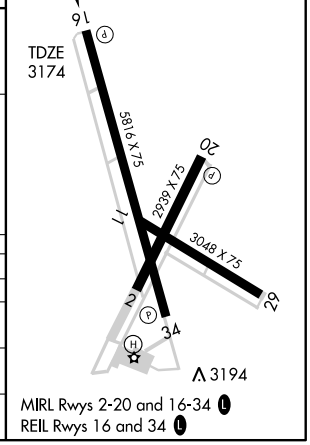
MIDLAND APP CON ★
121.1 290.4

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3533-1¼ 359 (400-1¼)			NA
LNAV/VNAV DA	3802-2¼ 628 (700-2¼)			NA
LNAV MDA	3780-1 606 (700-1)		3780-1¾ 606 (700-1¾)	NA
CIRCLING	3780-1 606 (700-1)		3780-1¾ 606 (700-1¾)	NA



MIRL Rwys 2-20 and 16-34 L
REIL Rwys 16 and 34 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

ANGLETON/LAKE JACKSON, TEXAS
ANGLETON/BRAZORIA COUNTY (LBX)

ASOS
119.925
CLNC DEL
125.2
CTAF
123.0
HOUSTON DEP CON
134.45 284.0

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

V212
R-082
16
082°
(49)
49
R-265
(49)
65
R-294
V212
J50
4000
*2000
085°
(115)
R-266
FL190
094°
(92)
R-273
J50
FL190
094°
(95)
R-277

POLK
108.4 FXU
Chan 21

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

MUSIQ
N30°33.17′
W94°53.53′
(45)

DARTR
N30°24.19′
W95°00.41′
43
(11)
R-325
R-299
DAISETTA
116.9 DAS
Chan 116

29
32
028°
(23)
R-254

9
R-028
RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

SL-6453 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

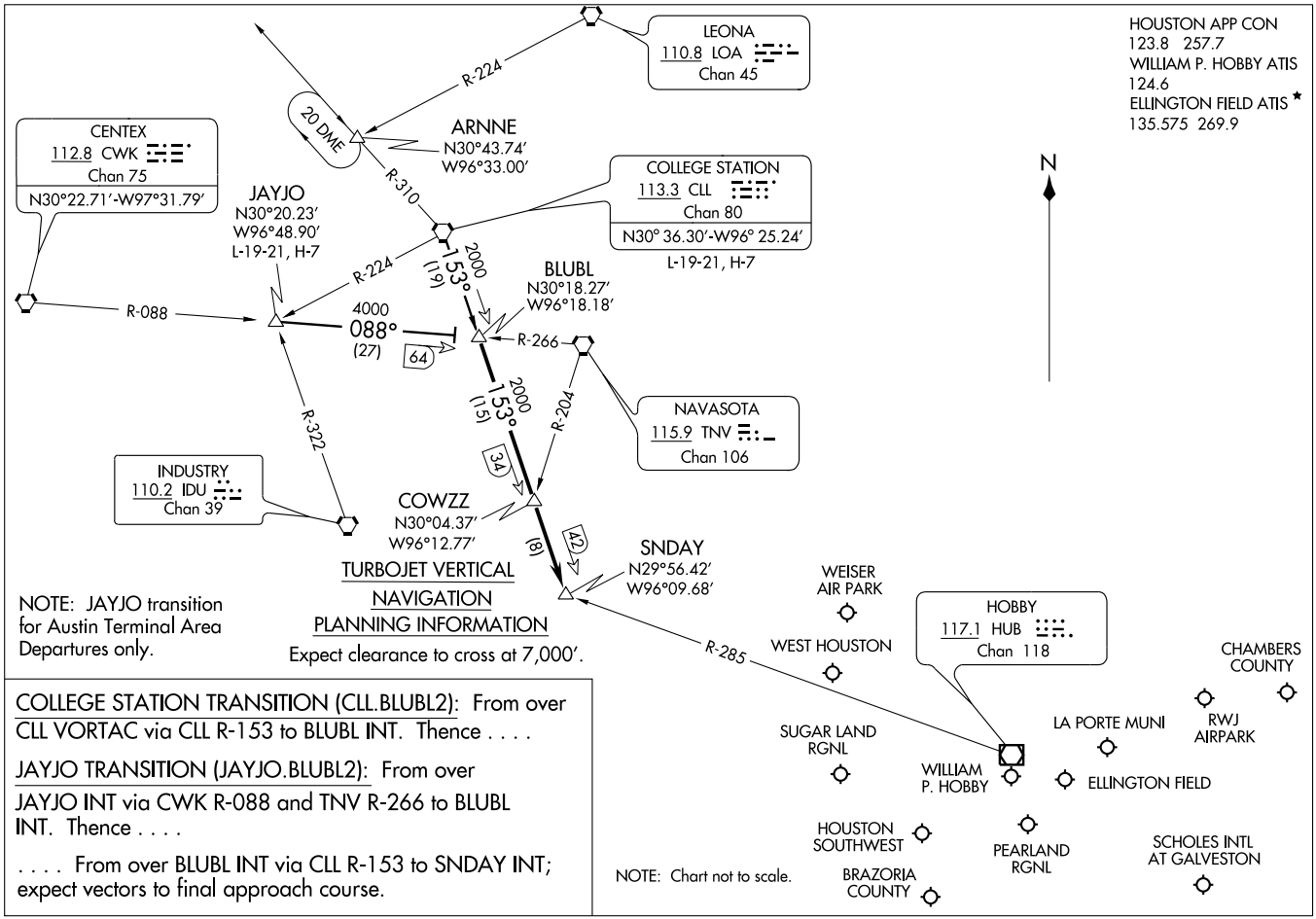
TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

ANGLETON/LAKE JACKSON, TEXAS

ANGLETON/BRAZORIA COUNTY (LBX)

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

SL-6453 (FAA)

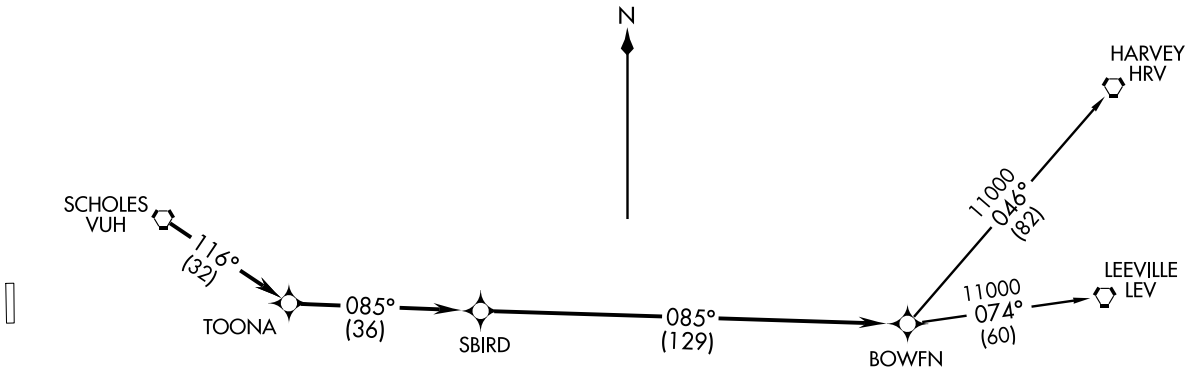
ANGLETON/BRAZORIA COUNTY (LBX)

ANGLETON/LAKE JACKSON, TEXAS

ASOS 119.925
CLNC DEL 125.2
CTAF 123.0
HOUSTON DEP CON 134.45 284.0

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

TAKE-OFF MINIMUMS:
Rwy 17, 35 Standard.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

SC-5, 21 OCT 2010 to 18 NOV 2010

HOUSTON APP CON
126.675 339.8
WILLIAM P. HOBBY ATIS
124.6
* ELLINGTON FIELD ATIS
135.575 269.9

COWBOY
CVE
172°
(71)
6000
10 NM
ELLVR
167°
(7)
6000
GOALL
(24)
PPUNT
(25)
DRPPD
(12)
20 NM
133°
313°
ARNNE
LLANO
LLO
6000
091°
(111)
FTBAL
6000
129°
(16)
10 NM
309°
MRRIO
(9)
ILEXY
6000
089°
(40)
TEXNN
6000
129°
(8)
3100
150°
(10)
QTRBK
(13)
TAKKL
(6)
RECVR
250 KIAS
3100
137°
(17)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

COACH
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.

NOTE: CVE TRANSITION: For non-GPS equipped aircraft, ACT, and GNL DMEs must be operational.

NOTE: LLO TRANSITION: For non-GPS equipped aircraft, TPL DME must be operational.

ROYOH
Landing other than HOU: Expect vectors to final approach course at or prior to ROYOH.

See following page for arrival routes.

NOTE: Chart not to scale.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

(COACH.COACH1) 10210

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

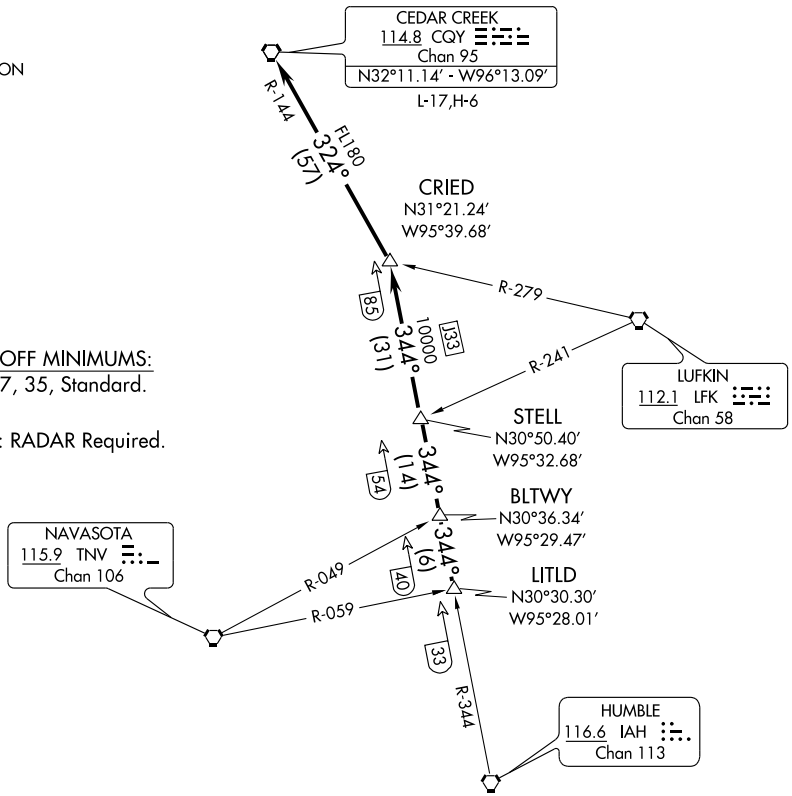
LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

ASOS
119.925
CLNC DEL
125.2
CTAF
123.0
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

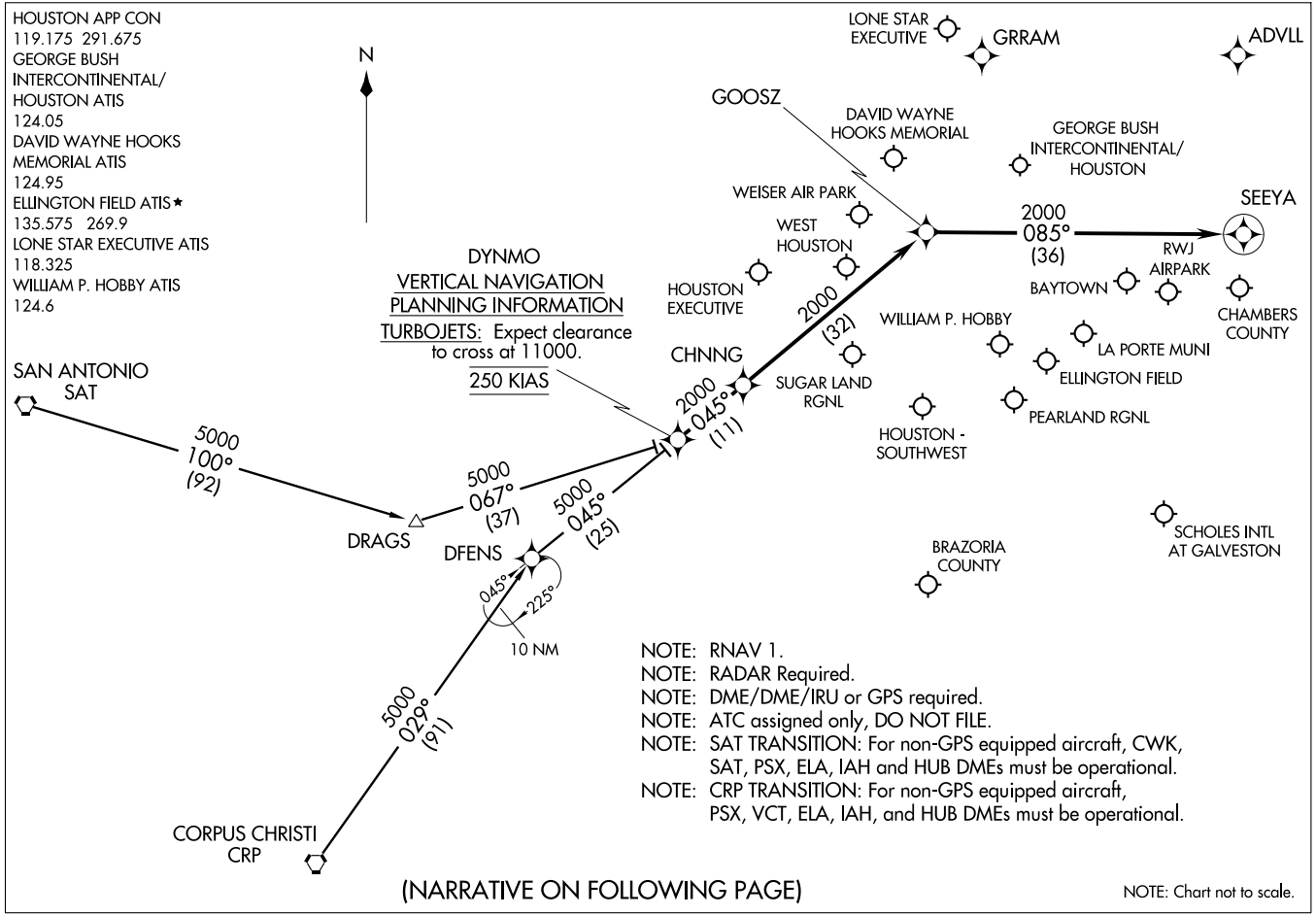
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

T

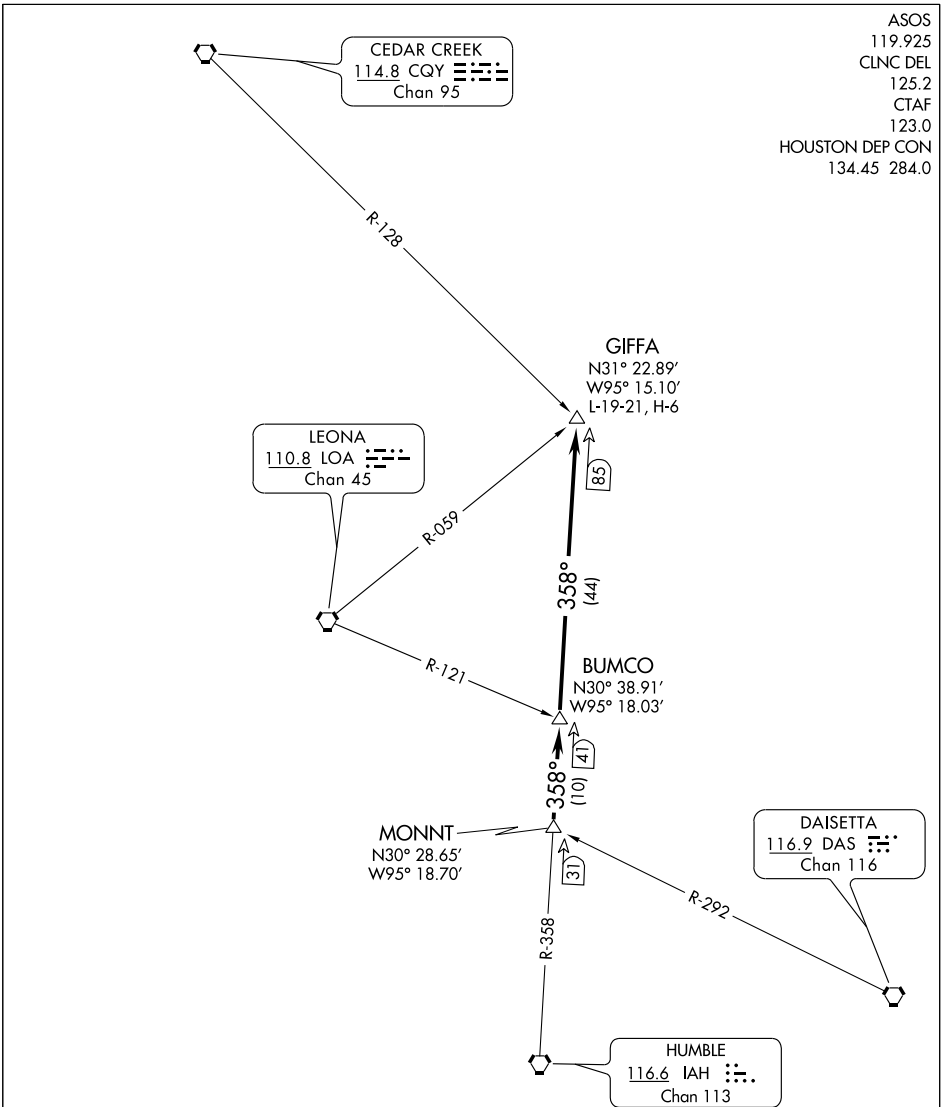
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 35: Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR Required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 17, 35, Standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC I-LBX	APP CRS	Rwy Idg	7000
109.1	175°	TDZE	25
		Apt Elev	25

ILS or LOC RWY 17

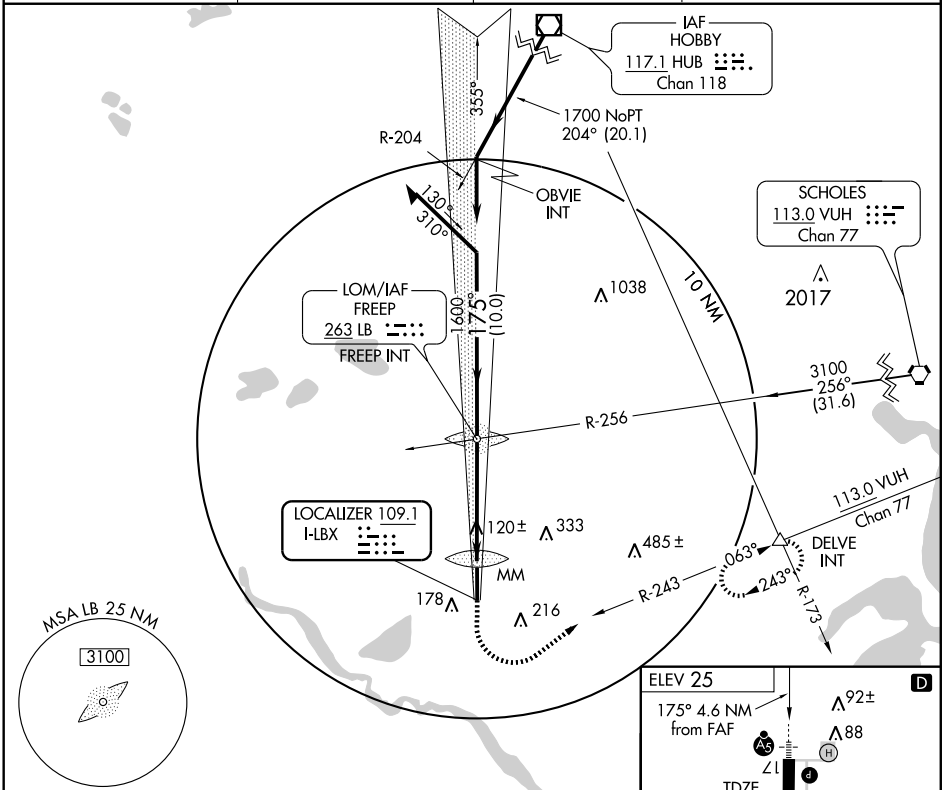
ANGLETON/ BRAZORIA COUNTY (LBX)

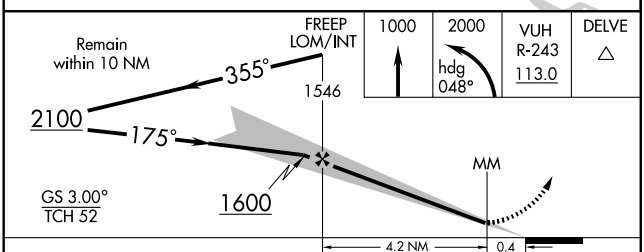
If local altimeter setting not received; use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Circling not authorized east of Rwy 17-35.

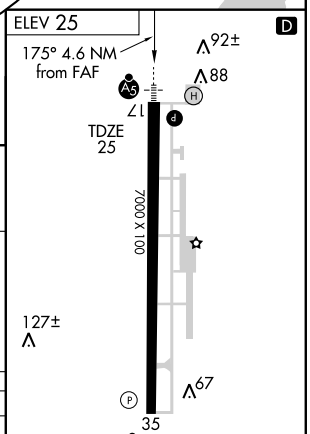
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 via heading 048° and VUH VORTAC R-243 to DELVE Int and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	134.45 284.0	125.2	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 17	225-½ 200 (200-½)			
S-LOC 17	420-½ 395 (400-½)			420-¾ 395 (400-¾)
CIRCLING	480-1 455 (500-1)		480-1½ 455 (500-1½)	580-2 555 (600-2)

FAF to MAP 4.6 NM

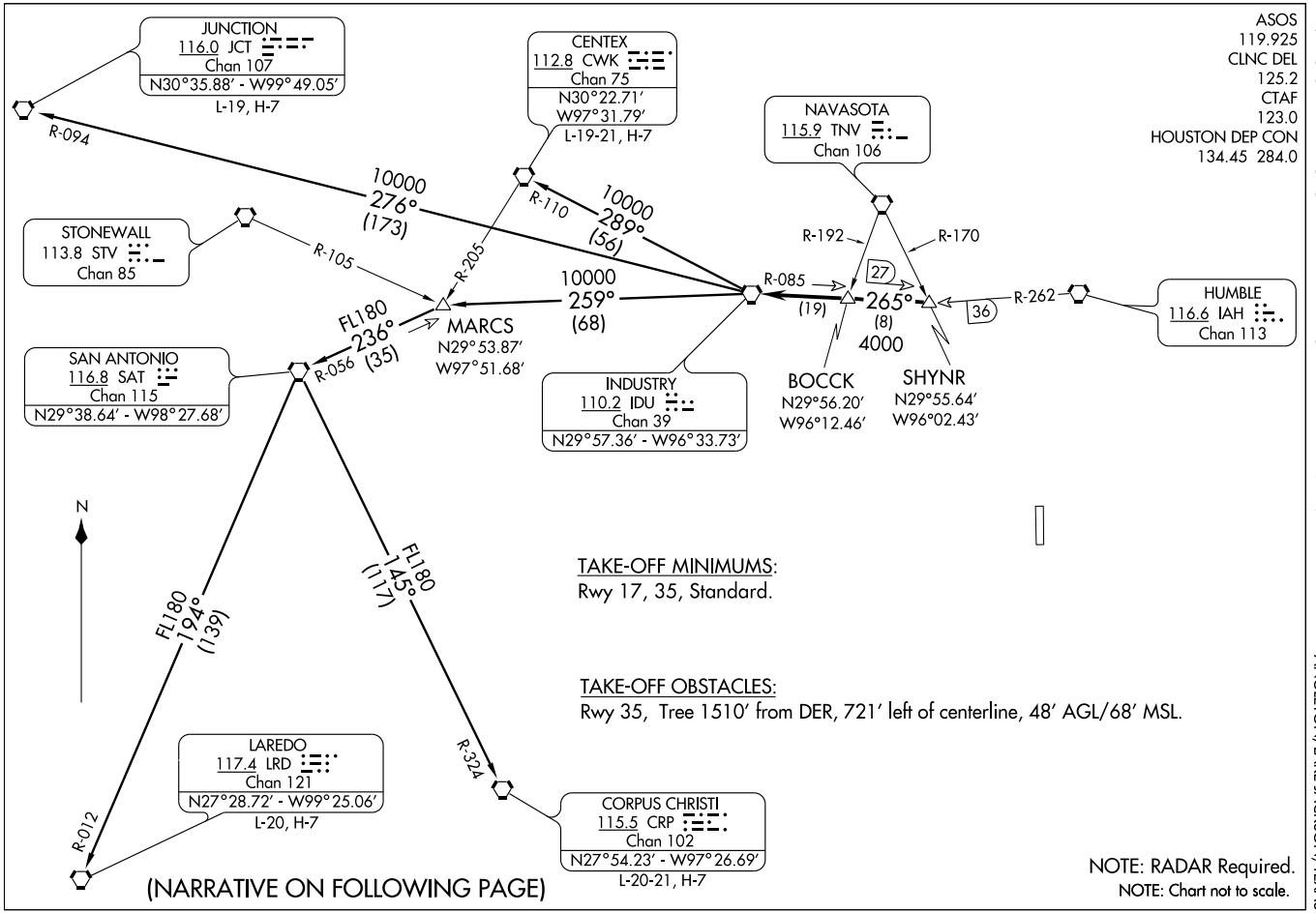
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

ANGLETON/LAKE JACKSON, TEXAS
ANGLETON/BRAZORIA COUNTY (LBX)



INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
SL-6453 (FAA)
ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

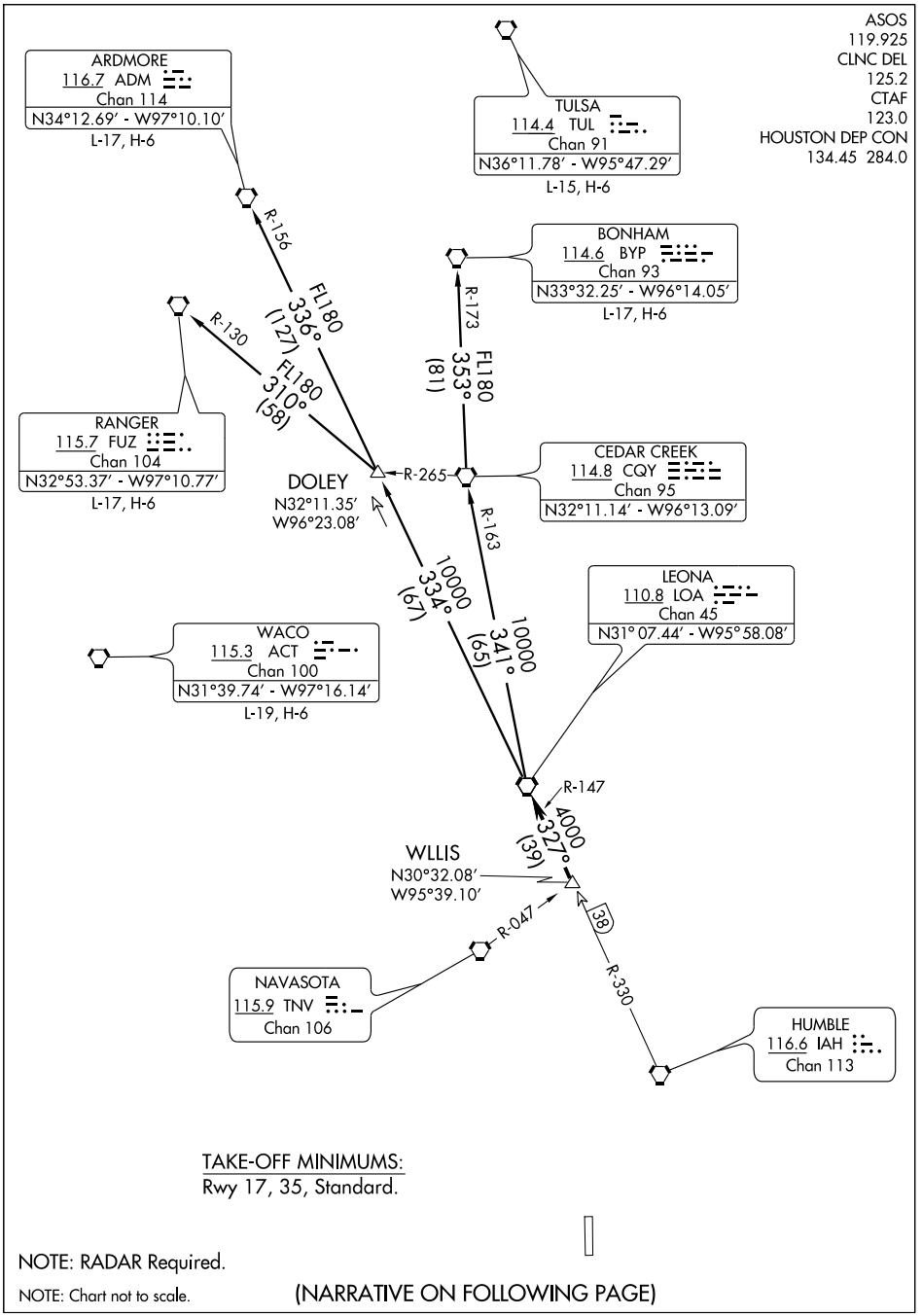
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

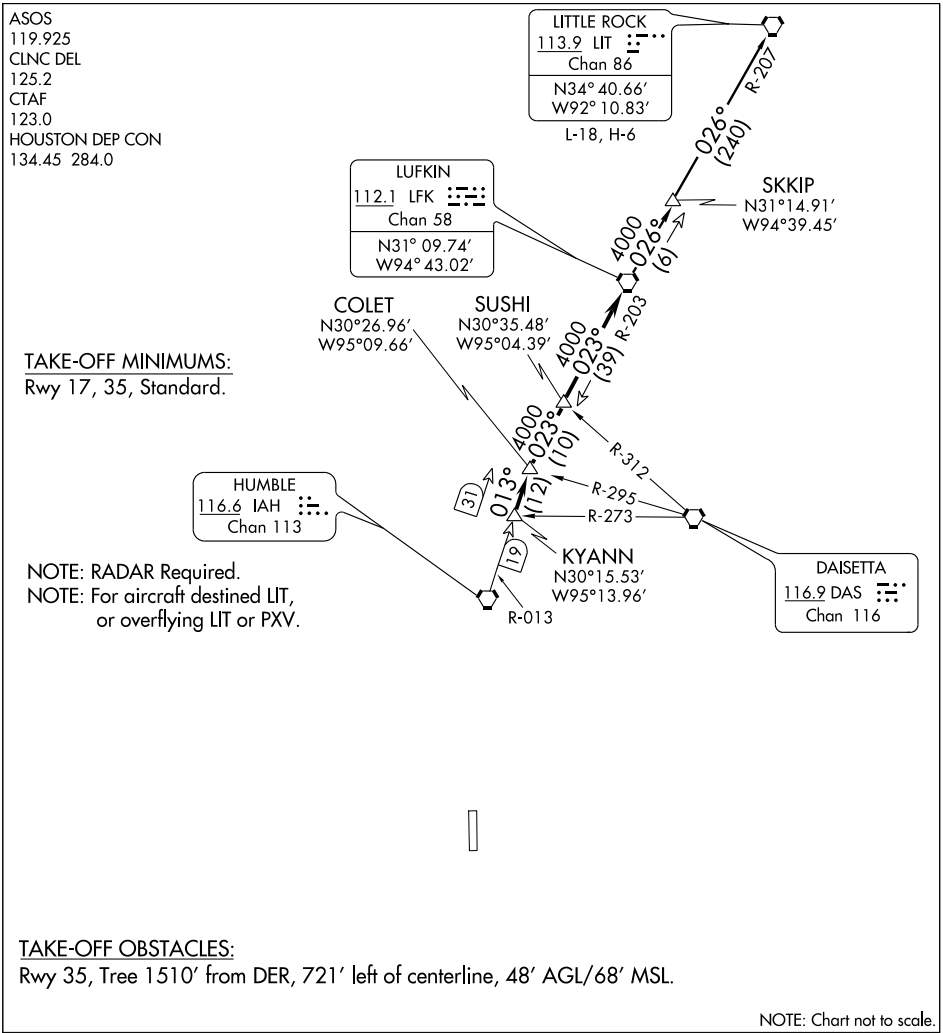
RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

LUFKIN SIX DEPARTURE

SL-6453 (FAA)



TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS Ch 70316 W17A	APP CRS 175°	Rwy Idg 7000 TDZE 25 Apt Elev 25

RNAV (GPS) RWY 17

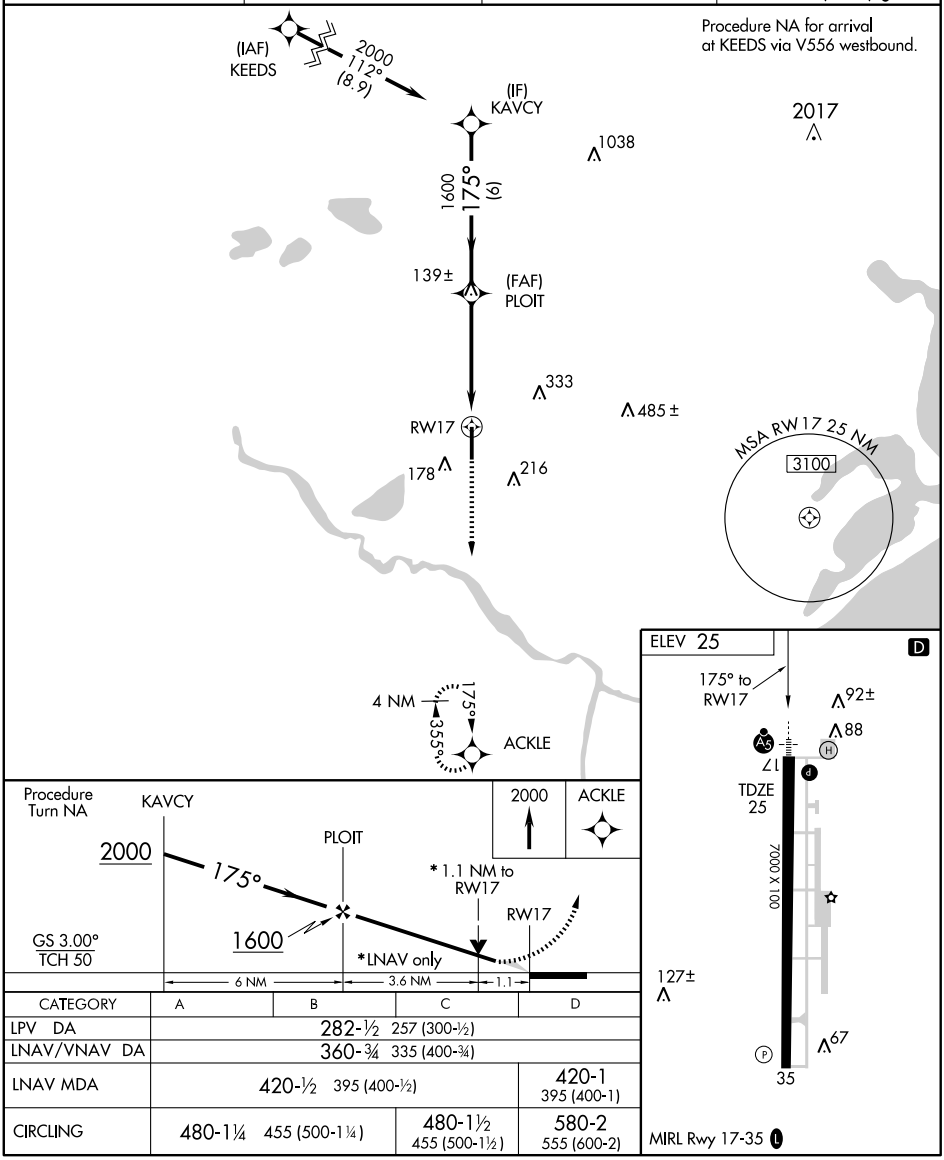
ANGLETON/BRAZORIA COUNTY (LBX)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting. Circling NA east of runway 17-35. For inoperative MALSR, increase LPV visibility to 1 mile all Cats, LNAV Cat D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct ACKLE and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	134.45 284.0	125.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	282-½ 257 (300-½)			
LNAV/VNAV DA	360-¾ 335 (400-¾)			
LNAV MDA	420-½ 395 (400-½)			420-1 395 (400-1)
CIRCLING	480-1¼ 455 (500-1¼)		480-1½ 455 (500-1½)	580-2 555 (600-2)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
Ch 77516	355°	TDZE	25
W35A		Apt Elev	25

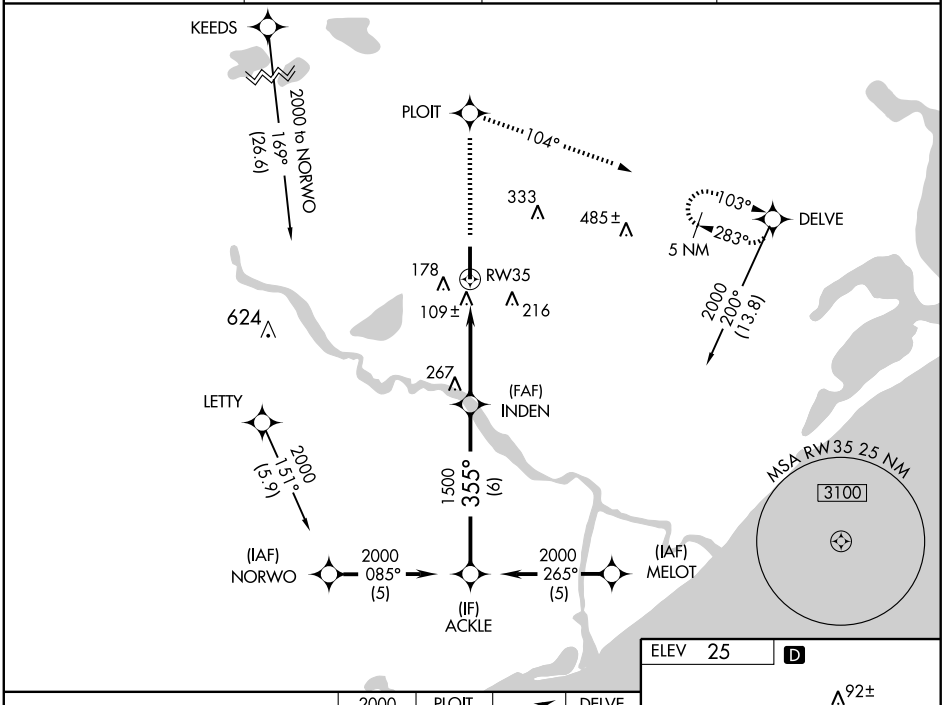
RNAV (GPS) RWY 35

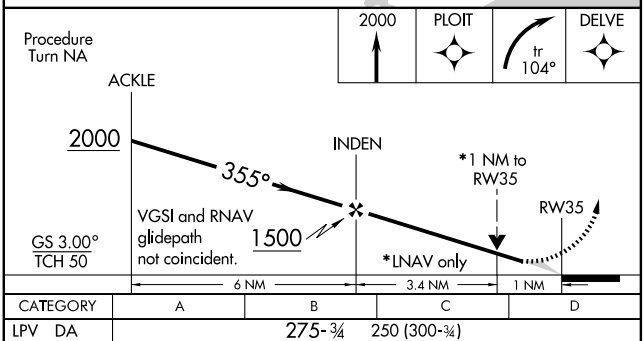
ANGLETON/BRAZORIA COUNTY (LBX)

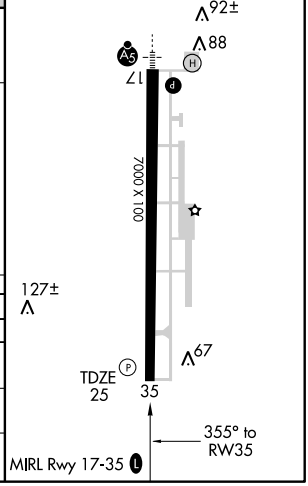
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting. Circling NA east of runway 17-35.

MISSED APPROACH: Climb to 2000 direct PLOIT and right turn via 104° track to DELVE and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
119.925	134.45 284.0	125.2	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	275-¾	250 (300-¾)		
LNAV/VNAV DA	428-1½	403 (500-1½)		
LNAV MDA	420-1	395 (400-1)		420-1¼ 395 (400-1¼)
CIRCLING	480-1½	455 (500-1½)		580-2 555 (600-2)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

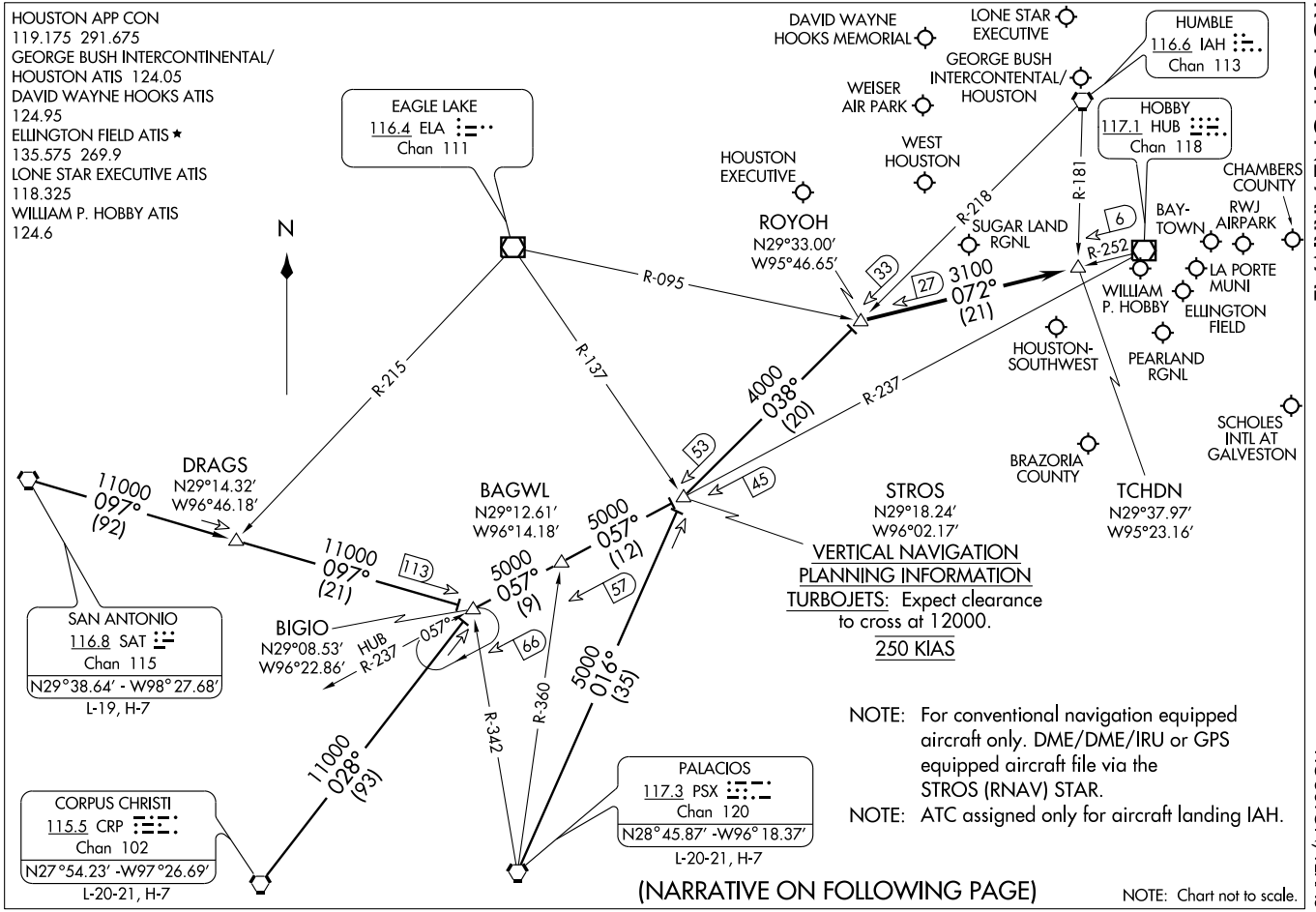
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

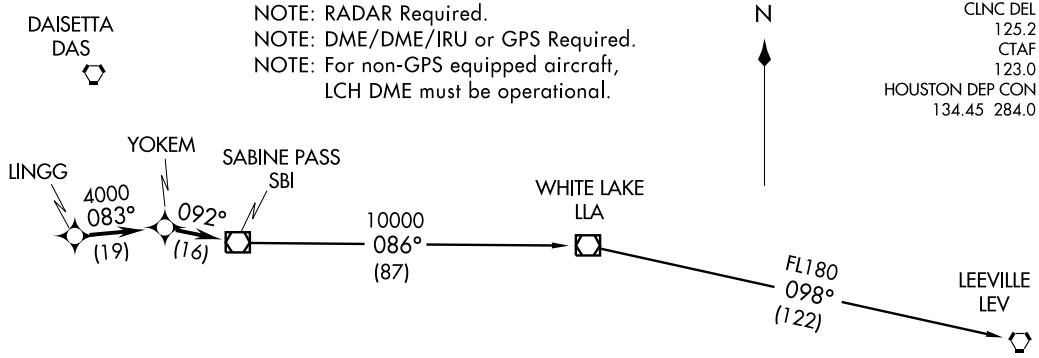
SABINE PASS TWO DEPARTURE (RNAV) (SBI2.SBI)

10210

ANGLETON/LAKE JACKSON, TEXAS
ANGLETON/BRAZORIA COUNTY (LBX)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.

ASOS 119.925
CLNC DEL 125.2
CTAF 123.0
HOUSTON DEP CON 134.45 284.0



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

TAKE-OFF OBSTACLES:
Rwy 35: Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

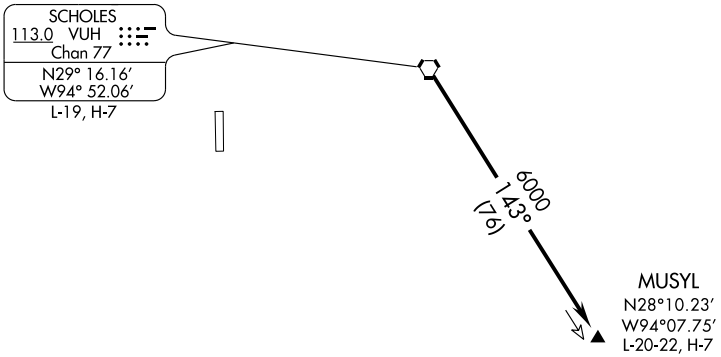
. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV) (SBI2.SBI)
10210
ANGLETON/LAKE JACKSON, TEXAS
ANGLETON/BRAZORIA COUNTY (LBX)

SL-6453 (FAA)

ASOS
119.925
CLNC DEL
125.2
CTAF
123.0
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

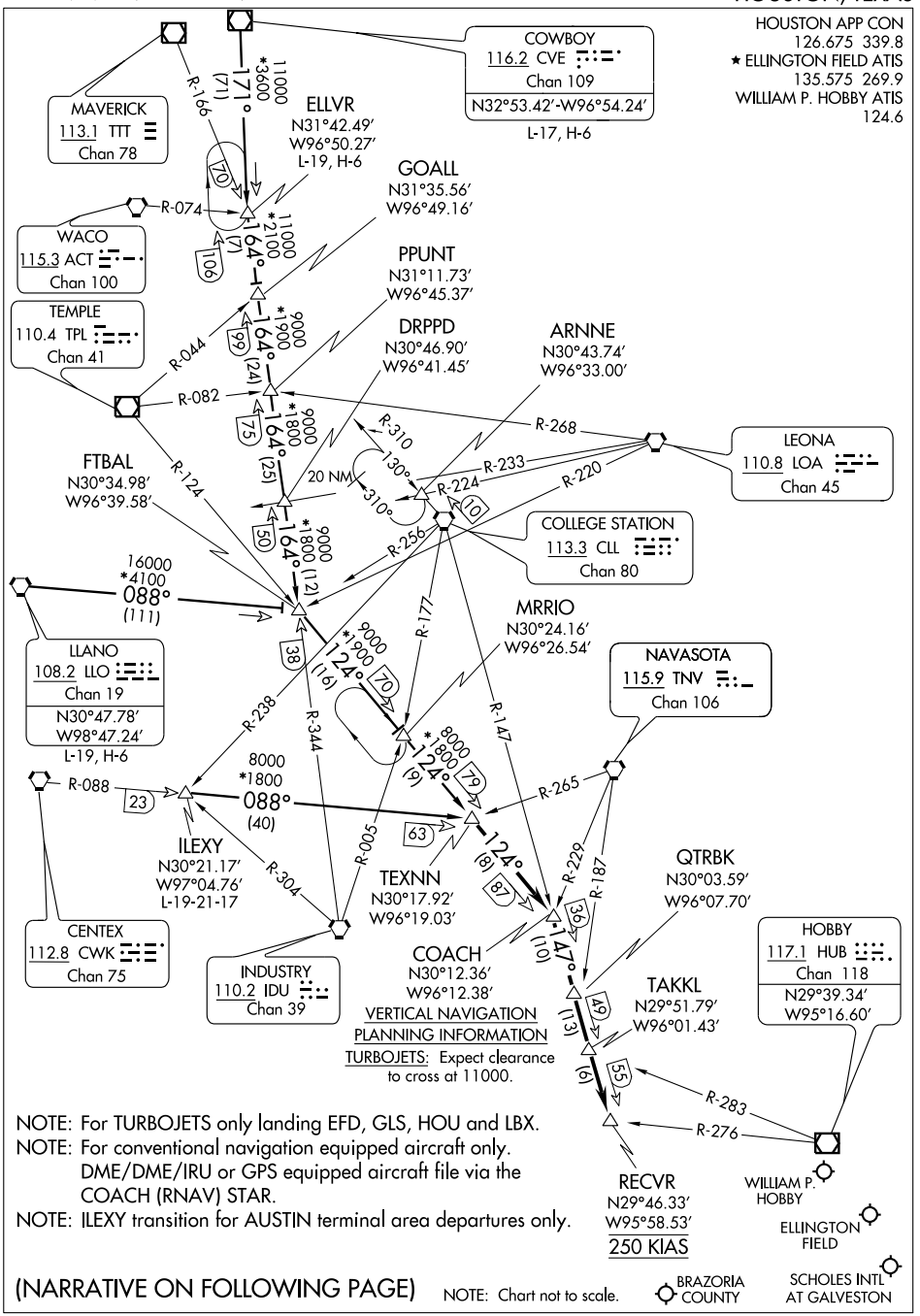
LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

TEXNN FIVE ARRIVAL

HOUSTON, TEXAS



SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN5): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN5): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

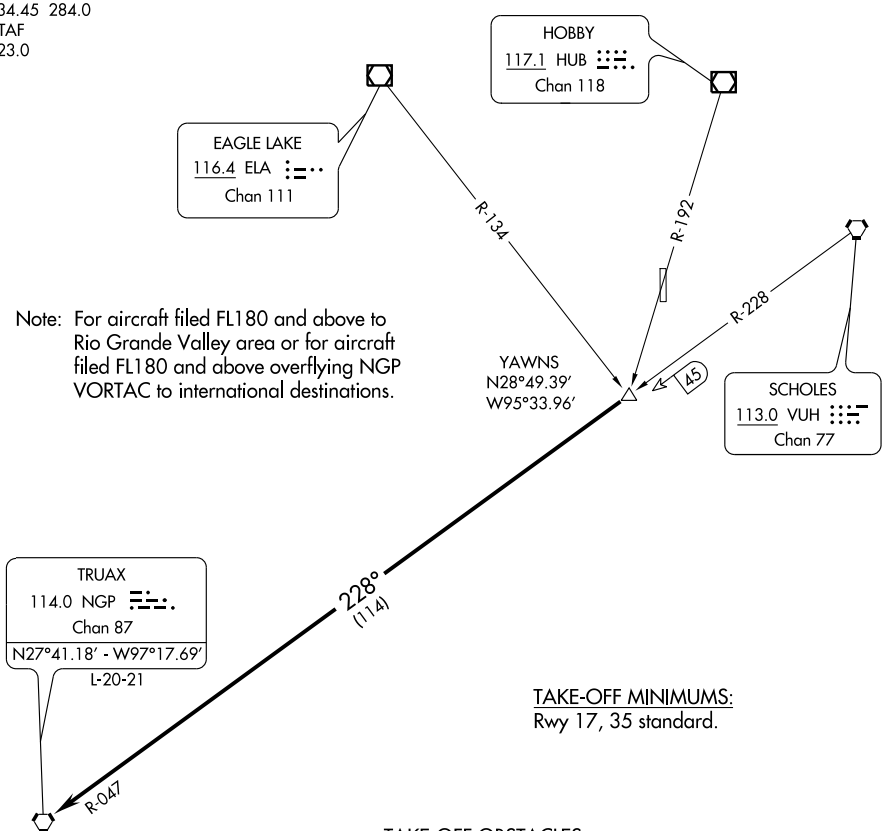
ILEXY TRANSITION (ILEXY.TEXNN5): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN5): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT, then via CLL R-147 to RECVR INT. Expect vectors to final approach course at or prior to RECVR INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 17, 35 standard.

TAKE-OFF OBSTACLES
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/ 68′ MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

WAILN ONE DEPARTURE (RNAV)

(WAILN1.WAILN) 10210

ANGLETON/LAKE JACKSON, TEXAS

ANGLETON/BRAZORIA COUNTY (LBX)

(WAILN1.WAILN) 10210

WAILN ONE DEPARTURE (RNAV) SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)

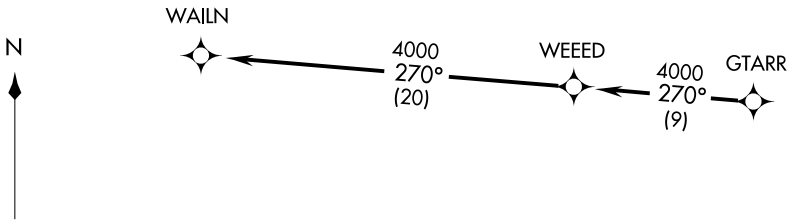
ANGLETON/LAKE JACKSON, TEXAS

ASOS
119.925
CLNC DEL
125.2
CTAF
123.0
HOUSTON DEP CON
134.45 284.0

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

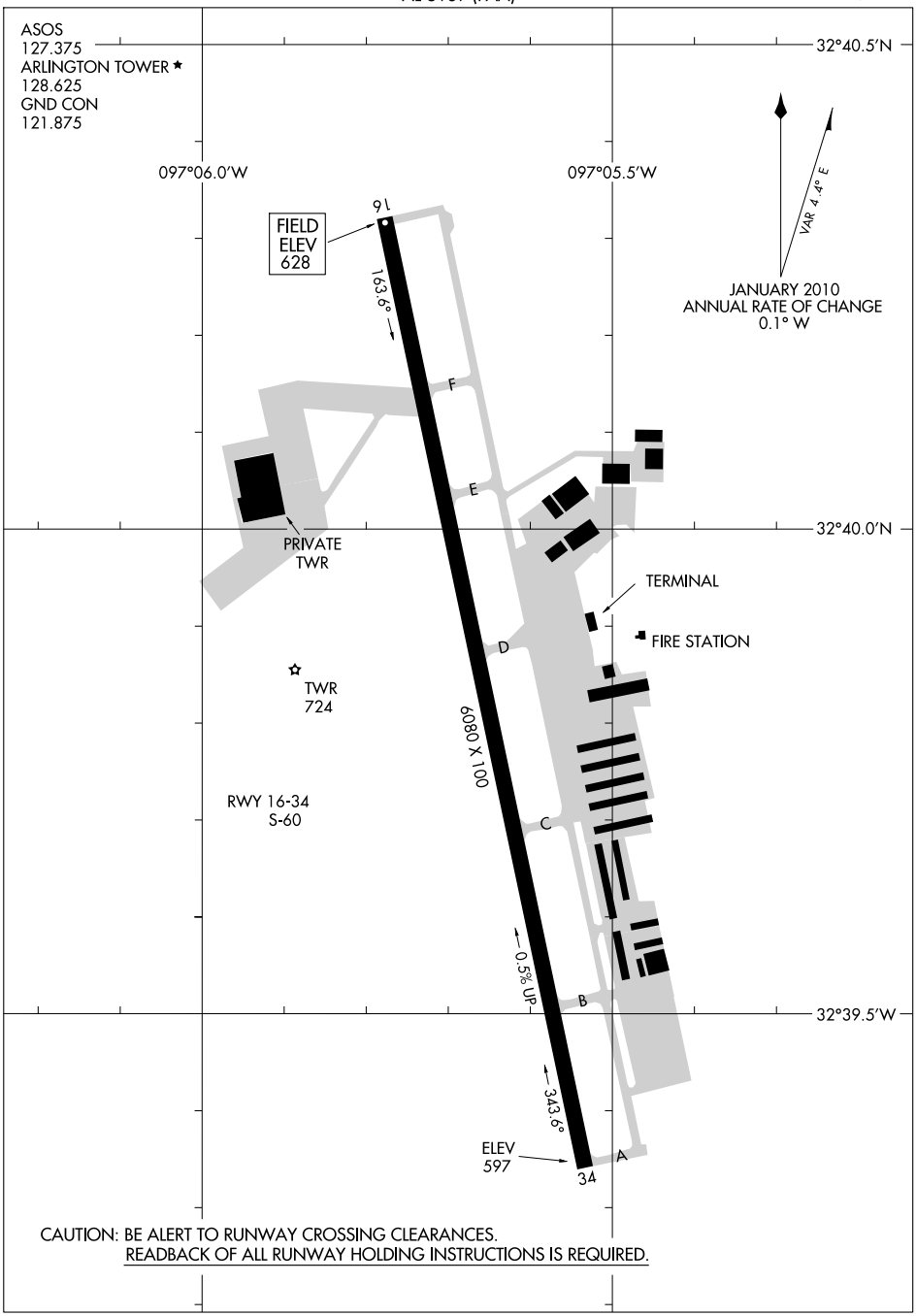
TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

AIRPORT DIAGRAM

AL-5189 (FAA)

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ARLINGTON, TEXAS
ARLINGTON MUNI (GKY)

10210

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

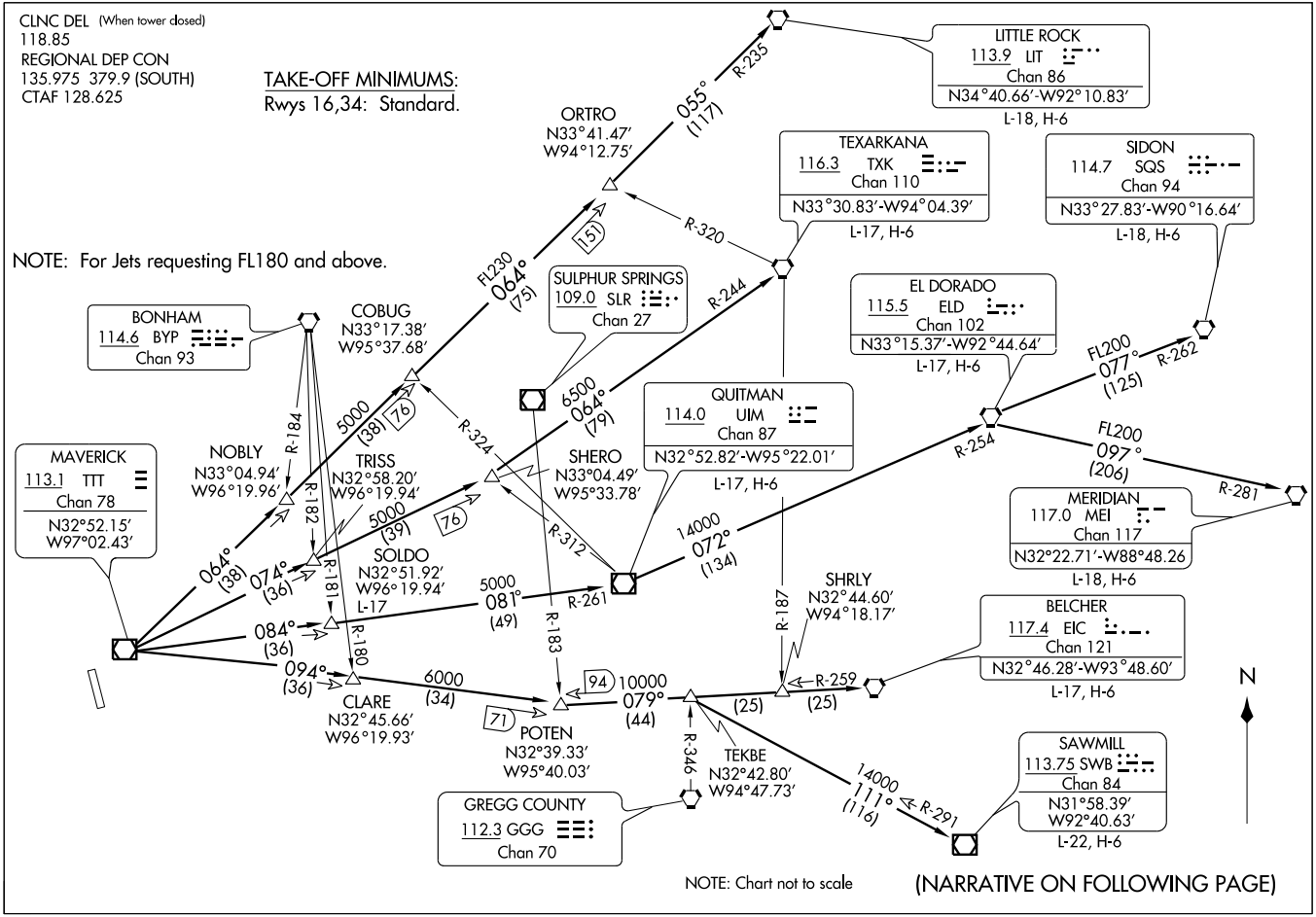
ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS

CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9 (SOUTH)
CTAF 128.625

TAKE-OFF MINIMUMS:
Rwys 16,34: Standard.

NOTE: For Jets requesting FL180 and above.



SL-5189 (FAA)

DALLAS NINE DEPARTURE
(DALL9.TTT) 09351
ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

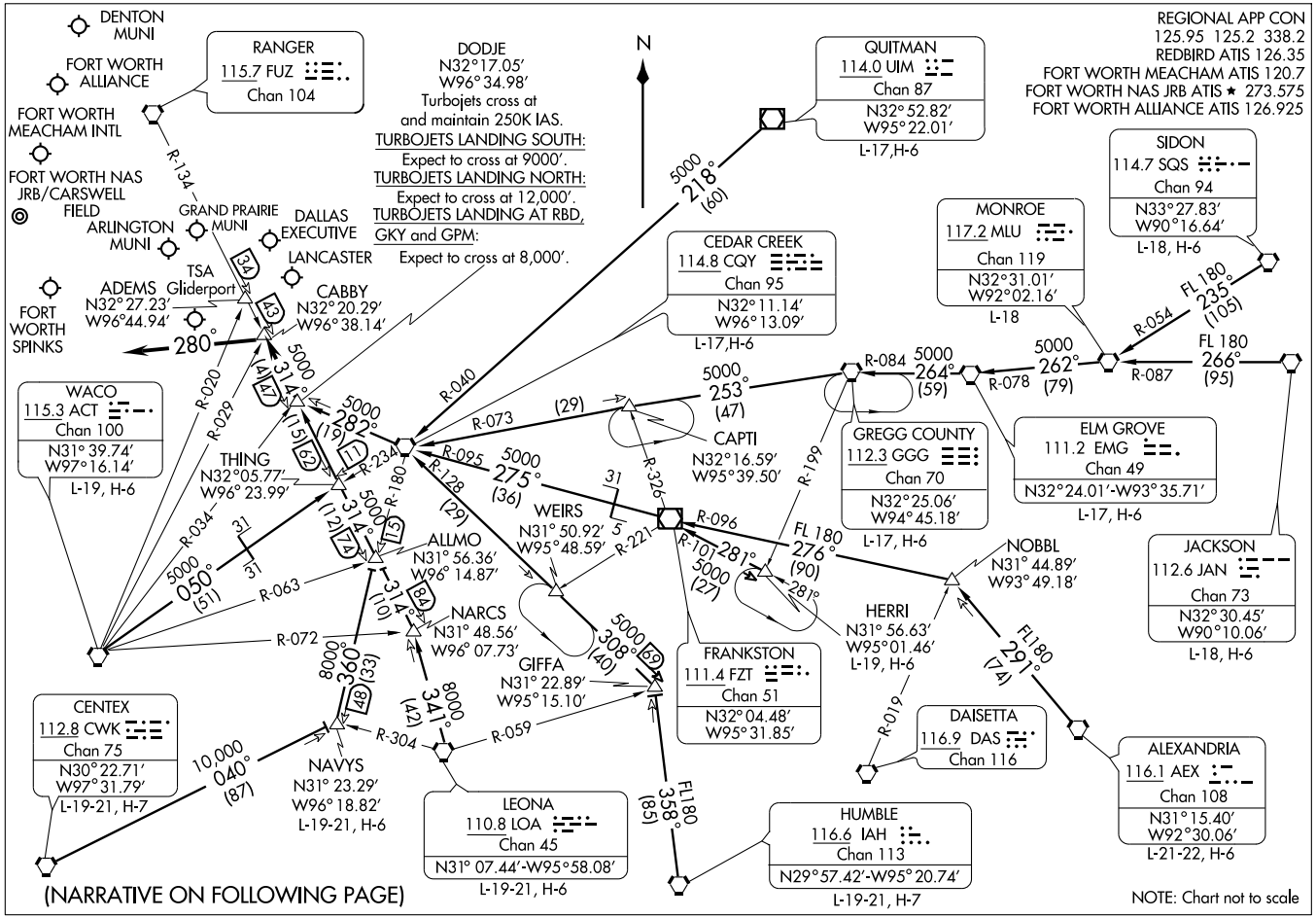
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

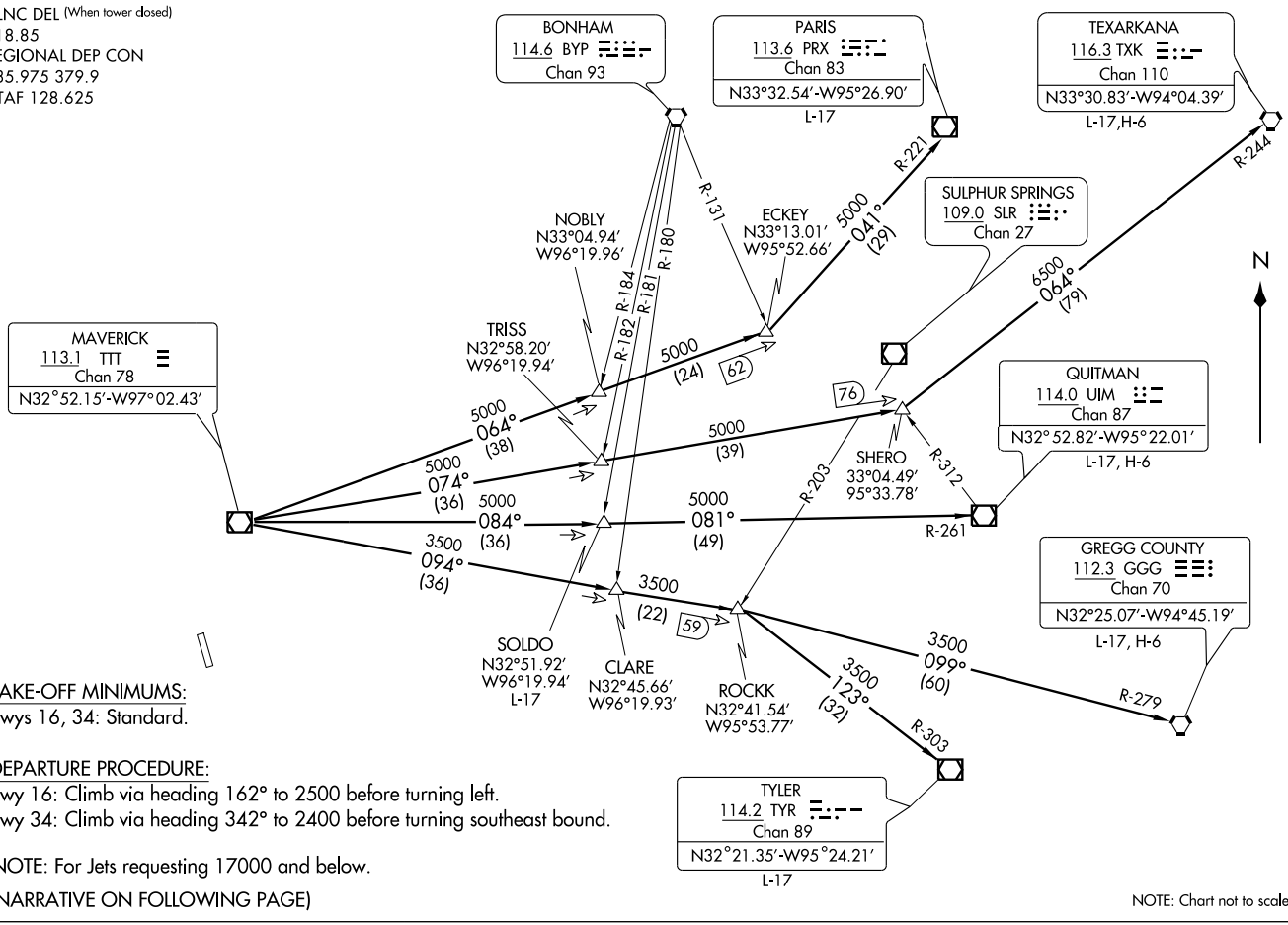
. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

GARLAND THREE DEPARTURE

(GARL3.TTI) 09351

ARLINGTON, TEXAS
ARLINGTON MUNI (GKY)

CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9
CTAF 128.625



TAKE-OFF MINIMUMS:
Rwys 16, 34: Standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 2400 before turning southeast bound.

NOTE: For Jets requesting 17000 and below.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

(GARL3.TTI) 09351
GARLAND THREE DEPARTURE
SL-5189 (FAA)
ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 16:
Multiple REILS beginning 77′ from departure end of runway, 127′ right of centerline, 7′ AGL/601′ MSL. Multiple REILS beginning 74′ from departure end of runway, 126′ left of centerline, 7′ AGL/603′ MSL. Tree 590′ from departure end of runway, 480′ right of centerline, 16′ AGL/614′ MSL.
Rwy 34:
Tree 1,083′ from departure end of runway, 710′ right of centerline, 35′ AGL/670′ MSL. Tree 705′ from departure end of runway, 403′ left of centerline, 38′ AGL/654′ MSL′. Tree 231′ from departure end of runway, 464′ left of centerline, 35′ AGL/642′ MSL. Multiple trees beginning 1.093′ from departure end of runway, 415′ right of centerline, up to 39′ AGL/663′ MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GKY	APP CRS	Rwy Idg 6080
111.55	342°	TDZE 620
Chan 52(Y)		Apt Elev 628

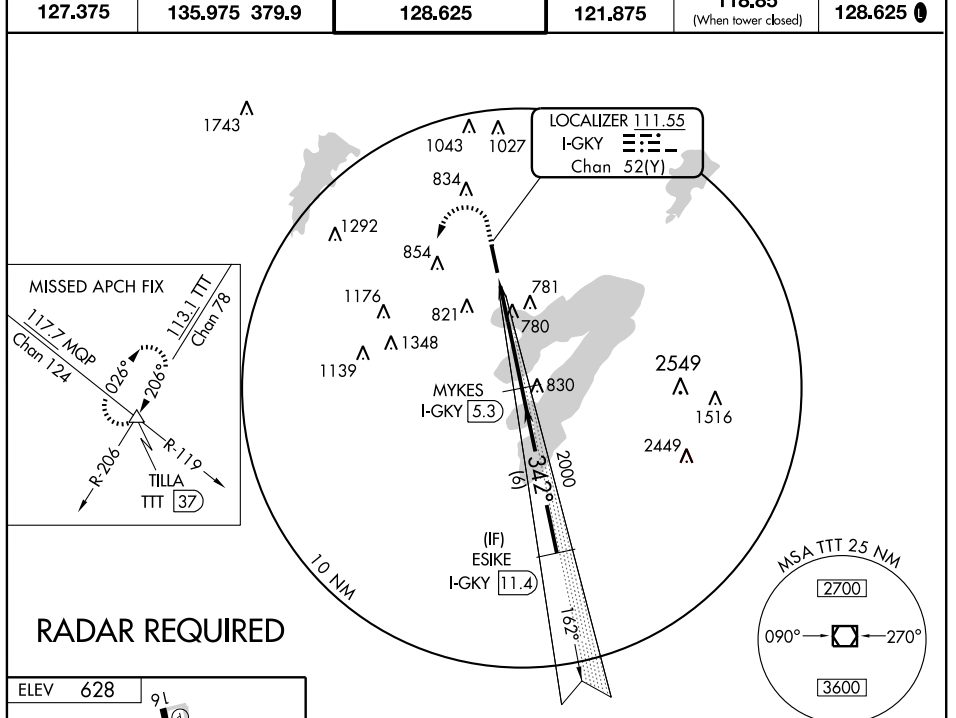
ILS or LOC/DME RWY 34

ARLINGTON MUNI (GKY)

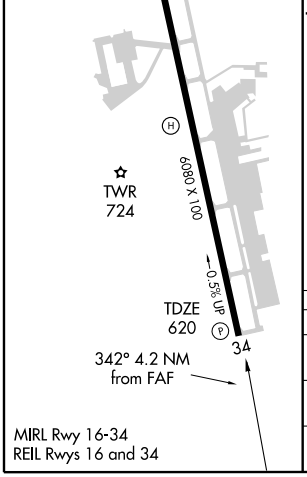
If local altimeter setting not received, use Grand Prairie Muni altimeter setting.

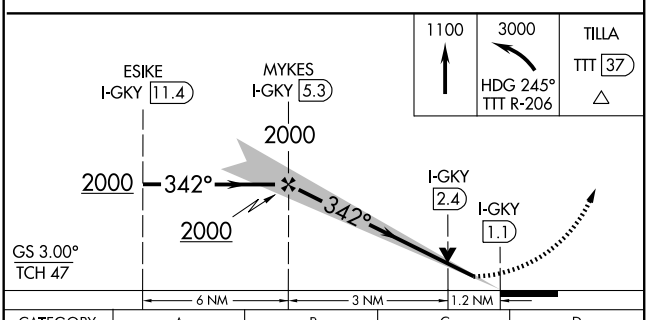
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via heading 245° and TTT VOR/DME R-206 to TILLA Int/37 DME and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER ★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L



RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 34	820-¾ 200 (200-¾)			NA
S-LOC 34	1040-1 420 (500-1)		1040-1¼ 420 (500-1¼)	NA
CIRCLING	1080-1 452 (500-1)		1080-1½ 452 (500-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

JOE POOL FOUR DEPARTURE

SL-5189 (FAA)

ARLINGTON, TEXAS

CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER ★
128.625
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
ASOS 127.375

TAKE-OFF MINIMUMS:
Rwys 16, 34 standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 1400 before turning southeast bound.

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TORNN
N31°31.22'
W96°30.88'
H-6

TNV
R-334
11 NM

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

CENTEX
112.8 CWK
Chan 75

NAVASOTA
115.9 TNV
Chan 106

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

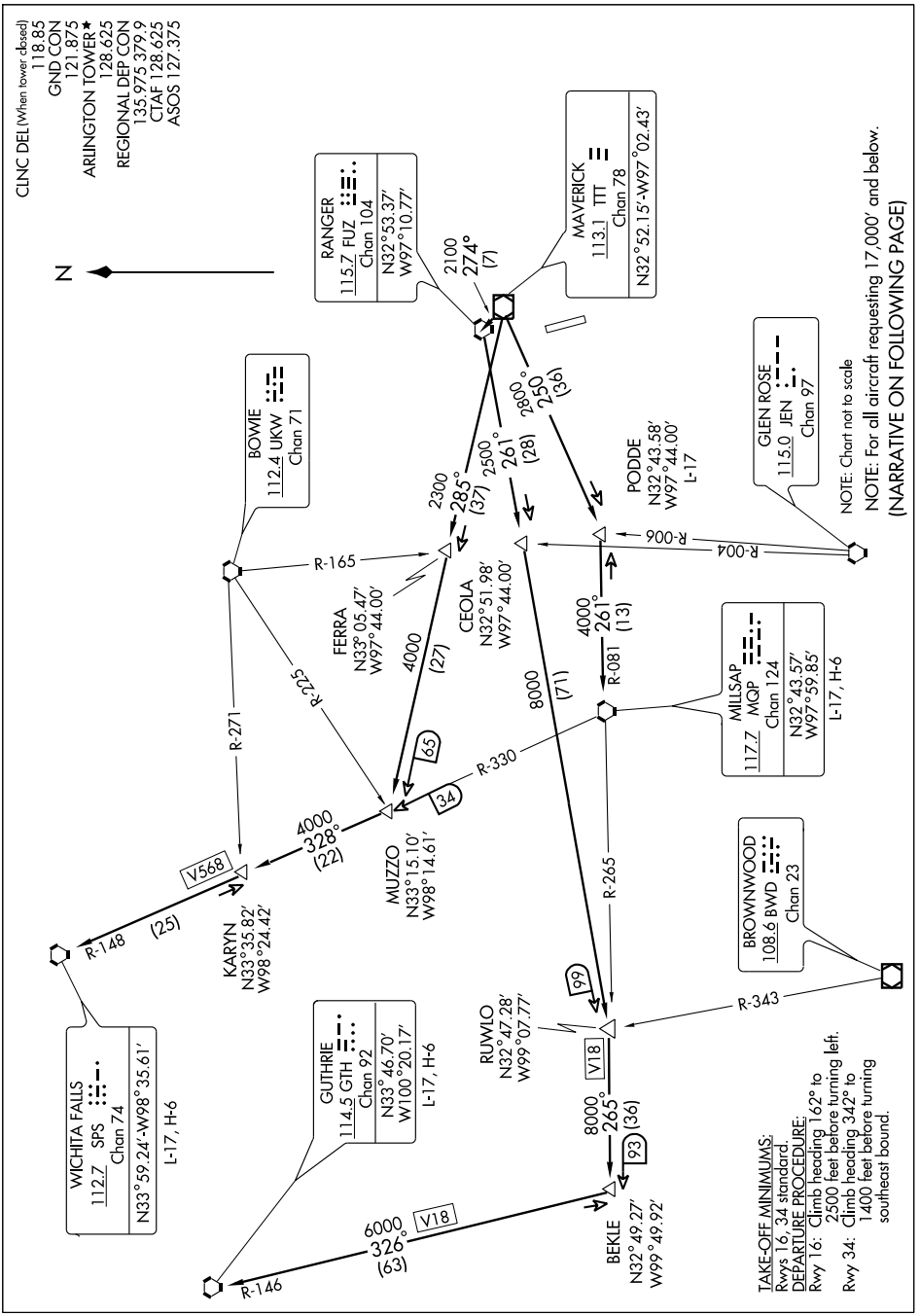
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 21 OCT 2010 to 18 NOV 2010



SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 16, Multiple REILS beginning 77' from DER, 127' right of centerline, 7' AGL/601' MSL. Multiple REILS beginning 74' from DER, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from DER, 480' right of centerline, 16' AGL/614' MSL.
Note: Rwy 34, Tree 1,083' from DER, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from DER, 403' left of centerline, 38' AGL/654' MSL. Tree 231' from DER, 464' left of centerline, 35' AGL/642' MSL. Multiple trees beginning 1093' from DER, 415' right of centerline, up to 39' AGL/663' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

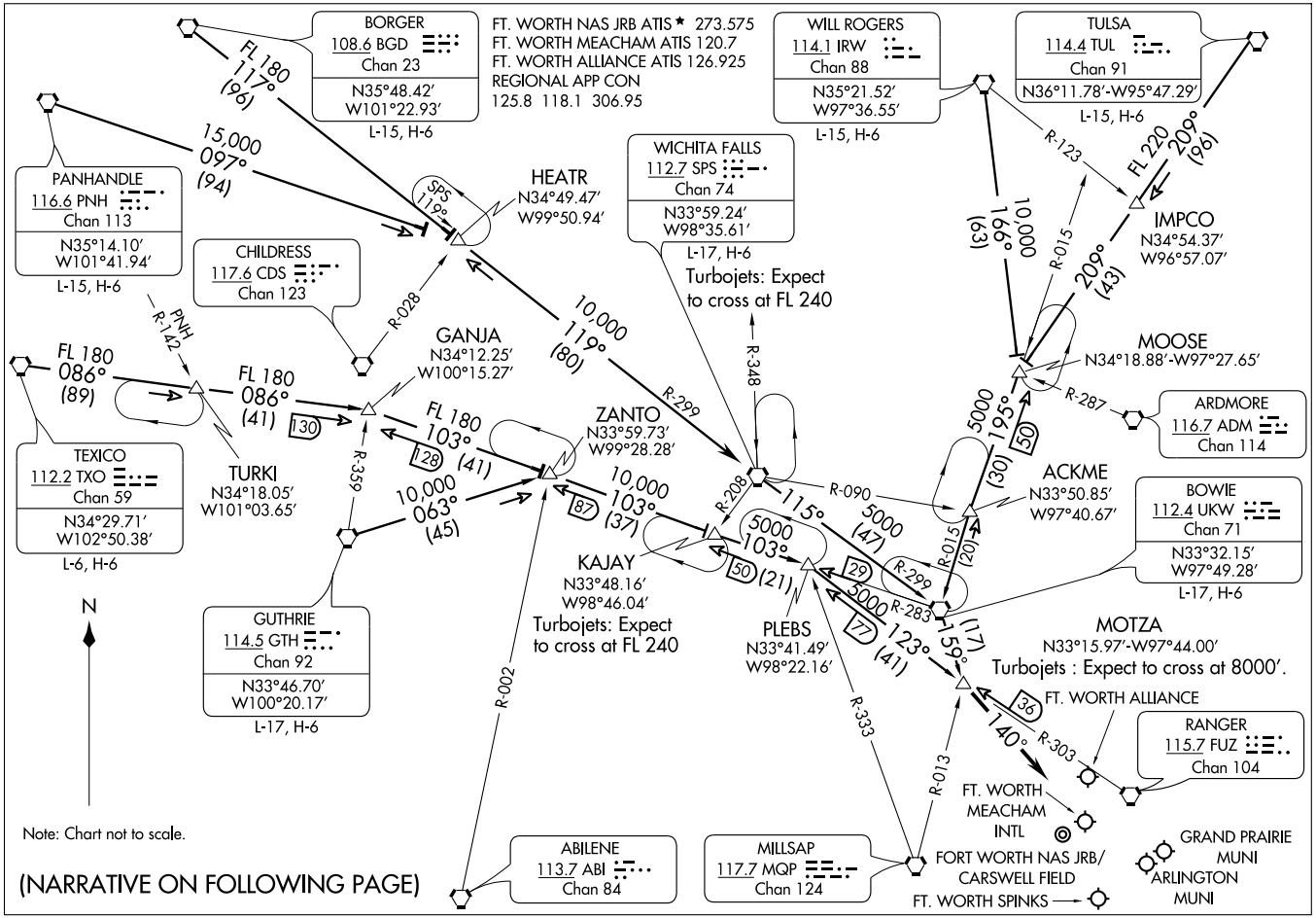
. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

MOTZA SIX ARRIVAL

(MOTZA.MOTZA6) 07298

DALLAS-FT. WORTH, TEXAS



ST-6918 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6080
CH 56227	342°	TDZE	620
W34A		Apt Elev	628

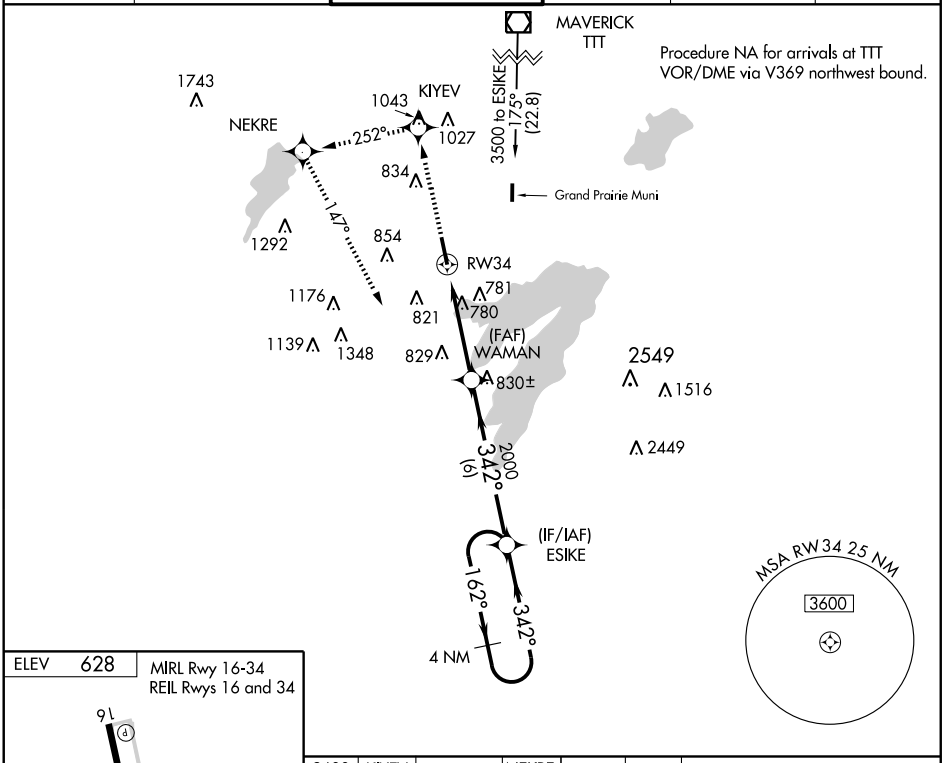
RNAV (GPS) RWY 34

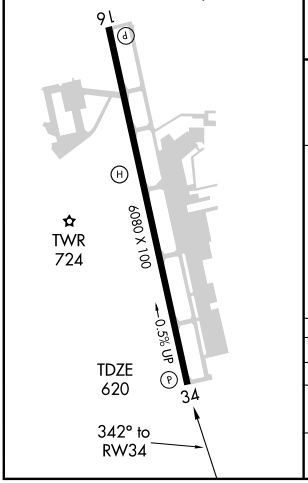
ARLINGTON MUNI (GKY)

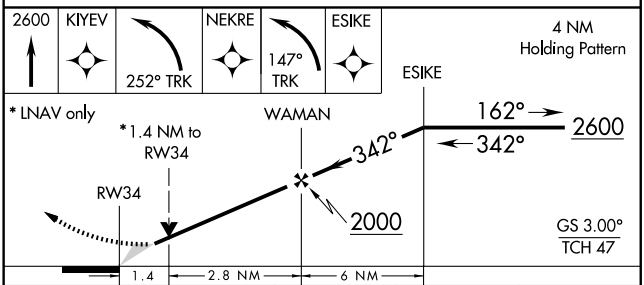
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Prairie Muni altimeter setting.

MISSED APPROACH: Climb to 2600 direct KIYEV and left turn via 252° track to NEKRE and left turn via 147° track to ESIKE and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER ★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L







CATEGORY	A	B	C	D
LPV DA	957-1¼ 337 (400-1¼)			NA
LNAV MDA	1080-1 460 (500-1)		1080-1¼ 460 (500-1¼)	NA
CIRCLING	1100-1 472 (500-1)		1100-1½ 472 (500-1½)	NA

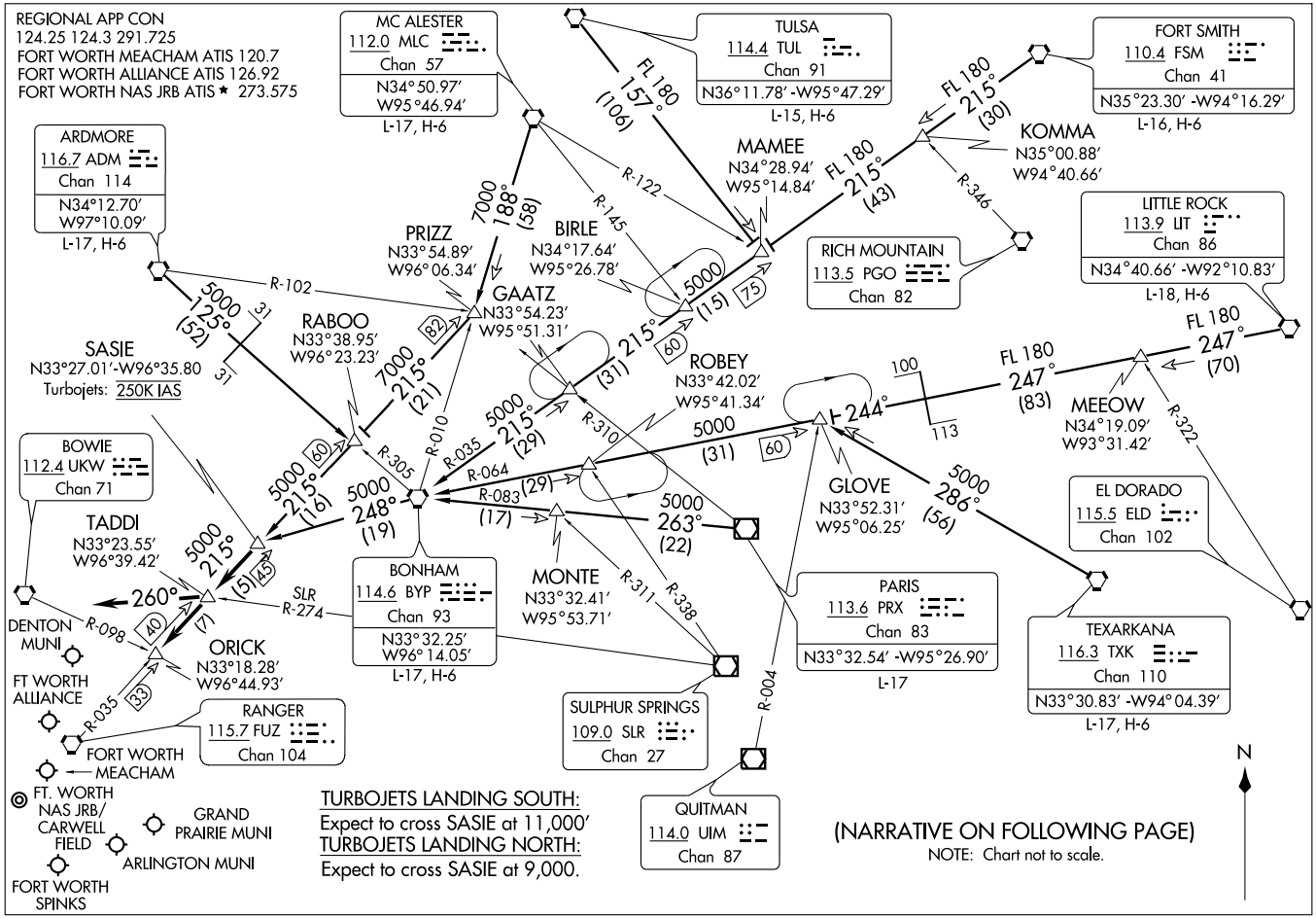
SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

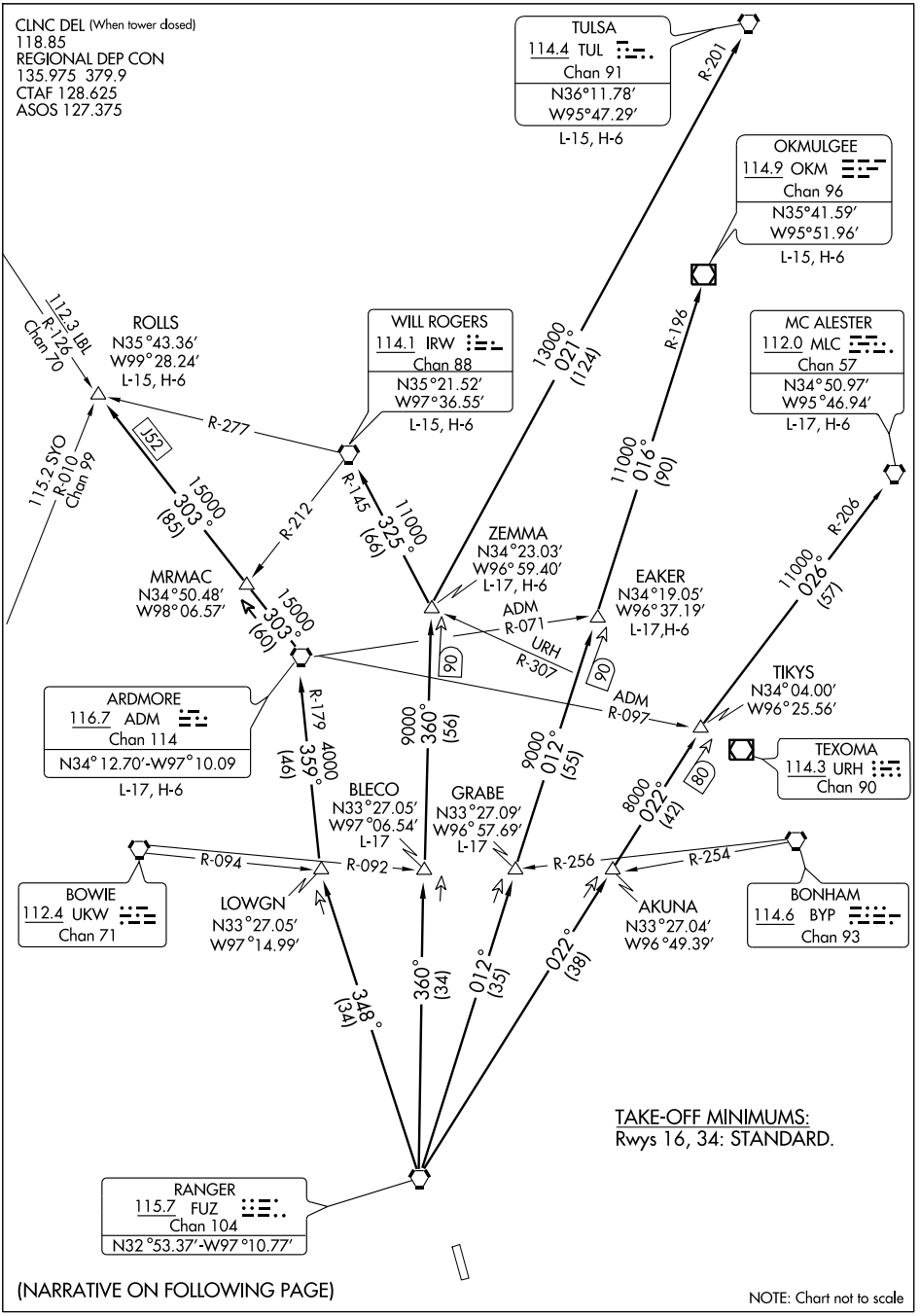
DALLAS-FORT WORTH, TEXAS



TEXOMA ONE DEPARTURE

SL-5189 (FAA)

SC-2, 21 OCT 2010 to 18 NOV 2010



TEXOMA ONE DEPARTURE
ARLINGTON, TEXAS

(TEX1.FUZ) 09351
ARLINGTON MUNI (GKY)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TTT	APP CRS	Rwy Idg	6080
113.1	005°	TDZE	619
Chan 78		Apt Elev	631

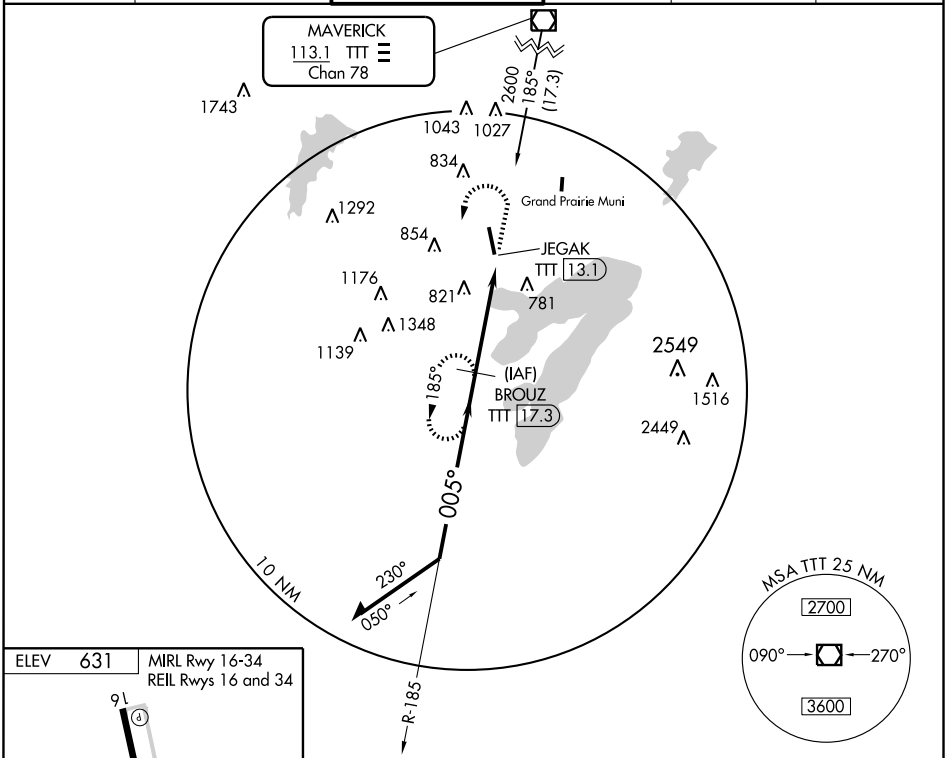
VOR/DME RWY 34

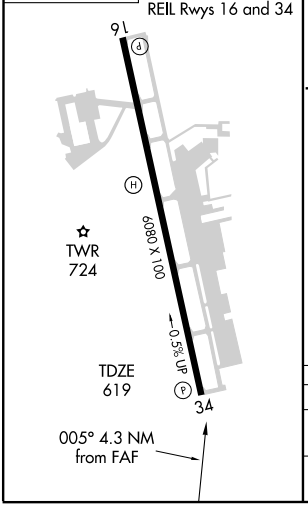
ARLINGTON MUNI (GKY)

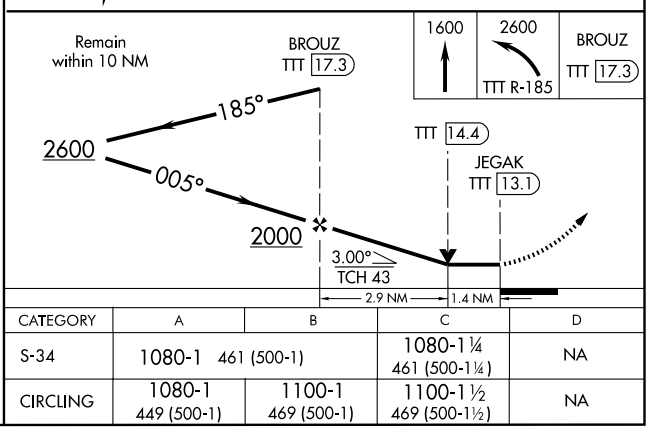
If local altimeter setting not received, use Grand Prairie Muni altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2600 via TTT R-185 to BROUZ/17.3 DME and hold.

ASOS	REGIONAL APP CON	ARLINGTON TOWER★	GND CON	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	118.85 (When tower closed)	128.625 L







CATEGORY	A	B	C	D
S-34	1080-1 461 (500-1)		1080-1¼ 461 (500-1¼)	NA
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	NA

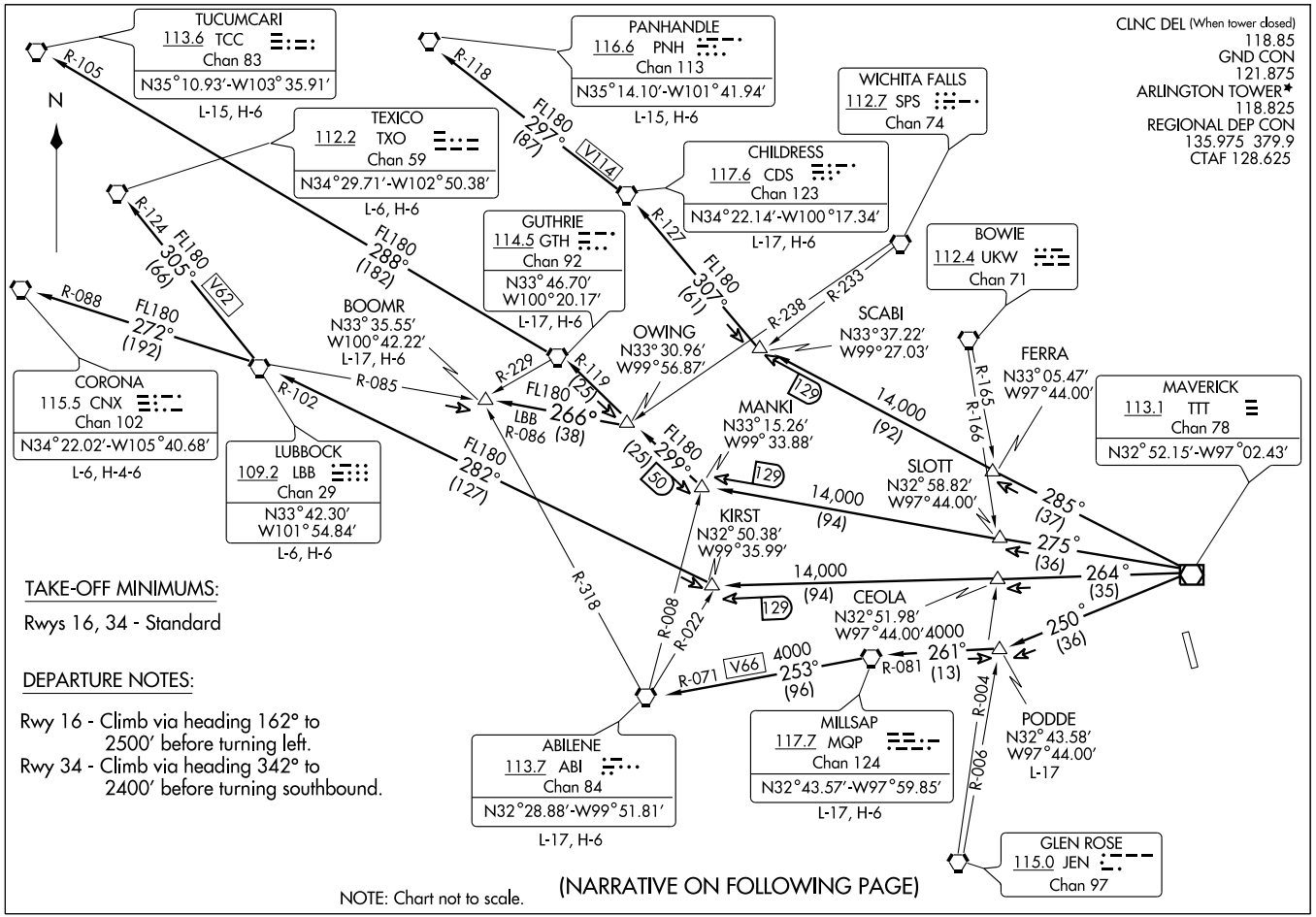
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS



WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS

SL-5189 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

ARLINGTON, TEXAS

ARLINGTON MUNI (GKY)

CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER ★
128.625
REGIONAL DEP CON
135.975 379.9 (SOUTH)
CTAF 128.625

NOTE: Tower farm 7.2 NM southeast of airport up to 2549′ MSL.

TAKE-OFF MINIMUMS:
Rwys 16,34: Standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 1400 before turning southeast bound.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47′
W94°12.75′

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

SHRLY
N32°44.60′
W94°18.17′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

N

SL-5189 (FAA)

NDB AHX 269	APP CRS 351°	Rwy Idg 3988 TDZE 444 Apt Elev 444

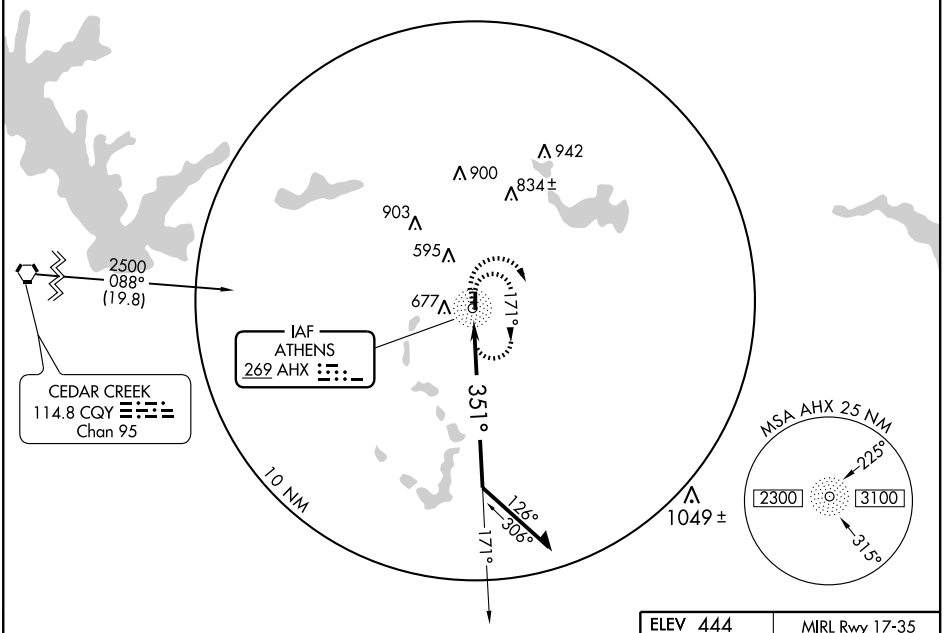
NDB RWY 35
ATHENS MUNI (F44)

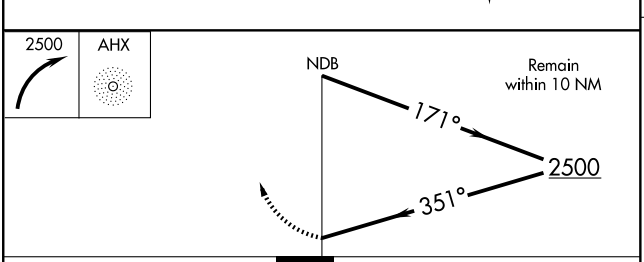
Use Tyler Pounds altimeter setting. If not received, use East Texas Rgnl altimeter setting. When neither received, procedure not authorized.

NA

MISSED APPROACH: Climbing right turn to 2500 in AHX NDB holding pattern.

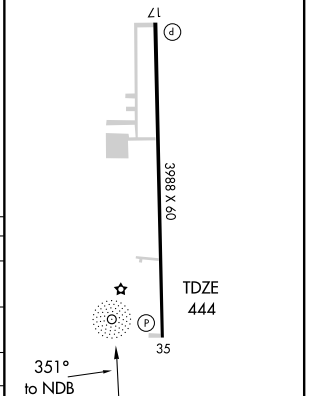
FORT WORTH CENTER	UNICOM
135.25 265.1	123.0 (CTAF)





CATEGORY	A	B	C	D
S-35	1140-1	696 (700-1)	1140-2 696 (700-2)	NA
CIRCLING	1140-1	696 (700-1)	1140-2 696 (700-2)	NA
EAST TEXAS RGNL ALTIMETER SETTING MINIMUMS				
S-35	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	NA
CIRCLING	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	NA

ELEV 444 MIRL Rwy 17-35



Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3988
174°	TDZE	444
	Apt Elev	444

RNAV (GPS) RWY 17

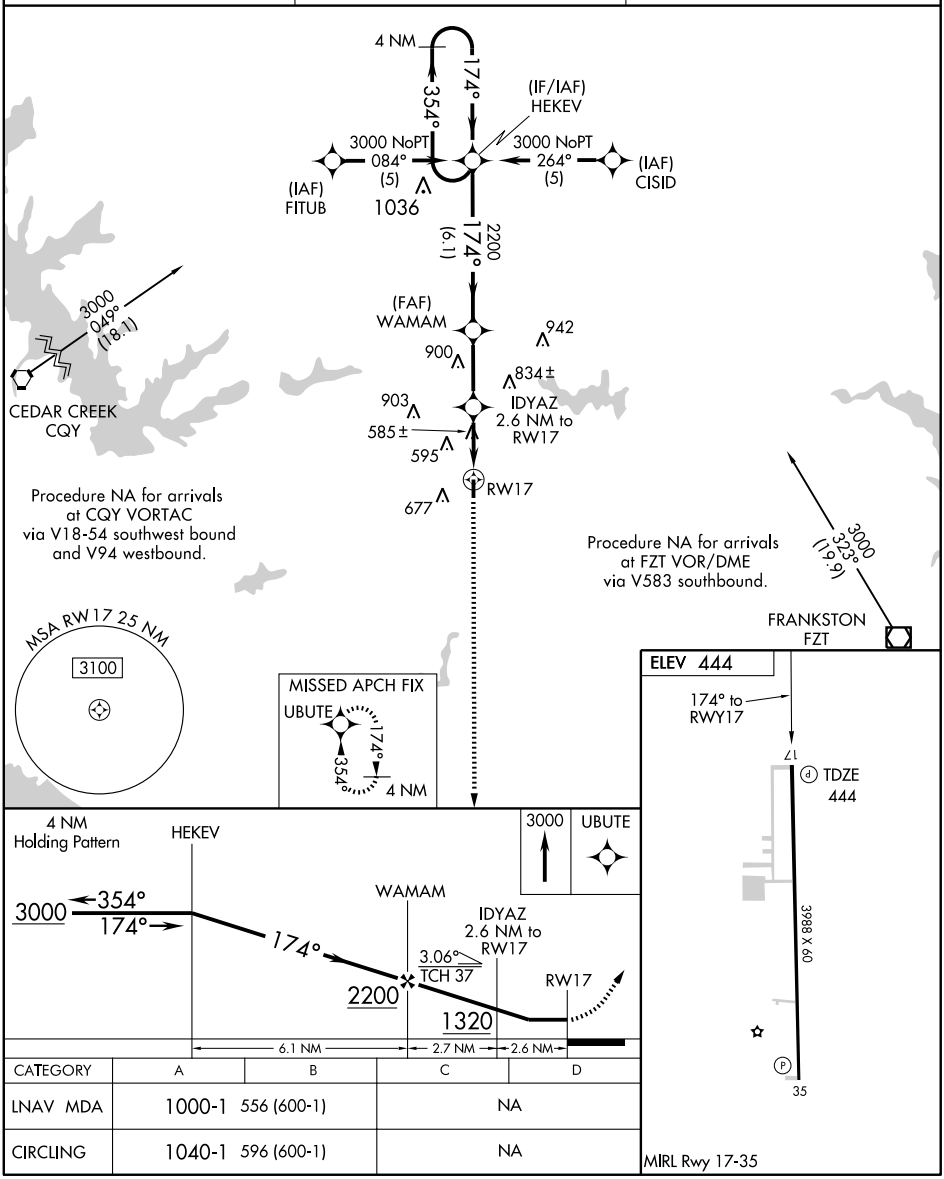
ATHENS MUNI (F44)

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Palestine Muni altimeter setting, when not received use Tyler Pounds Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct UBUTE and hold.

PALESTINE MUNI AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1000-1 556 (600-1)		NA	
CIRCLING	1040-1 596 (600-1)		NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

ATHENS MUNI (F44)

APP CRS	Rwy Idg	3988
354°	TDZE	444
	Apt Elev	444

T
NA

DME/DME RNP-0.3 NA. Use Palestine Muni altimeter setting, when not received use Tyler Pounds Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct HEKEV and hold.

PALESTINE MUNI AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	123.0 (CTAF)

MISSED APCH FIX
4 NM 174° 354° HEKEV

Procedure NA for arrivals at CQY VORTAC via V194-571 northbound and via V94 westbound.

CEDAR CREEK CQY
3000 125° (19.8)

942 900 903 834± 595 677 RW35 704

(FAF) HUGBI

354° (6.1) 2200

(IAF) ZALUS
3000 NoPT 084° (5)
3000 NoPT 264° (5)
(IAF) CUMAX

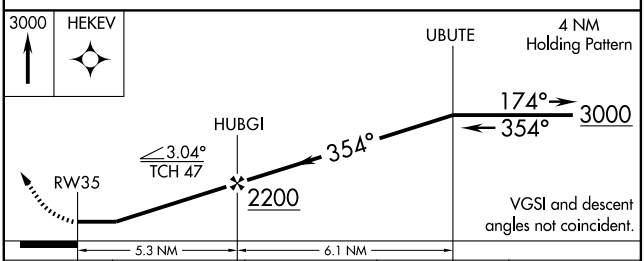
(IF/IAF) UBUTE
354° 174° 4 NM

Procedure NA for arrivals at FZT VOR/DME via V583 northbound.

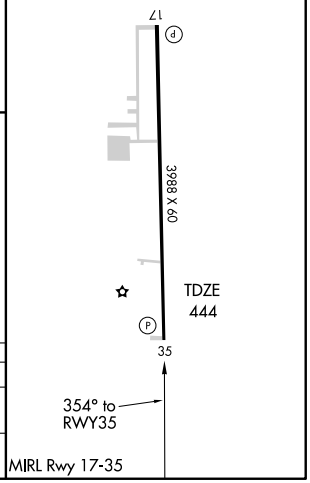
FRANKSTON FZT
3000 232° (12)

MSA RW35 25 NM
3100
1279

3000 042° (14.1)
NARCS



CATEGORY	A	B	C	D
LNAV MDA	1000-1 556 (600-1)		NA	
CIRCLING	1040-1 596 (600-1)		NA	



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB ATA	APP CRS	Rwy Idg	3800
347	053°	TDZE	280
		Apt Elev	280

NDB RWY 5

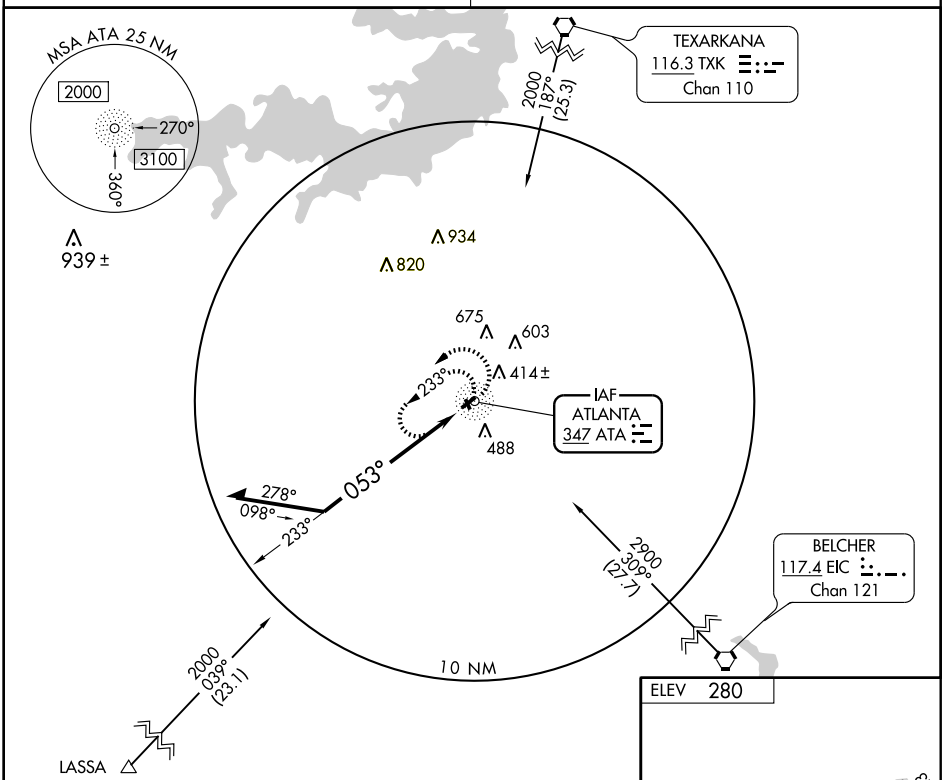
ATLANTA/HALL-MILLER MUNI (ATA)

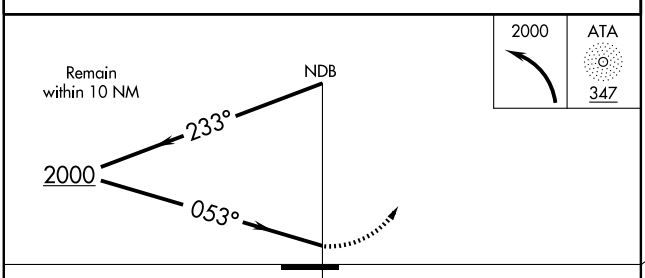
Visibility reduction by helicopters NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet and all Cat B visibility ¼ mile.

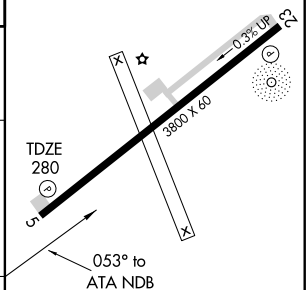
NA

MISSED APPROACH: Climbing left turn to 2000 in ATA NDB holding pattern.

FORT WORTH CENTER	CTAF
123.925 269.475	122.9







CATEGORY	A	B	C	D
S-5	1220-1¼	940 (1000-1¼)	NA	
CIRCLING	1220-1¼	940 (1000-1¼)	NA	

MIRL Rwy 5-23
REIL Rwys 5 and 23

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3800
048°	TDZE	280
	Apt Elev	280

RNAV (GPS) RWY 5

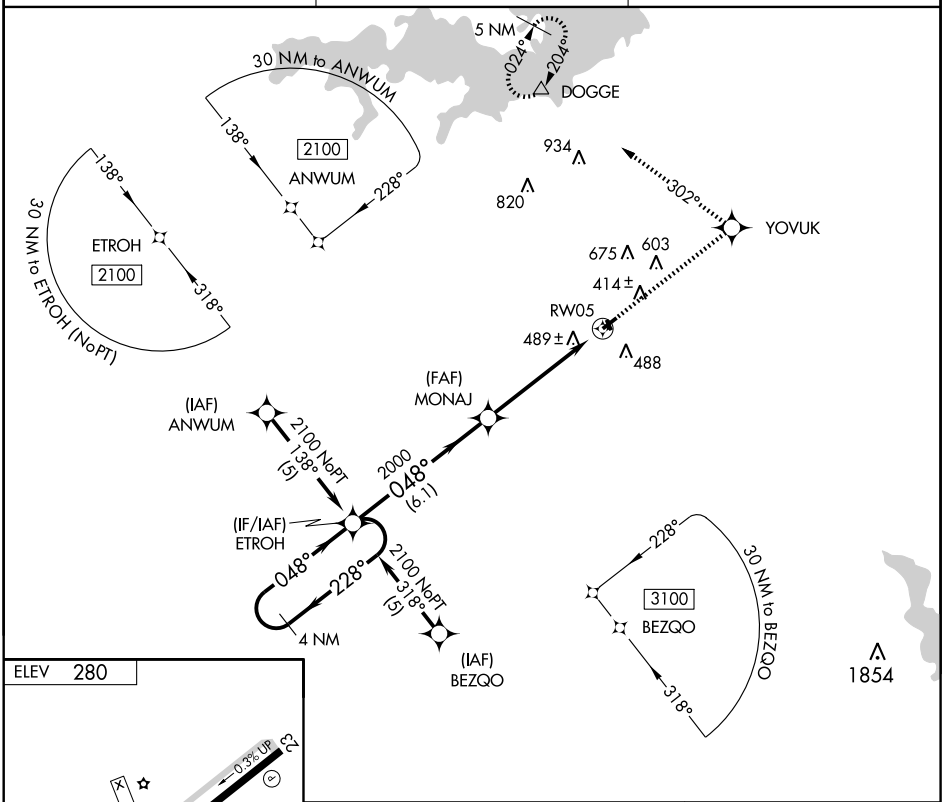
ATLANTA/HALL-MILLER MUNI (ATA)

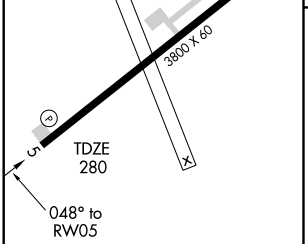
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet.

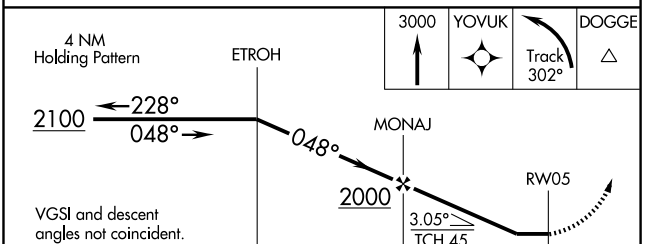
NA

MISSED APPROACH: Climb to 3000 direct YOVUK and left turn via 302° track to DOGGE and hold.

TEXARKANA ASOS	FORT WORTH CENTER	CTAF
120.2	123.925 269.475	122.9







CATEGORY	A	B	C	D
LNAV MDA	860-1 580 (600-1)		NA	
CIRCLING	920-1 640 (700-1)		NA	

MIRL Rwy 5-23
REIL Rwys 5 and 23

SC-2, 21 OCT 2010 to 18 NOV 2010

BEVOH ONE DEPARTURE (RNAV)

(BEVOH1.BEVOH) 10266

DEPARTURE ROUTE DESCRIPTION

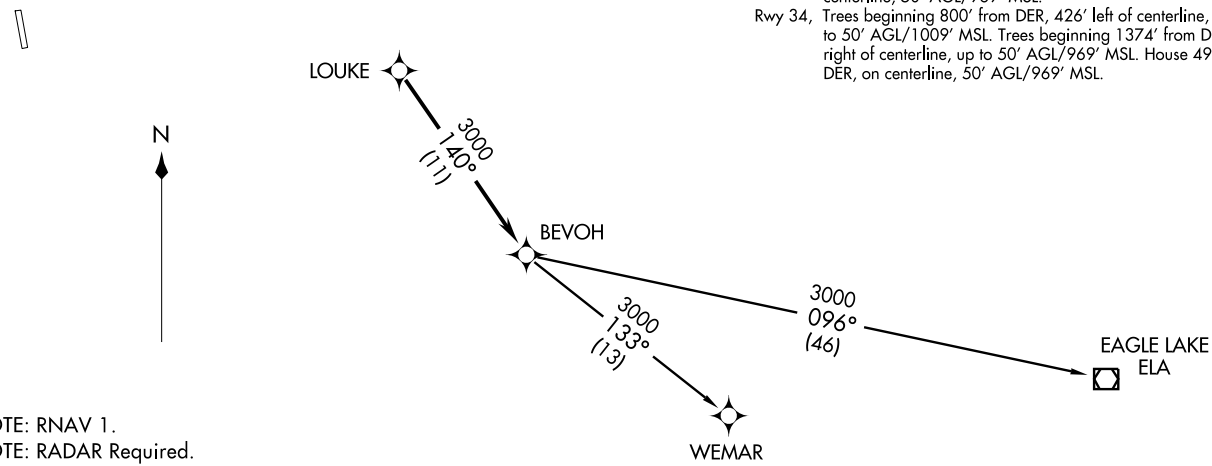
Climb on assigned heading for radar vectors to LOUKE, then on depicted route to BEVOH, maintain 3000, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION: (BEVOH1.ELA)
WEMAR TRANSITION: (BEVOH1.WEMAR)

CTAF
123.0

TAKEOFF OBSTACLE NOTES:
Rwy 16, Powerline 303′ from DER, right and left of centerline, 79′ AGL/967′ MSL. Trees beginning 1.4 NM from DER, 324′ right of centerline, up to 50′ AGL/1169′ MSL. Road 114′ from DER, right and left of centerline, 15′ AGL/954′ MSL. Tower 2.1 NM from DER, 1314′ right of centerline 195′ AGL/1326′ MSL. Towers starting 1.6 NM from DER, 4821′ left of centerline, up to 150′ AGL/1450′ MSL. Tree 2085′ from DER, 186′ left of centerline, 50′ AGL/969′ MSL.
Rwy 34, Trees beginning 800′ from DER, 426′ left of centerline, up to 50′ AGL/1009′ MSL. Trees beginning 1374′ from DER, 141′ right of centerline, up to 50′ AGL/969′ MSL. House 499′ from DER, on centerline, 50′ AGL/969′ MSL.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: EAGLE LAKE TRANSITION: For non-GPS equipped aircraft, CWK, IDU and ELA DMEs must be operational.
NOTE: WEMAR TRANSITION: For non-GPS equipped aircraft, CWK and IDU DMEs must be operational.
NOTE: Procedure authorized at or below 7000.
NOTE: ELA TRANSITION: For aircraft landing Houston Terminal Area south of V222 except IWS and TME.

TAKE-OFF MINIMUMS:
Rwys 16, 34, 1000-2½ for climb in visual conditions.

NOTE: Chart not to scale.

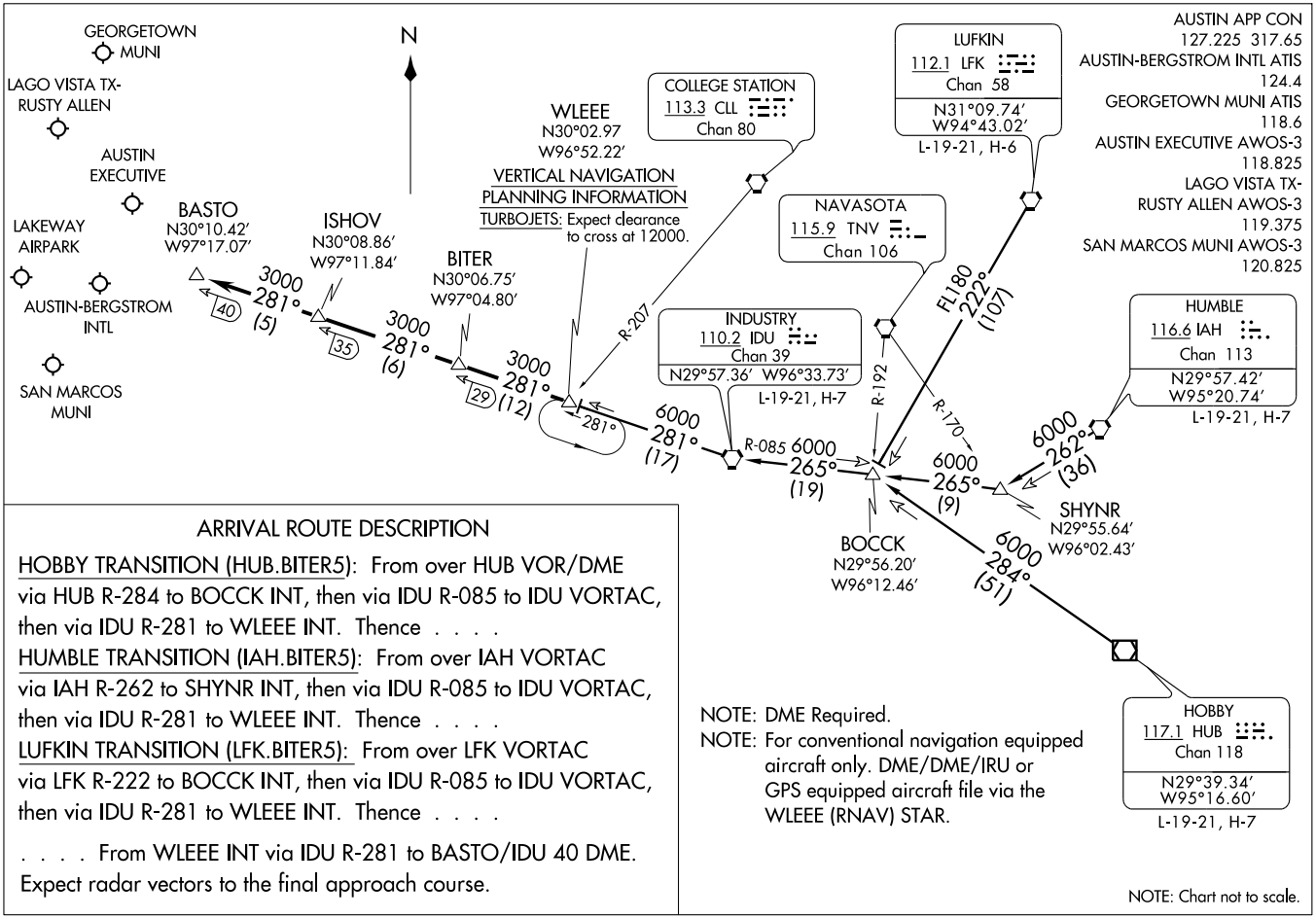
BEVOH ONE DEPARTURE (RNAV)
(BEVOH1.BEVOH) 10266

SL-6677 (FAA)

LAKEWAY AIRPARK (3R9)
AUSTIN, TEXAS

LAKEWAY AIRPARK (3R9)
AUSTIN, TEXAS

BITER FIVE ARRIVAL (BITER.BITER5) 10266



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.BITER5): From over HUB VOR/DME via HUB R-284 to BOCCK INT, then via IDU R-085 to IDU VORTAC, then via IDU R-281 to WLEEE INT. Thence . . . .

HUMBLE TRANSITION (IAH.BITER5): From over IAH VORTAC via IAH R-262 to SHYNR INT, then via IDU R-085 to IDU VORTAC, then via IDU R-281 to WLEEE INT. Thence . . . .

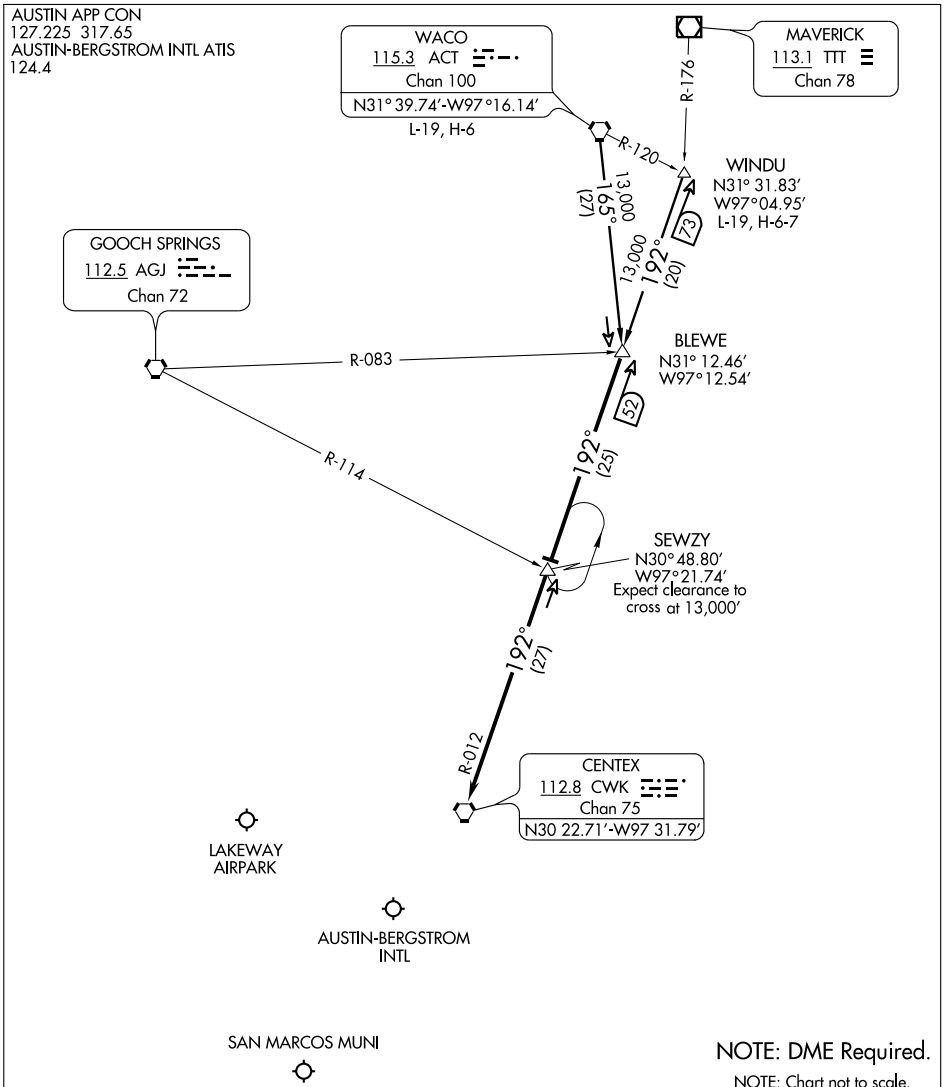
LUFKIN TRANSITION (LFK.BITER5): From over LFK VORTAC via LFK R-222 to BOCCK INT, then via IDU R-085 to IDU VORTAC, then via IDU R-281 to WLEEE INT. Thence . . . .

. . . . From WLEEE INT via IDU R-281 to BASTO/IDU 40 DME. Expect radar vectors to the final approach course.

BITER FIVE ARRIVAL (BITER.BITER5) 10266

AUSTIN, TEXAS

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)



WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

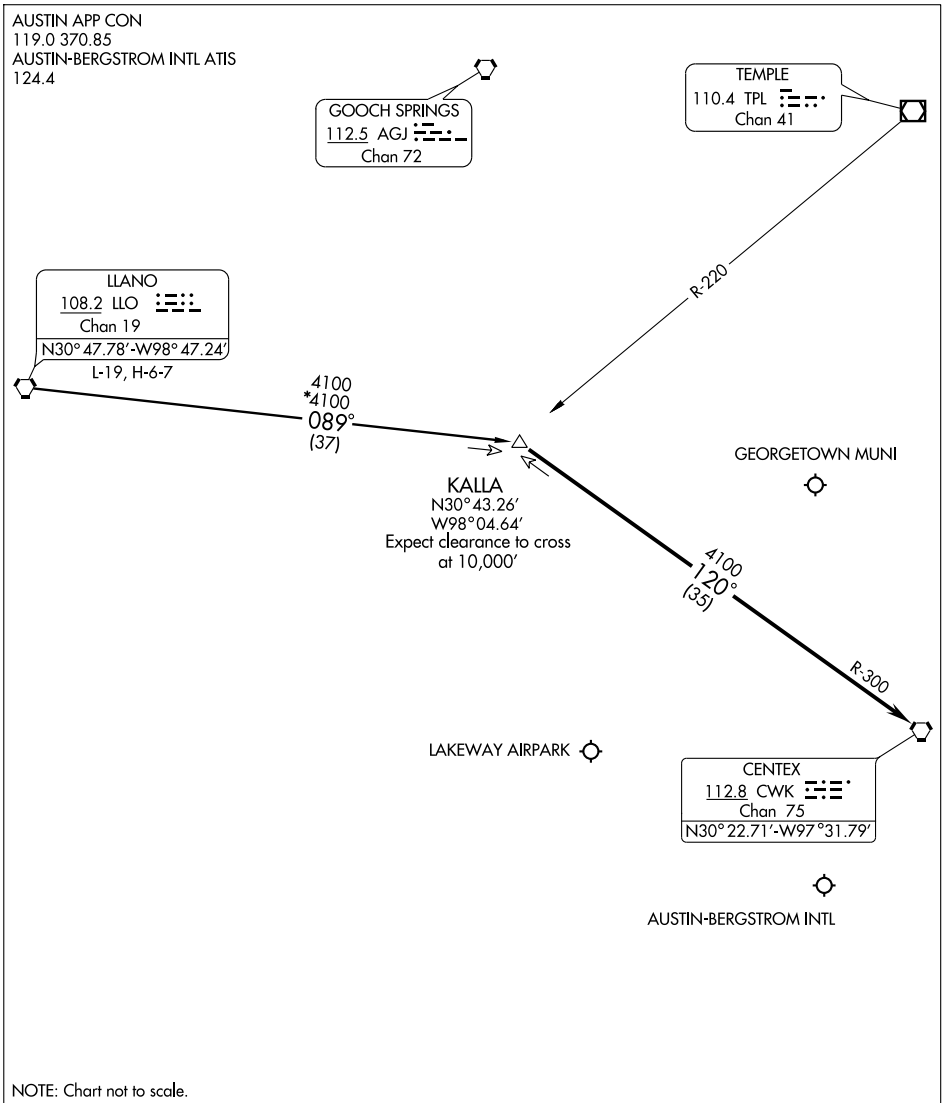
BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS

SC-3, 21 OCT 2010 to 18 NOV 2010

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .
. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3148
162°	TDZE	903
	Apt Elev	909

RNAV (GPS) RWY 16

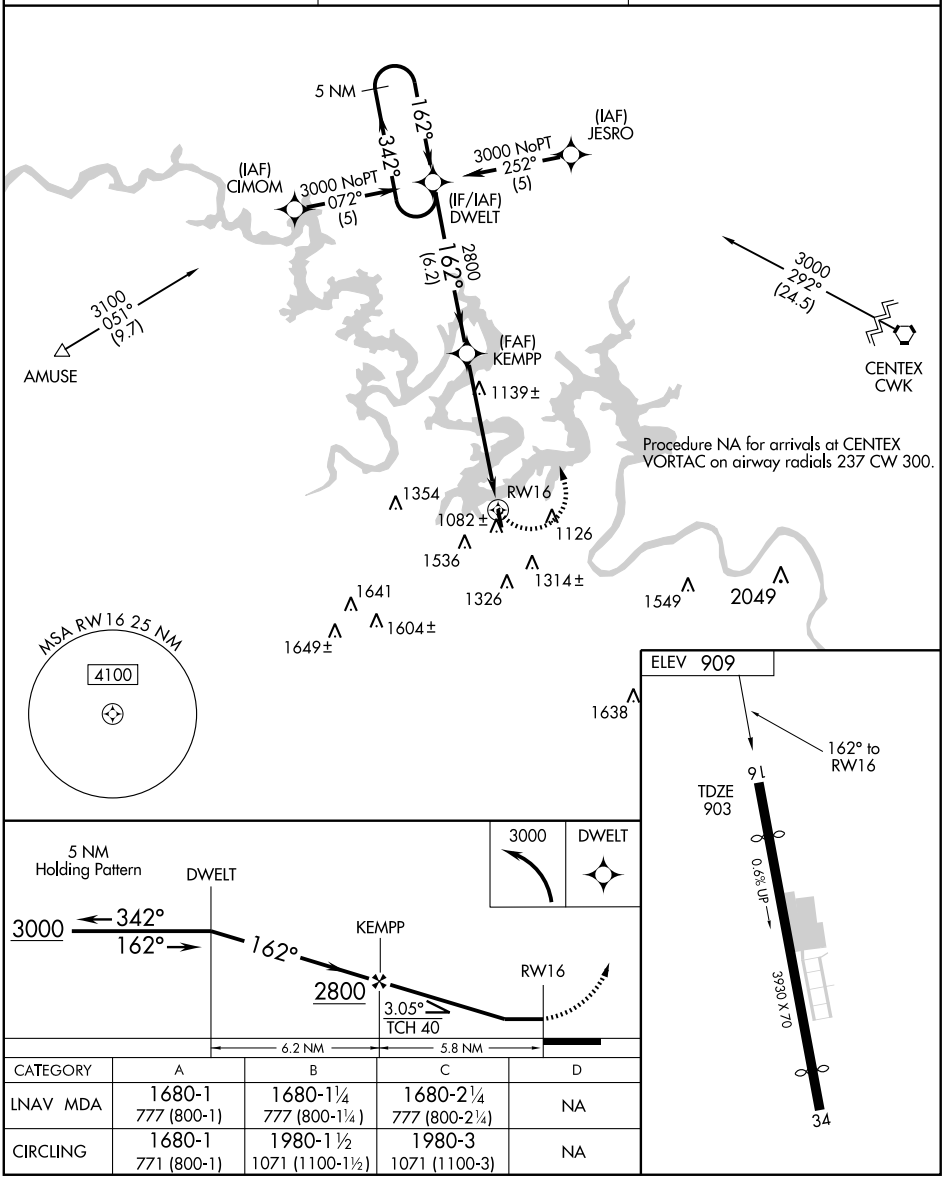
AUSTIN/ LAKEWAY AIRPARK (3R9)

Use Georgetown Muni altimeter setting; if not received, use Austin-Bergstrom Intl altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct DWELT and hold.

GEORGETOWN AWOS-3	AUSTIN APP CON	UNICOM
118.6	119.0 370.85	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1680-1 777 (800-1)	1680-1¼ 777 (800-1¼)	1680-2¼ 777 (800-2¼)	NA
CIRCLING	1680-1 771 (800-1)	1980-1½ 1071 (1100-1½)	1980-3 1071 (1100-3)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CWK 112.8 Chan 75	APP CRS 081°	Rwy Idg N/A TDZE N/A Apt Elev 909

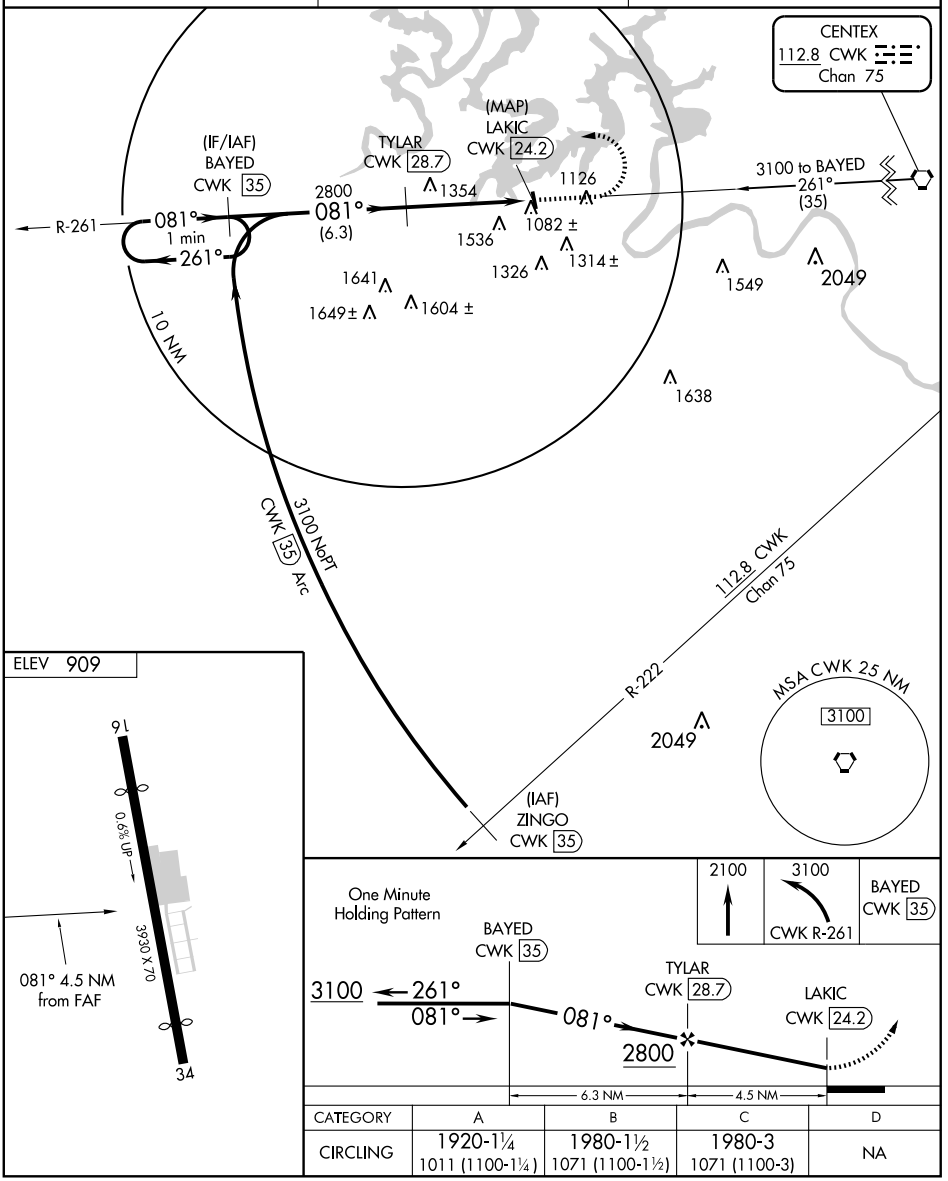
VOR/DME-A

AUSTIN/ LAKEWAY AIRPARK (3R9)

Use Georgetown Muni altimeter setting; if not received, use Austin-Bergstrom Intl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3100 via CWK VORTAC R-261 to BAYED/35 DME and hold.

GEORGETOWN AWOS-3	AUSTIN APP CON	UNICOM
118.6	119.0 370.85	123.0 (CTAF)

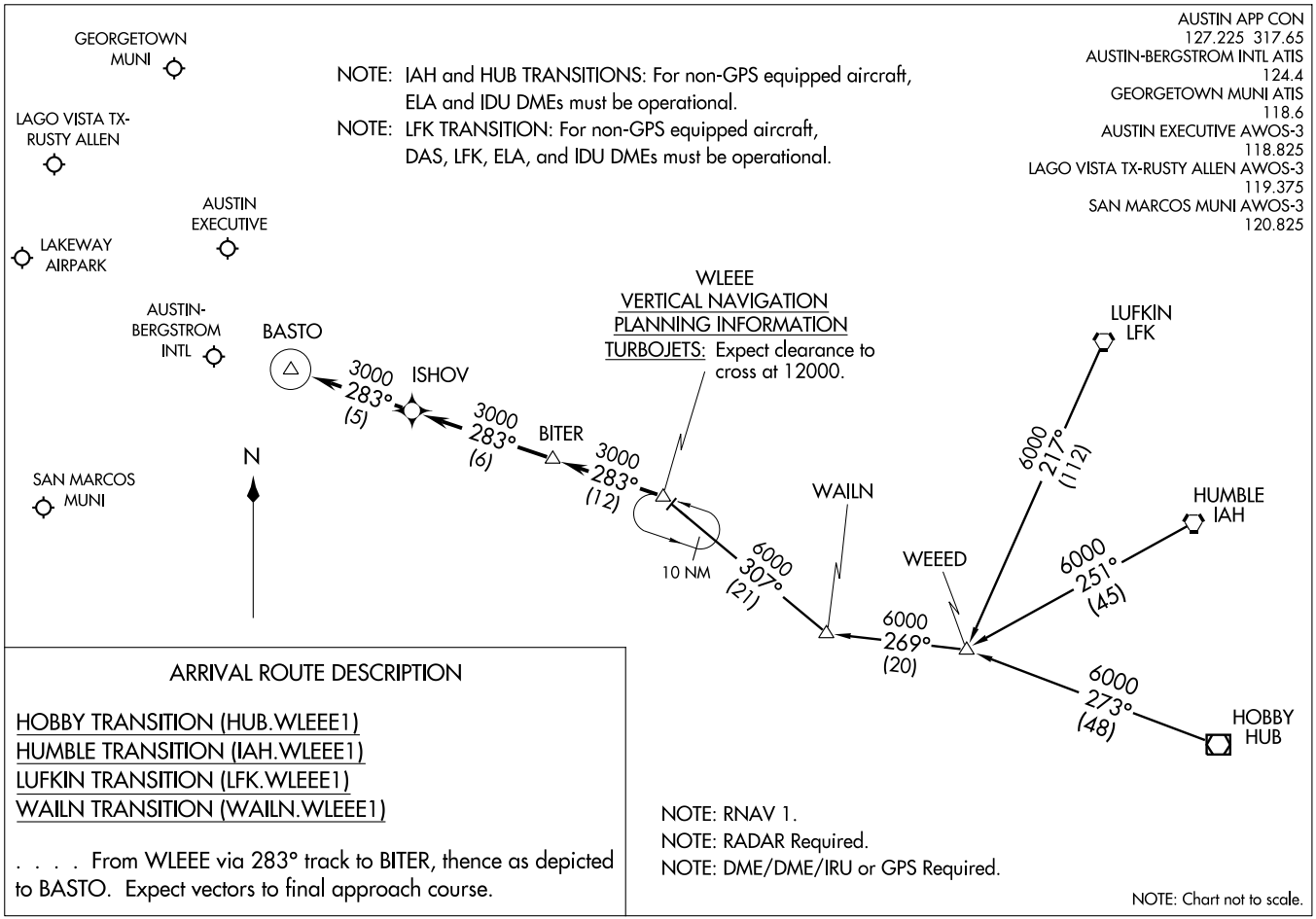


CATEGORY	A	B	C	D
CIRCLING	1920-1¼ 1011 (1100-1¼)	1980-1½ 1071 (1100-1½)	1980-3 1071 (1100-3)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WLEEE ONE ARRIVAL (RNAV)

(WLEEE.WLEEE1) 10266



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.WLEEE1)
HUMBLE TRANSITION (IAH.WLEEE1)
LUFKIN TRANSITION (LFK.WLEEE1)
WAILN TRANSITION (WAILN.WLEEE1)

. . . . From WLEEE via 283° track to BITER, thence as depicted to BASTO. Expect vectors to final approach course.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Chart not to scale.

AUSTIN, TEXAS

WLEEE ONE ARRIVAL (RNAV)
(WLEEE.WLEEE1) 10266
AUSTIN, TEXAS

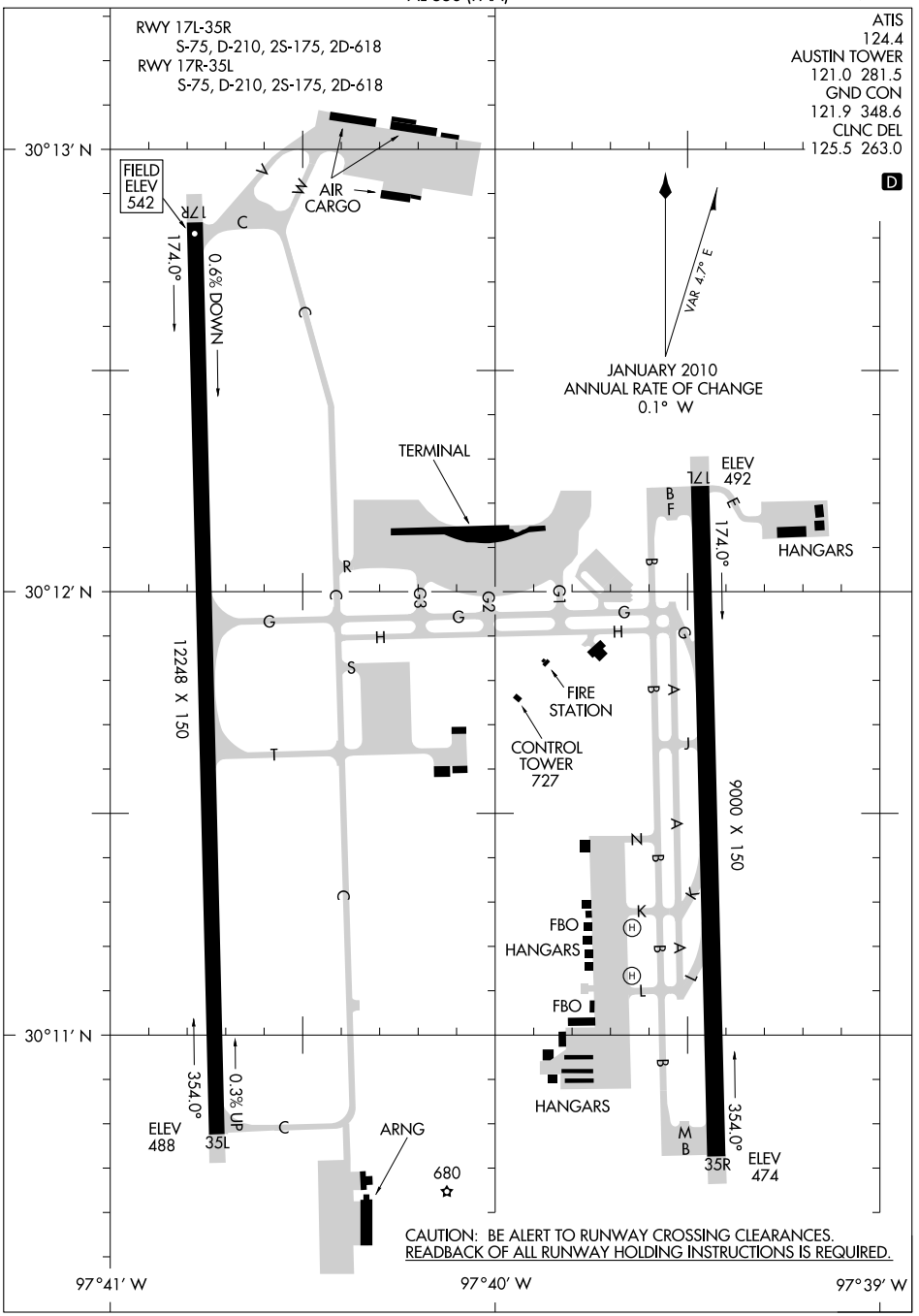
ST-556 (FAA)

AIRPORT DIAGRAM

AUSTIN-BERGSTROM INTL (AUS)

AUSTIN, TEXAS

AL-556 (FAA)



SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AUSTIN, TEXAS

AUSTIN-BERGSTROM INTL (AUS)

10210

SC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors, maintain 4000, expect filed altitude 10 minutes after departure, thence via assigned transition.

ABILENE TRANSITION (AUS3.ABI): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-324 and ABI R-141 to ABI VORTAC.

GOOCH SPRINGS TRANSITION (AUS3.AGJ): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC.

JUNCTION TRANSITION (AUS3.JCT): From over CWK VORTAC via CWK R-271 and JCT R-088 to JCT VORTAC.

LLANO TRANSITION (AUS3.LLO): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC.

SAN ANGELO TRANSITION (AUS3.SJT): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-284 and SJT R-102 to SJT VORTAC.

SAN ANTONIO TRANSITION (AUS3.SAT): From over CWK VORTAC via CWK R-222 and SAT R-040 to SAT VORTAC.

STONEWALL TRANSITION (AUS3.STV): From over CWK VORTAC via CWK R-271 to AMUSE INT, then via STV R-047 to STV VORTAC.

BEVOH ONE DEPARTURE (RNAV)
(BEVOH1.BEVOH) 10266

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LOUKE, then on depicted route to BEVOH, maintain 4000, thence . . . .

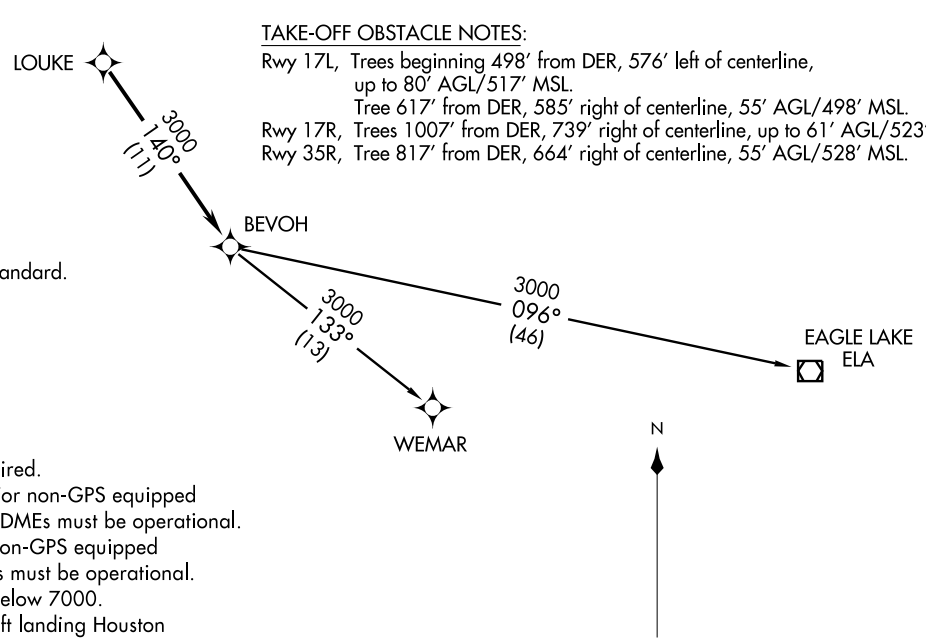
. . . . (transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION: (BEVOH1.ELA)
WEMAR TRANSITION: (BEVOH1.WEMAR)

ATIS 124.4
CLNC DEL
125.5 263.0
GND CON
121.9 348.6
AUSTIN TOWER
121.0 281.5
AUSTIN DEP CON
127.225 317.65

TAKE-OFF OBSTACLE NOTES:
Rwy 17L, Trees beginning 498′ from DER, 576′ left of centerline, up to 80′ AGL/517′ MSL.
Tree 617′ from DER, 585′ right of centerline, 55′ AGL/498′ MSL.
Rwy 17R, Trees 1007′ from DER, 739′ right of centerline, up to 61′ AGL/523′ MSL.
Rwy 35R, Tree 817′ from DER, 664′ right of centerline, 55′ AGL/528′ MSL.

TAKE-OFF MINIMUMS:
Rwys 17L, 17R, 35L, 35R, Standard.

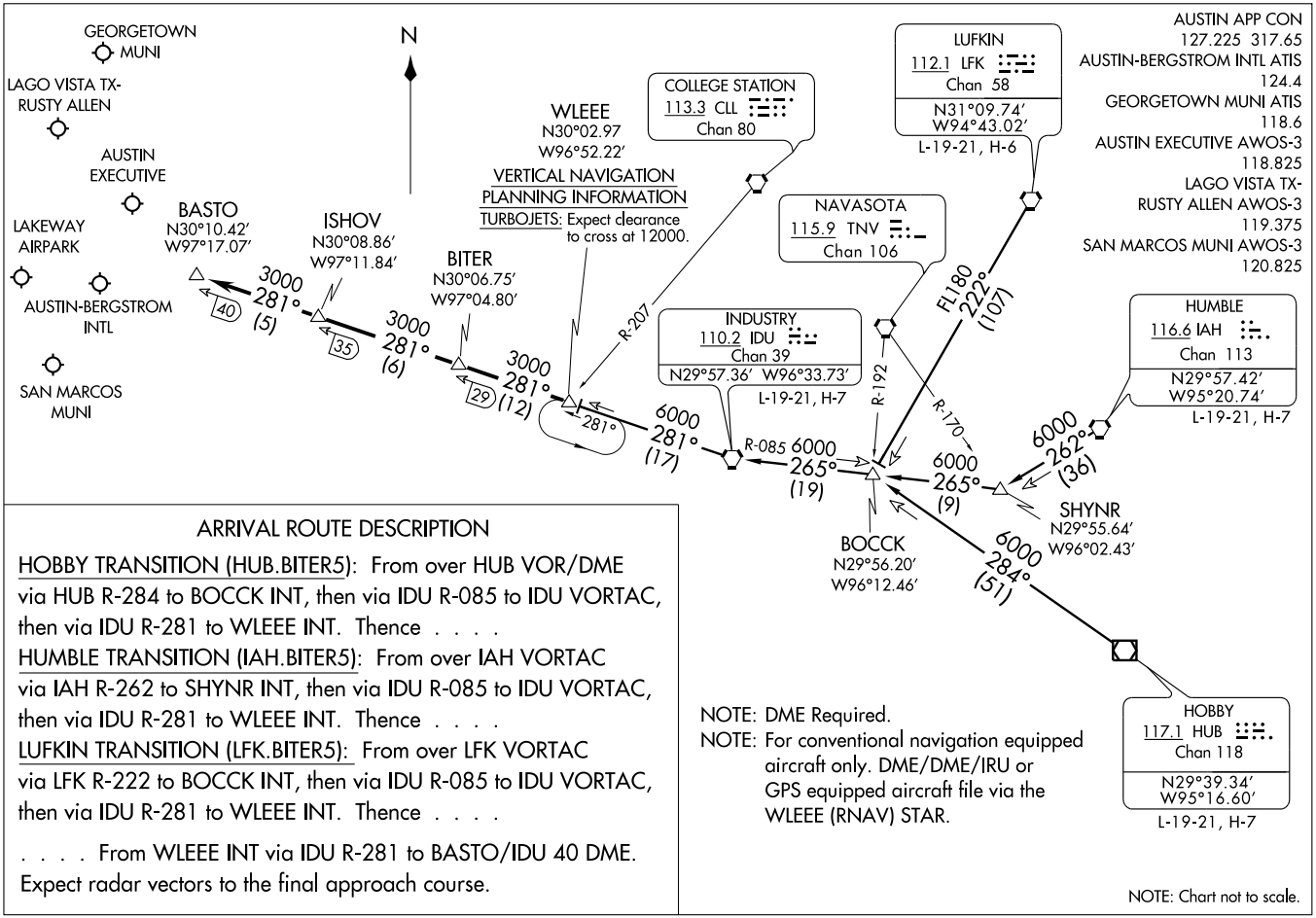


NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: EAGLE LAKE TRANSITION: For non-GPS equipped aircraft, CWK, IDU and ELA DMEs must be operational.
NOTE: WEMAR TRANSITION: For non-GPS equipped aircraft, CWK and IDU DMEs must be operational.
NOTE: Procedure authorized at or below 7000.
NOTE: ELA TRANSITION: For aircraft landing Houston Terminal Area south of V222 except IWS and TME.

NOTE: Chart not to scale.

(BEVOH1.BEVOH) 10266
BEVOH ONE DEPARTURE (RNAV)
SL-556 (FAA)
AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS

BITER FIVE ARRIVAL (BITER.BITER5) 10266



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.BITER5): From over HUB VOR/DME via HUB R-284 to BOCCK INT, then via IDU R-085 to IDU VORTAC, then via IDU R-281 to WLEEE INT. Thence . . . .

HUMBLE TRANSITION (IAH.BITER5): From over IAH VORTAC via IAH R-262 to SHYNR INT, then via IDU R-085 to IDU VORTAC, then via IDU R-281 to WLEEE INT. Thence . . . .

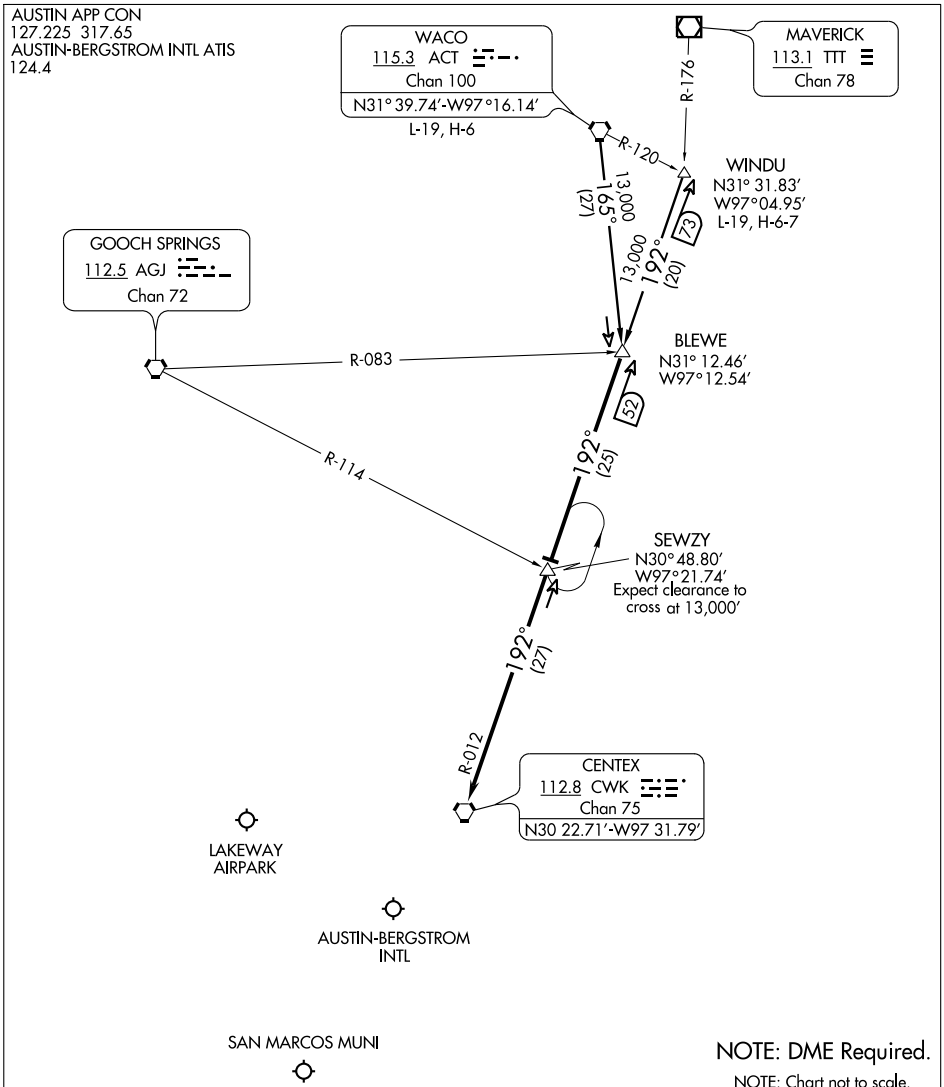
LUFKIN TRANSITION (LFK.BITER5): From over LFK VORTAC via LFK R-222 to BOCCK INT, then via IDU R-085 to IDU VORTAC, then via IDU R-281 to WLEEE INT. Thence . . . .

. . . . From WLEEE INT via IDU R-281 to BASTO/IDU 40 DME. Expect radar vectors to the final approach course.

BITER FIVE ARRIVAL (BITER.BITER5) 10266

AUSTIN, TEXAS

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)



WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 35L: Climb via heading 353° to 1800. Thence . . . .

TAKEOFF RWY 35R: Climb via heading 353° to 1800. Thence . . . .

TAKEOFF RWY 17 L/R: Climb via assigned heading. Thence . . . .

. . . . climb to 4000 via radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CWK4.CLL): (For aircraft requesting 13,000' MSL to FL230.) From over CWK VORTAC via CWK R-088 to ILEXY INT, then via CLL R-238 to CLL VORTAC.

ILEXY TRANSITION (CWK4.ILEXY): (For turboprop and turbojet aircraft landing HOU; for turbojet aircraft landing EFD, GLS or LBX; for all aircraft landing IAH.) From over CWK VORTAC via CWK R-088 to ILEXY INT.

JAYJO TRANSITION (CWK4.JAYJO): (For piston aircraft landing HOU; for piston and turboprop aircraft landing EFD, GLS, or LBX; for all aircraft landing other West/South Houston terminal area airports.) From over CWK VORTAC via CWK R-088 to JAYJO INT.

NAVASOTA TRANSITION (CWK4.TNV): From over CWK VORTAC via CWK R-088 and TNV R-266 to TNV VORTAC.

NAVYS TRANSITION (CWK4.NAVYS): (For aircraft landing DFW terminal area requesting FL230 and below.) From over CWK VORTAC via CWK R-040 to NAVYS INT.

WACO TRANSITION (CWK4.ACT): (For aircraft requesting 12,000' MSL and below.) From over CWK VORTAC via CWK R-004 and ACT R-181 to ACT VORTAC.

LOC I-VNK 110.5 Chan 42	APP CRS 173°	Rwy Idg 9000 TDZE 492 Apt Elev 542

ILS or LOC RWY 17L

AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 17R. For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½ .

ALSF-2 (A)

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED

MSA CWK 25 NM
120°
3100
2600
025°

10 NM

DOFFS INT
I-VNK 16.5
RADAR

SCALI INT
I-VNK 12.5
RADAR

GAPPI INT
I-VNK 7.7
RADAR

CENTEX
112.8 CWK
Chan 75

353°
173°
4000 #*
2500
(4)
(14.9)
R-297
R-268
R-231

2049
1402
1638
1448
1156 ±
866 ±
659
799
846
580 ±
MM
940 ±
IM 695 ±
819
842

LOCALIZER 110.5
I-VNK
Chan 42

MISSED APCH FIX
112.8 CWK Chan 75
113.3 CLL Chan 80
110.2 IDU Chan 39
R-281
128°
308°
R-232
R-128
BASTO
CWK 17.7

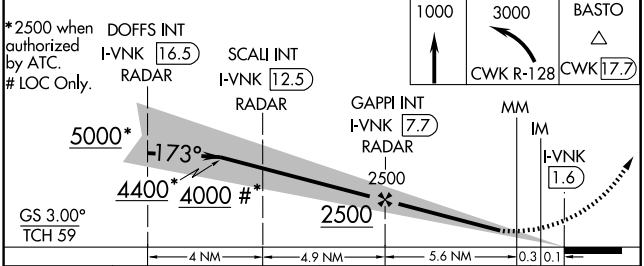
LOC Only.
* 2500 when authorized by ATC.

ELEV 542 D

17R
17L
TDZE 492
173° 6 NM from FAF
0.6% DOWN
12,248 X 150
9000 X 150
0.3% UP
727
680
35L
35R

TDZ/CL Rwys 17L and 35R
HIRL Rwys 17L-35R and 17R-35L

*2500 when authorized by ATC.
LOC Only.



CATEGORY	A	B	C	D	E
S-ILS 17L	692/18 200 (200-½)				
S-LOC 17L	940/24 448 (400-½)		940/40 448 (400-¾)	940/50 448 (400-1)	
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GFQ	APP CRS	Rwy Idg	12248
110.95	173°	TDZE	542
Chan 46 (Y)		Apt Elev	542

ILS or LOC RWY 17R
AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 17L.

MALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 3500 via CWK VORTAC R-222 to GARDS Int/CWK 29.2 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED

MSA CWK 25 NM
120°
3100
2600
025°

353°
173°
(IF)
CHADE INT
I-GFQ 14.6
RADAR
(4)
*#2900
R-281
CENTEX
112.8 CWK
Chan 75
BROMS INT
I-GFQ 10.6
RADAR
R-253
(3.8)
*2100
R-230
R-222
HOMAL INT
I-GFQ 6.8
RADAR
2049
1402
#2100 when authorized by ATC
* LOC only
688 ±
1156 ±
1638
580 ±
1448
659
846
799
940 ±
695 ±
10 NM
LOCALIZER 110.95
I-GFQ
Chan 46 (Y)
819
842

MISSED APCH FIX
GARDS
CWK 29.2
CWK R-222
113.8 STV
Chan 85
R-095
042°
222°
R-222

ALTERNATE MISSED APCH FIX
CREED LOM
BS 255
173°
353°

ELEV 542 D
173° 4.6 NM from FAF
17R
TDZE 542
0.6% DOWN
17L
12,248 X 150
727
9000 X 150
0.3% UP
680
35L
35R
TDZ/CL Rwys 17L and 35R
HIRL Rwy 17L-35R and 17R-35L

CHADE INT I-GFQ 14.6 RADAR
BROMS INT I-GFQ 10.6 RADAR
HOMAL INT I-GFQ 6.8 RADAR
#4000
173°
#3400
*#2900
*2100
2100
I-GFQ 3.3
I-GFQ 2.2
GS 3.00°
TCH 59
#2100 when authorized by ATC.
4 NM
3.8 NM
3.5 NM
1.1

1000 ↑	3500 CWK R-222	GARDS △ CWK 29.2

* LOC only

CATEGORY	A	B	C	D	E
S-ILS 17R	742/40 200 (200-¾)				
S-LOC 17R	940/40 398 (400-¾)			940/60 398 (400-1¼)	940-1½ 398 (400-1½)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BSM	APP CRS	Rwy Idg 12248
110.95	353°	TDZE 496
Chan 46 (Y)		Apt Elev 542

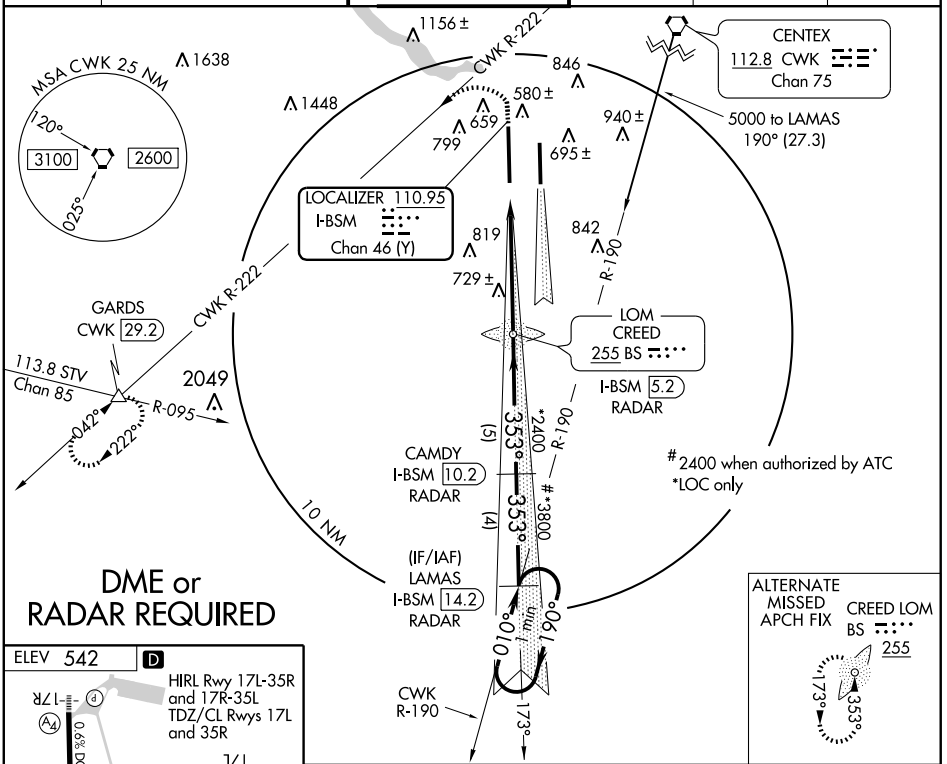
ILS or LOC RWY 35L
AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 35R. For inoperative MALSR, increase S-ILS 35L Cat E visibility to RVR 4000, and S-LOC 35L Cat E visibility to 1¾ mile. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

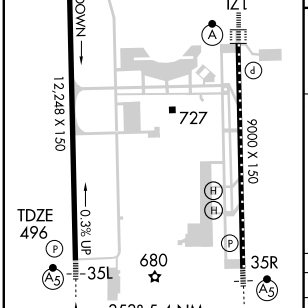
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 via CWK VORTAC R-222 to GARDS Int/CWK 29.2 DME and hold.

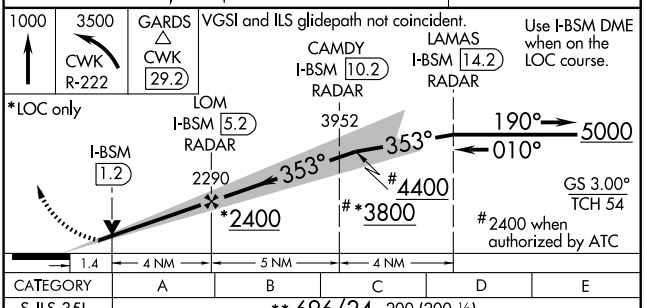
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



DME or RADAR REQUIRED



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D	E
S-ILS 35L	** 696/24 200 (200-½)				
S-LOC 35L	980/24 484 (500-½)		980/40 484 (500-¾)	980/50 484 (500-1)	980/60 484 (500-1¼)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-HCE 110.5 Chan 42	APP CRS 353°	Rwy Idg 9000 TDZE 480 Apt Elev 542

ILS or LOC RWY 35R

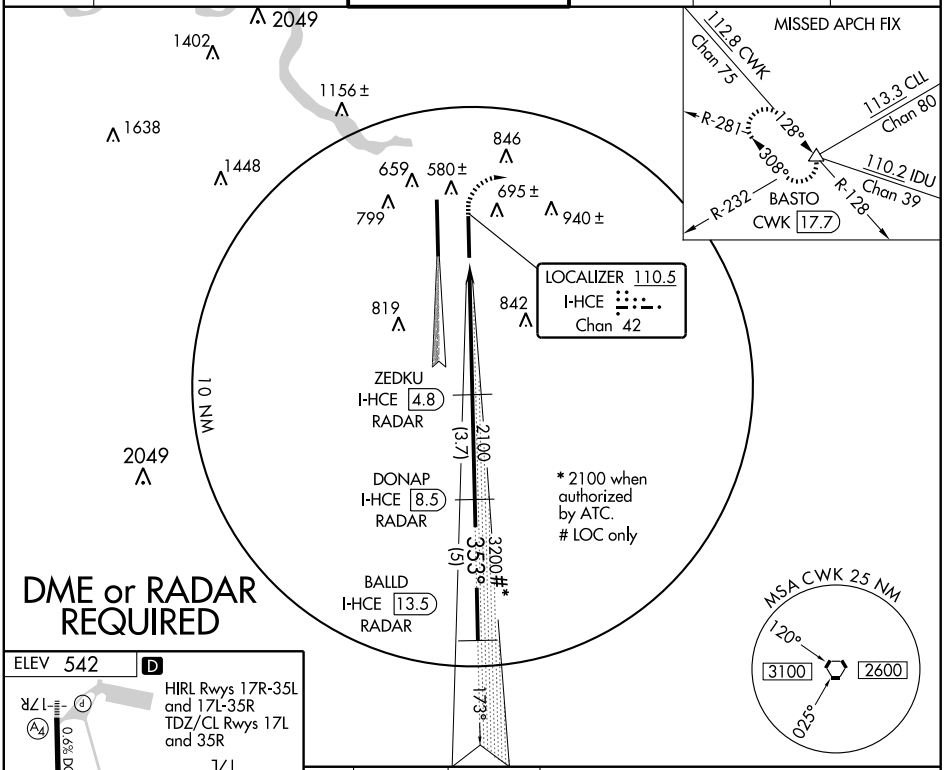
AUSTIN-BERGSTROM INTL (AUS)

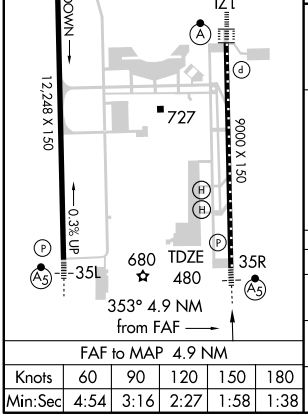
Simultaneous approach authorized with Rwy 35L. For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 1¾ miles.

MALSR

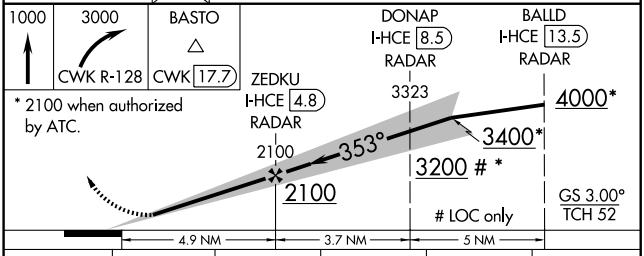
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D	E
S-ILS 35R	680/18 200 (200-½)				
S-LOC 35R	980/24 500 (500-½)		980/40 500 (500-¾)	980/50 500 (500-1)	980/60 500 (500-1¼)
CIRCLING	1040-1 498 (500-1)		1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-VNK 110.5 Chan 42	APP CRS 173°	Rwy Idg 9000 TDZE 492 Apt Elev 542

ILS RWY 17L (CAT II)

AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 17R.

ALSF-2

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED

MSA CWK 25 NM
120°
3100
2600
025°

10 NM

353°

DOFFS INT
I-VNK 16.5
RADAR

173°
(4)
4000 #*

SCALI INT
I-VNK 12.5
RADAR

(14.9)
2500

GAPPI INT
I-VNK 7.7
RADAR

CENTEX
112.8 CWK
Chan 75

R-297
R-268
R-231

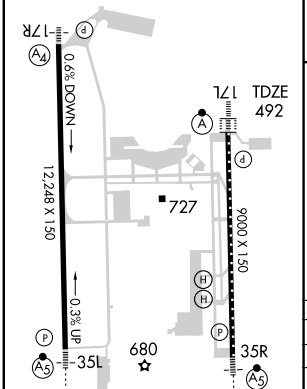
2049
1402
1638
1448
1156±
866±
846
659
799
580±
MM
940±
IM 695±
819
842

LOCALIZER 110.5
I-VNK
Chan 42

MISSED APCH FIX
112.8 CWK Chan 75
113.3 CLL Chan 80
110.2 IDU Chan 39
R-281
128°
308°
R-232
R-128
BASTO
CWK 17.7

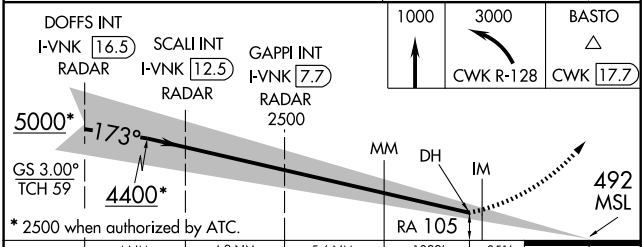
LOC Only.
* 2500 when authorized by ATC.

ELEV 542 D



HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

1000	3000	BASTO
	CWK R-128	CWK 17.7



CATEGORY	A	B	C	D
S-ILS 17L	RA 105/12 100 DA 592			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-VNK	APP CRS	Rwy Idg	9000
110.5	173°	TDZE	492
Chan 42		Apt Elev	542

ILS RWY 17L (CAT III)
AUSTIN-BERGSTROM INTL (AUS)

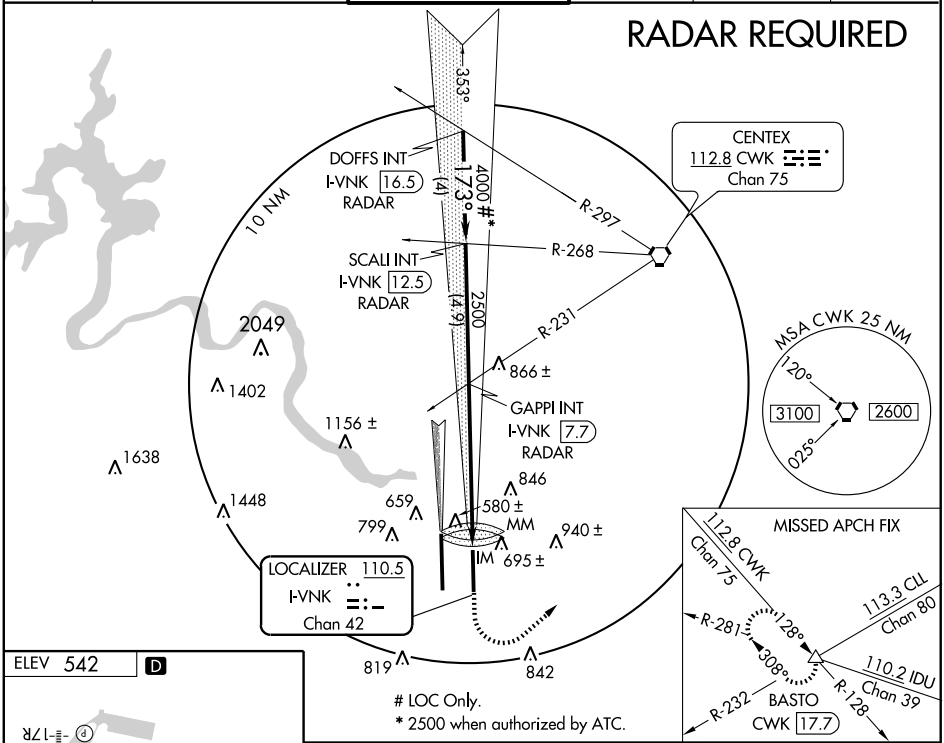
Simultaneous approach authorized with Rwy 17R.

ALSF-2

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

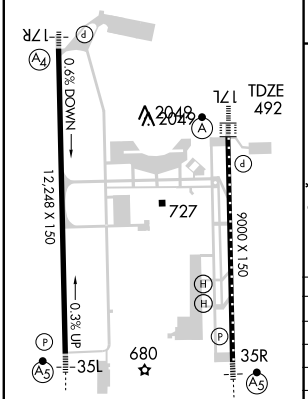
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED

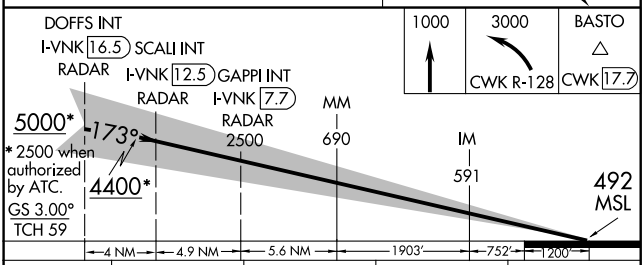


LOC Only.
* 2500 when authorized by ATC.

ELEV 542 D



HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R



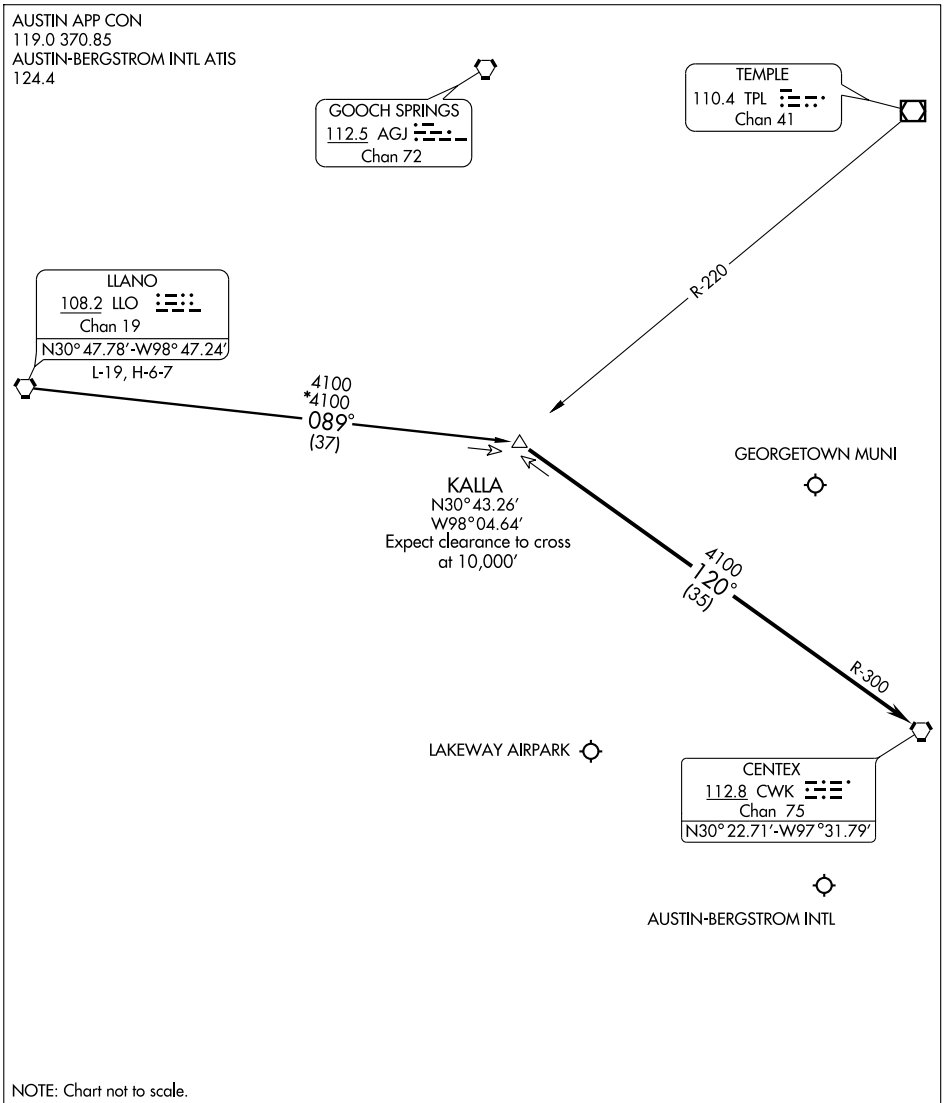
CATEGORY	A	B	C	D
S-ILS 17L	CAT IIIa RVR 07			
S-ILS 17L	CAT IIIb RVR 06			
S-ILS 17L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .
. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

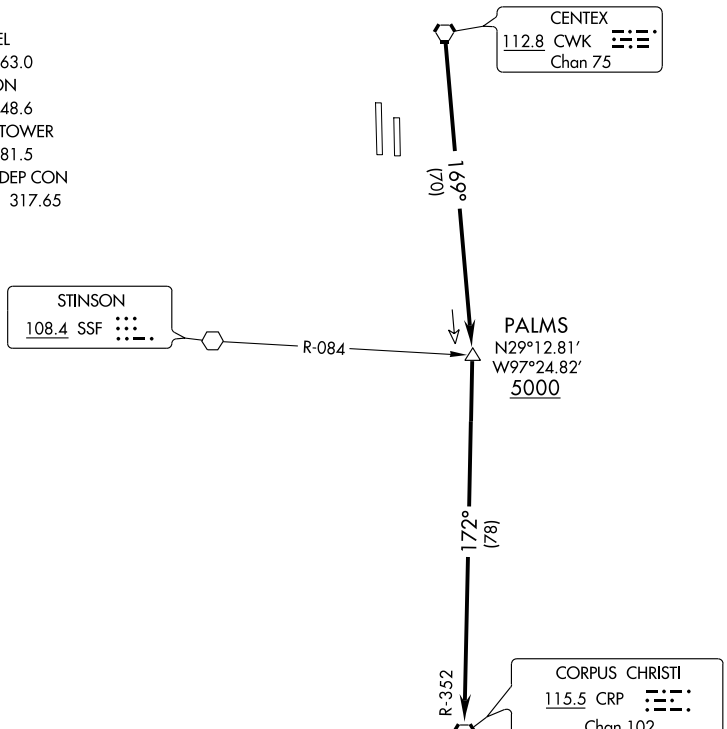
KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

ATIS
124.4
CLNC DEL
125.5 263.0
GND CON
121.9 348.6
AUSTIN TOWER
121.0 281.5
AUSTIN DEP CON
127.225 317.65



TAKE-OFF MINIMUMS:

Rwys 17L/17R, standard.
Rwy 35L, standard with an obstacle climb of 227′ per NM to 2600.
Rwy 35R, standard with an obstacle climb of 204′ per NM to 2600.

NOTE: Rwy 17L, multiple trees beginning 498′ from departure end of runway, 576′ left of centerline, up to 80′ AGL/517′ MSL.
Tree 617′ from departure end of runway, 584′ right of centerline, 55′ AGL/498′ MSL.
NOTE: Rwy 17R, multiple trees beginning 1007′ from departure end of runway, 730′ right of centerline to 603′ left of centerline up to 61′ AGL/540′ MSL.
NOTE: Rwy 35R, tree 816′ from departure end of runway, 663′ right of centerline, 55′ AGL/528′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors to CWK VORTAC, maintain 4000, expect filed altitude 10 minutes after departure, then via CWK R-169 to PALMS INT, cross PALMS INT at or above 5000, then via CRP R-352 to CRP VORTAC.

SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17L

AUSTIN-BERGSTROM INTL (AUS)

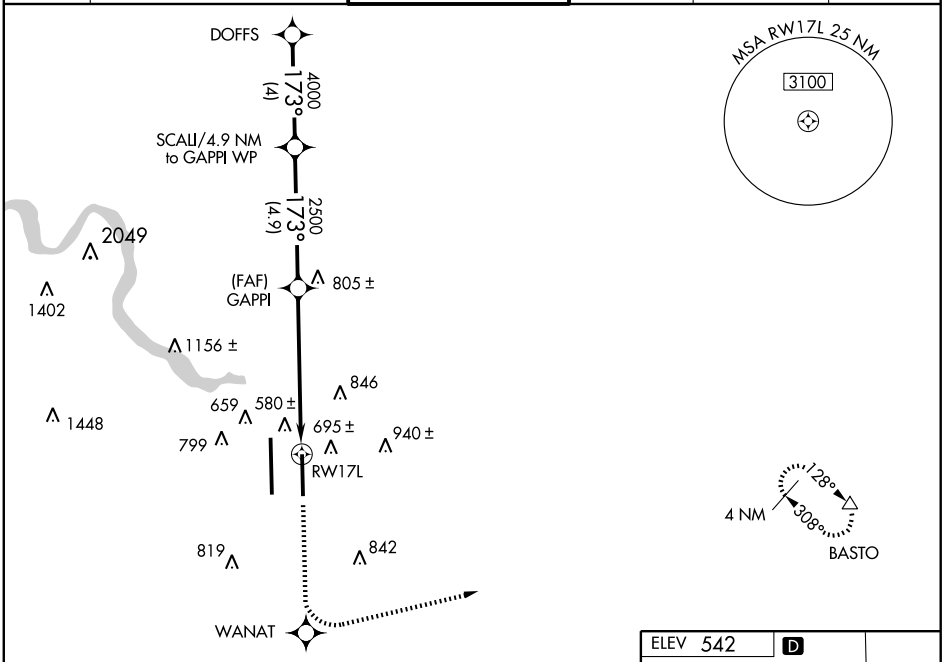
APP CRS	Rwy Idg	9000
173°	TDZE	492
	Apt Elev	542

Baro-VNAV NA below -16°C (4°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
For inoperative ALSF, increase LNAV/VNAV and LNAV Cat E visibility to 1¾.

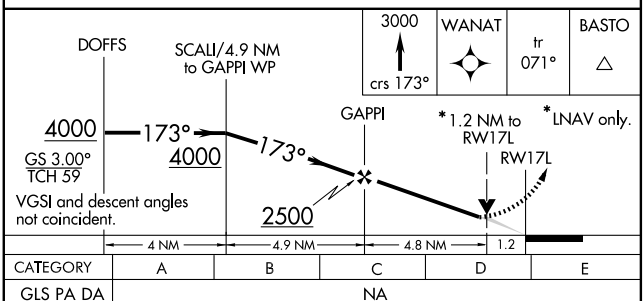
ALSF-2

MISSED APPROACH: Climb to 3000 via 173° course to WANAT then via 071° track to BASTO and hold.

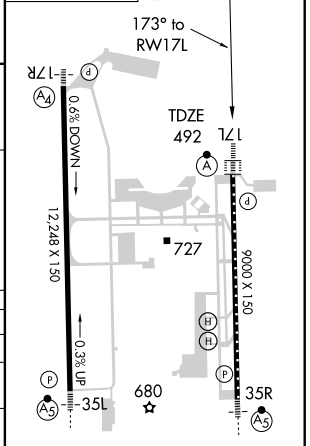
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



RADAR REQUIRED



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000/60 508 (500-1¼)				
LNAV MDA	960/24 468 (500-½)		960/40 468 (500-¾)	960/50 468 (500-1)	960/60 468 (500-1¼)
CIRCLING	1040-1¾ 498 (500-1¾)			1160-2 618 (700-2)	1260-2½ 718 (800-2½)



HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

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SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12248
173°	TDZE	542
	Apt Elev	542

RNAV (GPS) RWY 17R

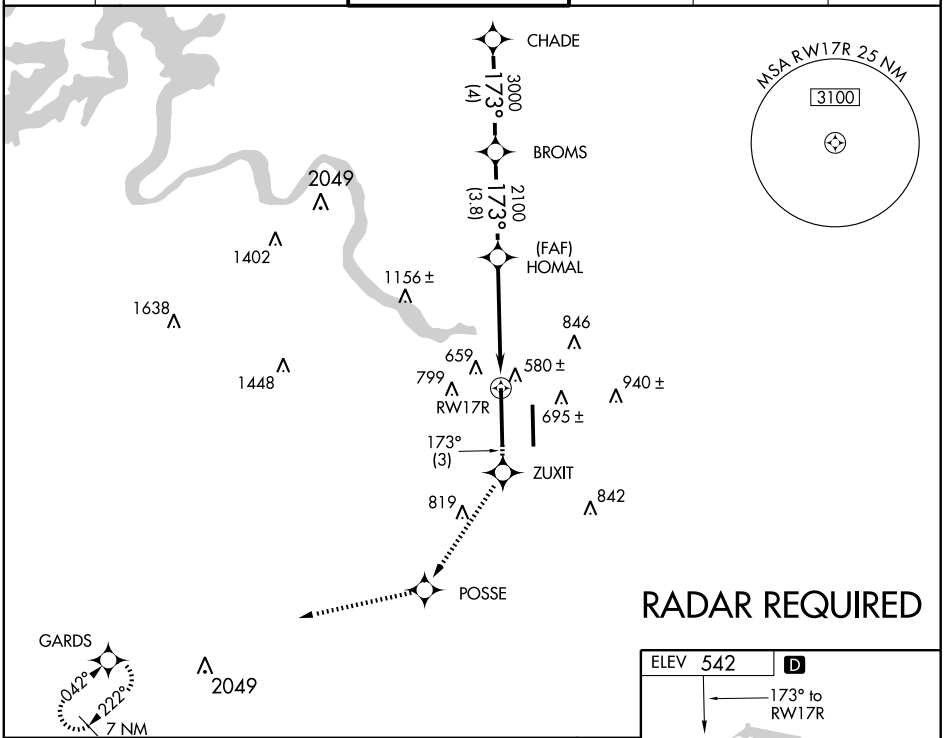
AUSTIN-BERGSTROM INTL (AUS)

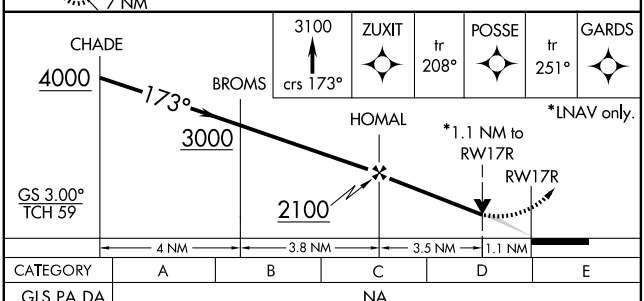
Baro-VNAV NA below -16°C (4°F).
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
NA Inoperative table does not apply to LNAV/VNAV.
For inoperative MALS, increase LNAV Cat E visibility to ½.

MALS

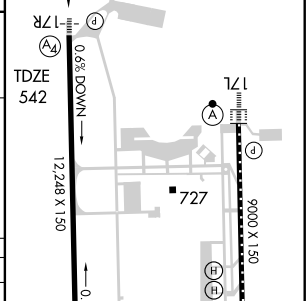
MISSED APPROACH: Climb to 3100 via 173° course to ZUXIT, then via 208° track to POSSE, then via 251° track to GARDS and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	920/60 378 (400-1¼)				
LNAV MDA	940/40 398 (400-¾)			940/60 398 (400-1¼)	
CIRCLING	1040-1¼ 498 (500-1¼)	1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)	



TDZ/CL Rwys 17L and 35R
HIRL Rwys 17L-35R and 17R-35L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35R

AUSTIN-BERGSTROM INTL (AUS)

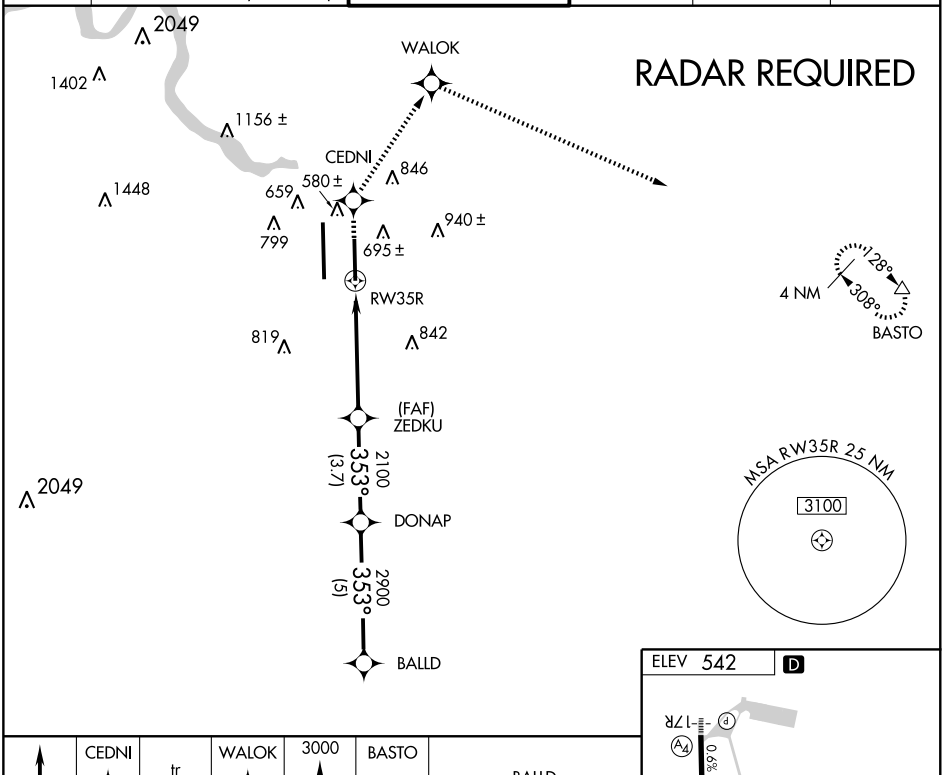
APP CRS	Rwy Idg	9000
353°	TDZE	480
	Apt Elev	542

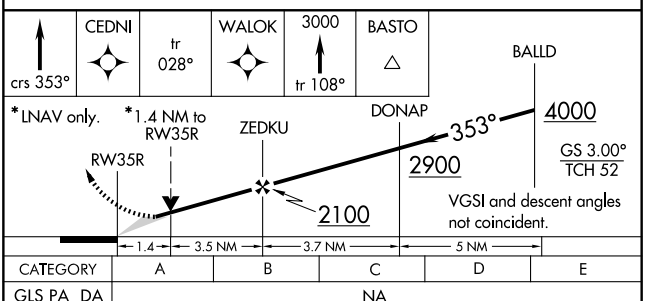
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
NA For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾.

MALSR

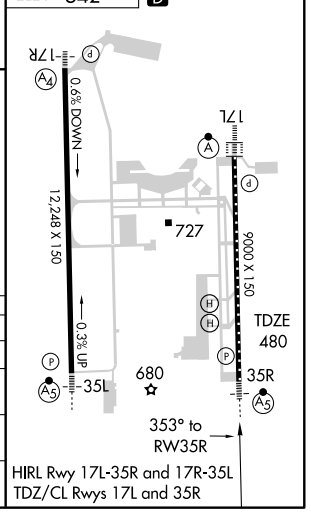
MISSED APPROACH: Climb via 353° course to CEDNI WP then via 028° track to WALOK WP then via 108° track to 3000 to BASTO WP and hold.

ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	880/50 400 (400-1)				
LNAV MDA	980/24 500 (500-½)		980/40 500 (500-¾)	980/50 500 (500-1)	980/60 500 (500-1¼)
CIRCLING	1040-1½ 498 (500-1½)			1160-2 618 (700-2)	1260-2½ 718 (800-2½)



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

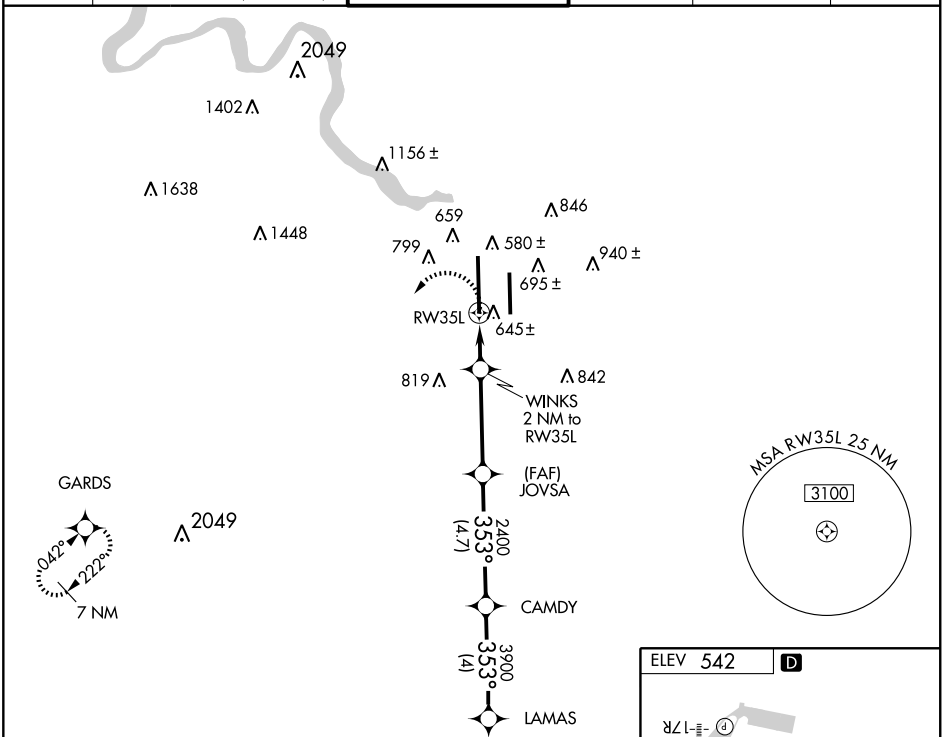
APP CRS	Rwy Idg	12248
353°	TDZE	496
	Apt Elev	542

GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000 and Cat E to 1½.

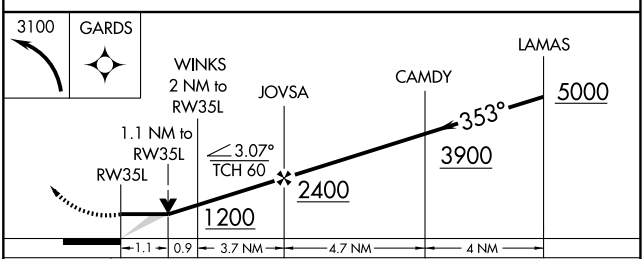
MALSR

MISSED APPROACH: Climbing left turn to 3100 direct GARDS and hold.

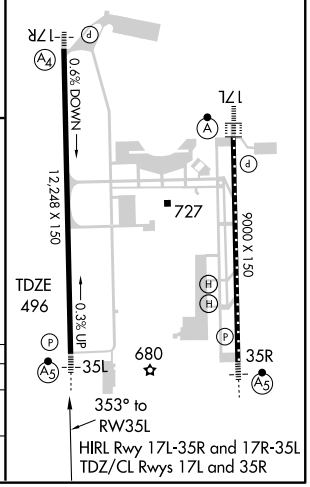
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95



RADAR REQUIRED



CATEGORY	A	B	C	D	E
LNAV MDA	900/24	404 (400-½)	900/40 404 (400-¾)	900/50	404 (400-1)
CIRCLING	1040-1	498 (500-1)	1040-1½ 498 (500-1½)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

APP CRS	Rwy Idg	12248
353°	TDZE	496
	Apt Elev	542

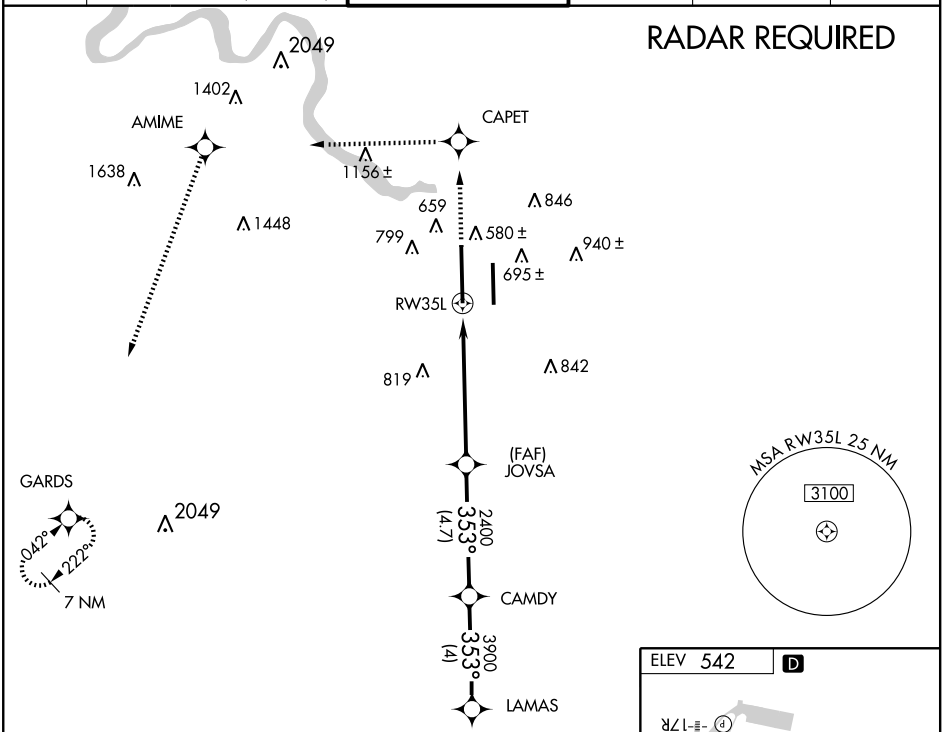
Baro-VNAV NA Below -16°C (4°F). GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 2¼.

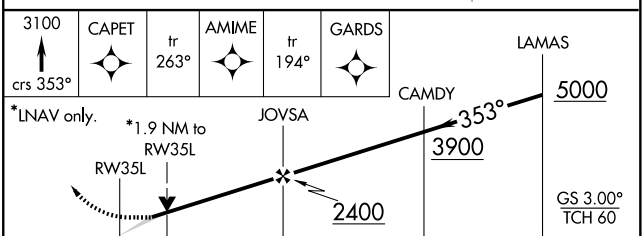
MALSR

MISSED APPROACH: Climb to 3100 via 353° course to CAPET then via 263° track to AMIME then via 194° track to GARDS and hold.

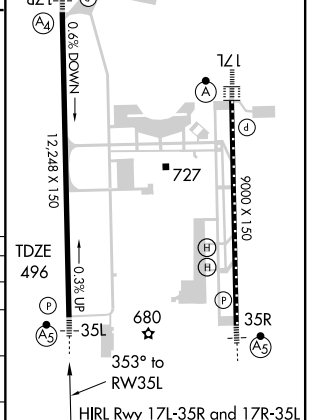
ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	UNICOM
124.4	127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°)	121.0 281.5	121.9 348.6	125.5 263.0	122.95

RADAR REQUIRED





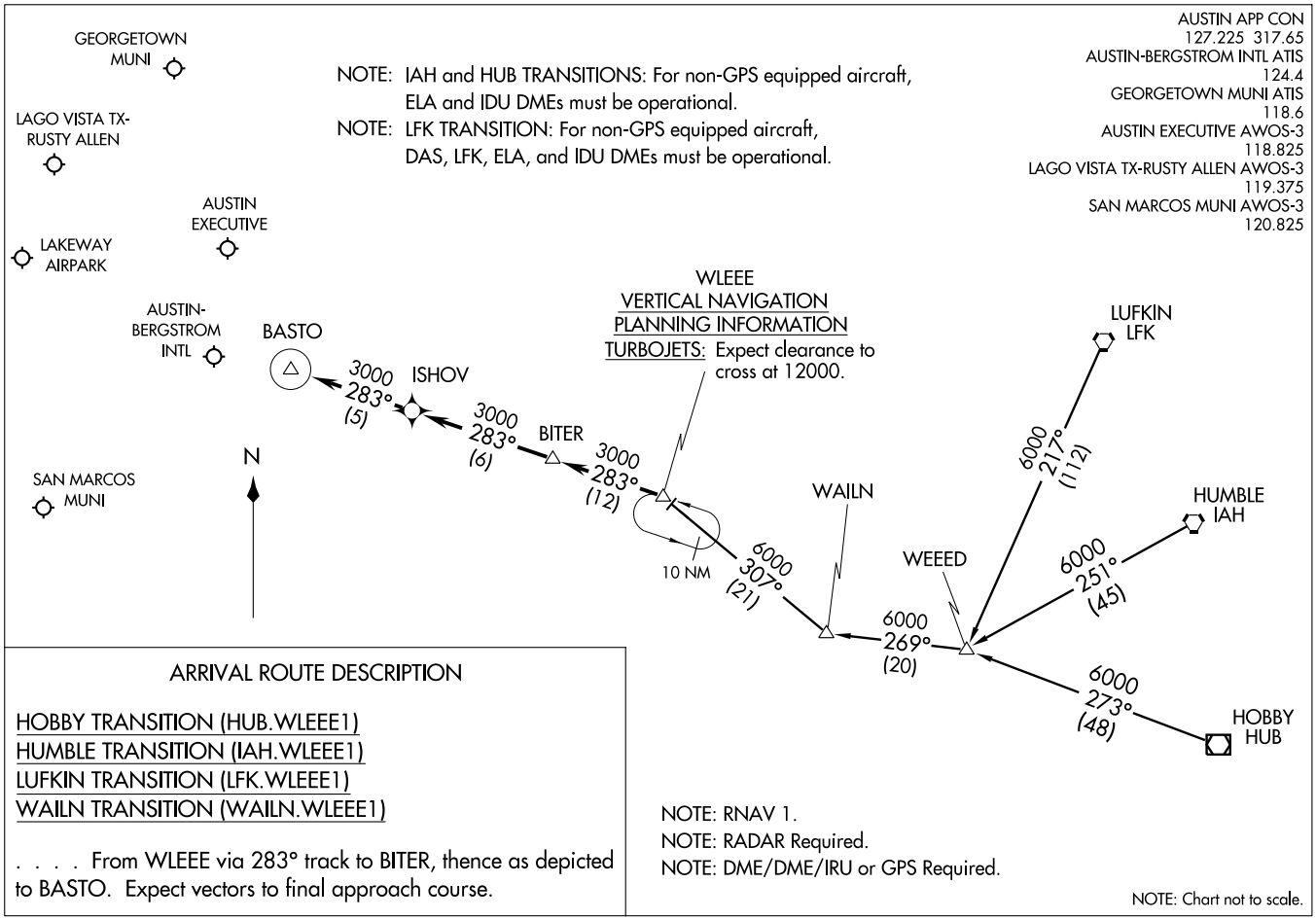
CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	900/50 404 (400-1)				
LNAV MDA	1140/24 644 (700-½)		1140/60 644 (700-1¼)	1140-1½ 644 (700-1½)	1140-1¾ 644 (700-1¾)
CIRCLING	1140-1½ 598 (600-1½)		1140-1¾ 598 (600-1¾)	1160-2 618 (700-2)	1260-2½ 718 (800-2½)



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WLEEE ONE ARRIVAL (RNAV)

(WLEEE.WLEEE1) 10266



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.WLEEE1)
HUMBLE TRANSITION (IAH.WLEEE1)
LUFKIN TRANSITION (LFK.WLEEE1)
WAILN TRANSITION (WAILN.WLEEE1)

. . . . From WLEEE via 283° track to BITER, thence as depicted to BASTO. Expect vectors to final approach course.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Chart not to scale.

AUSTIN, TEXAS

WLEEE ONE ARRIVAL (RNAV)
(WLEEE.WLEEE1) 10266
AUSTIN, TEXAS

ST-556 (FAA)

BEVOH ONE DEPARTURE (RNAV)

(BEVOH1.BEVOH) 10266

AUSTIN, TEXAS

AUSTIN EXECUTIVE (EDC)

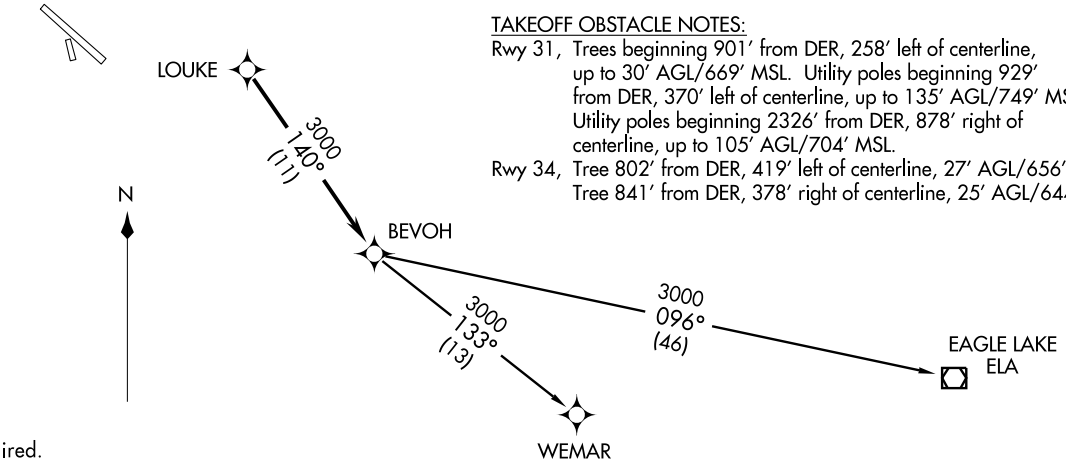
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LOUKE, then on depicted route to BEVOH, maintain 3000, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION: (BEVOH1.ELA)
WEMAR TRANSITION: (BEVOH1.WEMAR)

AWOS-3
118.825
CTAF
122.975



TAKEOFF OBSTACLE NOTES:

Rwy 31, Trees beginning 901′ from DER, 258′ left of centerline, up to 30′ AGL/669′ MSL. Utility poles beginning 929′ from DER, 370′ left of centerline, up to 135′ AGL/749′ MSL. Utility poles beginning 2326′ from DER, 878′ right of centerline, up to 105′ AGL/704′ MSL.

Rwy 34, Tree 802′ from DER, 419′ left of centerline, 27′ AGL/656′ MSL. Tree 841′ from DER, 378′ right of centerline, 25′ AGL/644′ MSL.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: EAGLE LAKE TRANSITION: For non-GPS equipped aircraft, CWK, IDU and ELA DMEs must be operational.
NOTE: WEMAR TRANSITION: For non-GPS equipped aircraft, CWK and IDU DMEs must be operational.
NOTE: Procedure authorized at or below 7000.
NOTE: ELA TRANSITION: For aircraft landing Houston Terminal Area south of V222 except IWS and TME.

TAKE-OFF MINIMUMS:
Rwys 13, 16, 31, 34, Standard.

NOTE: Chart not to scale.

BEVOH ONE DEPARTURE (RNAV)
(BEVOH1.BEVOH) 10266
AUSTIN EXECUTIVE (EDC)
AUSTIN, TEXAS

SL-5891 (FAA)

WAAS	APP CRS	Rwy Idg	5425
CH 63116	126°	TDZE	620
W13A		Apt Elev	620

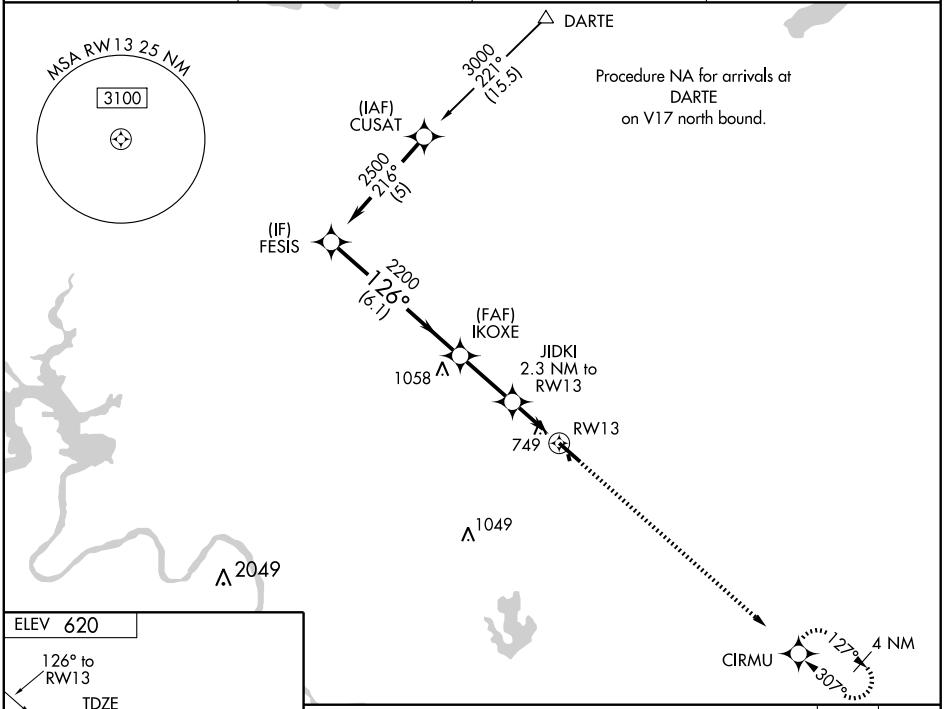
RNAV (GPS) RWY 13

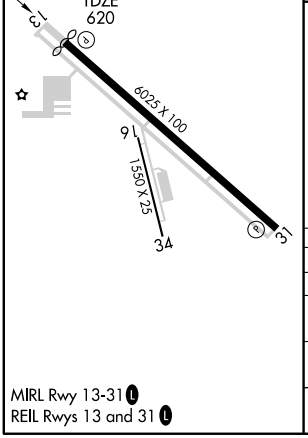
AUSTIN EXECUTIVE (EDC)

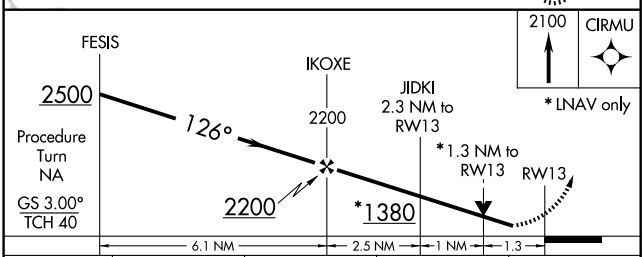
Baro-VNAV NA when using Austin-Bergstrom Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Austin-Bergstrom Intl altimeter setting and increase all DA 42 feet; increase all MDA 60 feet. VDP NA with Austin-Bergstrom Intl altimeter setting. Circling NA to Rwy 16/34.

MISSED APPROACH: Climb to 2100 direct CIRMU and hold.

AWOS-3	APP CON	GCO	UNICOM
118.825	119.0 127.225	121.725	122.975 CTAF (L)







CATEGORY	A	B	C	D
LPV DA	870-1 250 (300-1)			
LNAV/VNAV DA	1090-1¾ 470 (500-1¾)			
LNAV MDA	1060-1 440 (500-1)		1060-1¼ 440 (500-1¼)	1060-1½ 440 (500-1½)
CIRCLING	1100-1 480 (500-1)		1100-1½ 480 (500-1½)	1180-2 560 (600-2)

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SC-3, 21 OCT 2010 to 18 NOV 2010

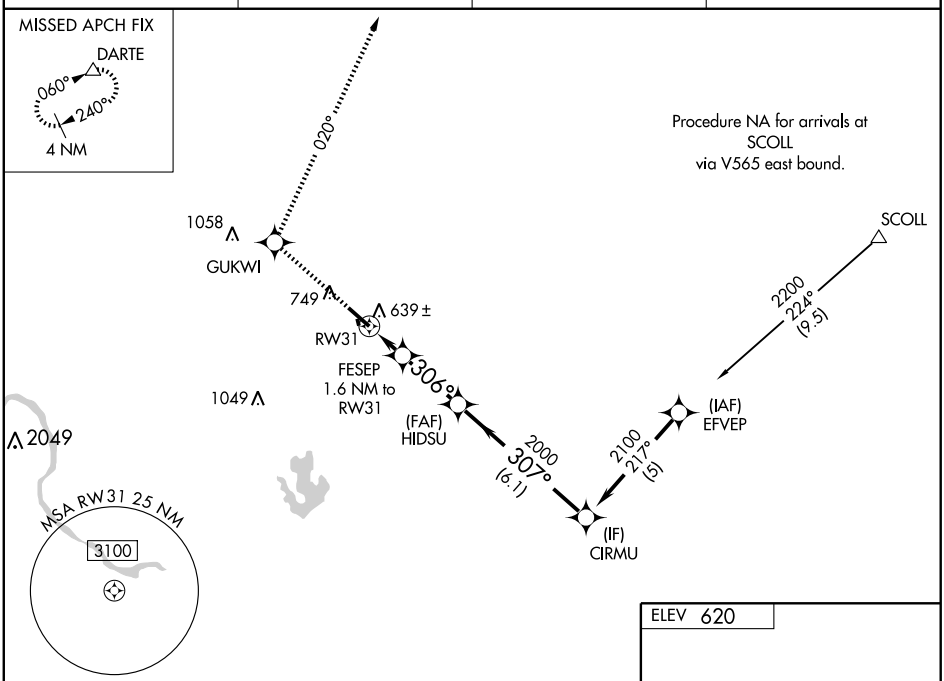
WAAS	APP CRS	Rwy Idg	6025
CH 45916	306°	TDZE	612
W31A		Apt Elev	620

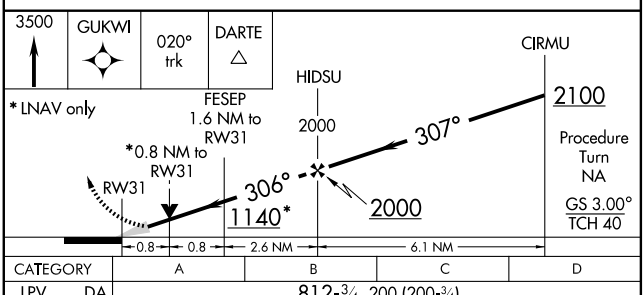
RNAV (GPS) RWY 31
AUSTIN EXECUTIVE (EDC)

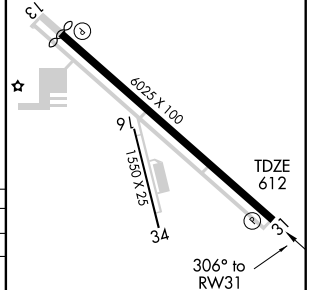
Baro-VNAV NA when using Austin-Bergstrom Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Austin-Bergstrom Intl altimeter setting and increase all DA 42 feet; increase all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. VDP NA with Austin-Bergstrom Intl altimeter setting. Circling NA to Rwy 16/34.

MISSED APPROACH: Climb to 3500 direct GUKWI and via track 020° to DARTE and hold.

AWOS-3	APP CON	GCO	UNICOM
118.825	119.0 127.225	121.725	122.975 CTAF L







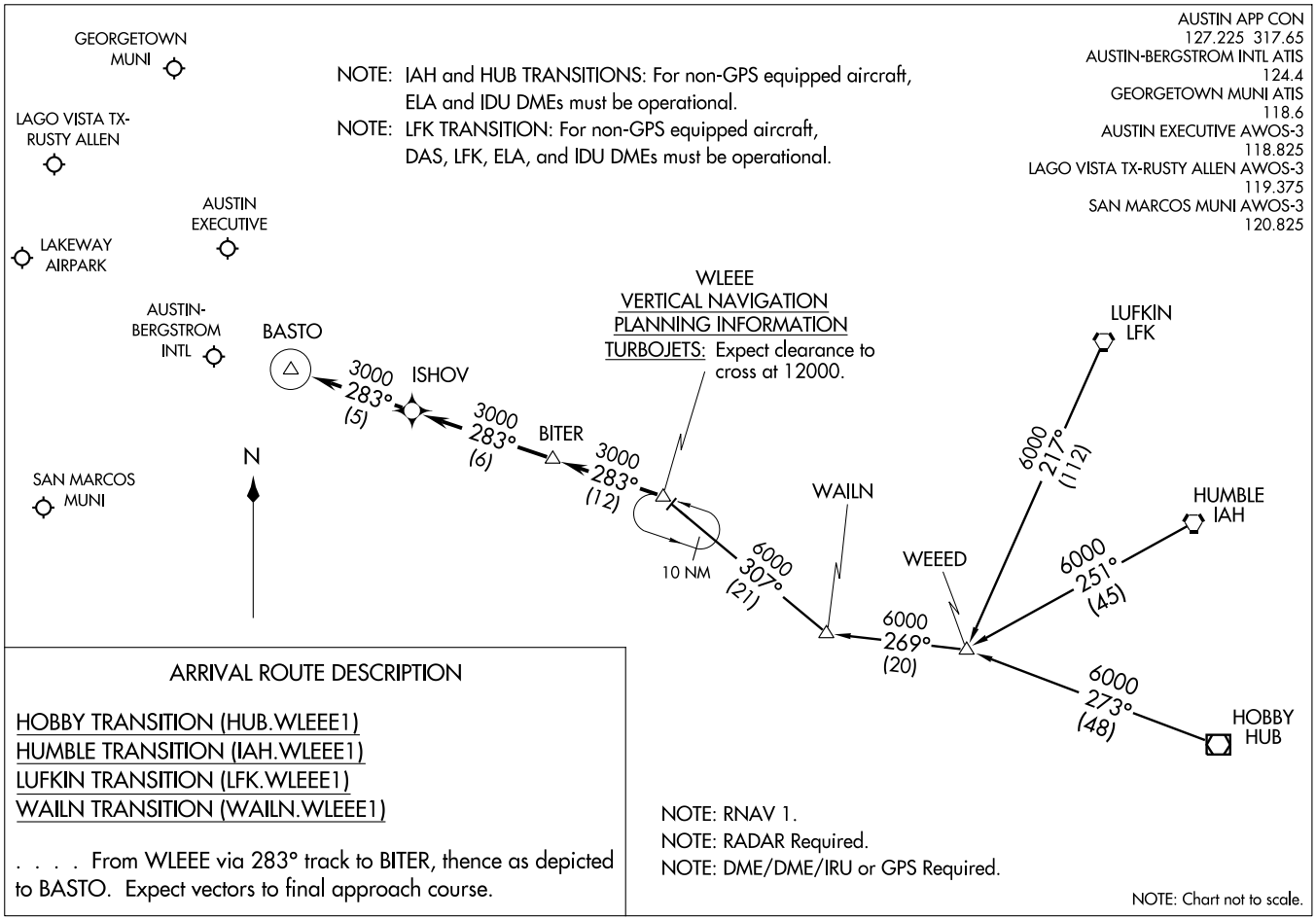
CATEGORY	A	B	C	D
LPV DA	812-¾ 200 (200-¾)			
LNAV/VNAV DA	909-1 297 (300-1)			
LNAV MDA	900-1 288 (300-1)			
CIRCLING	1100-1 480 (500-1)		1100-1½ 480 (500-1½)	1180-2 560 (600-2)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WLEEE ONE ARRIVAL (RNAV)

(WLEEE.WLEEE1) 10266



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.WLEEE1)
HUMBLE TRANSITION (IAH.WLEEE1)
LUFKIN TRANSITION (LFK.WLEEE1)
WAILN TRANSITION (WAILN.WLEEE1)

. . . . From WLEEE via 283° track to BITER, thence as depicted to BASTO. Expect vectors to final approach course.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Chart not to scale.

AUSTIN, TEXAS

WLEEE ONE ARRIVAL (RNAV)
(WLEEE.WLEEE1) 10266
AUSTIN, TEXAS

ST-556 (FAA)

NDB UBC 239	APP CRS 358°	Rwy Idg 3906 TDZE 1737 Apt Elev 1737

NDB RWY 35

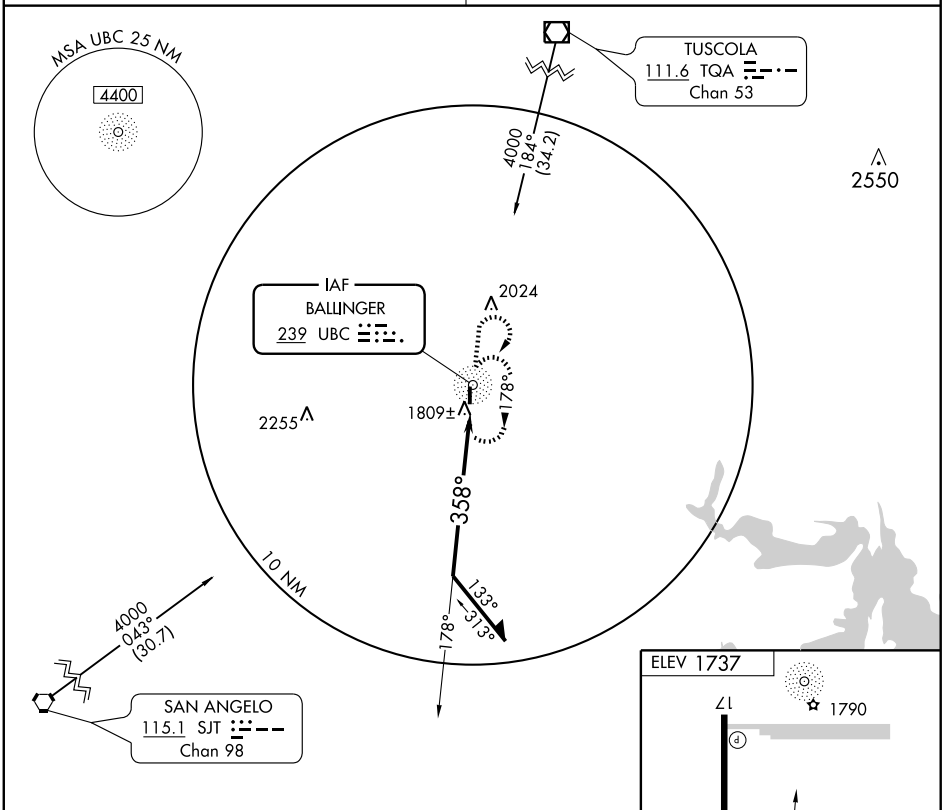
BALLINGER/BRUCE FIELD (E30)

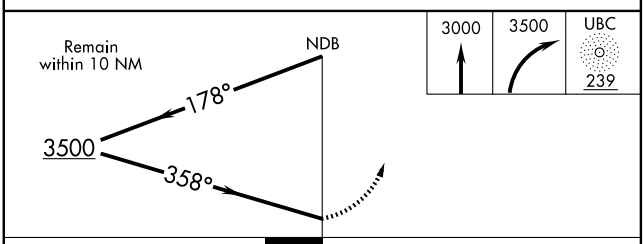
NA

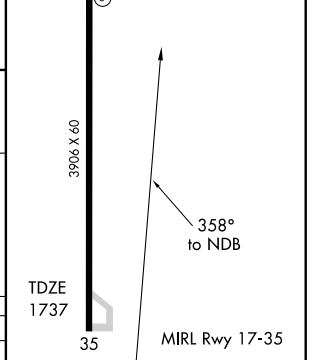
Use San Angelo altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing right turn to 3500 direct UBC NDB and hold.

SAN ANGELO APP CON*	CTAF
125.35 354.1	122.9







CATEGORY	A	B	C	D
S-35	2260-1	523 (600-1)	2260-1½ 523 (600-1½)	NA
CIRCLING	2260-1	523 (600-1)	2260-1½ 523 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3906
CH 86228	352°	TDZE	1738
W35A		Apt Elev	1738

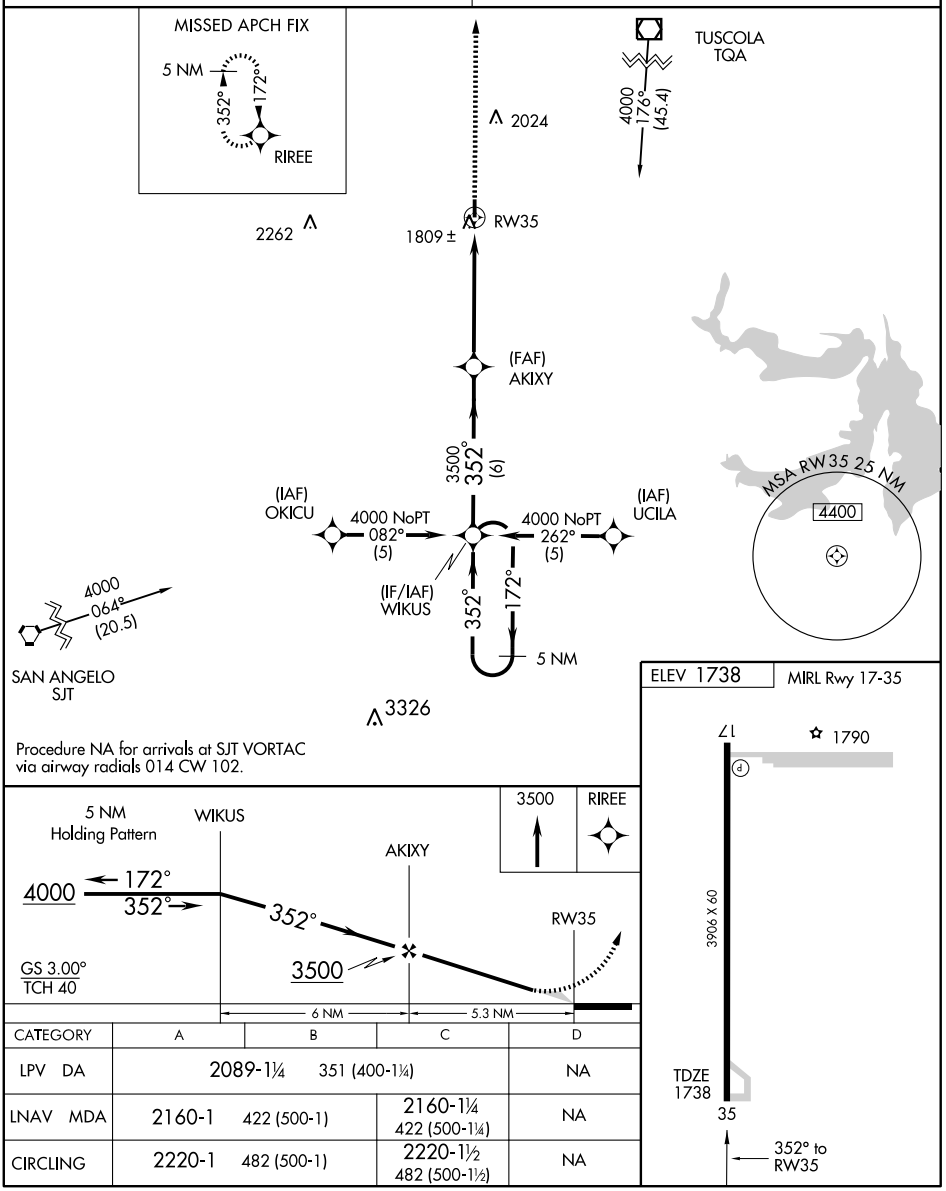
RNAV (GPS) RWY 35

BALLINGER/BRUCE FIELD (E30)

NA DME/DME RNP-0.3 NA. Use San Angelo Rgnl/Mathis Field altimeter setting, if not received use Curtis Field altimeter setting and increase all DA/MDAs 20 feet.

MISSED APPROACH: Climb to 3500 direct RIREE and hold.

SAN ANGELO APP CON★	CTAF
125.35 354.1	122.9



CATEGORY	A	B	C	D
LPV DA	2089-1¼ 351 (400-1¼)			NA
LNAV MDA	2160-1 422 (500-1)		2160-1¼ 422 (500-1¼)	NA
CIRCLING	2220-1 482 (500-1)		2220-1½ 482 (500-1½)	NA

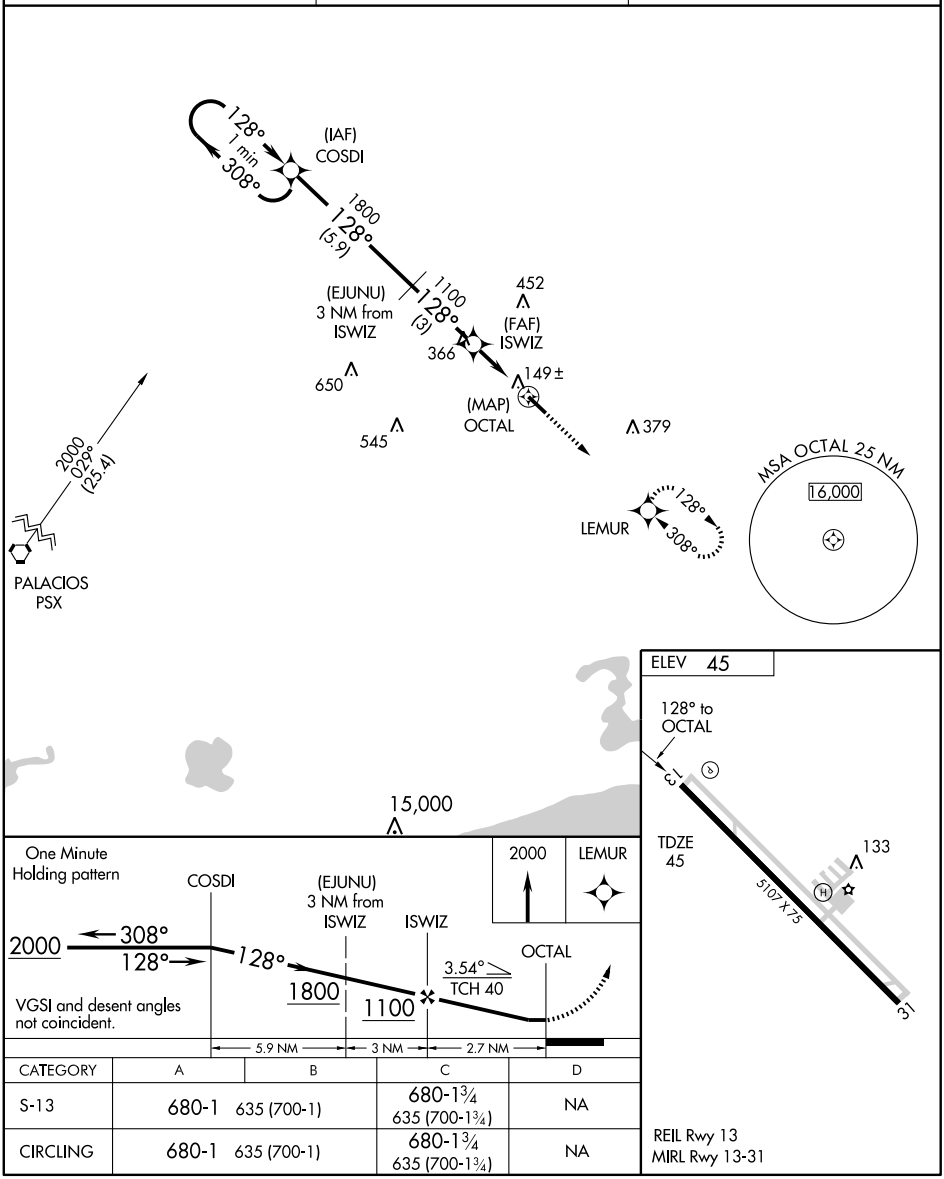
SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5107
128°	TDZE	45
	Apt Elev	45

GPS RWY 13
BAY CITY MUNI (BYY)

⚠ NA	Visibility reduction by helicopters NA. Use Palacios Muni altimeter setting.	MISSED APPROACH: Climb to 2000 direct LEMUR and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)



CATEGORY	A	B	C	D
S-13	680-1	635 (700-1)	680-1¾ 635 (700-1¾)	NA
CIRCLING	680-1	635 (700-1)	680-1¾ 635 (700-1¾)	NA

REIL Rwy 13
MIRL Rwy 13-31

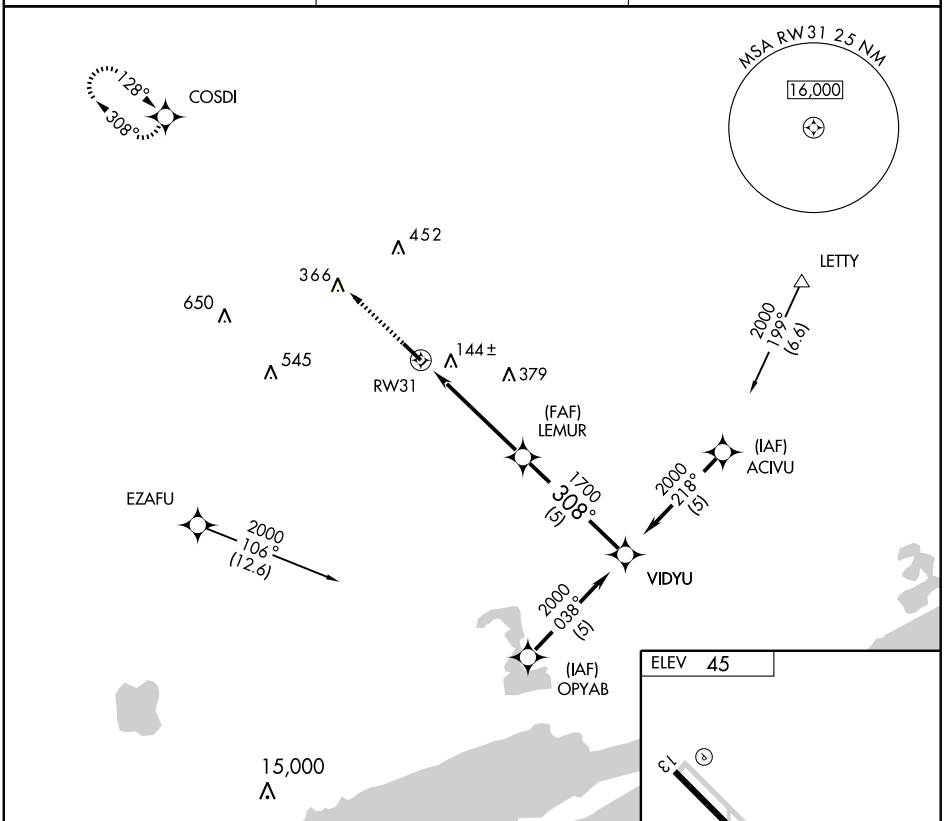
SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

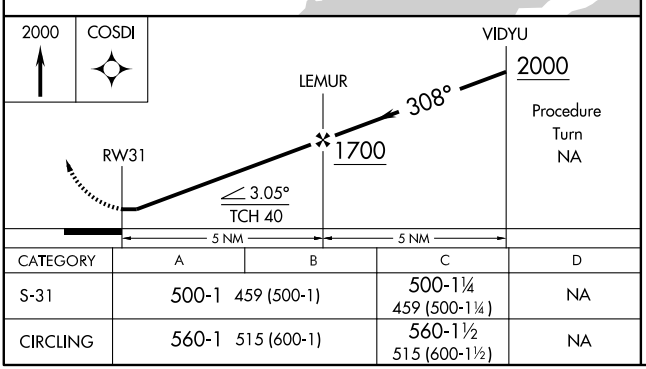
APP CRS	Rwy Idg	5107
308°	TDZE	41
	Apt Elev	45

GPS RWY 31
BAY CITY MUNI (BYY)

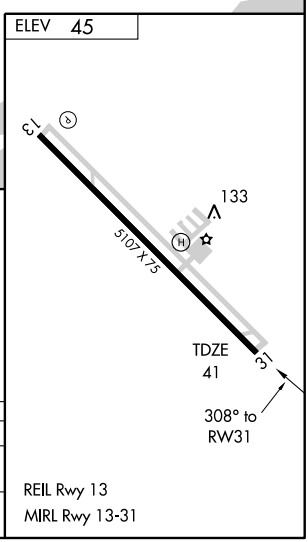
NA	Visibility reduction by helicopters NA. Use Palacios Muni altimeter setting.	MISSED APPROACH: Climb to 2000 direct COSDI WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-31	500-1 459 (500-1)		500-1¼ 459 (500-1¼)	NA
CIRCLING	560-1 515 (600-1)		560-1½ 515 (600-1½)	NA



REIL Rwy 13
MIRL Rwy 13-31

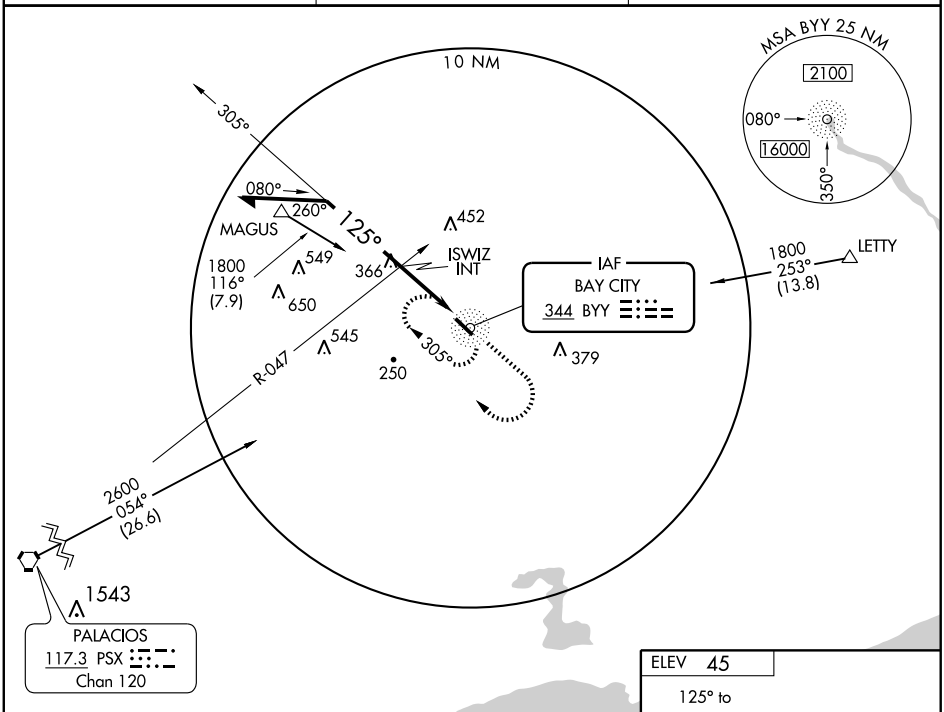
SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

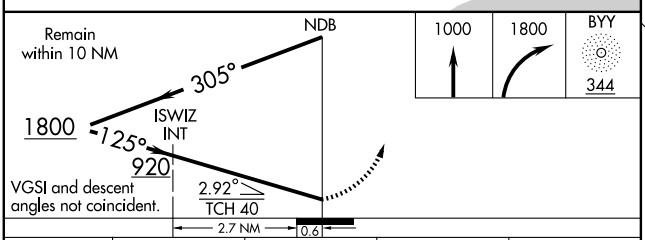
NDB BYY 344	APP CRS 125°	Rwy Idg 5107 TDZE 45 Apt Elev 45

NDB RWY 13
BAY CITY MUNI (BYY)

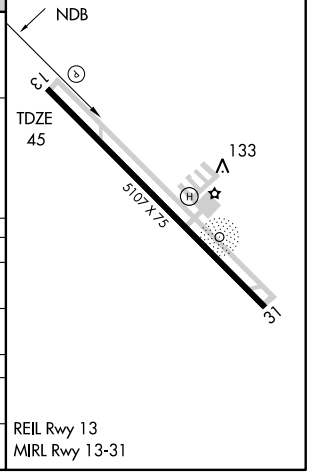
NA	Use Palacios Muni altimeter setting. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct BYY NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-13	920-1 875 (900-1)	920-1¼ 875 (900-1¼)	920- 2½ 875 (900-2½)	NA
CIRCLING	920-1 875 (900-1)	920-1¼ 875 (900-1¼)	920-2½ 875 (900-2½)	NA
ISWIZ MINIMUMS				
S-13	840-1 795 (800-1)	840-1¼ 795 (800-1¼)	840-2¼ 795 (800-2¼)	NA
CIRCLING	840-1 795 (800-1)	840-1¼ 795 (800-1¼)	840-2¼ 795 (800-2¼)	NA



SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR PSX 117.3 Chan 120	APP CRS 054°	Rwy Idg NA TDZE NA Apt Elev 45

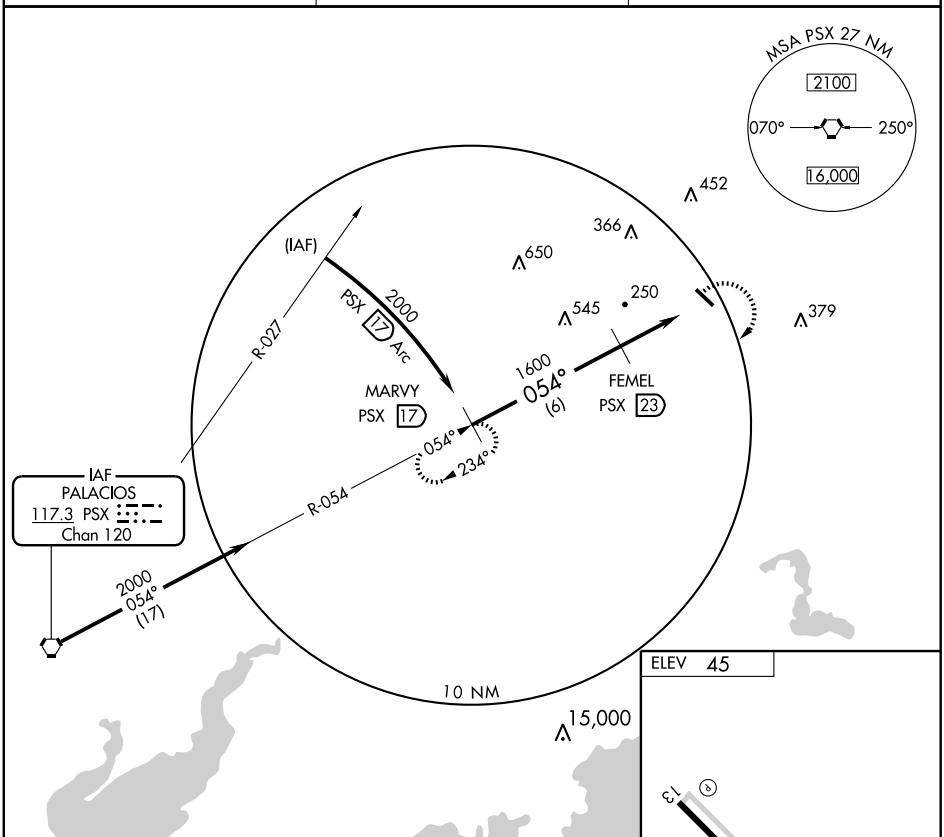
VOR/DME-A
BAY CITY MUNI (BYY)

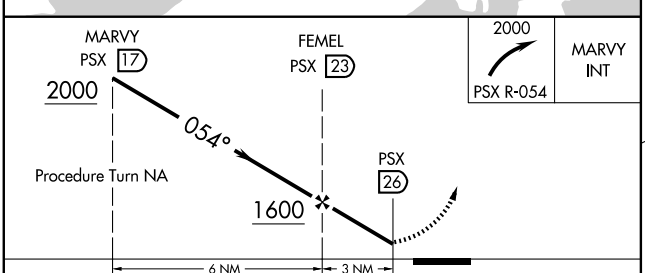
Use Palacios Muni altimeter setting.

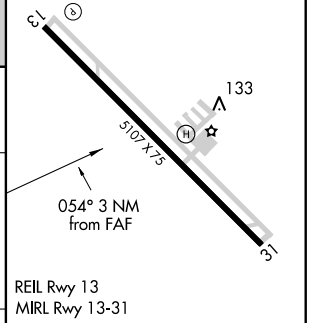
NA

MISSED APPROACH: Climbing right turn to 2000 via PSX VORTAC R-054 to MARVY/17 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	128.6 360.8	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1080-1¼ 1035 (1100-1¼)	1080-1½ 1035 (1100-1½)	1080-3 1035 (1100-3)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

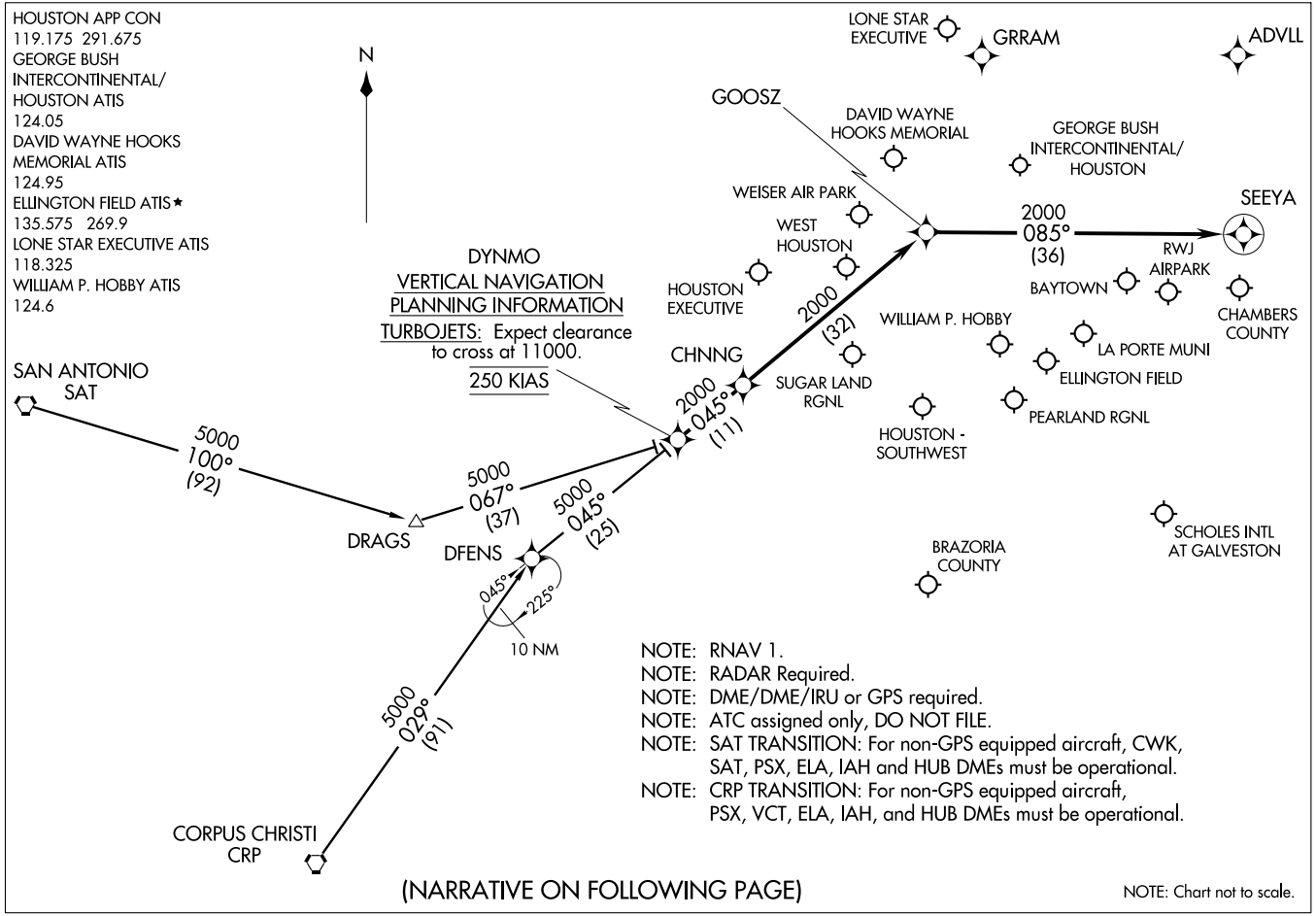
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

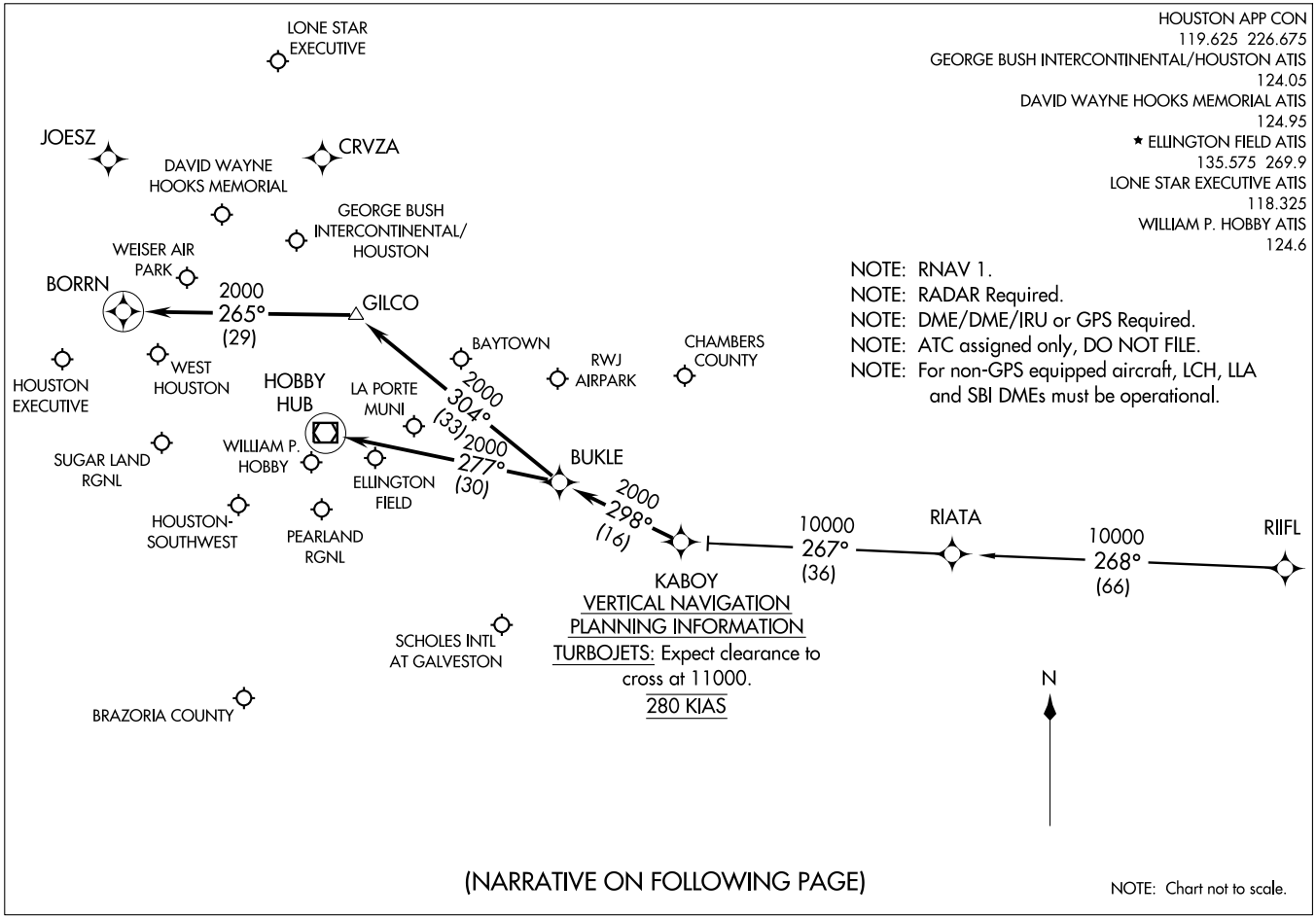
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

BAYTOWN/ RWJ AIRPARK (54T)

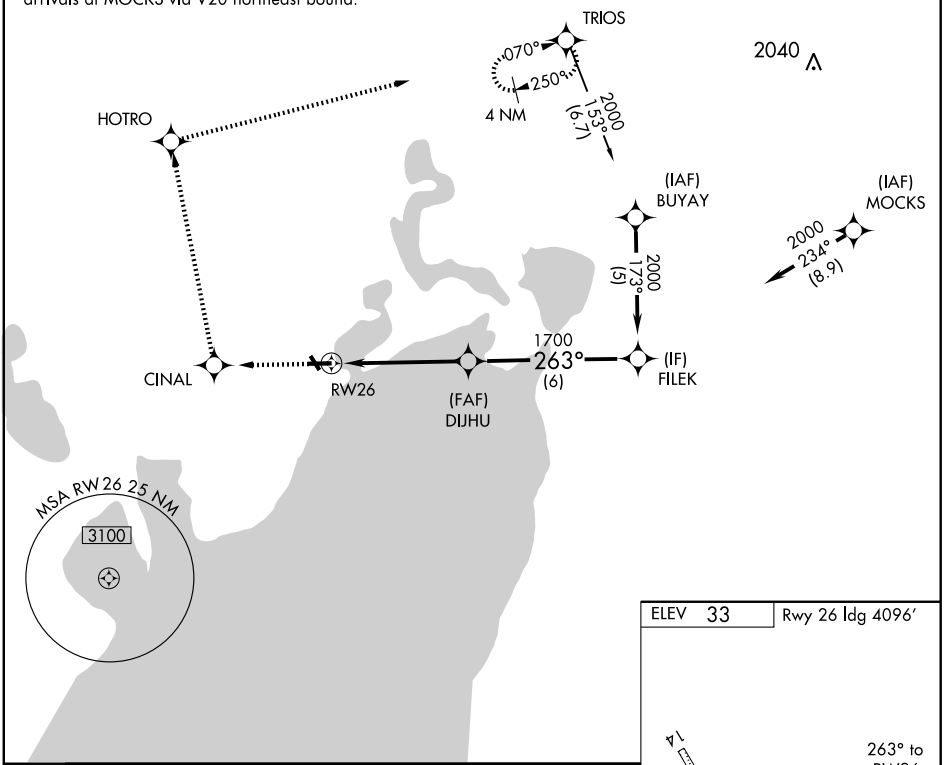
APP CRS	Rwy ldg	4096
263°	TDZE	28
	Apt Elev	33

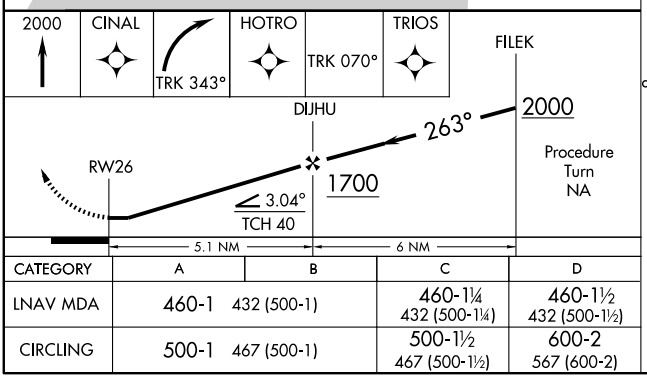
NA Use Houston, TX (William P. Hobby) altimeter setting.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 14/32.

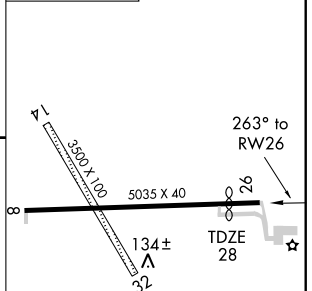
MISSED APPROACH: Climb to 2000 direct CINAL then right turn via 343° track to HOTRO and via 070° track to TRIOS and hold.

HOUSTON APP CON	UNICOM
134.45 284.0	122.7 (CTAF) L

Procedure NA for arrivals at TRIOS via V222 west bound, and arrivals at MOCKS via V20 northeast bound.







CATEGORY	A	B	C	D
LNAV MDA	460-1	432 (500-1)	460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)
CIRCLING	500-1	467 (500-1)	500-1½ 467 (500-1½)	600-2 567 (600-2)

LIRL Rwy 8-26 L

SC-5, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 32

BAYTOWN/ RWJ AIRPARK (54T)

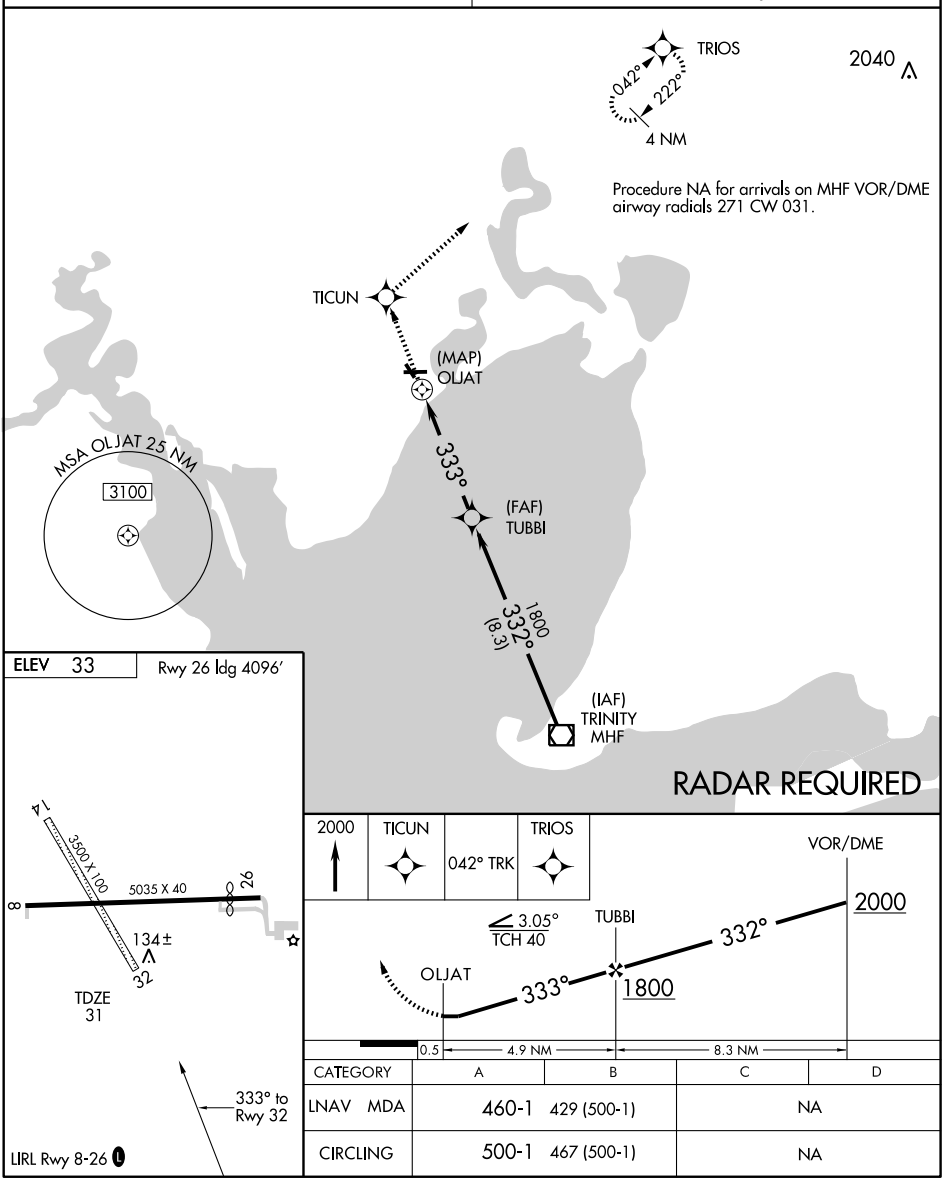
APP CRS	Rwy Idg	3500
333°	TDZE	31
	Apt Elev	33

NA

Use Houston, TX (William P. Hobby) altimeter setting.
GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.
Straight in minimums NA at night.
Circling NA at night to Rwy 14/32.

MISSED APPROACH: Climb to 2000 direct TICUN then via 042° track to TRIOS and hold.

HOUSTON APP CON	UNICOM
134.45 284.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	460-1	429 (500-1)	NA	
CIRCLING	500-1	467 (500-1)	NA	

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

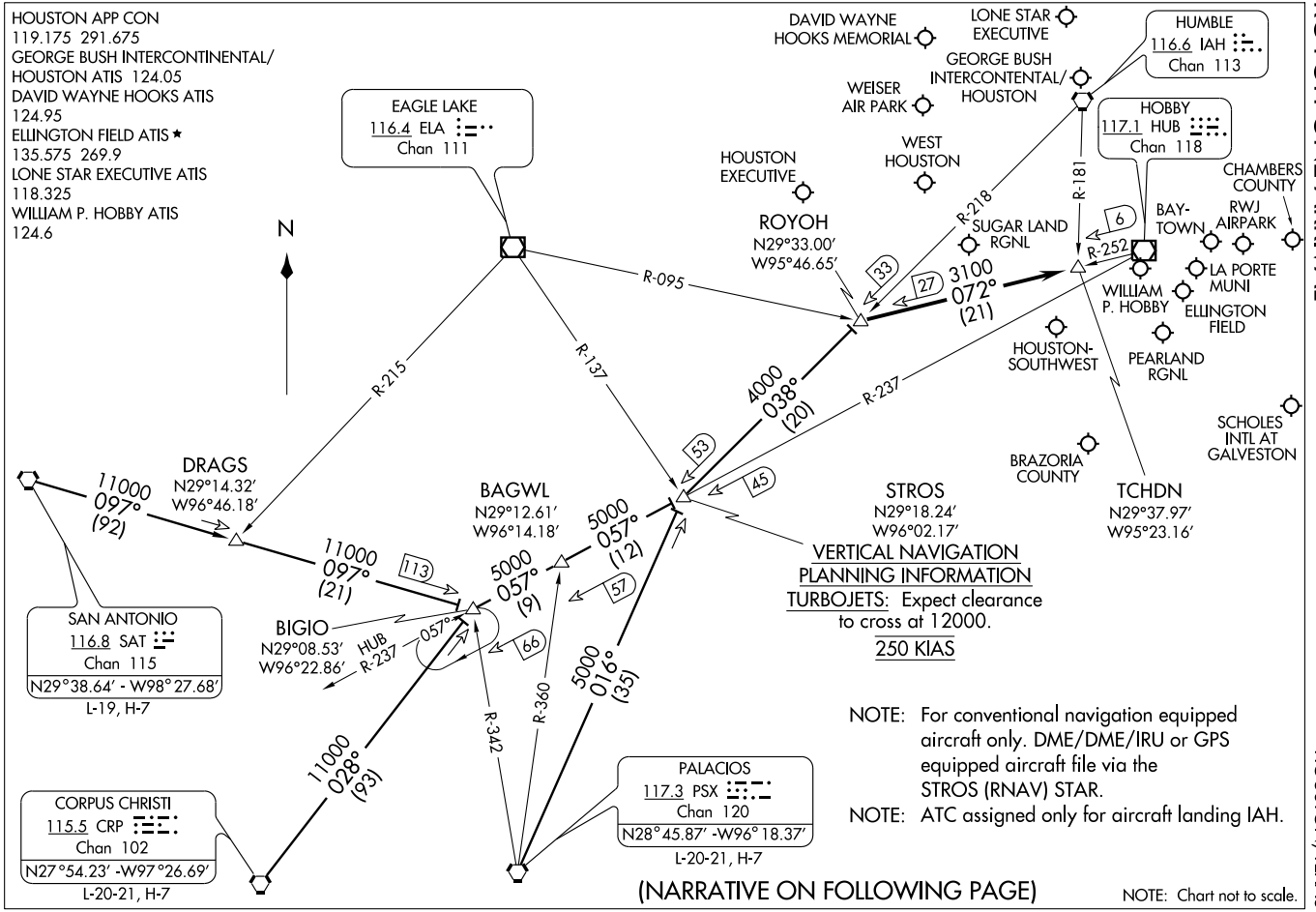
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

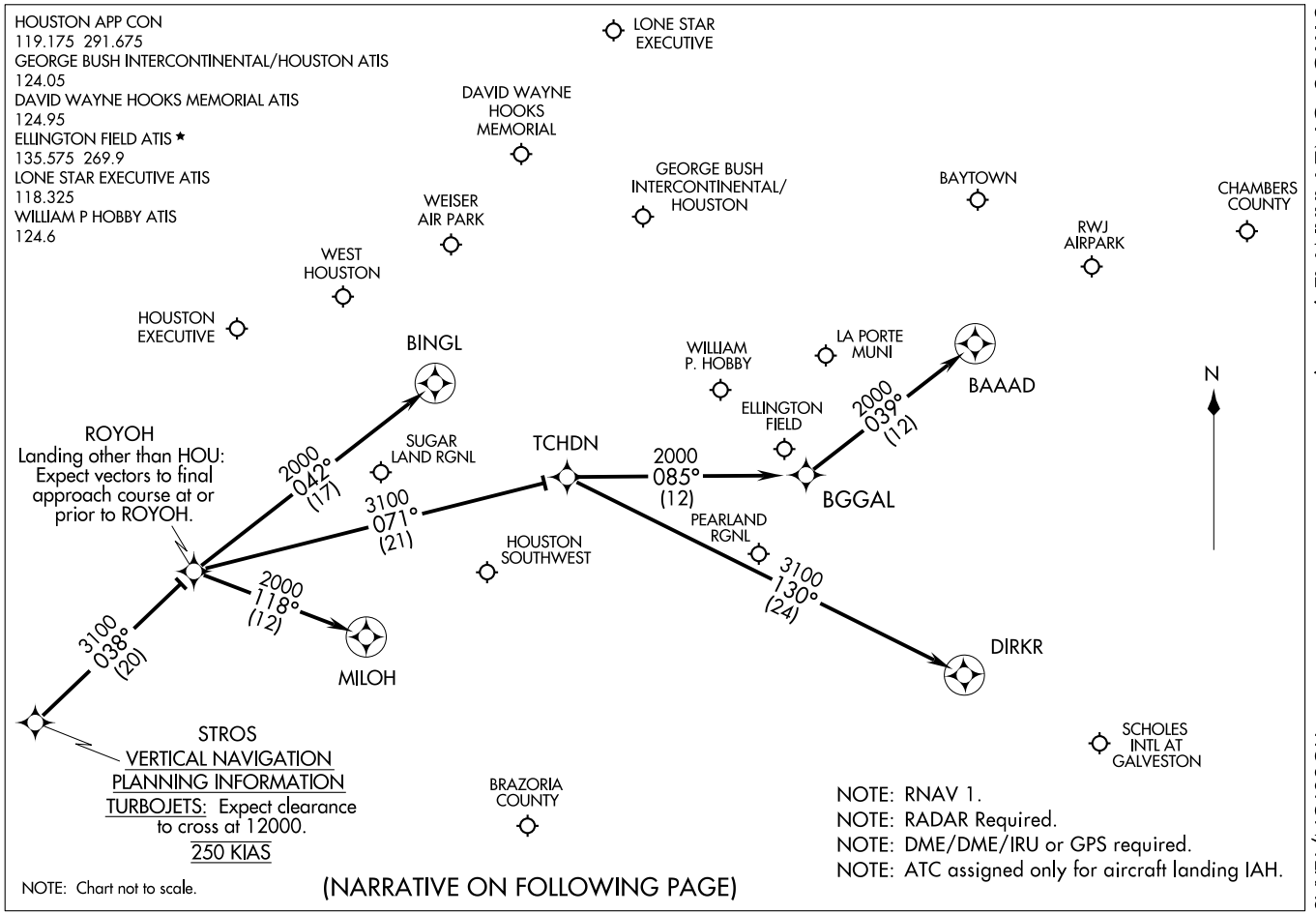
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

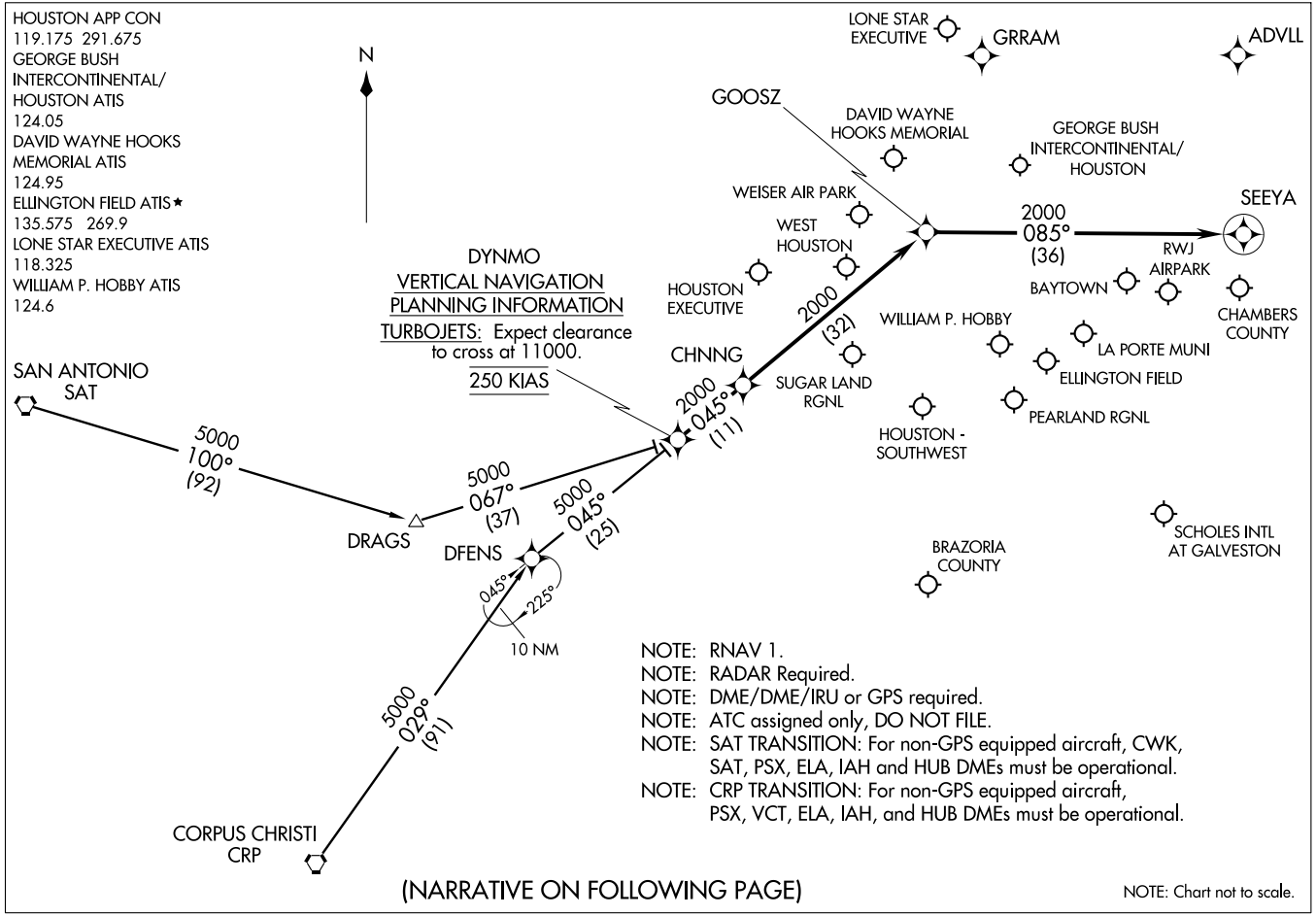
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

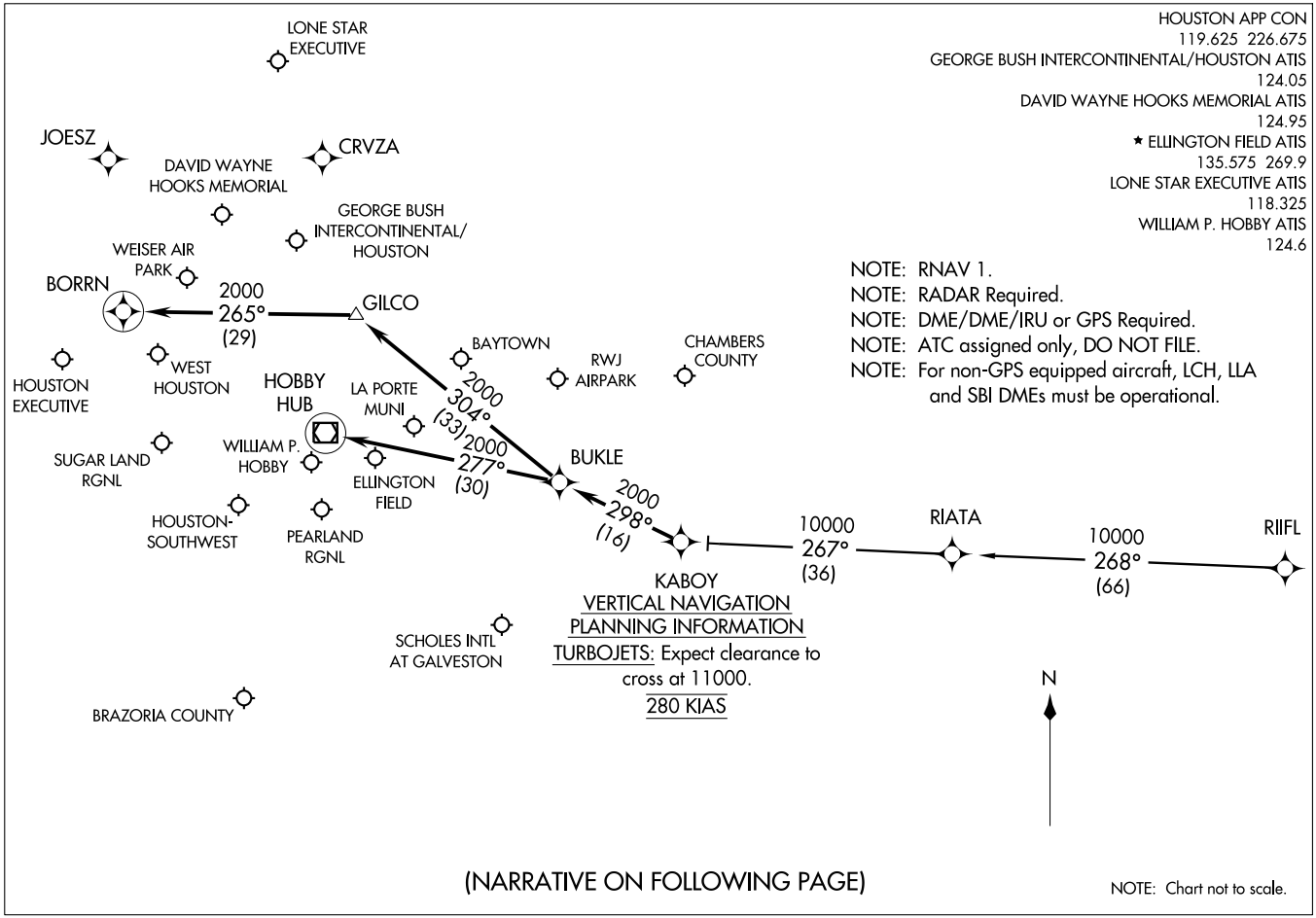
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

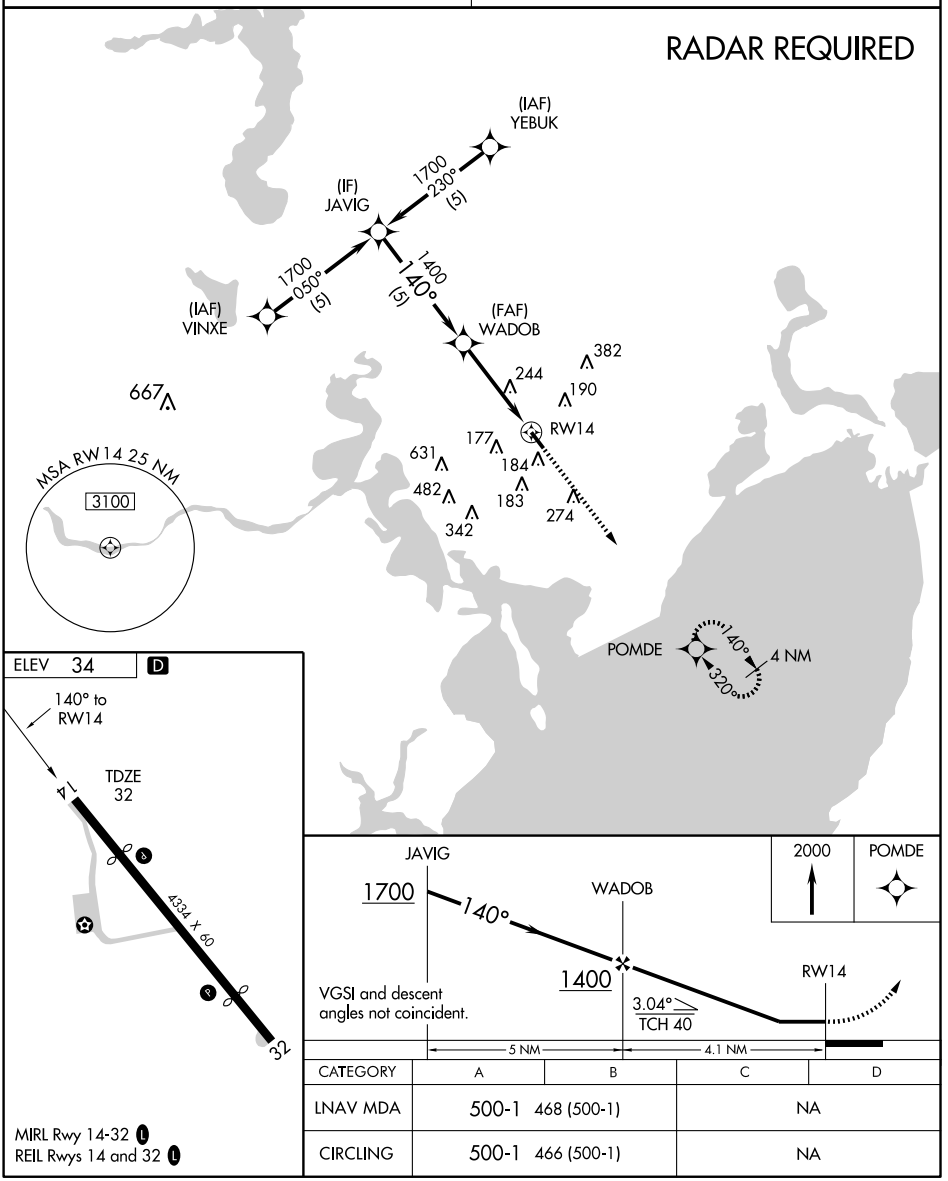
BAYTOWN (HPY)

APP CRS	Rwy Idg	3548
140°	TDZE	32
	Apt Elev	34

Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use William P Hobby altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct to POMDE and hold.

HOUSTON APP CON	UNICOM
134.45 281.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	500-1 468 (500-1)		NA	
CIRCLING	500-1 466 (500-1)		NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

BAYTOWN (HPY)

APP CRS	Rwy Idg	3612
320°	TDZE	28
	Apt Elev	34

Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use William P Hobby altimeter setting and increase all MDA 60 feet.

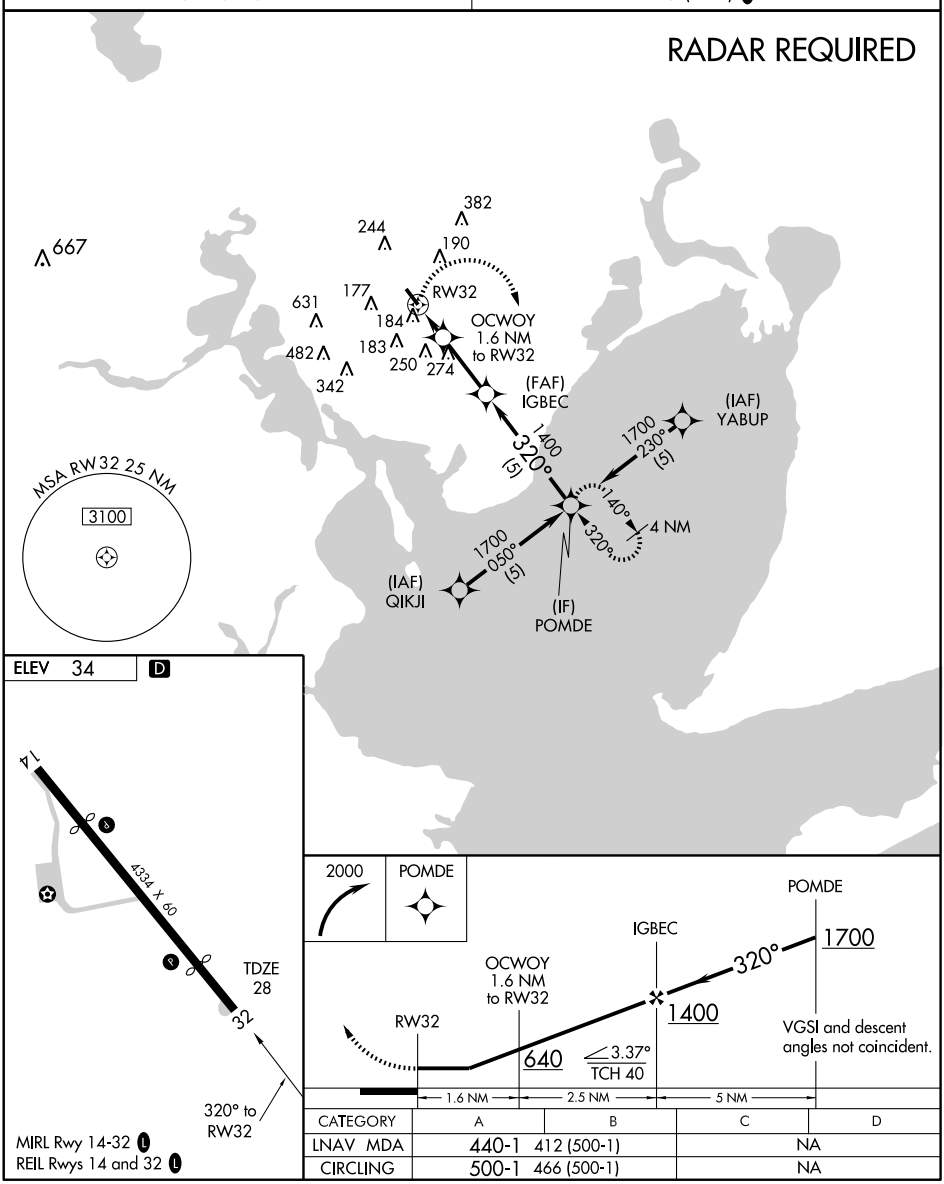
NA

MISSED APPROACH: Climbing right turn to 2000 direct to POMDE and hold.

HOUSTON APP CON	UNICOM
134.45 281.4	122.8 (CTAF) L

SC-5, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	440-1	412 (500-1)	NA	
CIRCLING	500-1	466 (500-1)	NA	

29°47'N - 94°57'W

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

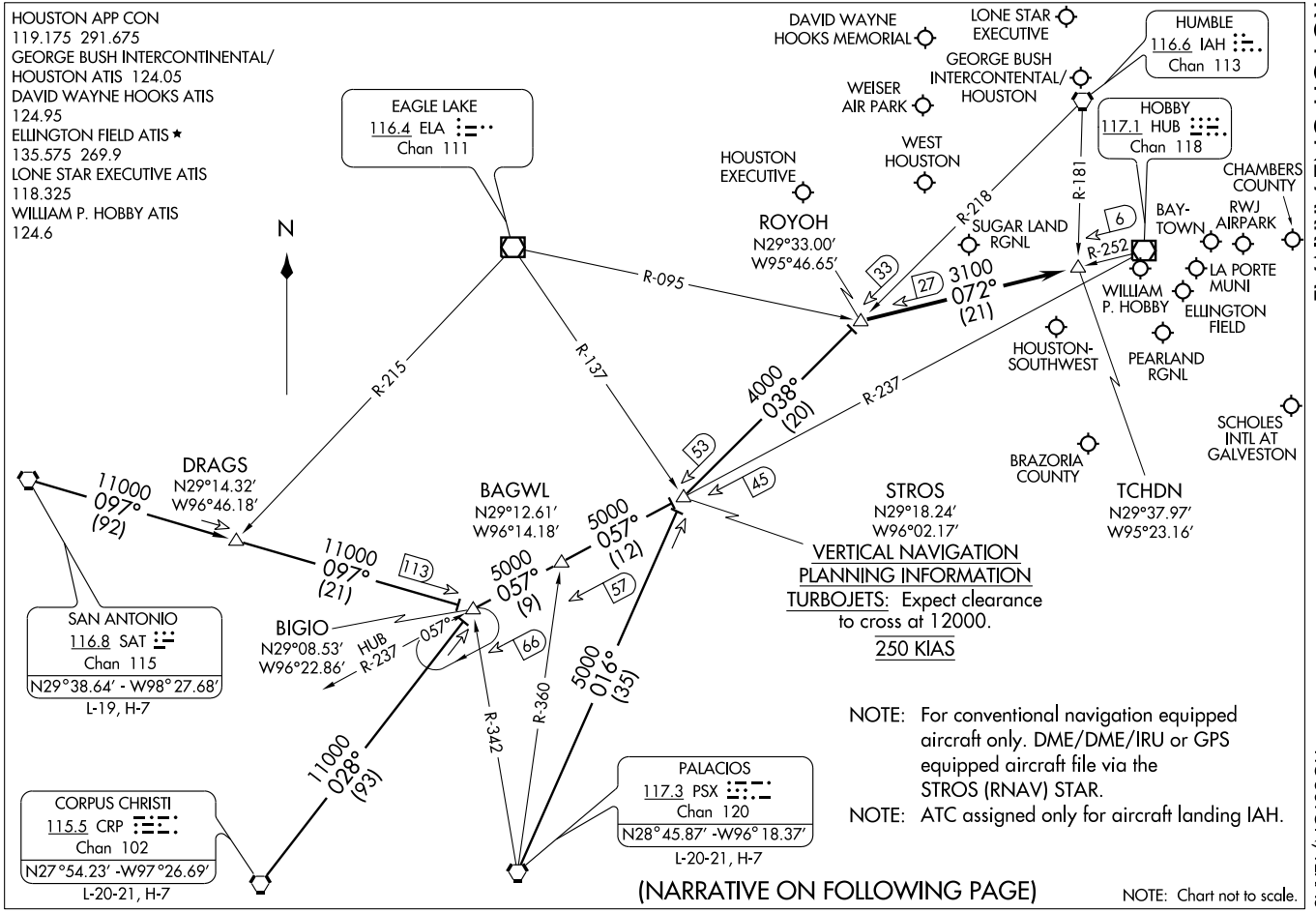
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

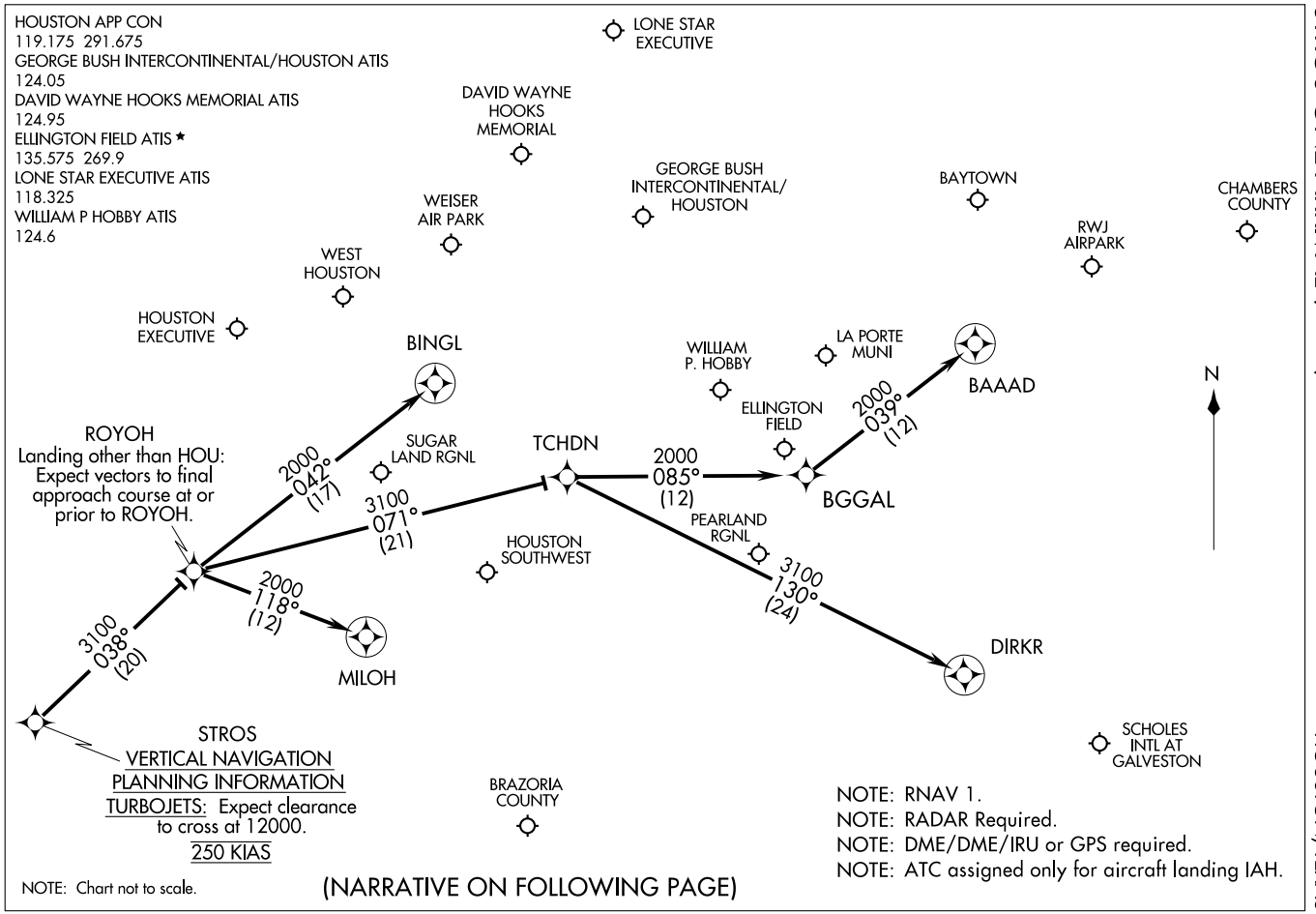
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

APP CRS	Rwy Idg	3669
128°	TDZE	31
	Apt Elev	32

RNAV (GPS) RWY 13

BEAUMONT MUNI (BMT)

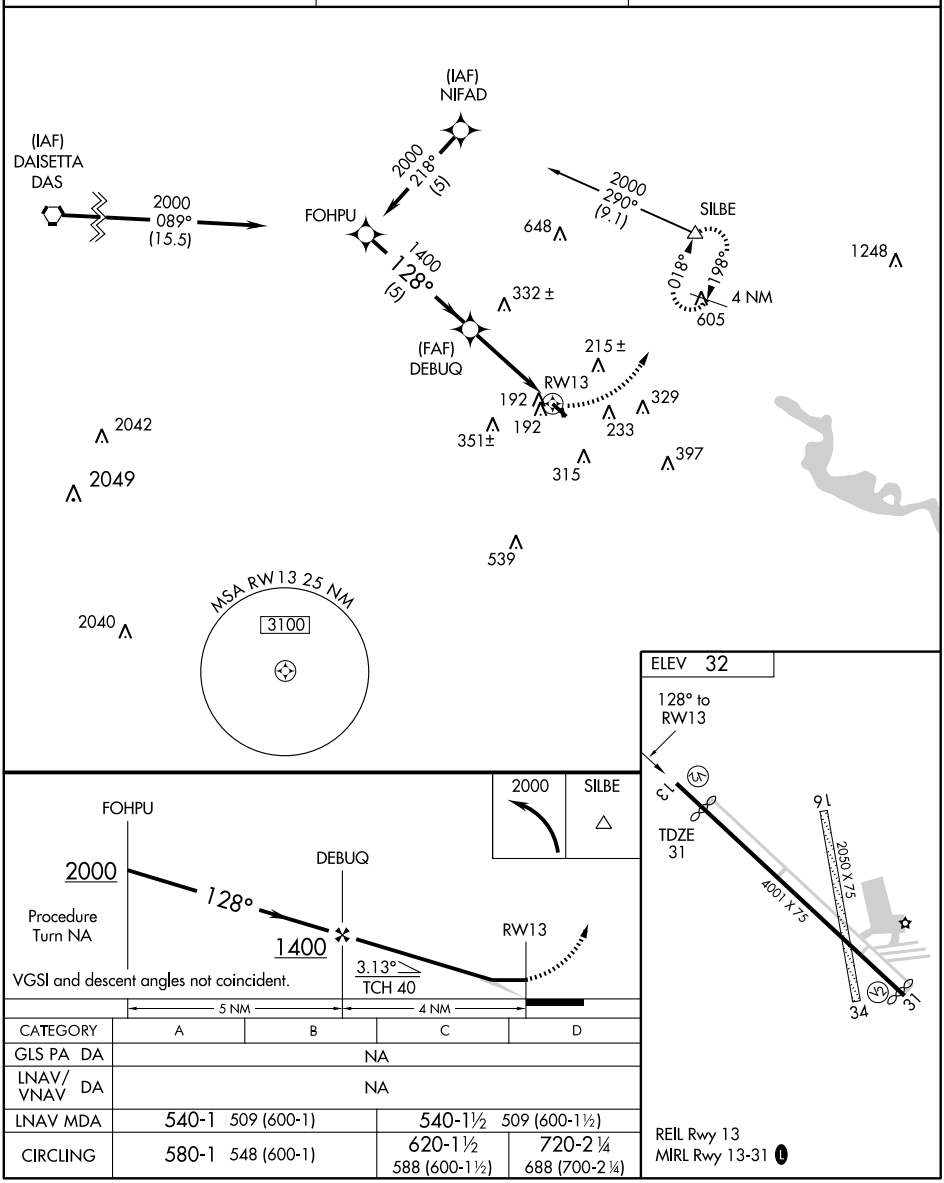
Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting.
Circling NA Rwy 16-34. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 2000 direct SILBE WP and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L

SC-5, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	540-1 509 (600-1)		540-1½ 509 (600-1½)	
CIRCLING	580-1 548 (600-1)		620-1½ 588 (600-1½)	720-2¼ 688 (700-2¼)

REIL Rwy 13
MIRL Rwy 13-31 L

RNAV (GPS) RWY 31

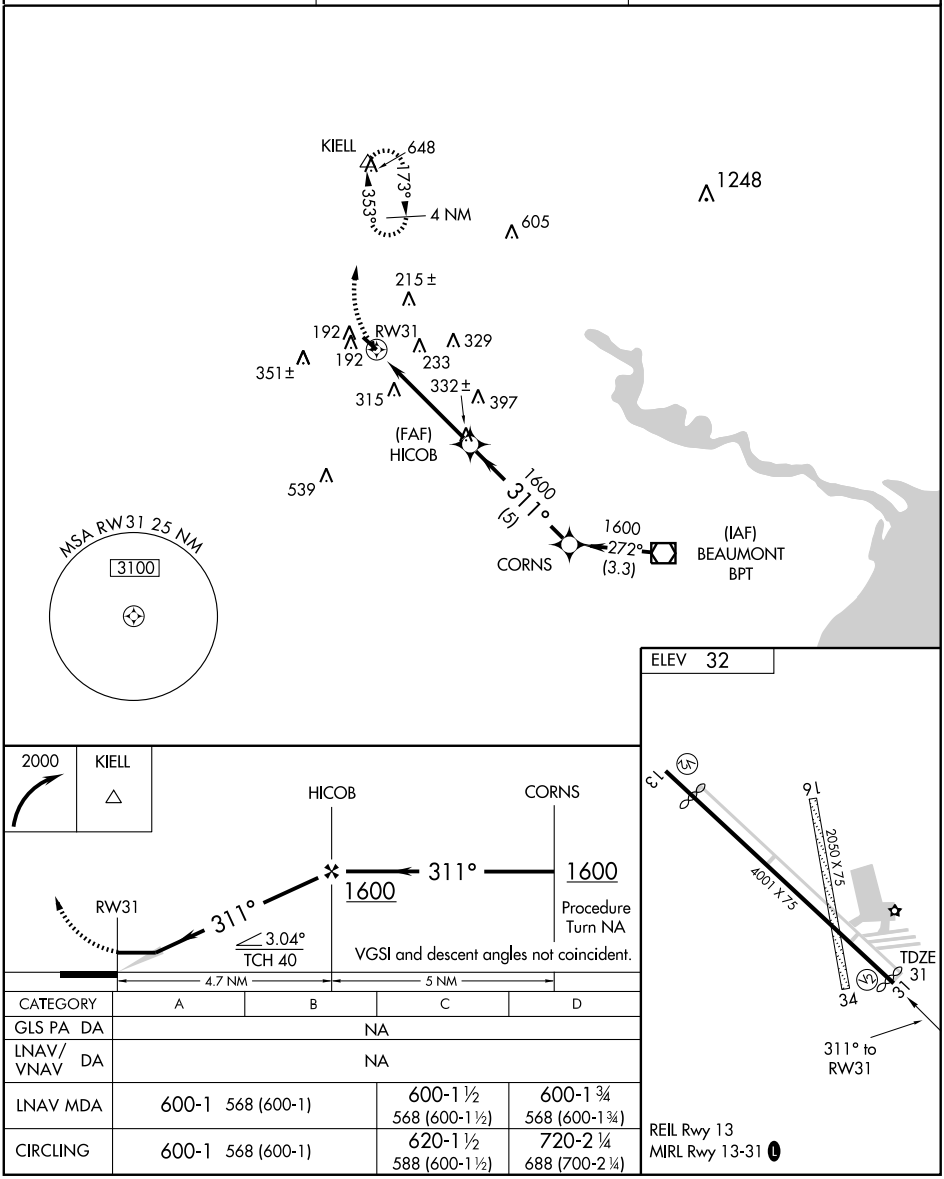
BEAUMONT MUNI (BMT)

APP CRS	Rwy Idg	3934
311°	TDZE	31
	Apt Elev	32

Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA to Rwy 16-34. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct KIELL WP and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	600-1 568 (600-1)		600-1 ½ 568 (600-1 ½)	600-1 ¾ 568 (600-1 ¾)
CIRCLING	600-1 568 (600-1)		620-1 ½ 588 (600-1 ½)	720-2 ¼ 688 (700-2 ¼)

REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME BPT	APP CRS	Rwy Idg	3669
114.5	119°	TDZE	31
Chan 92		Apt Elev	32

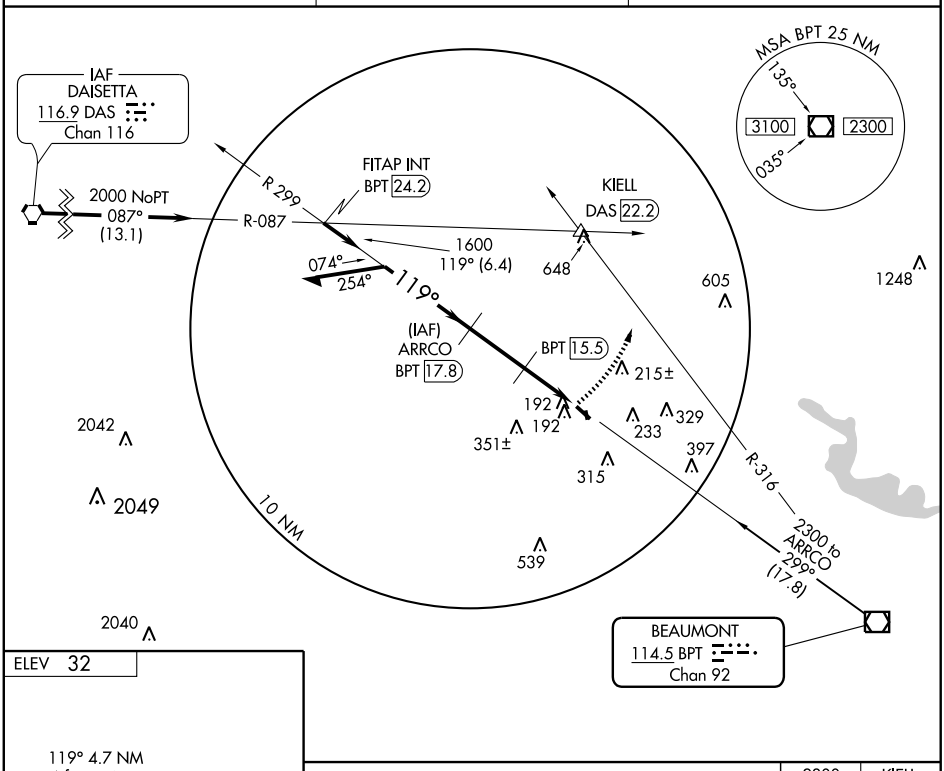
VOR/DME RWY 13

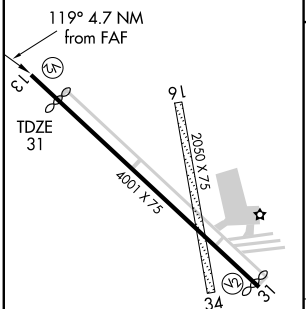
BEAUMONT MUNI (BMT)

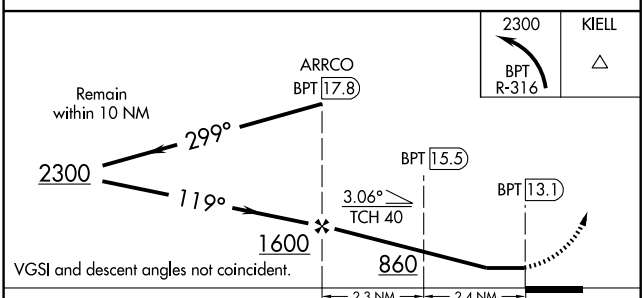
Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2300 via BPT R-316 to KIELL INT/DAS 22.2 DME.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	580-1 549 (600-1)		580-1½ 549 (600-1½)	580-1¾ 549 (600-1¾)
CIRCLING	580-1 548 (600-1)		620-1½ 588 (600-1½)	720-2 ¼ 688 (700-2 ¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME BPT	APP CRS	Rwy Idg	3934
114.5	299°	TDZE	32
Chan 92		Apt Elev	32

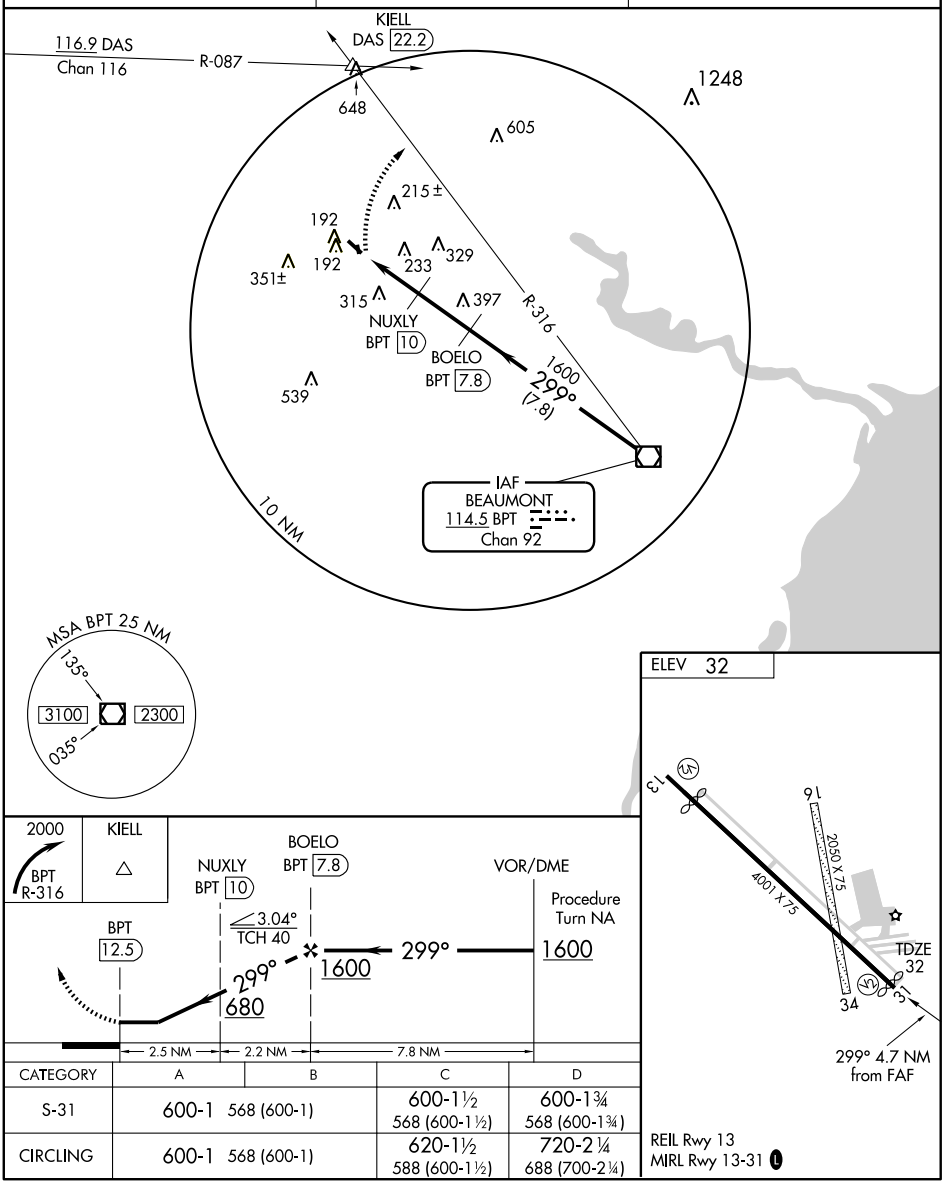
VOR/DME RWY 31

BEAUMONT MUNI (BMT)

Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 via BPT R-316 to KIELL INT/DAS 22.2 DME.

HOUSTON APP CON	CLNC DEL	UNICOM
121.3 377.1	121.75	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-31	600-1 568 (600-1)		600-1½ 568 (600-1½)	600-1¾ 568 (600-1¾)
CIRCLING	600-1 568 (600-1)		620-1½ 588 (600-1½)	720-2¼ 688 (700-2¼)

REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 21 OCT 2010 to 18 NOV 2010

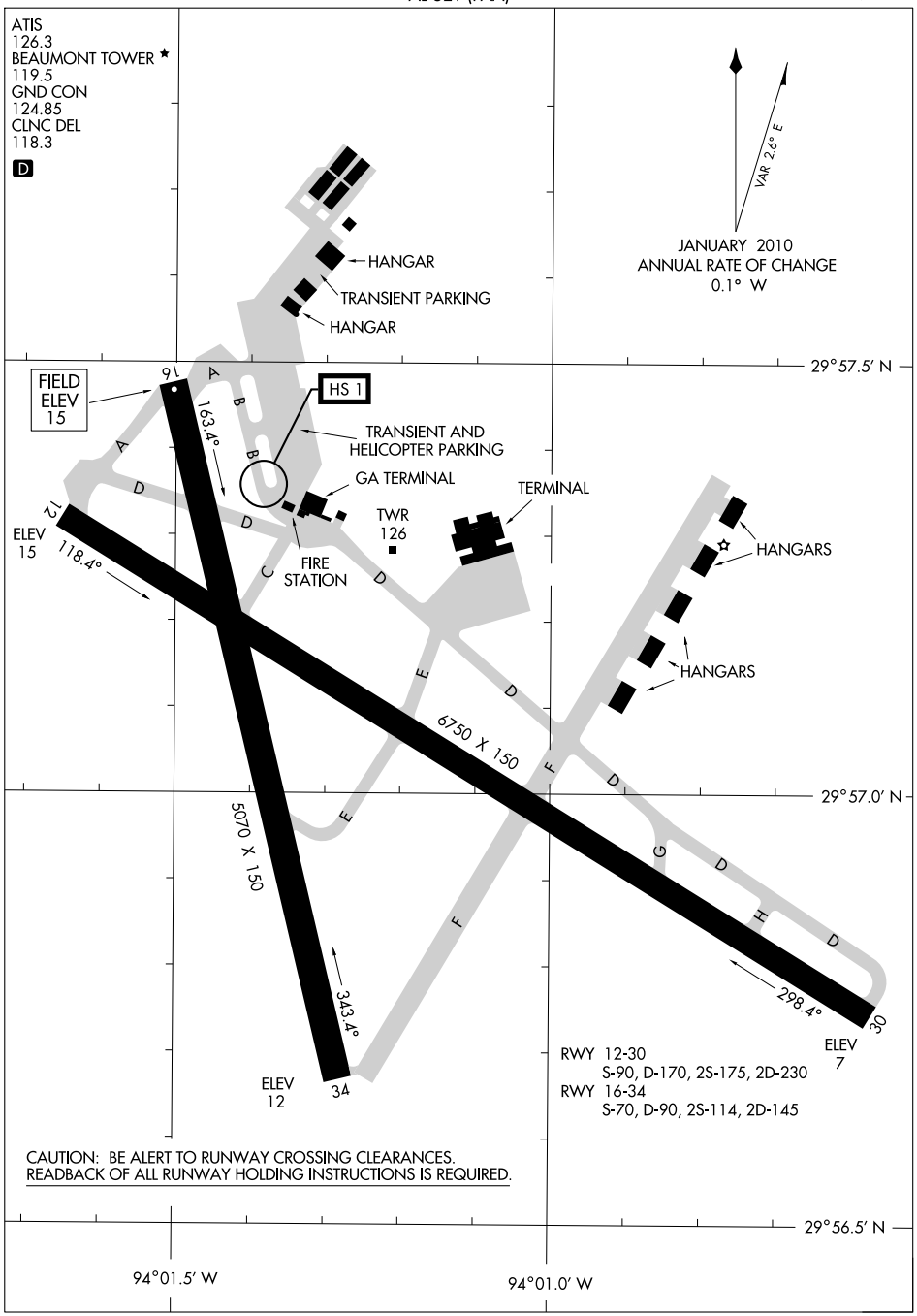
SC-5, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

AL-521 (FAA)

BEAUMONT/PORT ARTHUR, TEXAS



SC-5, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BEAUMONT/PORT ARTHUR, TEXAS

BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

10266

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEAUMONT/PORT ARTHUR, TX		
SOUTHEAST TEXAS RGNL (BPT)	HS 1	South end of Twy B not visible from control twr.

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-BPT	APP CRS	Rwy Idg	6750
110.15	116°	TDZE	15
Chan 38(Y)		Apt Elev	15

ILS or LOC RWY 12

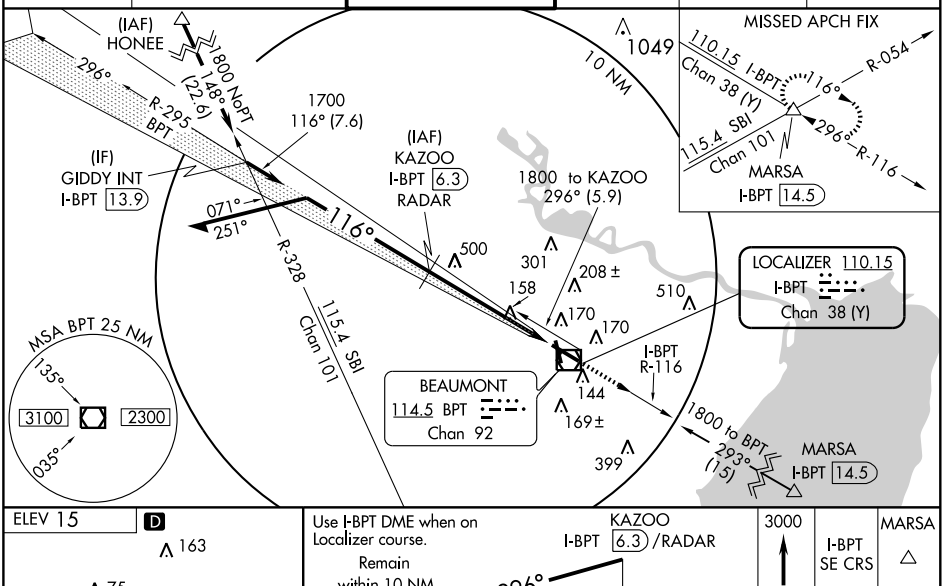
BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase S-LOC 12 Cat A visibility to RVR 4000, Cat C to 2 miles, Cat D to 2¼ miles, Cat E to 2½ miles and increase Circling Cat C visibility to 2½ miles, Cat D to 2¾ miles and Cat E to 3 miles. COUGS Fix minimums: increase S-LOC 12 Cat E visibility to RVR 6000 and Circling Cat E visibility to 3 miles
For inoperative MALSR increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC 12 Cat E to 2½ miles, COUGS Fix minimums: increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC Cat E to 1½ miles.
For inoperative MALSR when using Orange County altimeter setting, increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC 12 Cat A to 1 mile, and Cat E to 3 miles, COUGS Fix minimums: increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC 12 Cat E to 1¾ miles. VDP NA when using Orange County altimeter setting. DME or RADAR required.

MALSR

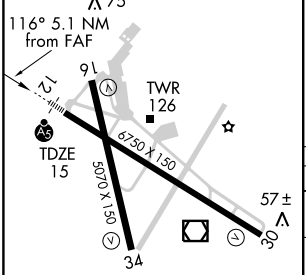
MISSED APPROACH: Climb to 3000 via I-BPT SE course to MARSA Int/I-BPT 14.5 DME and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF) L	124.85	118.3	122.95



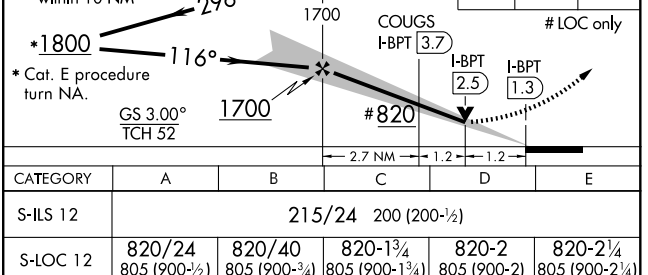
SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010



REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-ILS 12	215/24 200 (200-½)				
S-LOC 12	820/24 805 (900-½)	820/40 805 (900-¾)	820-1¾ 805 (900-1¾)	820-2 805 (900-2)	820-2¼ 805 (900-2¼)
CIRCLING	820-1 805 (900-1)	820-1¼ 805 (900-1¼)	820-2¼ 805 (900-2¼)	820-2½ 805 (900-2½)	820-2¾ 805 (900-2¾)
COUGS FIX MINIMUMS					
S-LOC 12	460/24 445 (500-½)		460/40 445 (500-¾)	460/50 445 (500-1)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

LOC I-BPT	APP CRS	Rwy Idg	6750
110.15	296°	TDZE	12
Chan 38(Y)		Apt Elev	15

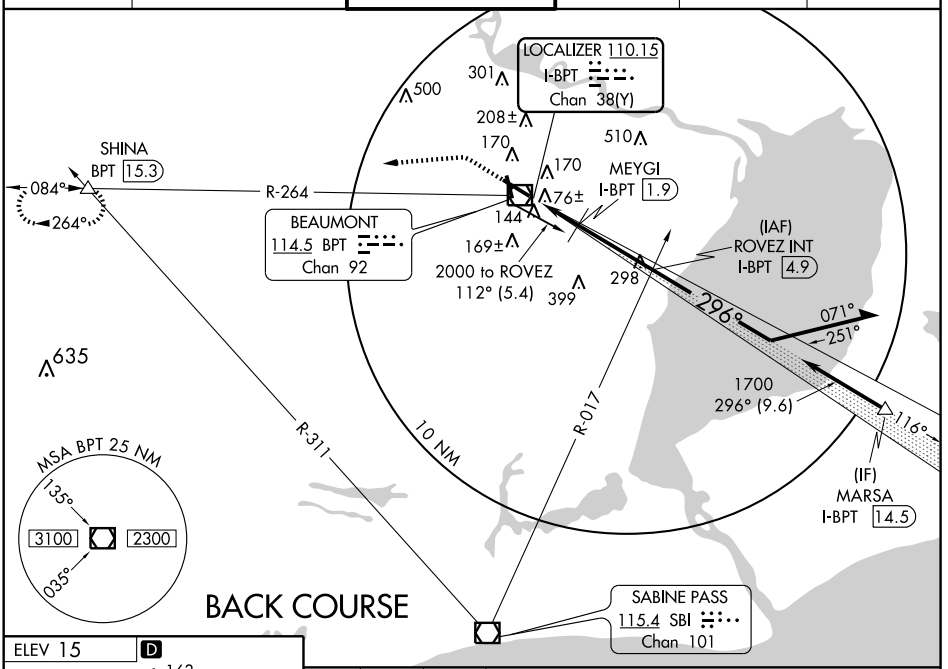
LOC BC RWY 30

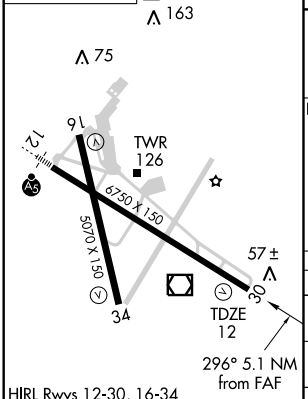
BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet, increase Circling Cat E visibility ¼ mile, MEYGI fix minimums: increase S-30 Cat C/D/E visibility ¼ mile and Circling Cat E ¼ mile.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via BPT VOR/DME R-264 to SHINA Int/BPT 15.3 DME and hold.

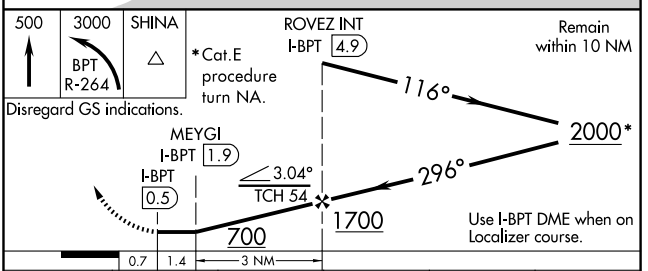
ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95





HIRL Rwys 12-30, 16-34
REIL Rwys 16, 30 and 34

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-30	700-1 688 (700-1)		700-2 688 (700-2)	700-2¼ 688 (700-2¼)	700-2½ 688 (700-2½)
CIRCLING	700-1 685 (700-1)		700-2 685 (700-2)	700-2¼ 685 (700-2¼)	820-2¾ 805 (900-2¾)
MEYGI FIX MINIMUMS					
S-30	400-1 388 (400-1)			400-1¼ 388 (400-1¼)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6750
CH 99715	116°	TDZE	15
W12A		Apt Elev	15

RNAV (GPS) RWY 12

BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

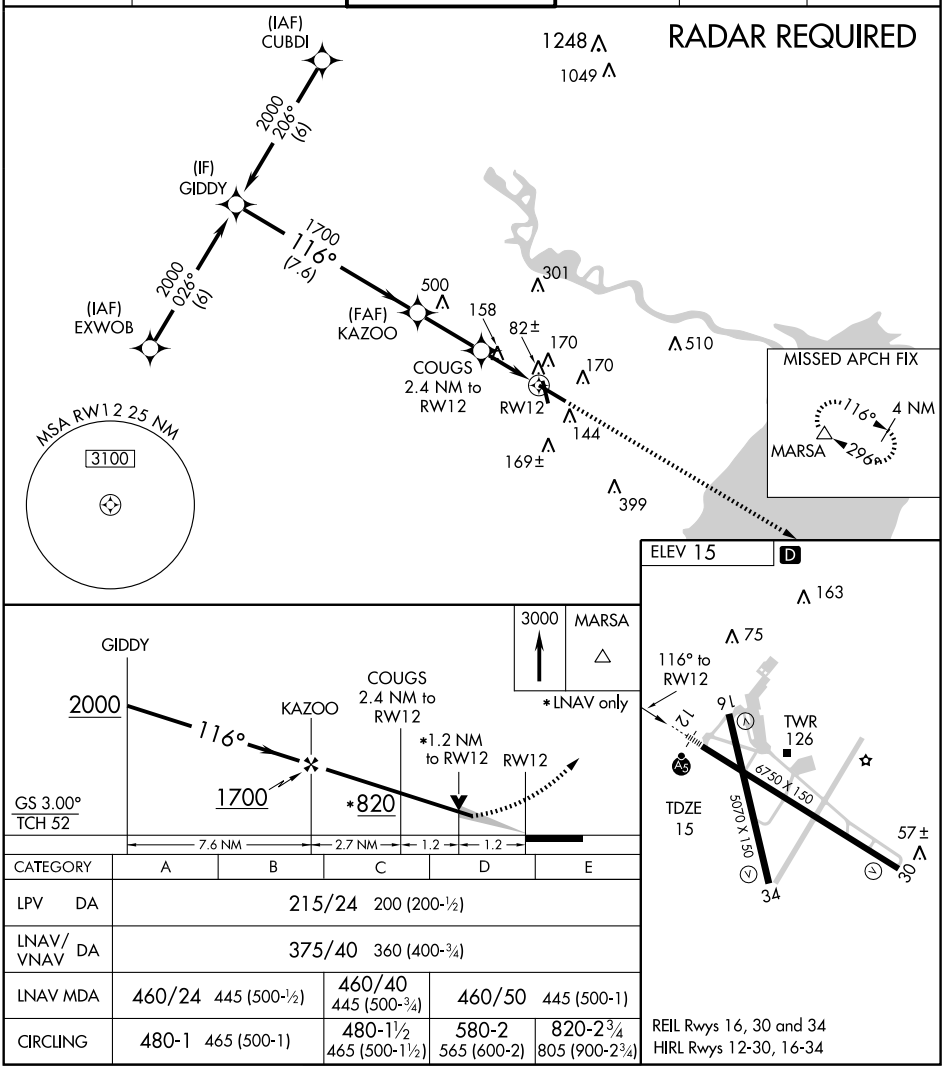
Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV/VNAV Cat E, LNAV Cat E and Circling Cat E visibility ¼ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to RVR 6000 and LNAV Cat E to 1½ miles. For inoperative MALSR when using Orange County altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to 1½ miles, and LNAV Cat E to 1¾ miles. VDP NA when using Orange County altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct MARSA and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95

RADAR REQUIRED



CATEGORY	A	B	C	D	E
LPV DA	215/24 200 (200-½)				
LNAV/VNAV DA	375/40 360 (400-¾)				
LNAV MDA	460/24 445 (500-½)		460/40 445 (500-¾)	460/50 445 (500-1)	
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5070
CH 82316	161°	TDZE	15
W16A		Apt Elev	15

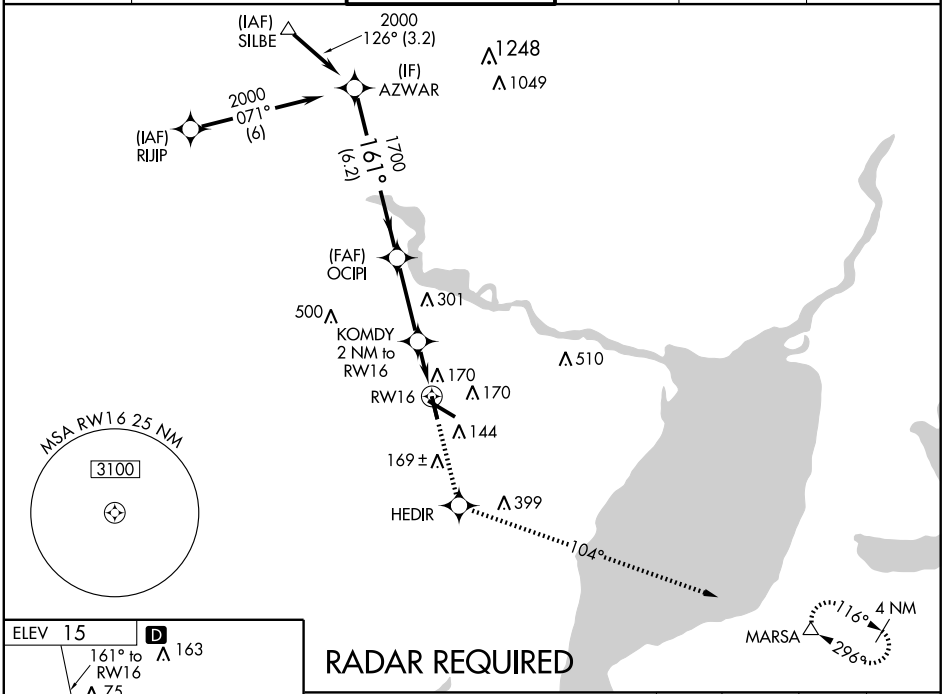
RNAV (GPS) RWY 16

BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat D and Circling Cat E visibility ¼ mile. VDP NA when using Orange County altimeter setting.

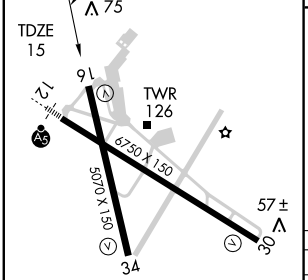
MISSED APPROACH: Climb to 3000 direct HEDIR and via track 104° to MARSA and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95



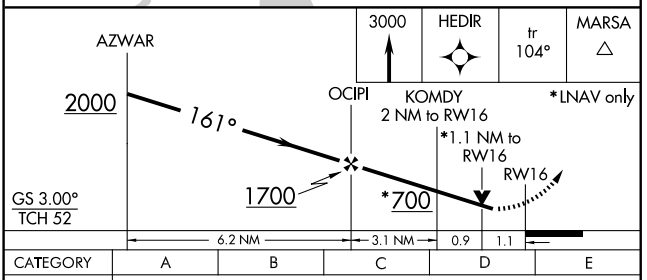
SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010



REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

RADAR REQUIRED



CATEGORY	A	B	C	D	E
LPV DA	273-¾ 258 (300-¾)				
LNAV/VNAV DA	422-1½ 407 (500-1½)				
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)		420-1½ 405 (500-1½)
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

WAAS	APP CRS	Rwy Idg	6750
CH 69216	296°	TDZE	12
W30A		Apt Elev	15

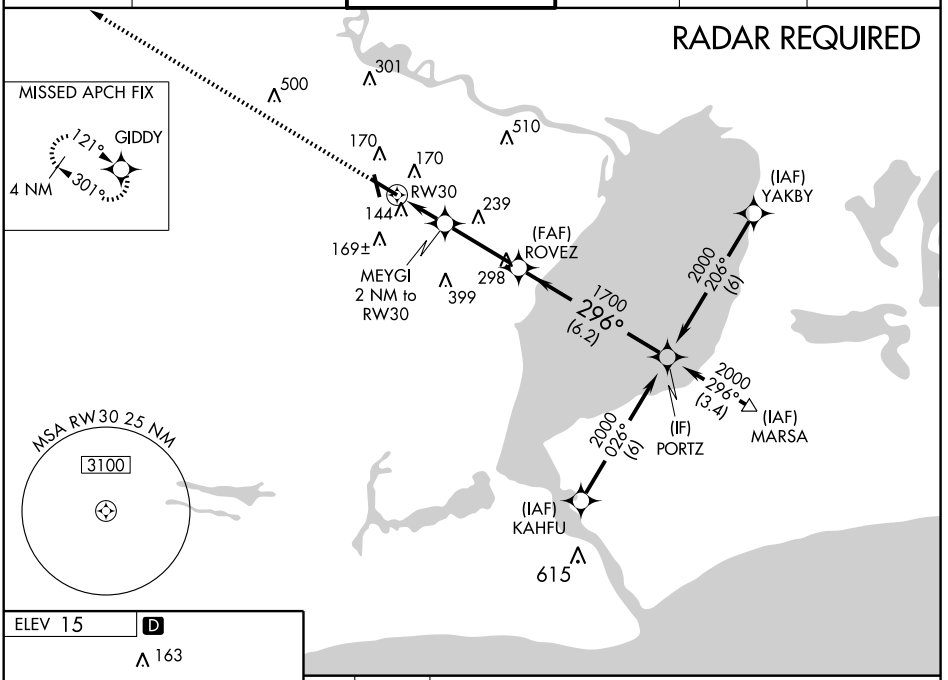
RNAV (GPS) RWY 30

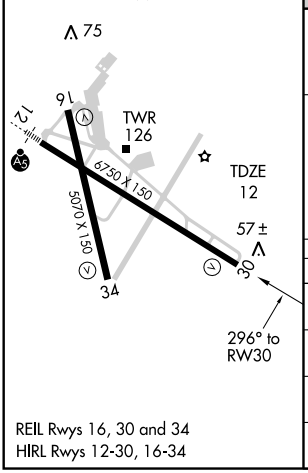
BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

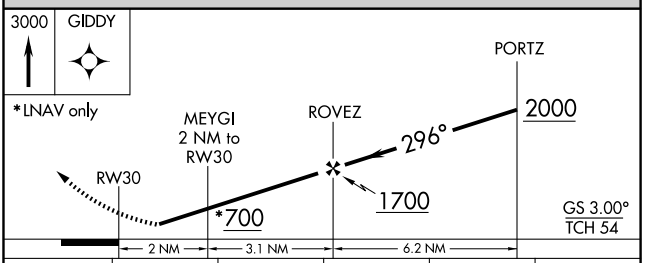
Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat E and Circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GIDDY and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95







CATEGORY	A	B	C	D	E
LPV DA	263-¾ 251 (300-¾)				
LNAV/VNAV DA	404-1¼ 392 (400-1¼)				404-1½ 392 (400-1½)
LNAV MDA	540-1 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)	
CIRCLING	540-1 525 (600-1)		540-1½ 525 (600-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5070
CH 72616	341°	TDZE	15
W34A		Apt Elev	15

RNAV (GPS) RWY 34

BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV Cat C and Circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NUWRY and via track 283° to GIDDY and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95

RADAR REQUIRED

MISSED APCH FIX

4 NM 121° GIDDY 301°

283° NUWRY 301

500 510

170 170

RW34 144

169±

HEVLO 1.7 NM to RW34 399

(FAF) IJOZO 299

341° (6.2) 1700

(IAF) LODIH

2000 251° (6)

2000 071° (6)

(IF) EBUKY

(IAF) HECLY

615

MSA RW34 25 NM 3100

ELEV 15 D

163 75

16 17 TWR 126

6750 X 150

5070 X 150

57±

30 34

TDZE 15

341° to RW34

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

3000 NUWRY tr 283° GIDDY

EBUKY

*LNAV only

HEVLO 1.7 NM to RW34

IJOZO

341° 2000

RW34

*600

1700

GS 3.00°
TCH 53

1.7 NM 3.4 NM 6.2 NM

CATEGORY	A	B	C	D	E
LPV DA	215-¾ 200 (200-¾)				
LNAV/VNAV DA	437-1½ 422 (500-1½)				
LNAV MDA	480-1 465 (500-1)		480-1¼ 465 (500-1¼)	480-1½ 465 (500-1½)	480-1¾ 465 (500-1¾)
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	580-2 565 (600-2)	820-2¾ 805 (900-2¾)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	068°	TDZE	N/A
Chan 92		Apt Elev	16

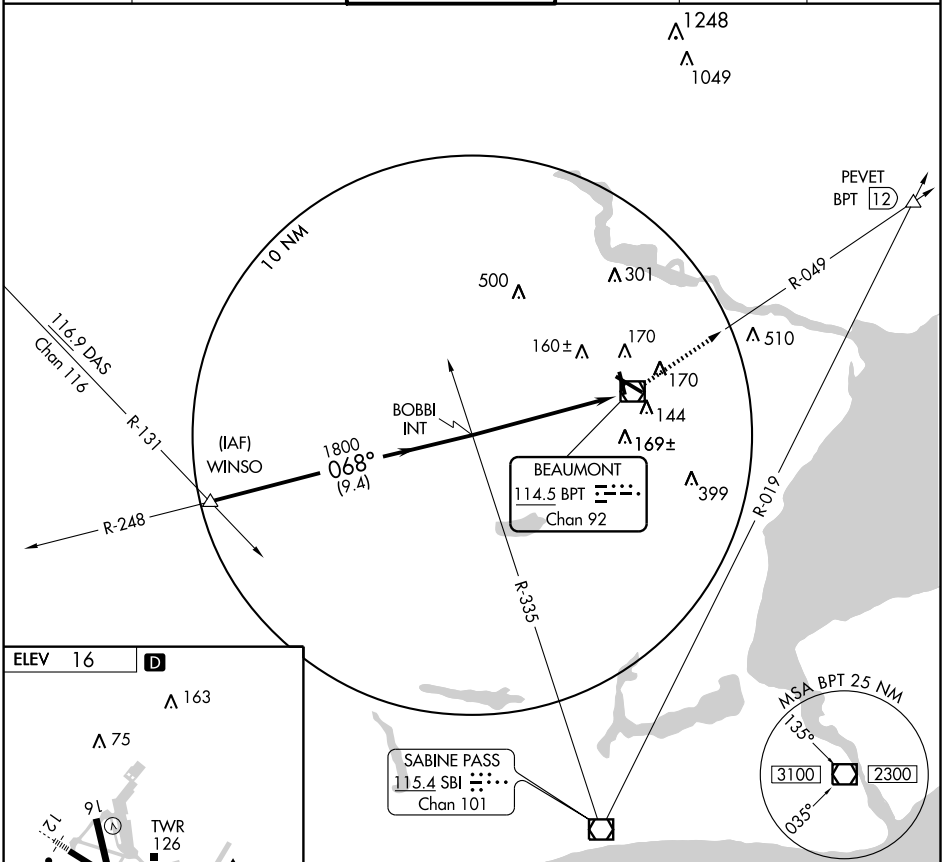
VOR-A

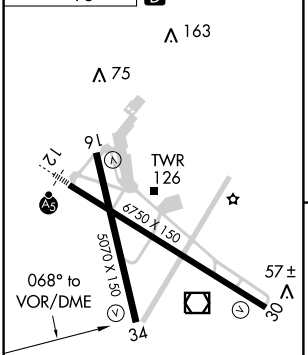
BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

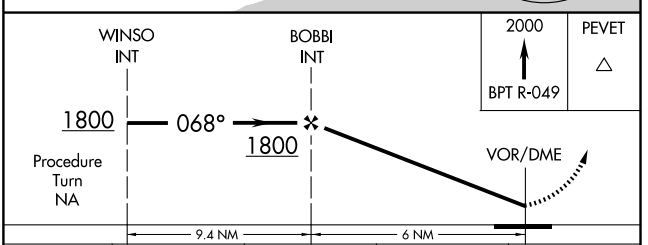
When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95







CATEGORY	A	B	C	D
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	249°	TDZE	N/A
Chan 92		Apt Elev	16

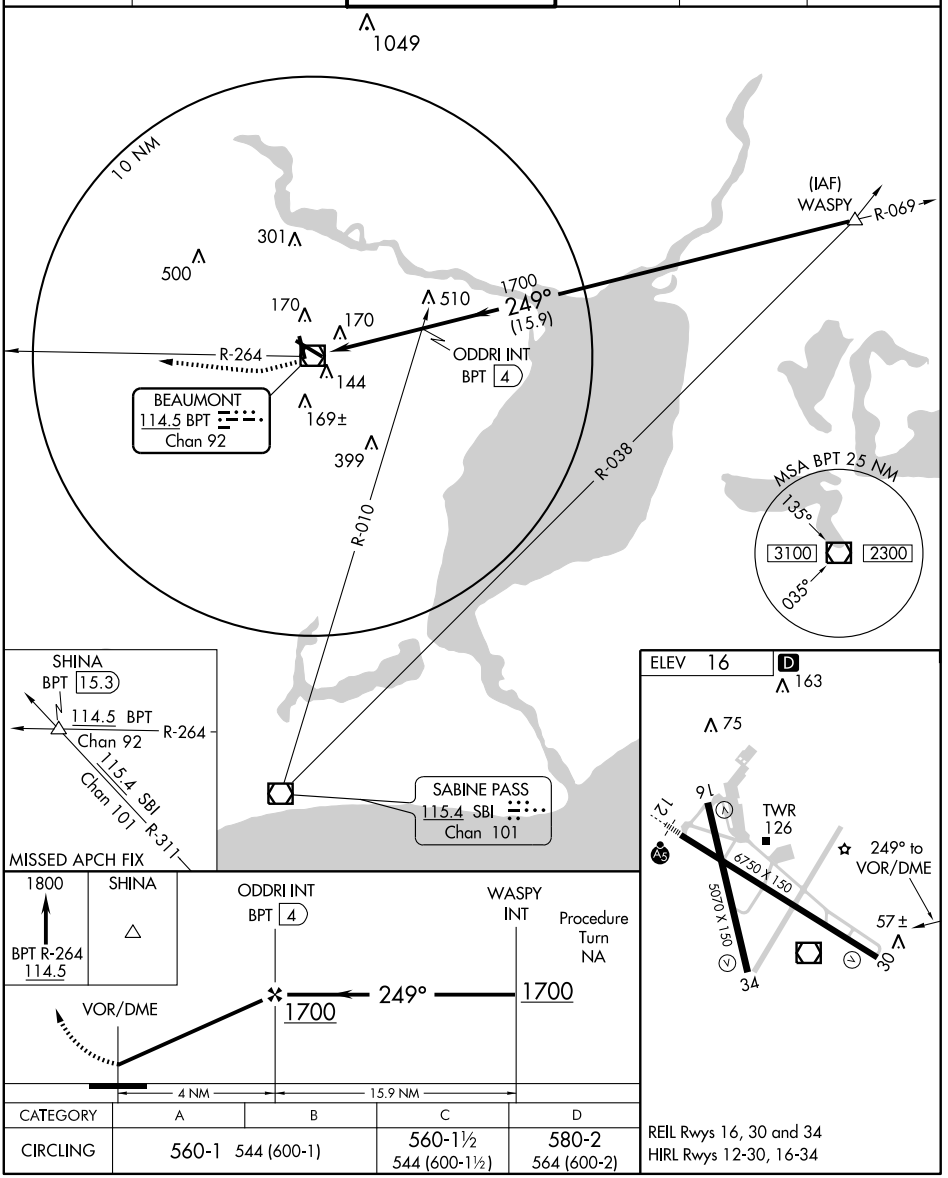
VOR-B

BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 1800 via BPT R-264 to SHINA Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95



CATEGORY	A	B	C	D
CIRCLING	560-1 544 (600-1)		560-1½ 544 (600-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	084°	TDZE	N/A
Chan 92		Apt Elev	16

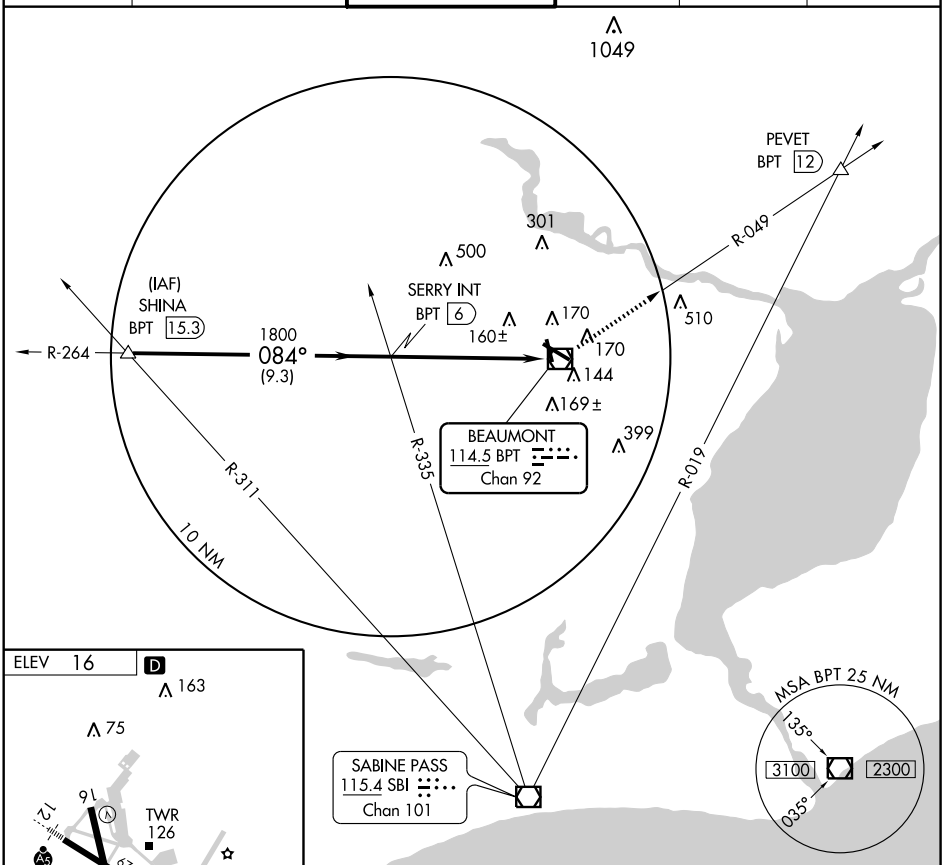
VOR-C

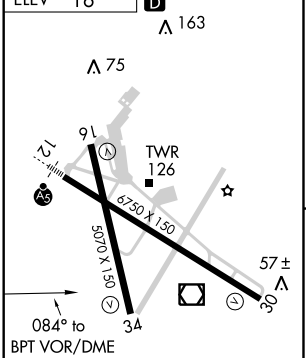
BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

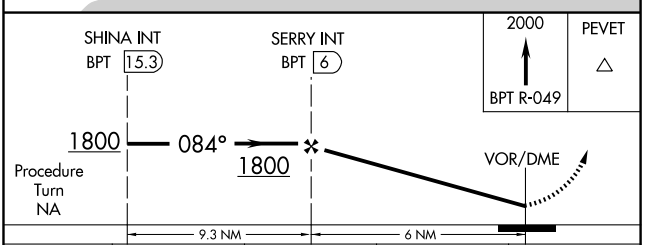
When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95







CATEGORY	A	B	C	D
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME BPT	APP CRS	Rwy Idg	N/A
114.5	151°	TDZE	N/A
Chan 92		Apt Elev	16

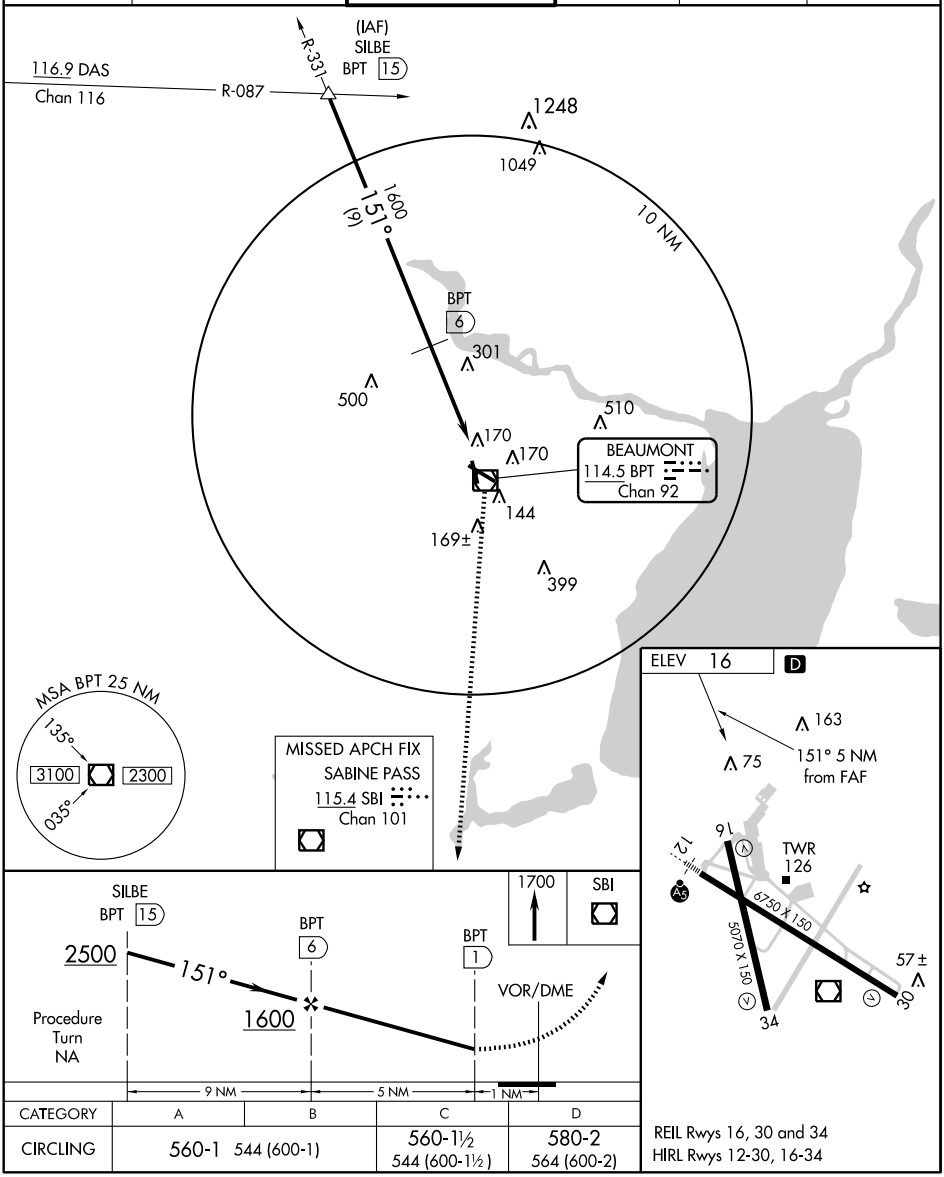
VOR/DME-D

BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 1700 direct SBI VOR/DME.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95



CATEGORY	A	B	C	D
CIRCLING	560-1 544 (600-1)		560-1½ 544 (600-1½)	580-2 564 (600-2)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME BPT	APP CRS	Rwy Idg	5070
114.5	359°	TDZE	16
Chan 92		Apt Elev	16

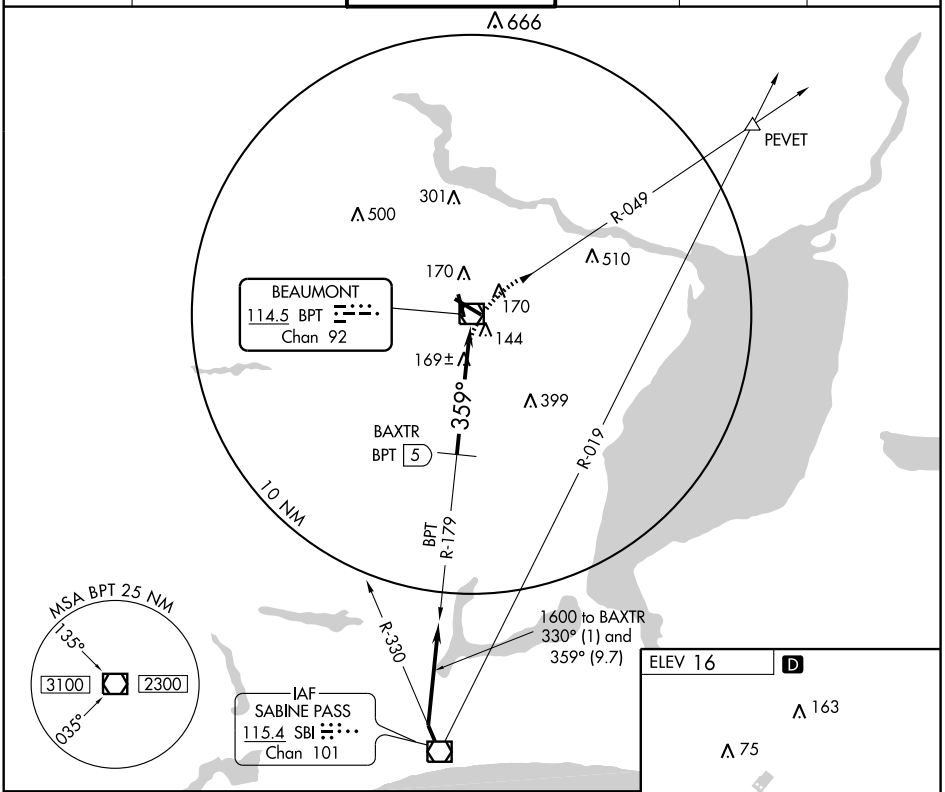
VOR/DME RWY 34

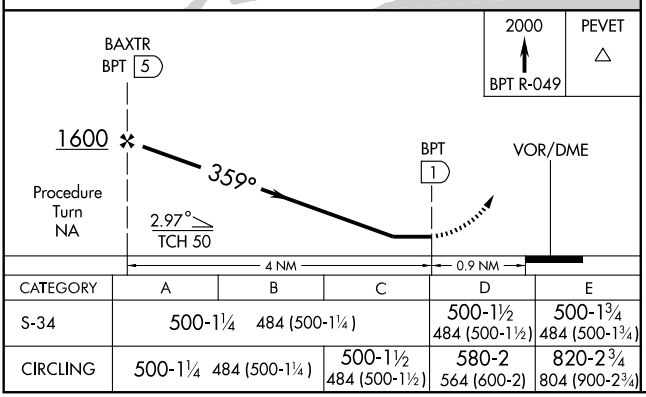
BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

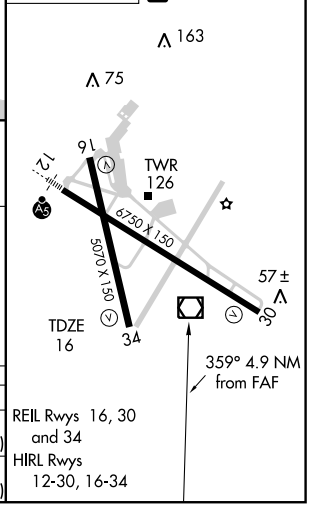
When local altimeter setting not received, use Orange County altimeter setting and increase Circling MDA 40 feet, and Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95







CATEGORY	A	B	C	D	E
S-34	500-1¼ 484 (500-1¼)			500-1½ 484 (500-1½)	500-1¾ 484 (500-1¾)
CIRCLING	500-1¼ 484 (500-1¼)		500-1½ 484 (500-1½)	580-2 564 (600-2)	820-2¾ 804 (900-2¾)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME BPT	APP CRS	Rwy Idg	6750
114.5	120°	TDZE	16
Chan 92		Apt Elev	16

VOR RWY 12

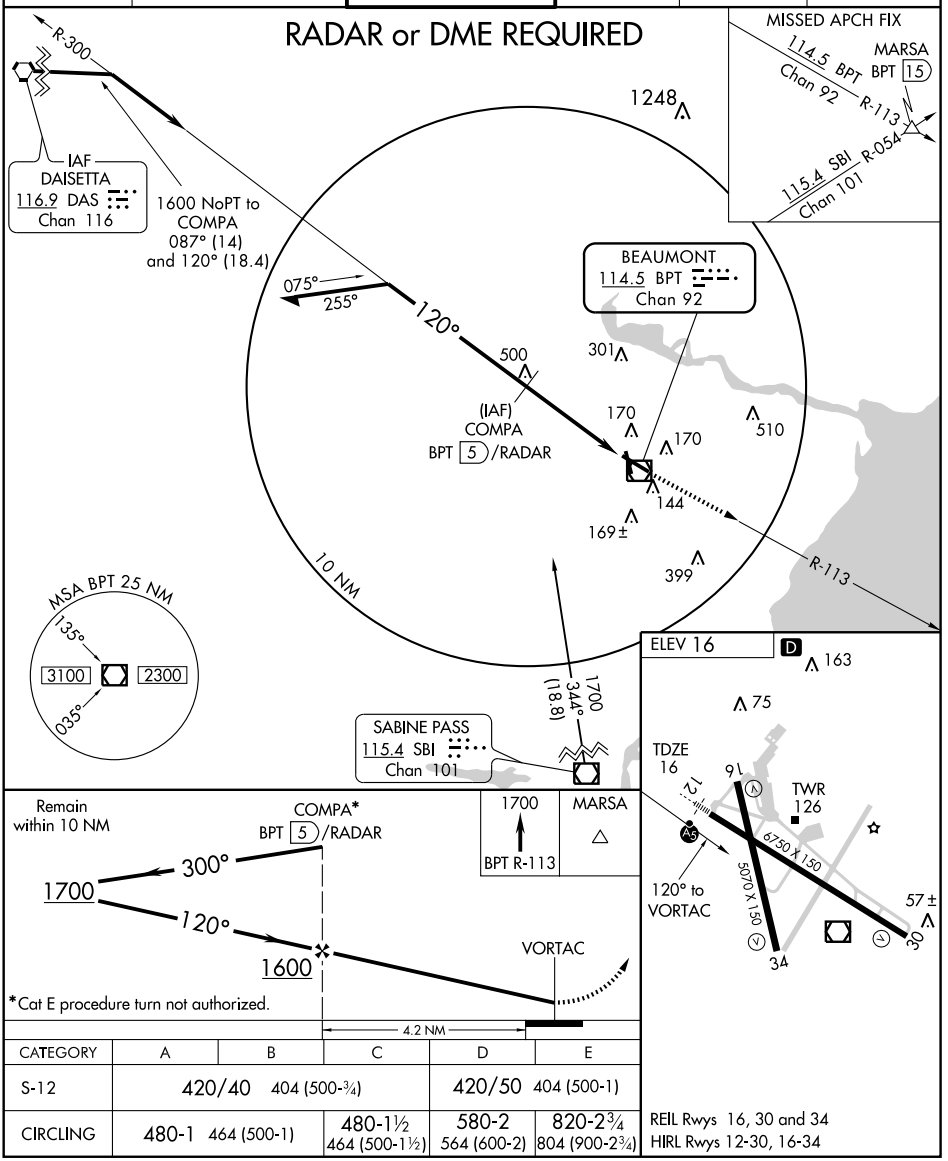
BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

T A For inoperative MALSR, increase S-12 Cats A/B visibility to RVR 5000 and Cat D to RVR 6000. When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet and increase Circling Cat E visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1700 via BPT R-113 to MARSA Int/BPT 15 DME.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	CLNC DEL	UNICOM
126.3	121.3 377.1	119.5 (CTAF)	124.85	118.3	122.95



CATEGORY	A	B	C	D	E
S-12	420/40 404 (500-¾)			420/50 404 (500-1)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)	820-2¾ 804 (900-2¾)

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 12

BEEVILLE MUNI (BEA)

APP CRS	Rwy Idg	4551
124°	TDZE	268
	Apt Elev	268

Use Corpus Christi Intl altimeter setting.
NA
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct JOSUK and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)

Radar required for arrivals at CUVUM

(IAF) CUVUM

(IAF) THREE RIVERS THX

2000 NoPT 088° (10.2) 4 NM

(IF/IAF) NEYIB

2000 NoPT 214° (5)

124° 304°

2000 124° (6.2)

(FAF) ECEPA

2000 NoPT 034° (6.4)

(IAF) ZAMLI

882

850 703 669 620 542 685

RW12

MSA RW12 25 NM

2100

KINGSVILLE 4 MOA

JOSUK 124° 4 NM 304°

ELEV 268

124° to RW12

8 L

2530 X 60

12

TDZE 268

36

4551 X 75

0.5% UP

30

MIRL Rwy 12-30 L

4 NM Holding Pattern

2000 JOSUK

NEYIB ECEPA

2000 304° 124° 124° 2000

RW12

VGSI and descent angles not coincident.

3.05° TCH 40

6.2 NM 5.2 NM

CATEGORY	A	B	C	D
LNAV MDA	1000-1 732 (800-1)		1000-2 732 (800-2)	NA
CIRCLING	1000-1 732 (800-1)	1020-1¼ 752 (800-1¼)	1120-2½ 852 (900-2½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

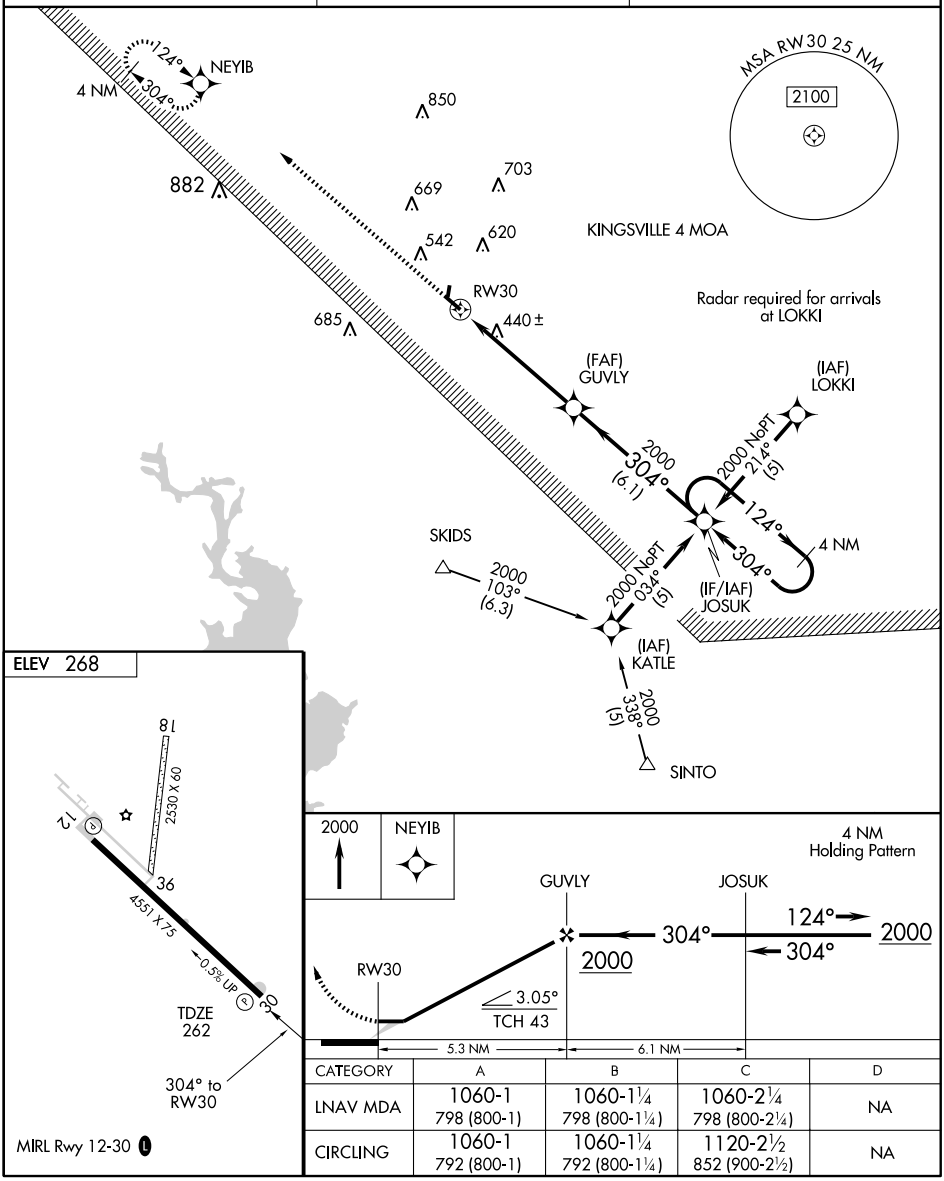
BEEVILLE MUNI (BEA)

APP CRS	Rwy Idg	4551
304°	TDZE	262
	Apt Elev	268

Use Corpus Christi Intl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct NEYIB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1060-1 798 (800-1)	1060-1¼ 798 (800-1¼)	1060-2¼ 798 (800-2¼)	NA
CIRCLING	1060-1 792 (800-1)	1060-1¼ 792 (800-1¼)	1120-2½ 852 (900-2½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC THX 111.4 Chan 51	APP CRS 106°	Rwy Idg 4551 TDZE 268 Apt Elev 268

VOR/DME RWY 12

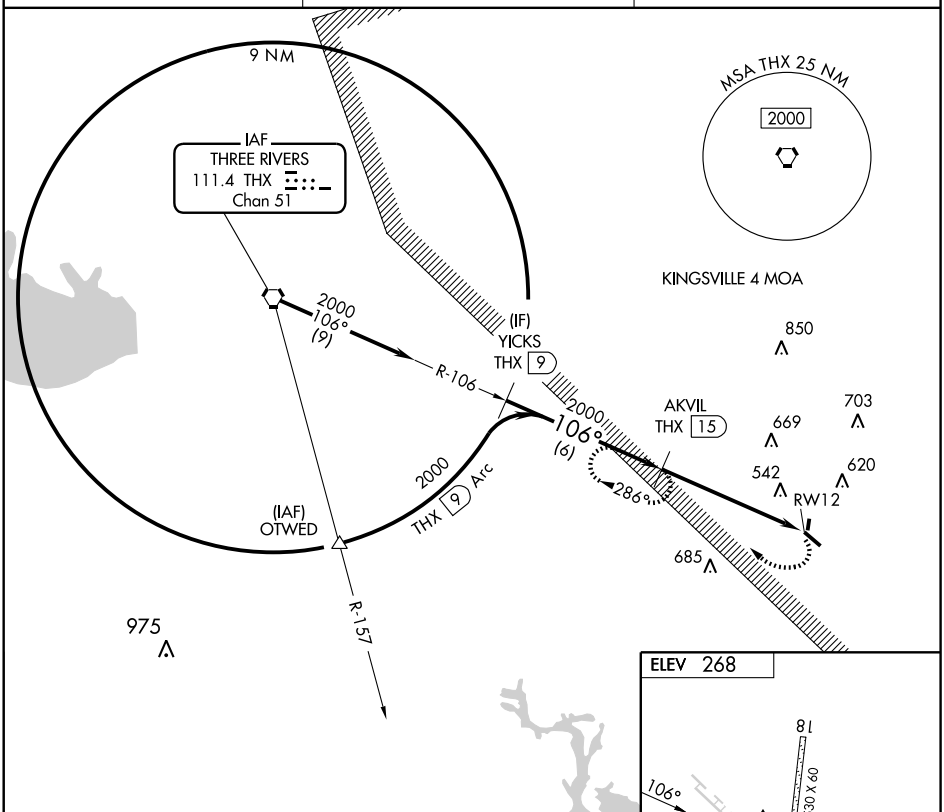
BEEVILLE MUNI (BEA)

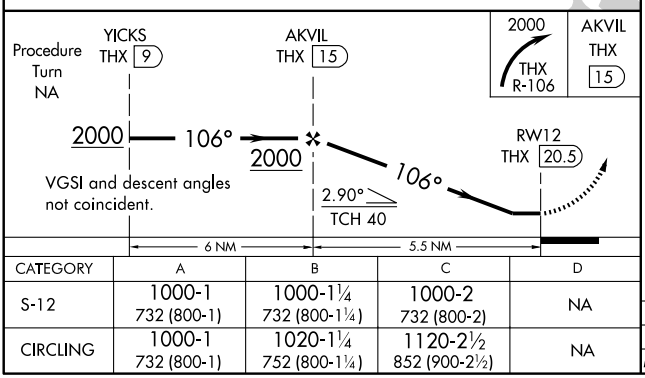
Use Corpus Christi Intl altimeter setting.

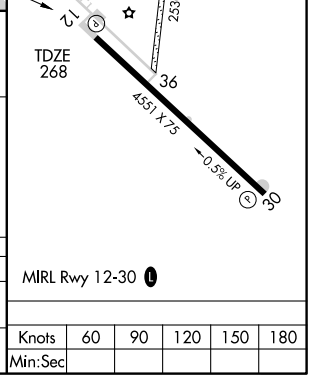
NA

MISSED APPROACH: Climbing right turn to 2000 via THX VORTAC R-106 to AKVIL THX VORTAC 15 DME and hold. Continue climb-in-hold to 2000.

AWOS-3	HOUSTON CENTER	UNICOM
118.675	134.6 322.5	122.8 L (CTAF)







CATEGORY	A	B	C	D
S-12	1000-1 732 (800-1)	1000-1¼ 732 (800-1¼)	1000-2 732 (800-2)	NA
CIRCLING	1000-1 732 (800-1)	1020-1¼ 752 (800-1¼)	1120-2½ 852 (900-2½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

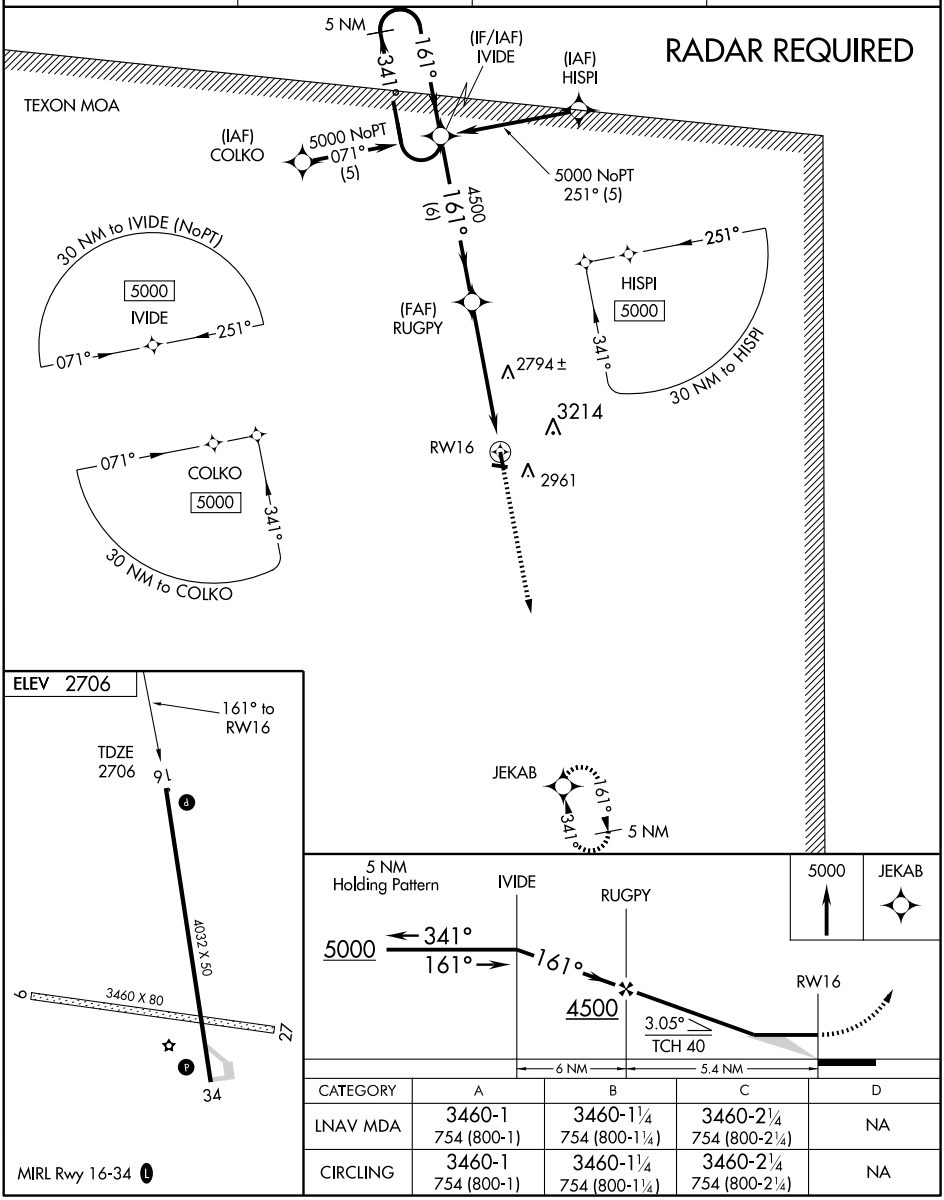
BIG LAKE/ REAGAN COUNTY (E41)

APP CRS	Rwy Idg	TDZE	Apt Elev
161°	4032	2706	2706

Use San Angelo altimeter setting; If not received, procedure NA.
Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct JEKAB and hold.

SAN ANGELO ASOS	FORT WORTH CENTER	CTAF	
128.45	126.15 322.55	122.9	123.5 L



CATEGORY	A	B	C	D
LNAV MDA	3460-1 754 (800-1)	3460-1¼ 754 (800-1¼)	3460-2¼ 754 (800-2¼)	NA
CIRCLING	3460-1 754 (800-1)	3460-1¼ 754 (800-1¼)	3460-2¼ 754 (800-2¼)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8802
CH 97618	175°	TDZE	2562
W17A		Apt Elev	2573

RNAV (GPS) RWY 17

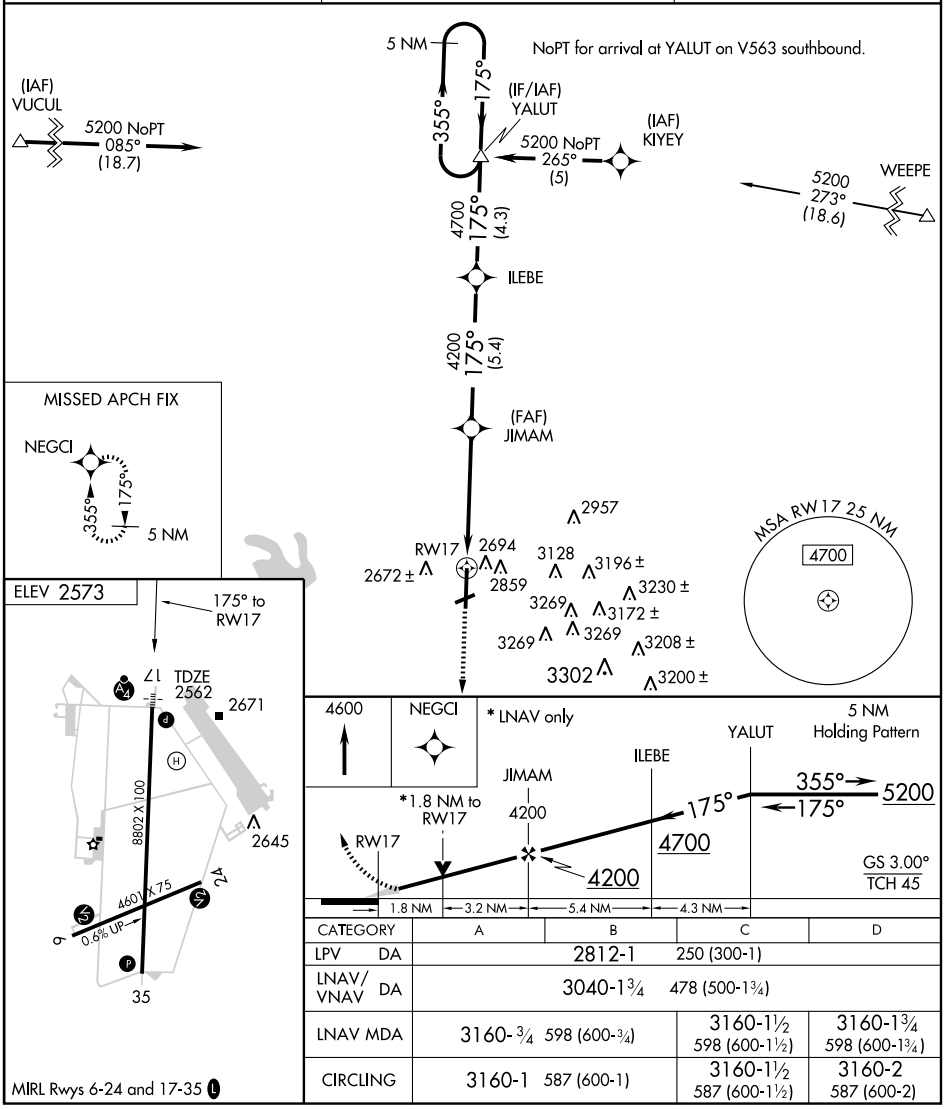
BIG SPRING McMAHON-WRINKLE (BPG)

T A Circling NA east of Rwy 17-35. Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Midland Intl altimeter setting and increase all DA 130 feet and all MDA 140 feet and LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. Baro-VNAV NA when using Midland Intl altimeter setting. VDP NA with Midland Intl altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -20°C (4°F) or above 43°C (109°F).

SSALS

MISSED APPROACH: Climb to 4600 direct NEGCI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2812-1	250 (300-1)		
LNAV/VNAV DA	3040-1¾	478 (500-1¾)		
LNAV MDA	3160-¾ 598 (600-¾)		3160-1½ 598 (600-1½)	3160-1¾ 598 (600-1¾)
CIRCLING	3160-1 587 (600-1)		3160-1½ 587 (600-1½)	3160-2 587 (600-2)

MIRL Rwys 6-24 and 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8802
CH 99418	355°	TDZE	2563
W35A		Apt Elev	2573

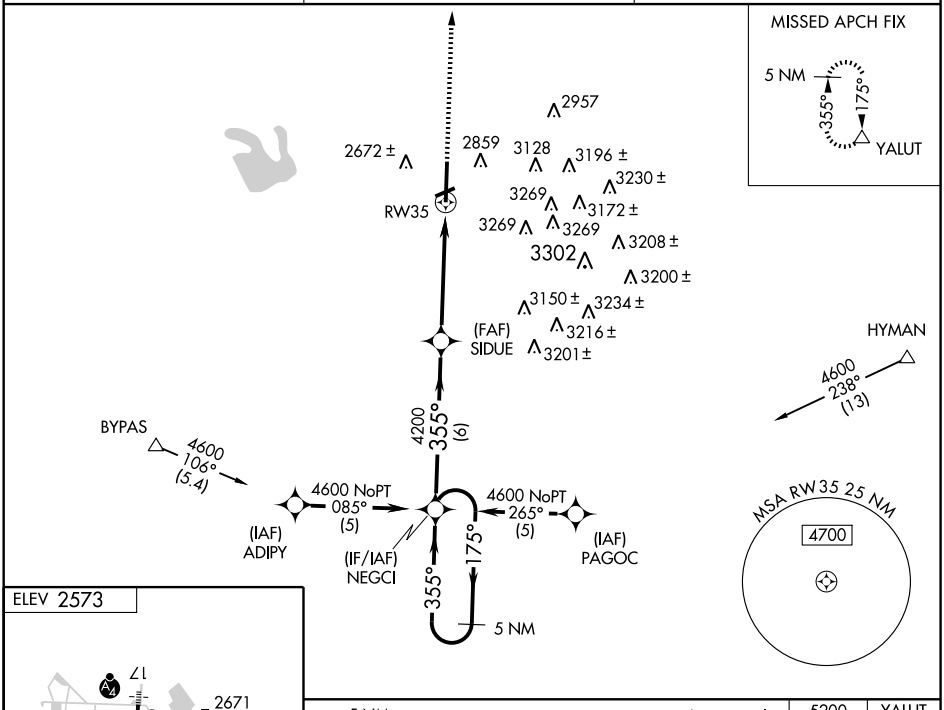
RNAV (GPS) RWY 35

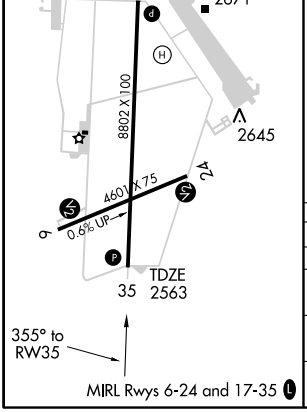
BIG SPRING McMAHON-WRINKLE (BPG)

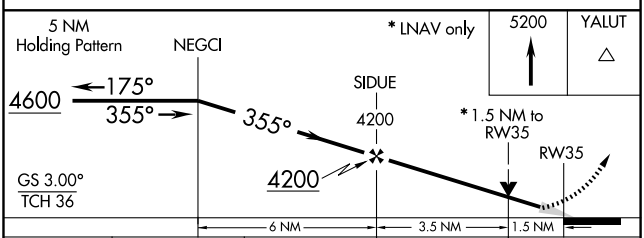
Circling NA east of Rwy 17-35. Baro-VNAV NA when using Midland Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all DA 130 feet and all MDA 140 feet and LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 5200 direct YALUT and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2813-1		250 (300-1)	
LNAV/VNAV DA	2979-1½		416 (500-1½)	
LNAV MDA	3060-1	497 (500-1)	3060-1¼ 497 (500-1¼)	3060-1½ 497 (500-1½)
CIRCLING	3060-1	487 (500-1)	3060-1½ 487 (500-1½)	3140-2 567 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BGS 114.3 Chan 90	APP CRS 180°	Rwy Idg 8802 TDZE 2562 Apt Elev 2573

VOR/DME RWY 17

BIG SPRING McMAHON-WRINKLE (BPG)

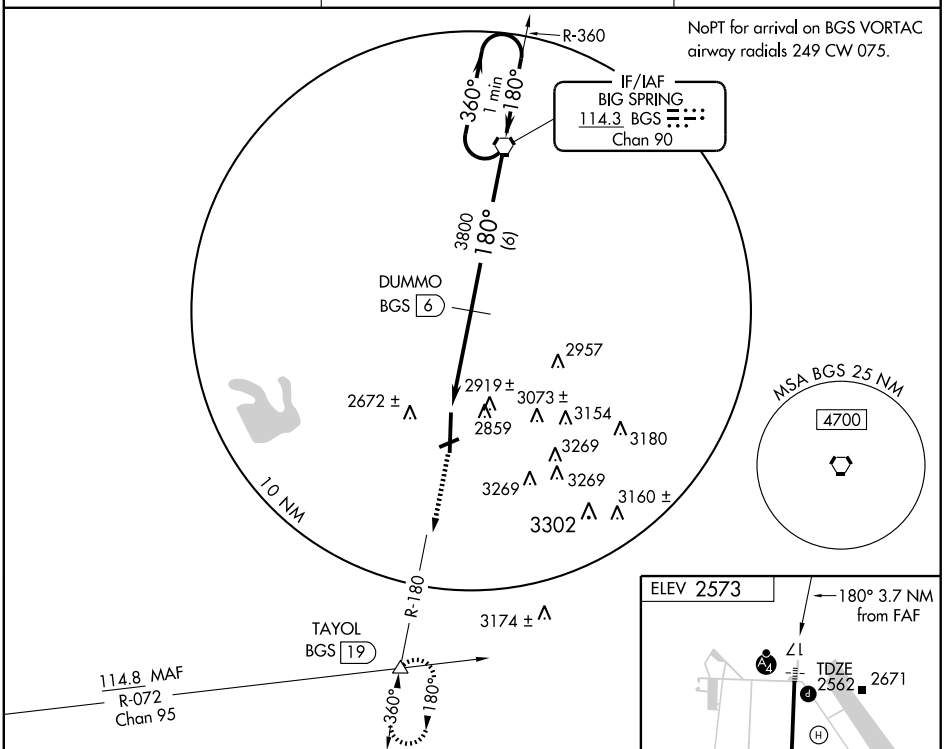
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inoperative table does not apply to S-17 Cat C, when using Midland Intl altimeter setting inoperative table does not apply to S-17 Cat B. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase S-17 Cats B, C, and D and circling Cats C and D visibility ½ mile, circling Cat B visibility ¼ mile.

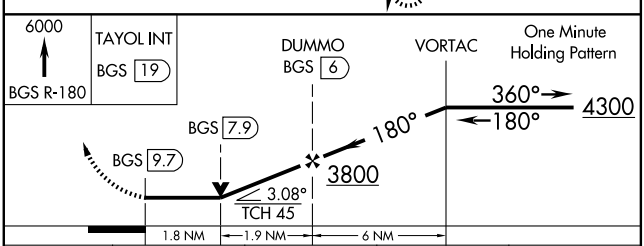
SSALS

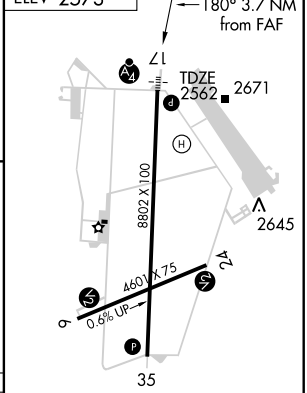
MISSED APPROACH: Climb to 6000 via BGS VORTAC R-180 to TAYOL INT/BGS 19 DME and hold, continue climb-in-hold to 6000.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L

NoPT for arrival on BGS VORTAC airway radials 249 CW 075.







CATEGORY	A	B	C	D
S-17	3180-¾ 618 (700-¾)		3180-1¾ 618 (700-1¾)	3180-2 618 (700-1)
CIRCLING	3180-1 607 (700-1)		3180-1¾ 607 (700-1¾)	3180-2 607 (700-2)

MIRL Rwys 6-24 and 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BGS	APP CRS	Rwy Idg	8802
114.3	359°	TDZE	2563
Chan 90		Apt Elev	2573

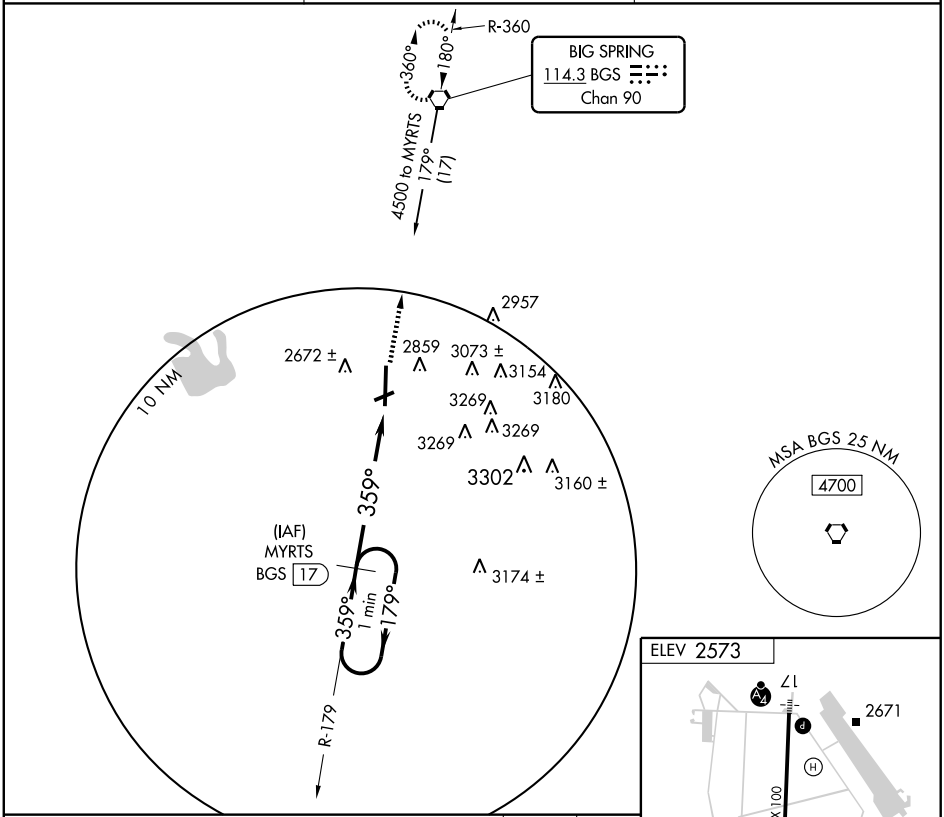
VOR/DME RWY 35

BIG SPRING McMAHON-WRINKLE (BPG)

When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase S-35 Cats C and D and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct to BGS VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	3080-1	517 (600-1)	3080-1½ 517 (600-1½)	3080-1¾ 517 (600-1¾)
CIRCLING	3080-1	507 (600-1)	3080-1½ 507 (600-1½)	3140-2 567 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
176°	TDZE	618
	Apt Elev	618

RNAV (GPS) RWY 17

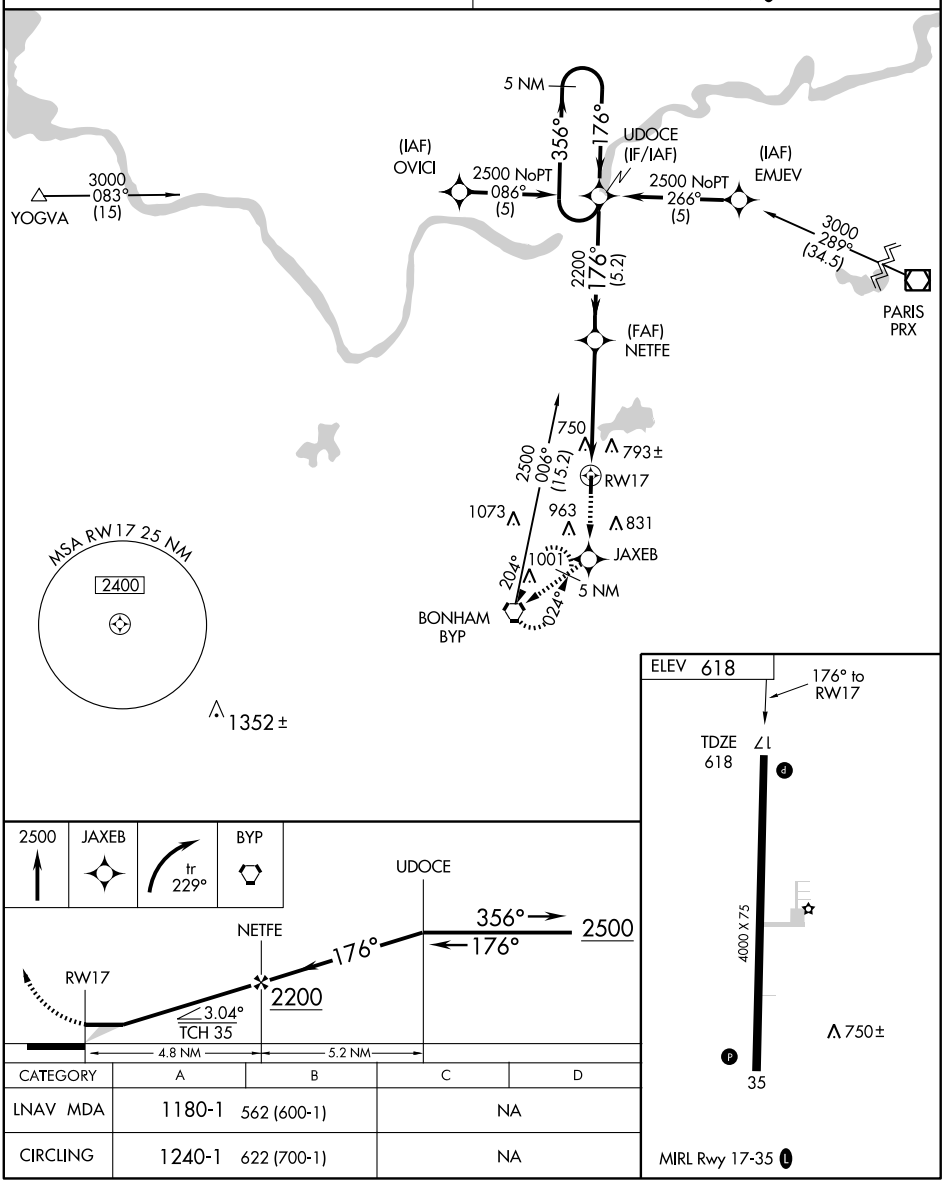
BONHAM/ JONES FIELD (FØØ)

DME/DME RNP-0.3 NA. Use Majors altimeter setting; if not received, use Paris altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2500 direct JAXEB and via 229° track to BYP VORTAC and hold, continue climb-in-hold to 2500.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1180-1	562 (600-1)	NA	
CIRCLING	1240-1	622 (700-1)	NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

BONHAM/ JONES FIELD (FØØ)

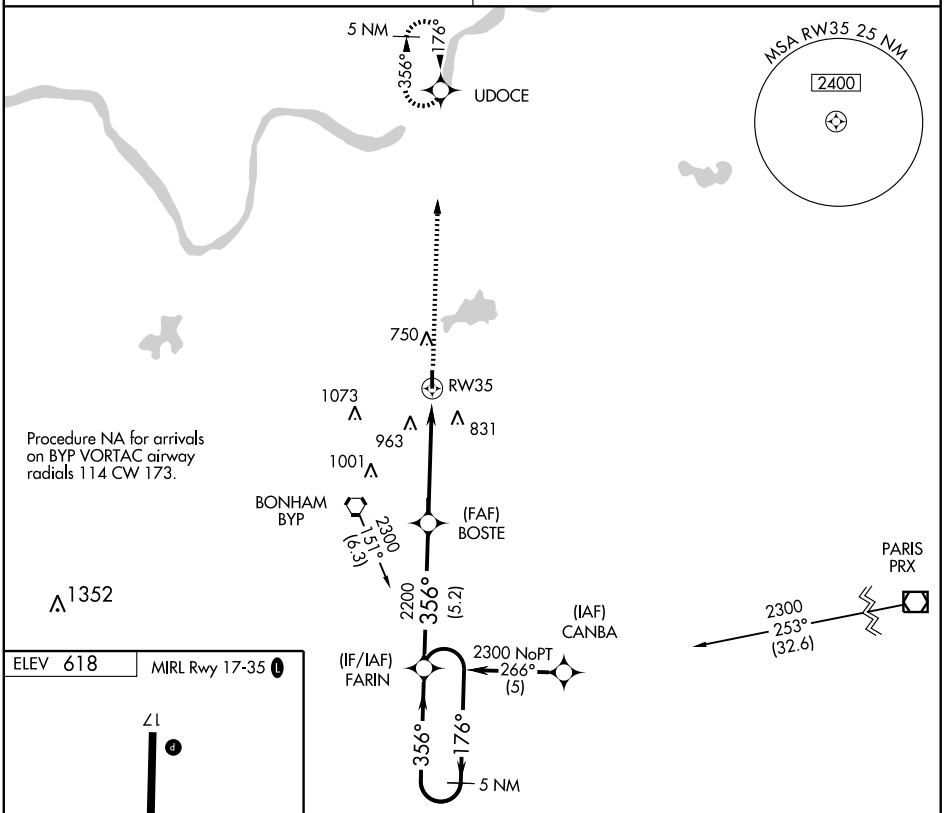
APP CRS	Rwy Idg	4000
356°	TDZE	618
	Apt Elev	618

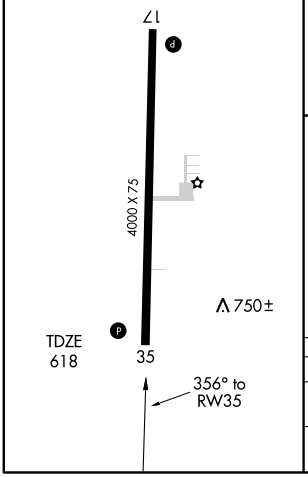
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Majors altimeter setting; if not received, use Paris altimeter setting.

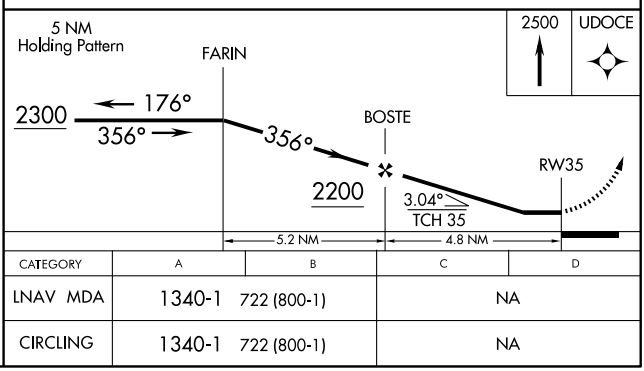
NA

MISSED APPROACH: Climb to 2500 direct UDOCE and hold.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1340-1 722 (800-1)		NA	
CIRCLING	1340-1 722 (800-1)		NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BYP 114.6 Chan 93	APP CRS 202°	Rwy Idg 4000 TDZE 618 Apt Elev 618

VOR/DME RWY 17

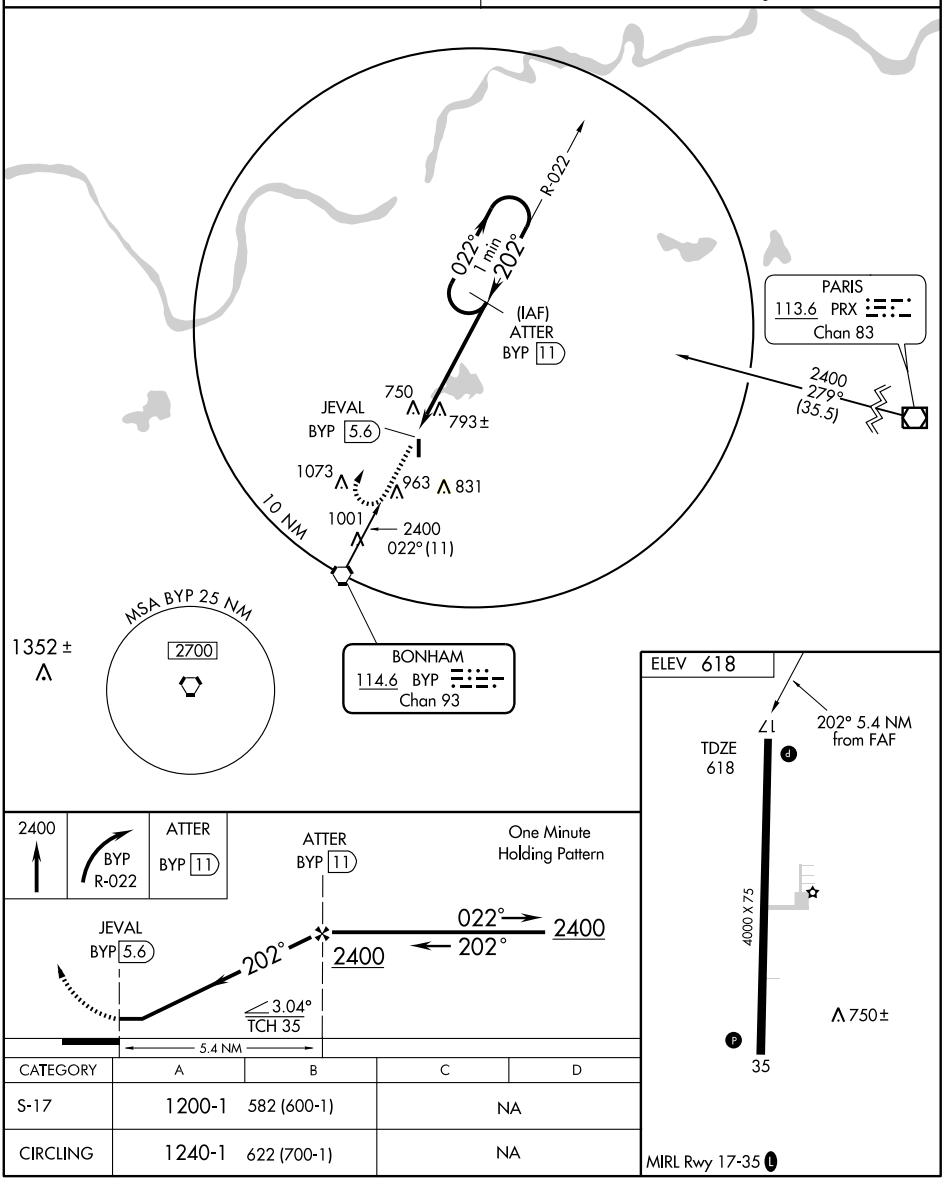
BONHAM/ JONES FIELD (FØØ)

Use Majors altimeter setting; if not received, use Paris altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2400, then right turn via BYP R-022 to ATTER/11 DME and hold.

FORT WORTH CENTER	UNICOM
127.6 254.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	1200-1	582 (600-1)	NA	
CIRCLING	1240-1	622 (700-1)	NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6300
171°	TDZE	3013
	Apt Elev	3055

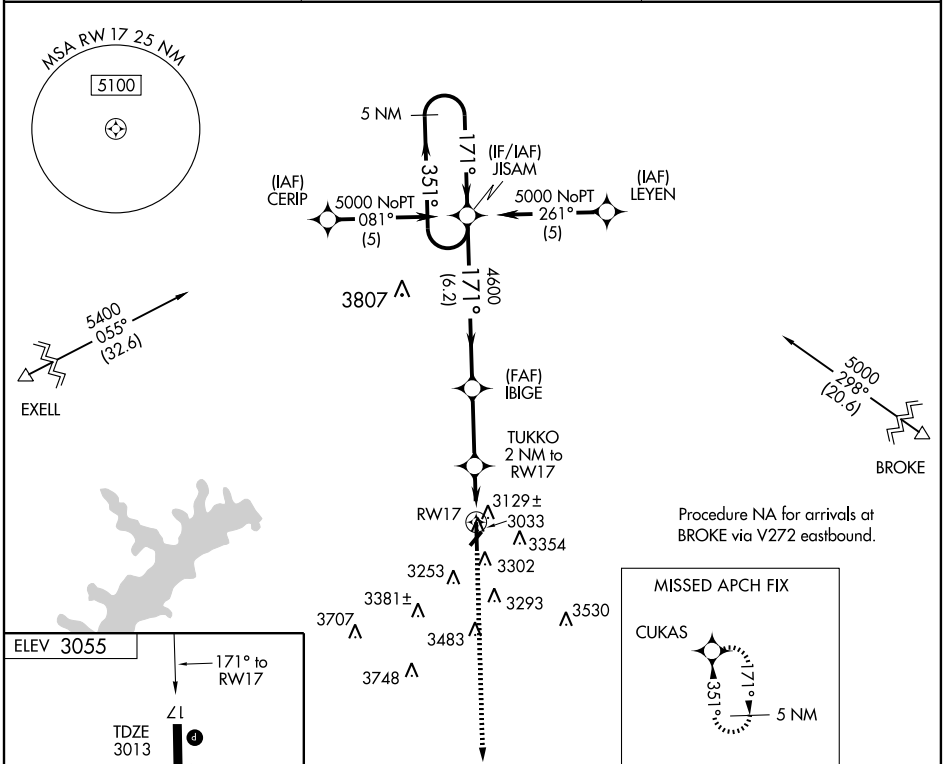
RNAV (GPS) RWY 17

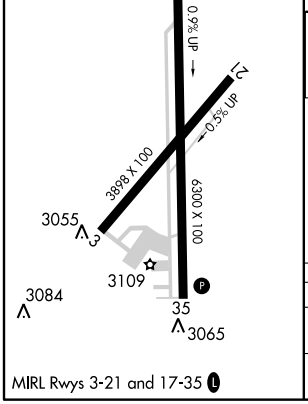
BORGER/HUTCHINSON COUNTY (BGD)

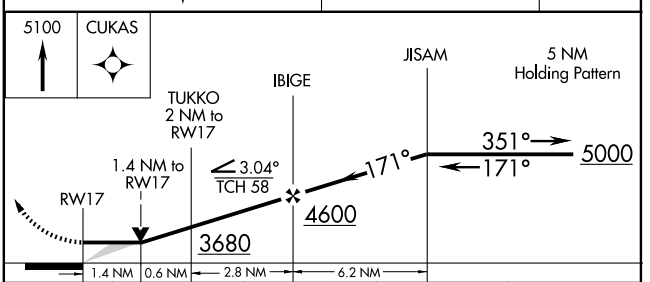
When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV and circling Cat C and D visibilities ¼ mile. VDP NA when using Pampa altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5100 direct CUKAS and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3500-1 487 (500-1)		3500-1¼ 487 (500-1¼)	3500-1½ 487 (500-1½)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
351°	Rwy Idg	6300
	TDZE	3055
	Apt Elev	3055

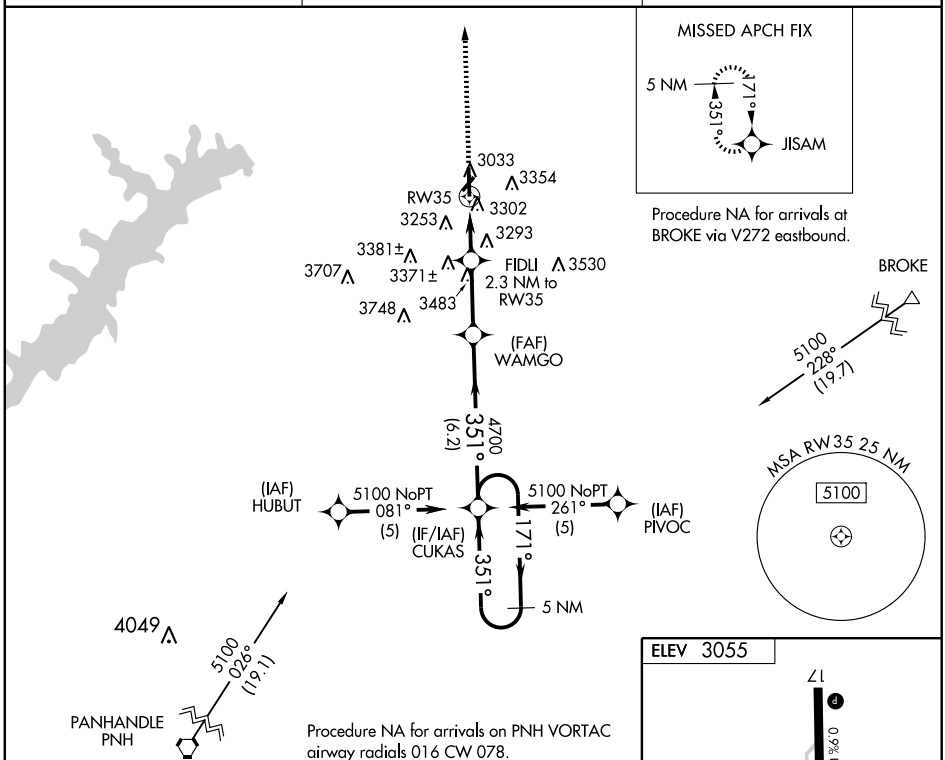
RNAV (GPS) RWY 35

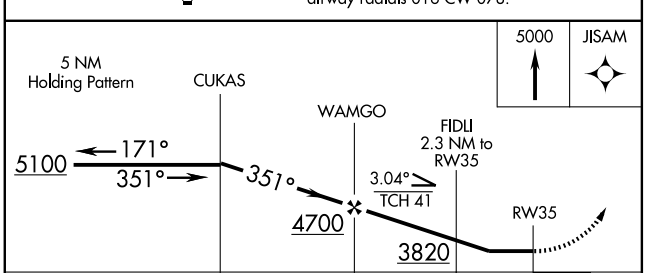
BORGER/HUTCHINSON COUNTY (BGD)

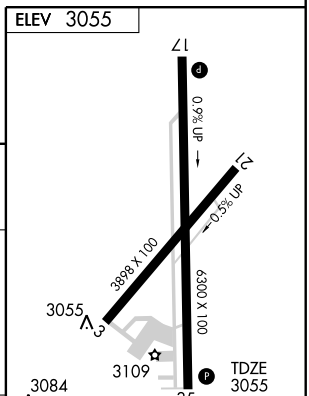
When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV Cat D and circling Cat C, D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct JISAM and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3560-1 505 (600-1)		3560-1½ 505 (600-1½)	
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BGD 108.6 Chan 23	APP CRS 355°	Rwy Idg 6300 TDZE 3055 Apt Elev 3055

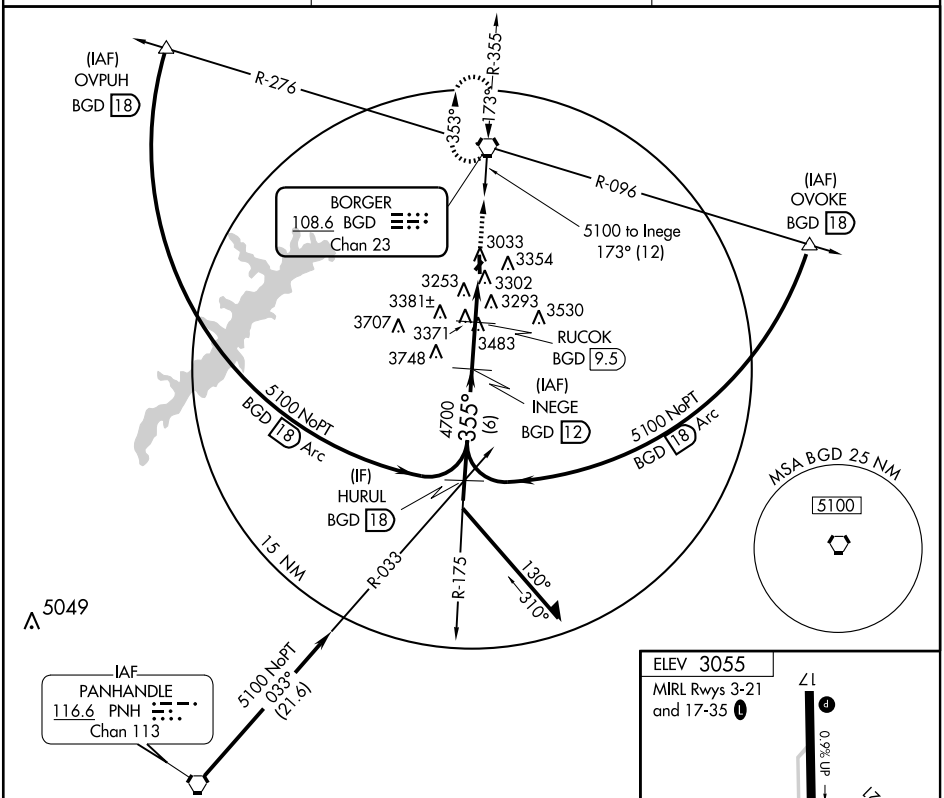
VOR/DME RWY 35

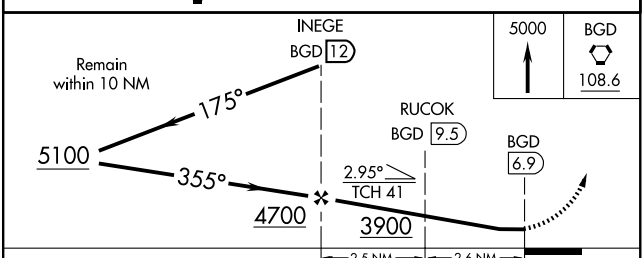
BORGER/ HUTCHINSON COUNTY (BGD)

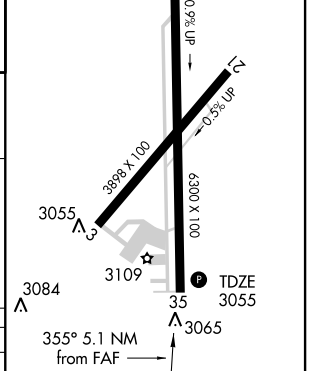
Visibility reduction by helicopters NA. When local altimeter setting not received, use Perry Lefors Field altimeter setting; increase all MDA 80 feet and increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 5000 direct BGD VORTAC and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	3680-1	625 (700-1)	3680-1¾ 625 (700-1¾)	3680-2 625 (700-2)
CIRCLING	3680-1	625 (700-1)	3680-1¾ 625 (700-1¾)	3680-2 625 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BGD 108.6 Chan 23	APP CRS 175°	Rwy Idg 6300 TDZE 3013 Apt Elev 3055

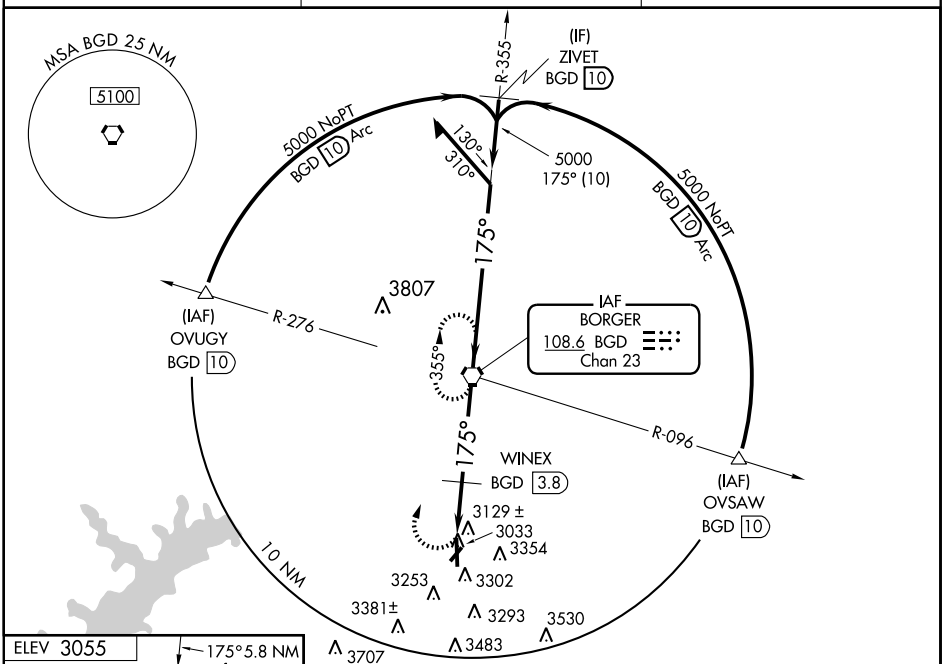
VOR RWY 17

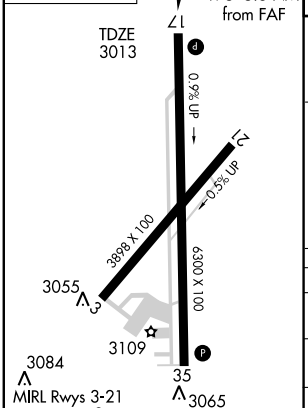
BORGER/HUTCHINSON COUNTY (BGD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet and S-17 Cat C, D visibility and circling Cat C, D visibility ¼ mile, increase WINEX fix minimums S-17 Cat D visibility ¼ mile and circling Cat C, D visibility ¼ mile.

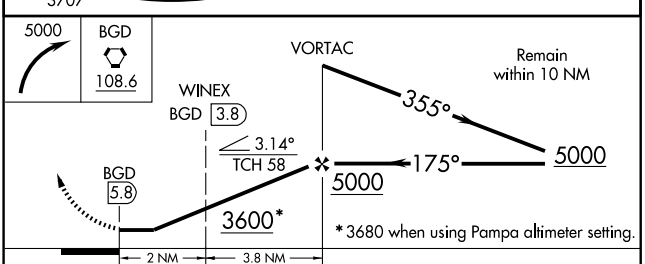
MISSED APPROACH: Climbing right turn to 5000 direct BGD VORTAC and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L





FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-17	3600-1 587 (600-1)		3600-1½ 587 (600-1½)	3600-1¾ 587 (600-1¾)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)
WINEX FIX MINIMUMS				
S-17	3520-1 507 (500-1)		3520-1½ 507 (500-1½)	
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB GMZ 356	APP CRS 160°	Rwy Idg 3603 TDZE 1101 Apt Elev 1101

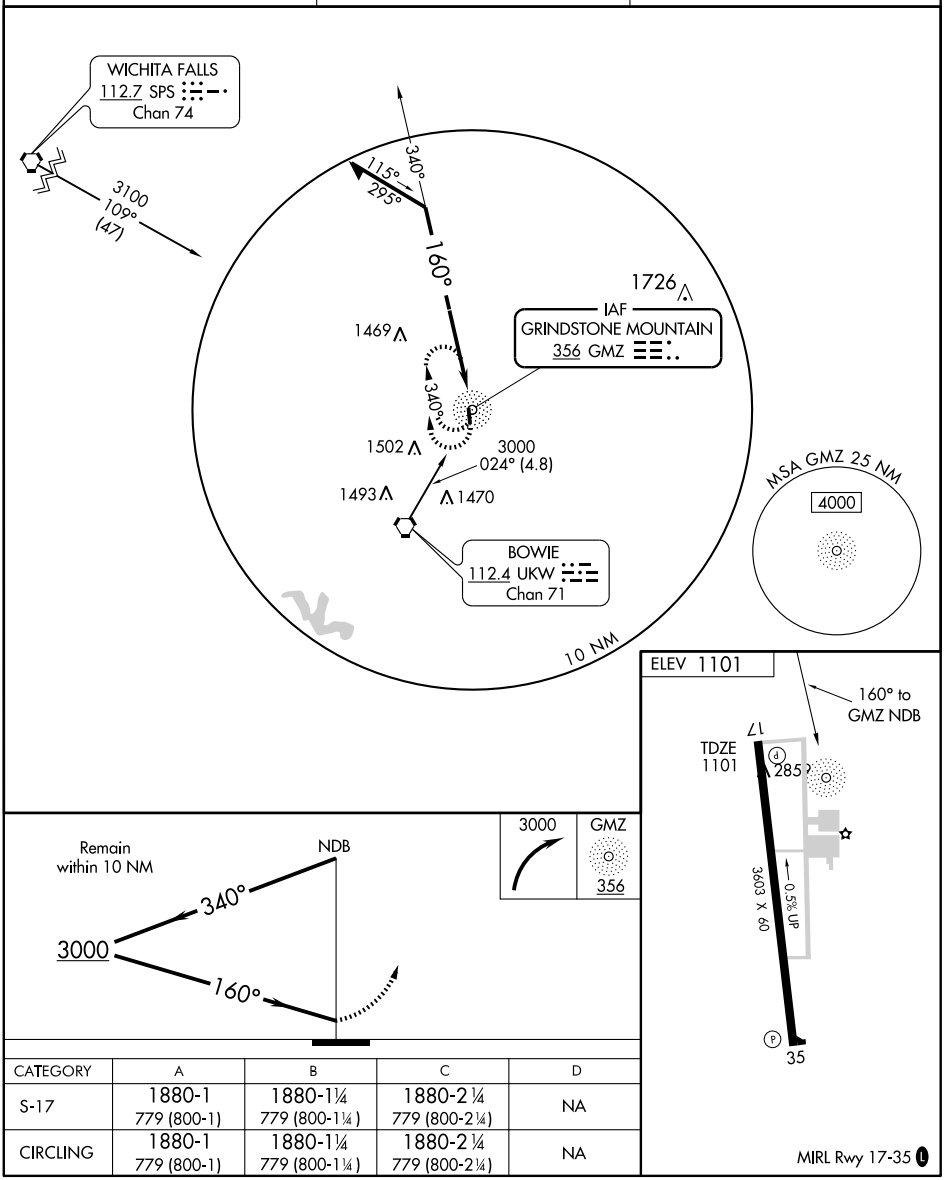
NDB RWY 17
BOWIE MUNI (ØF2)

Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 3000 in GMZ NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	1880-1 779 (800-1)	1880-1¼ 779 (800-1¼)	1880-2¼ 779 (800-2¼)	NA
CIRCLING	1880-1 779 (800-1)	1880-1¼ 779 (800-1¼)	1880-2¼ 779 (800-2¼)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB GMZ 356	APP CRS 353°	Rwy Idg 3603 TDZE 1098 Apt Elev 1101

NDB RWY 35

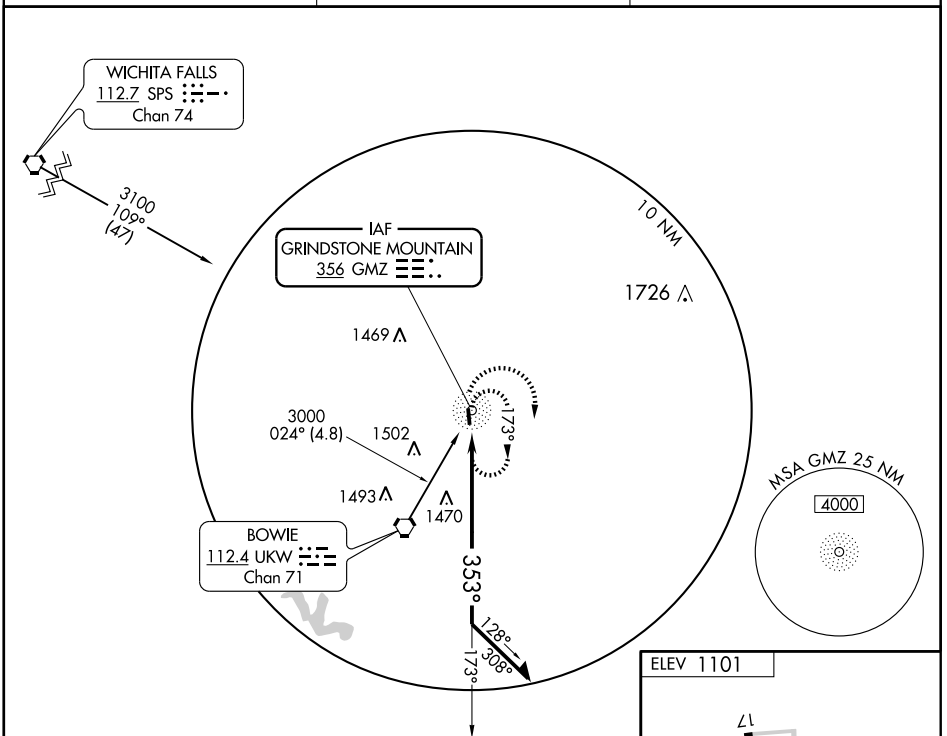
BOWIE MUNI (ØF2)

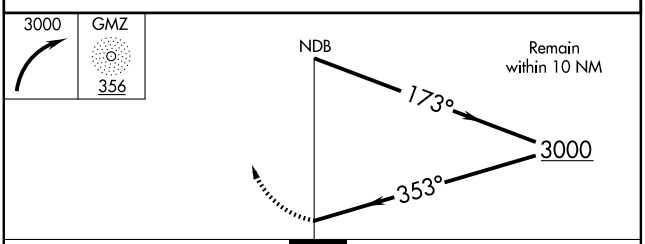
Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting.

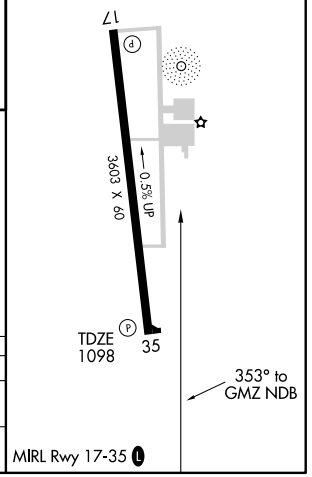
NA

MISSED APPROACH: Climbing right turn to 3000 in GMZ NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1980-1¼ 882 (900-1¼)		1980-2¾ 882 (900-2¾)	NA
CIRCLING	1980-1¼ 879 (900-1¼)		1980-2¾ 879 (900-2¾)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

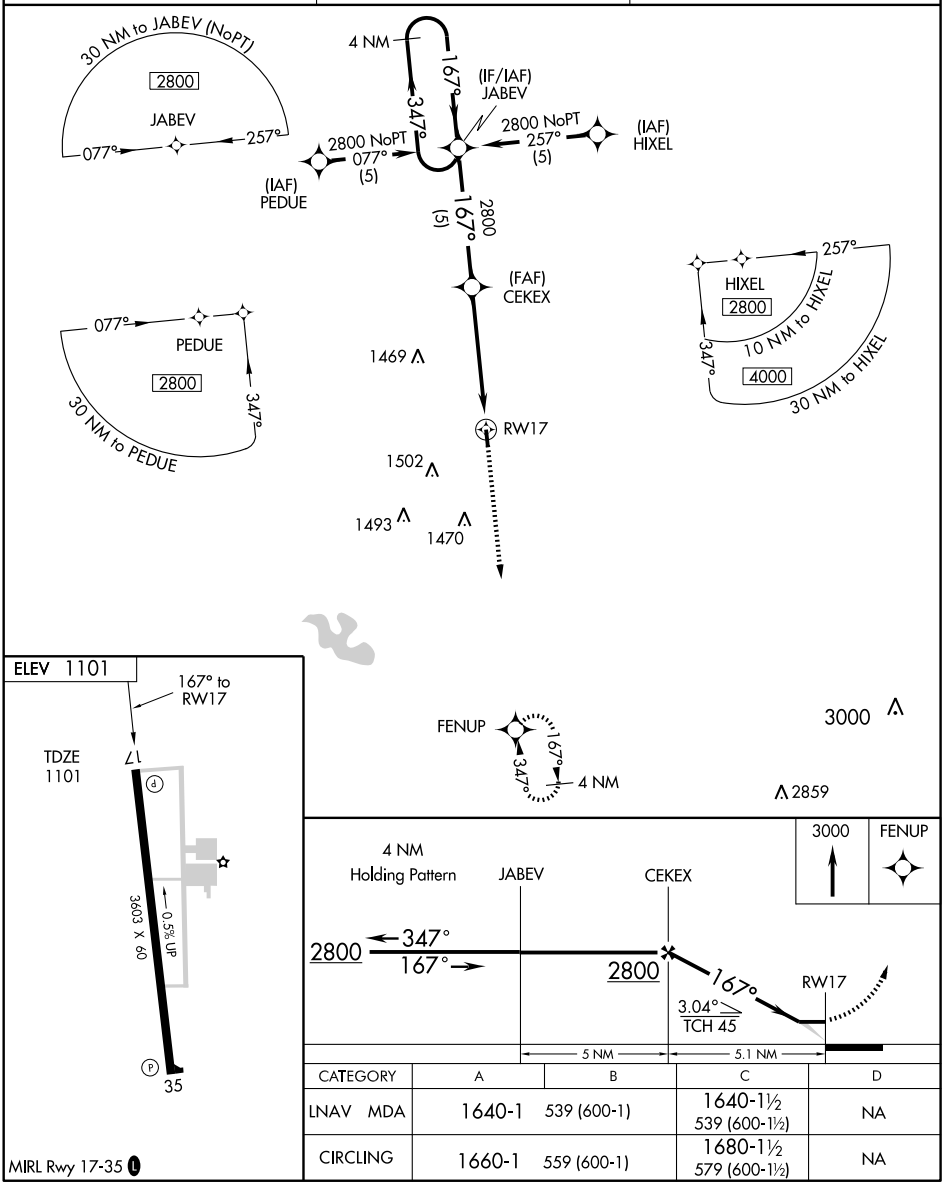
BOWIE MUNI (ØF2)

APP CRS	Rwy Idg	3603
167°	TDZE	1101
	Apt Elev	1101

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Sheppard AFB/Wichita Falls Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct to FENUP WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1640-1	539 (600-1)	1640-1½ 539 (600-1½)	NA
CIRCLING	1660-1	559 (600-1)	1680-1½ 579 (600-1½)	NA

MIRL Rwy 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

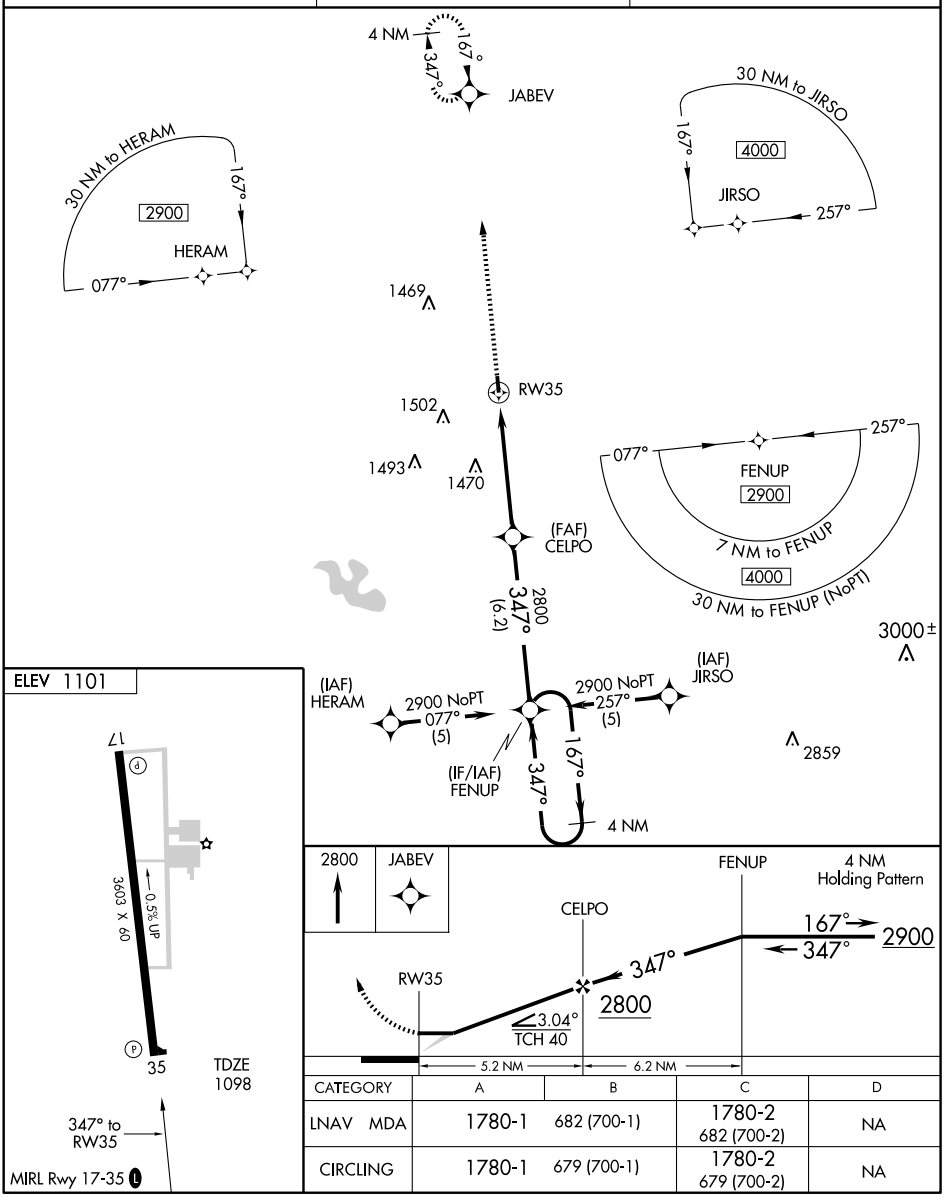
BOWIE MUNI (ØF2)

APP CRS	Rwy Idg	3603
347°	TDZE	1098
	Apt Elev	1101

T NA — DME/DME RNP-0.3 NA. Use Decatur altimeter setting; when not received, use Gainsville altimeter setting and increase all MDA 60 feet, increase Cat B and C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct JABEV and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.75	133.25 285.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1780-1	682 (700-1)	1780-2 682 (700-2)	NA
CIRCLING	1780-1	679 (700-1)	1780-2 679 (700-2)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB BBD 380	APP CRS 167°	Rwy Idg 4605 TDZE 1827 Apt Elev 1827

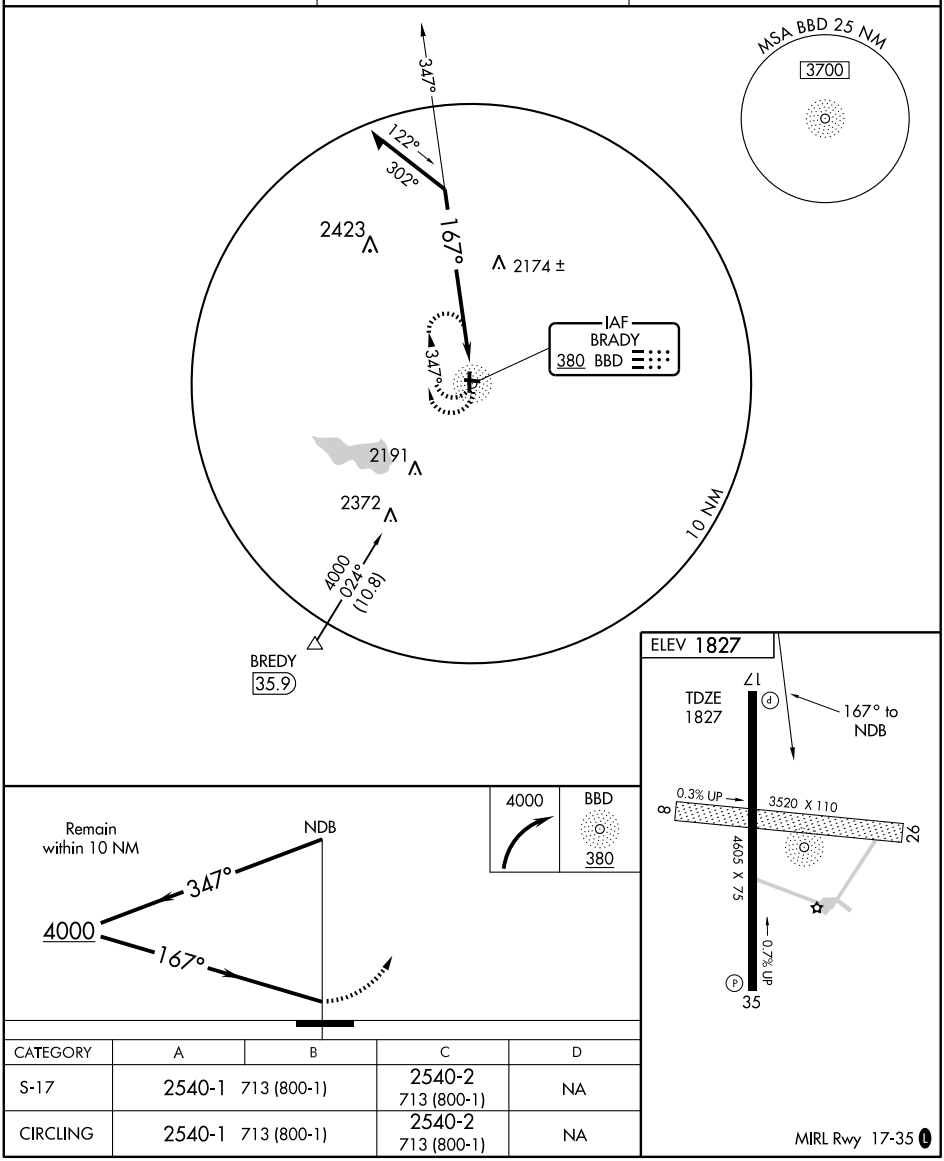
NDB RWY 17

BRADY/CURTIS FIELD (BBD)

Circling to Rwy 35 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Junction altimeter setting and increase all MDAs 120 feet and increase S-17 and circling Cat B visibility ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 in BBD NDB holding pattern.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	2540-1	713 (800-1)	2540-2 713 (800-1)	NA
CIRCLING	2540-1	713 (800-1)	2540-2 713 (800-1)	NA

MIRL Rwy 17-35 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53608 W17A	APP CRS 173°	Rwy Idg 4605 TDZE 1827 Apt Elev 1827

RNAV (GPS) RWY 17

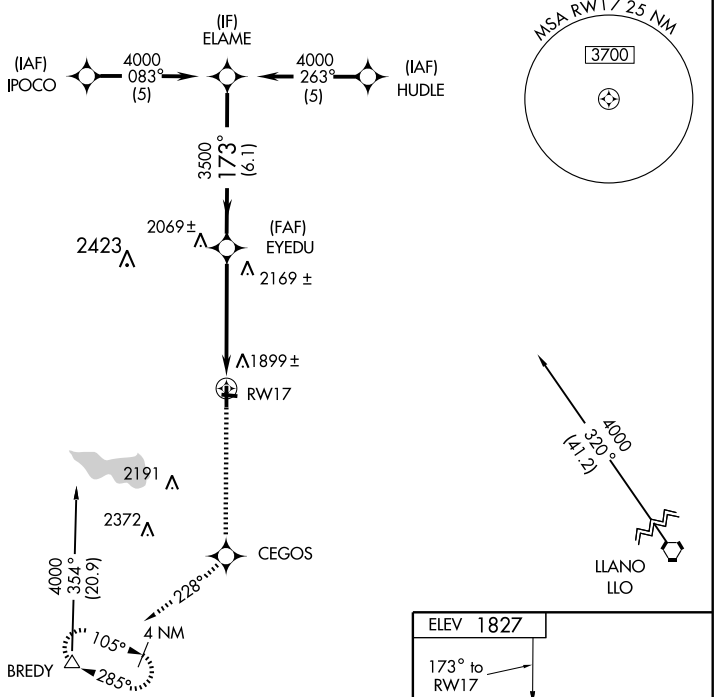
BRADY/ CURTIS FIELD (BBD)

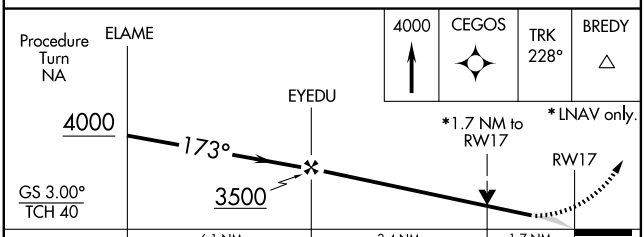
Circling to Rwy 35 NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV and circling Cat C visibility ½ mile. VDP and Baro-VNAV NA when using Junction altimeter setting.

MISSED APPROACH: Climb to 4000 direct CEGOS and via 228° track to BREDY and hold.

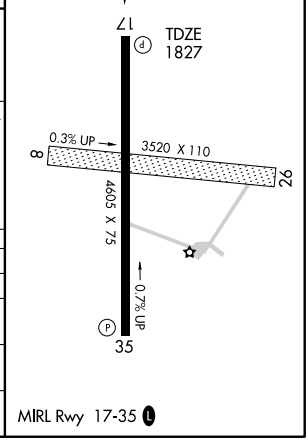
AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L

Procedure NA for arrivals at LLO Vortac via V161-568 southbound.





CATEGORY	A	B	C	D
LPV DA	2077-1	250 (300-1)		NA
LNAV/ VNAV DA	2191-1¼	364 (400-1¼)		NA
LNAV MDA	2420-1	593 (600-1)	2420-1½ 593 (600-1½)	NA
CIRCLING	2420-1	593 (600-1)	2420-1½ 593 (600-1½)	NA



MIRL Rwy 17-35 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 49108 W35A	APP CRS 353°	Rwy Idg 4605 TDZE 1823 Apt Elev 1827

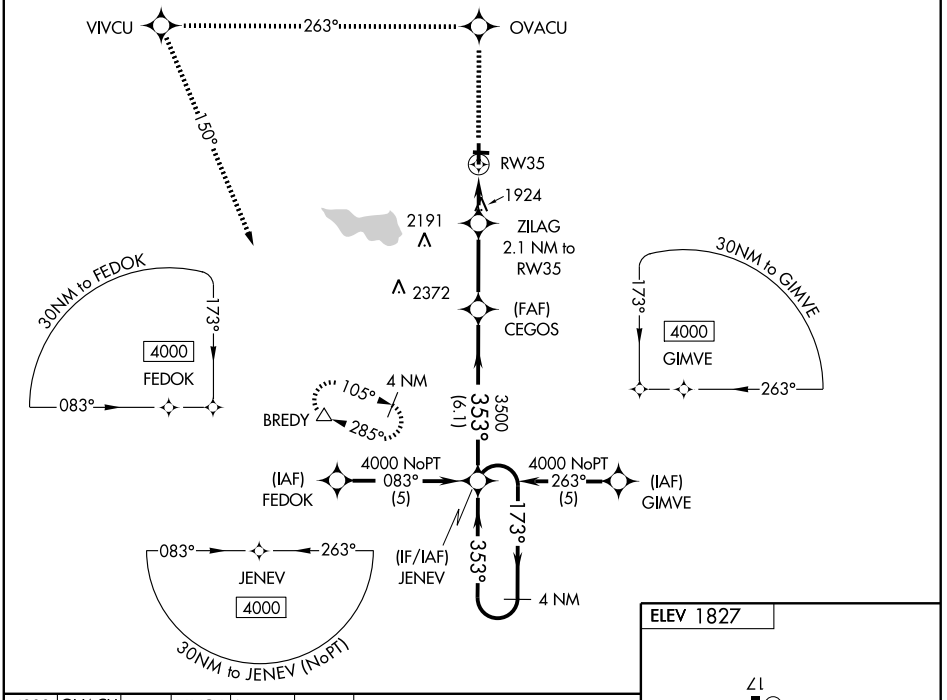
RNAV (GPS) RWY 35

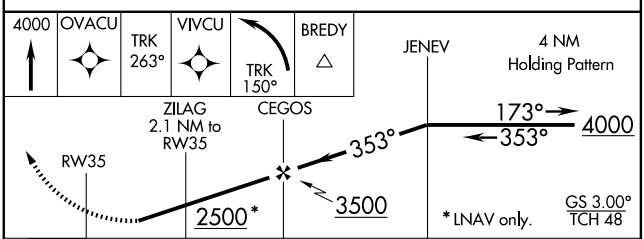
BRADY/ CURTIS FIELD (BBD)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Junction altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA.

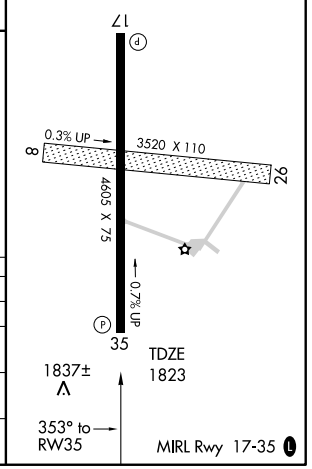
MISSED APPROACH: Climb to 4000 direct OVACU and via 263° track to VIVCU and left turn via 150° track to BREDY and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	132.35 317.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2073-1 250 (300-1)			NA
LNAV/VNAV DA	2107-1 284 (300-1)			NA
LNAV MDA	2240-1 417 (500-1)		2240-1¼ 417 (500-1¼)	NA
CIRCLING	2240-1 413 (500-1)	2280-1 453 (500-1)	2280-1½ 453 (500-1½)	NA



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4998
338°	TDZE	1283
	Apt Elev	1283

GPS RWY 35

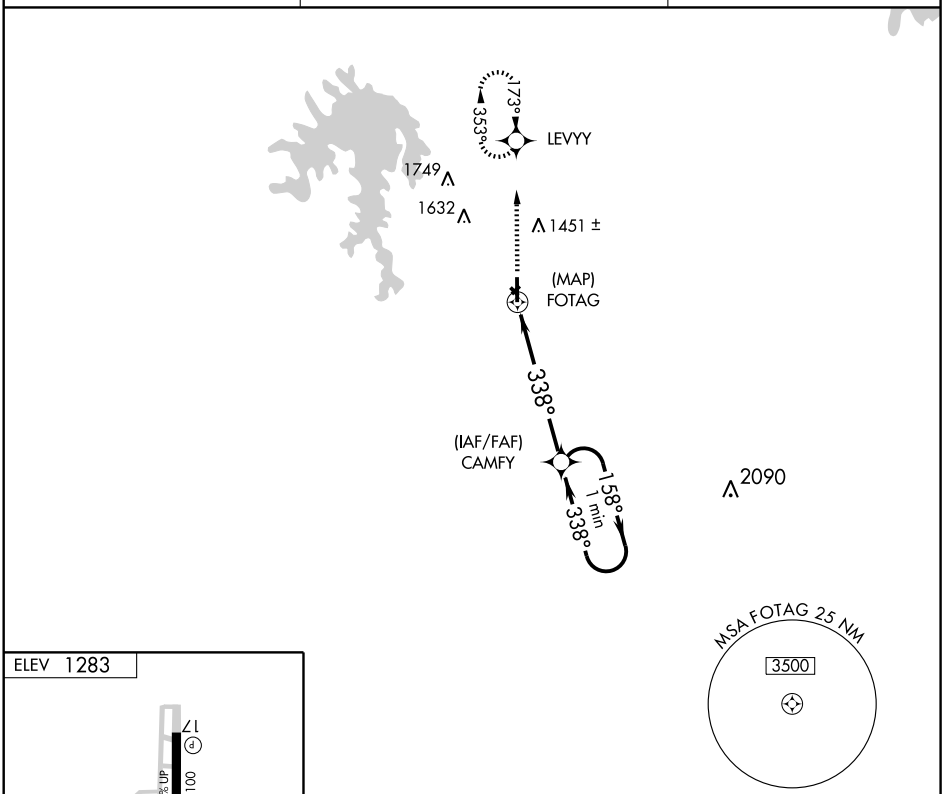
BRECKENRIDGE/STEPHENS COUNTY (BKD)

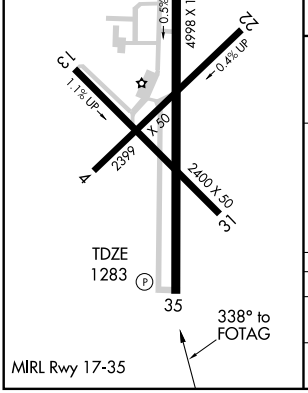
NA

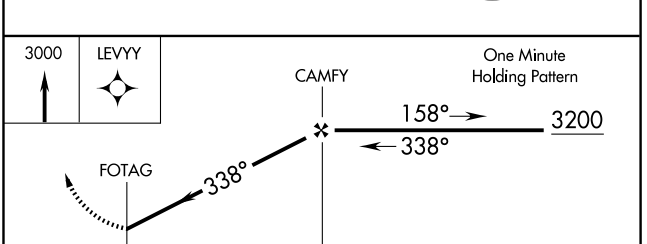
Use Abilene Regional altimeter setting.

MISSED APPROACH: Climb to 3000 direct LEVYY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.175	127.0 360.6	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	1900-1 617 (700-1)		1900-1¾ 617 (700-1¾)	1900-2 617 (700-2)
CIRCLING	1900-1 617 (700-1)		1900-1¾ 617 (700-1¾)	1940-2 657 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6003
CH 86316	165°	TDZE	318
W16A		Apt Elev	318

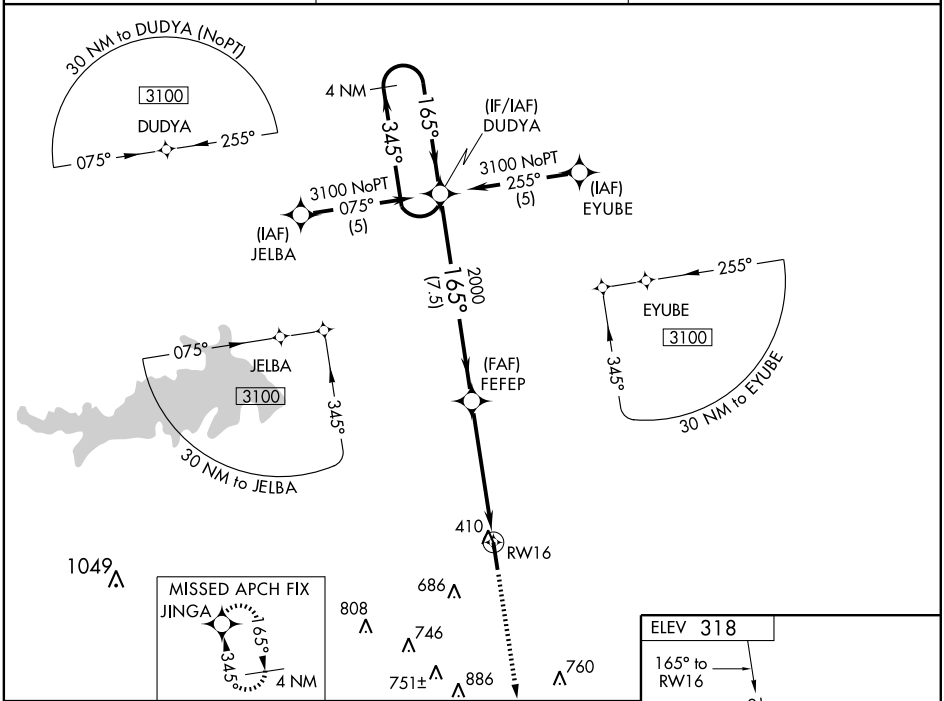
RNAV (GPS) RWY 16

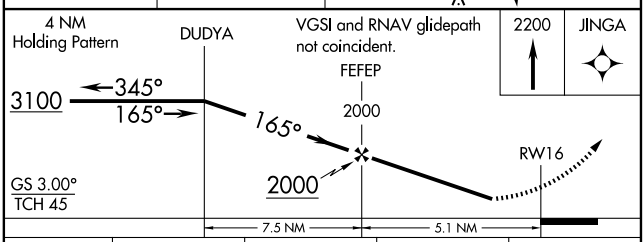
BRENHAM MUNI (11R)

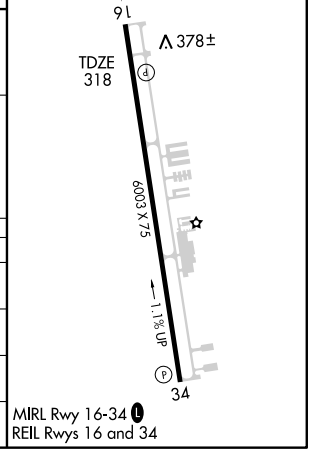
T A Baro-VNAV NA when using College Station altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use College Station altimeter setting and increase all DA 53 feet, all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 direct JINGA and hold.

AWOS-3	HOUSTON APP CON	UNICOM
121.125	134.3 360.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	594-1	276 (300-1)		
LNAV/VNAV DA	680-1¼	362 (400-1¼)		
LNAV MDA	880-1	562 (600-1)	880-1½ 562 (600-1½)	880-1¾ 562 (600-1¾)
CIRCLING	880-1	562 (600-1)	880-1½ 562 (600-1½)	1040-2¼ 722 (800-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6003
CH 77616	345°	TDZE	269
W34A		Apt Elev	318

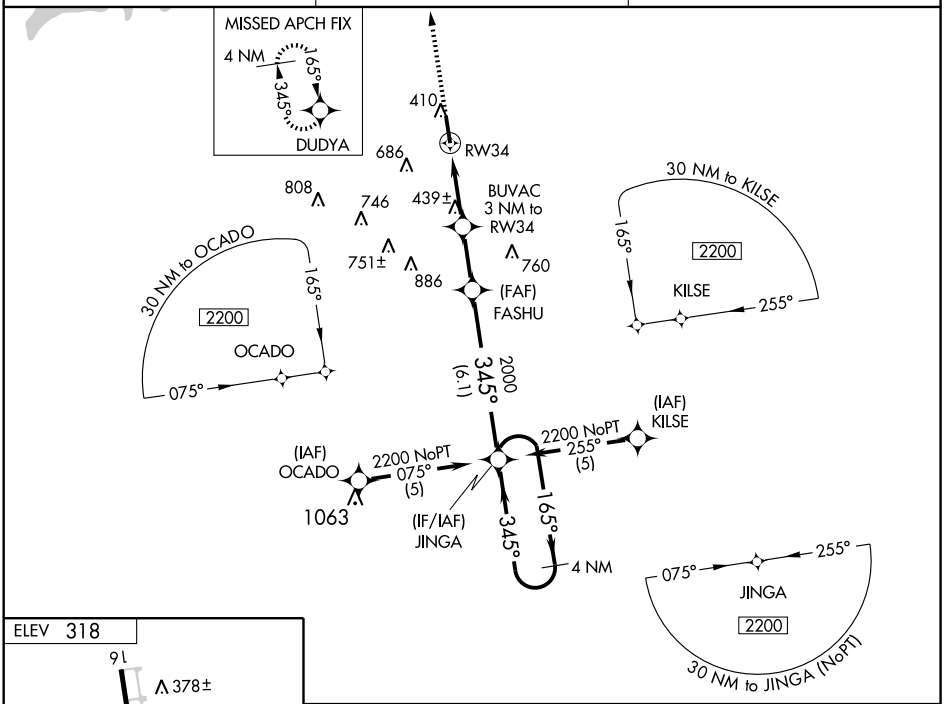
RNAV (GPS) RWY 34

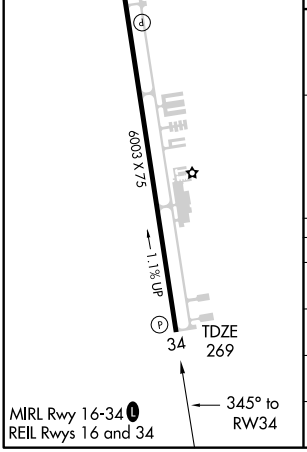
BRENHAM MUNI (11R)

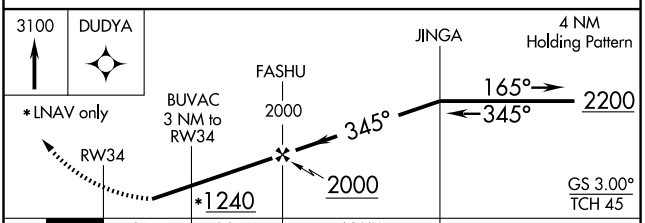
T A Baro-VNAV NA when using College Station altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use College Station altimeter setting and increase all DA 53 feet, all MDA 60 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct DUDYA and hold.

AWOS-3	HOUSTON APP CON	UNICOM
121.125	134.3 360.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	519-1 250 (300-1)			
LNAV/VNAV DA	718-1¾ 449 (400-1¾)			
LNAV MDA	700-1 431 (400-1)		700-1¼ 431 (400-1¼)	700-1½ 431 (400-1½)
CIRCLING	780-1 462 (500-1)		800-1½ 482 (500-1½)	1040-2¼ 722 (800-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VORTAC CLL 113.3 Chan 80	APP CRS 166°	Rwy Idg 6003 TDZE 318 Apt Elev 318

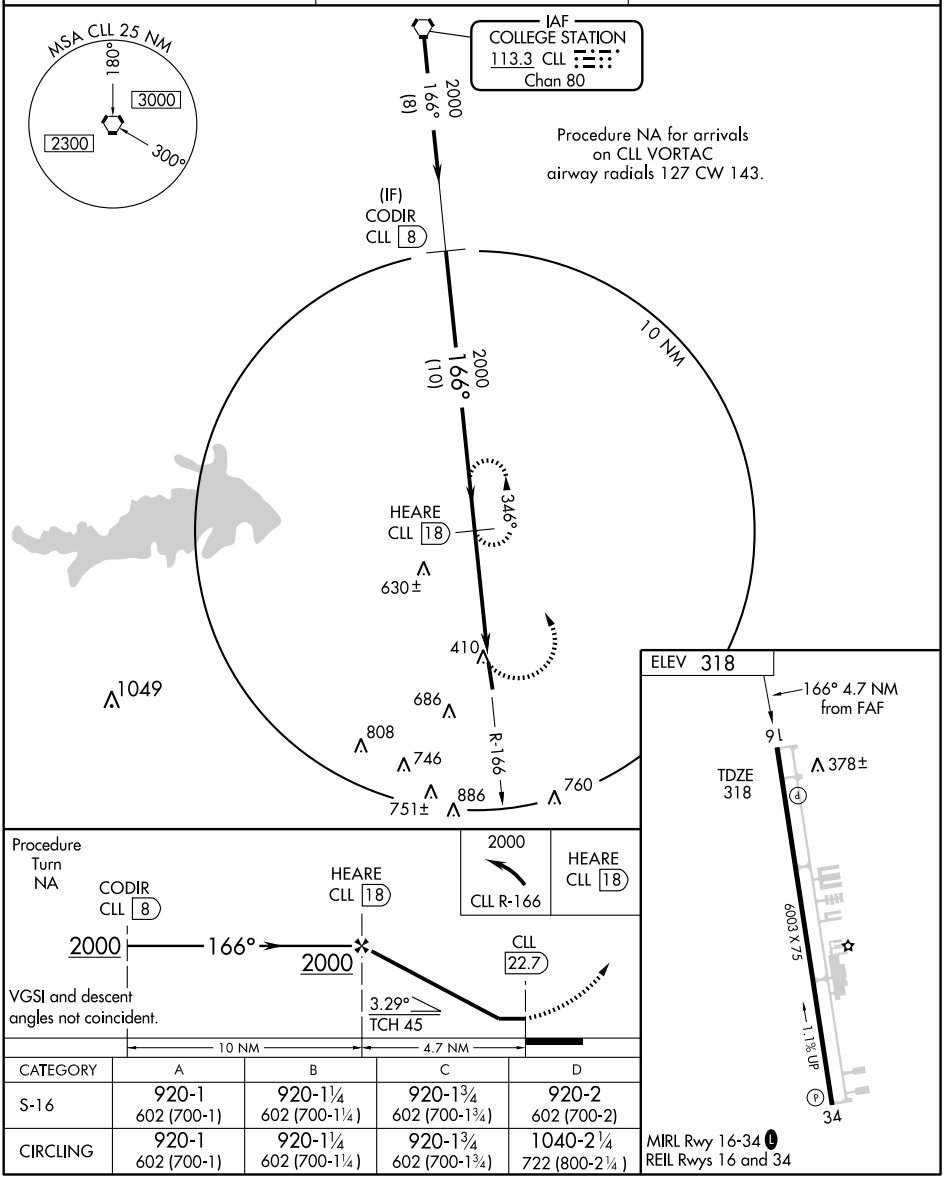
VOR/DME RWY 16

BRENHAM MUNI (11R)

T A Visibility reduction by helicopters NA. When local altimeter setting not received, use College Station altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 via CLL VORTAC R-166 to HEARE/18 DME and hold.

AWOS-3	HOUSTON APP CON	UNICOM
121.125	134.3 360.85	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-16	920-1 602 (700-1)	920-1¼ 602 (700-1¼)	920-1¾ 602 (700-1¾)	920-2 602 (700-2)
CIRCLING	920-1 602 (700-1)	920-1¼ 602 (700-1¼)	920-1¾ 602 (700-1¾)	1040-2¼ 722 (800-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4004
CH 49215	176°	TDZE 841
W18A		Apt Elev 852

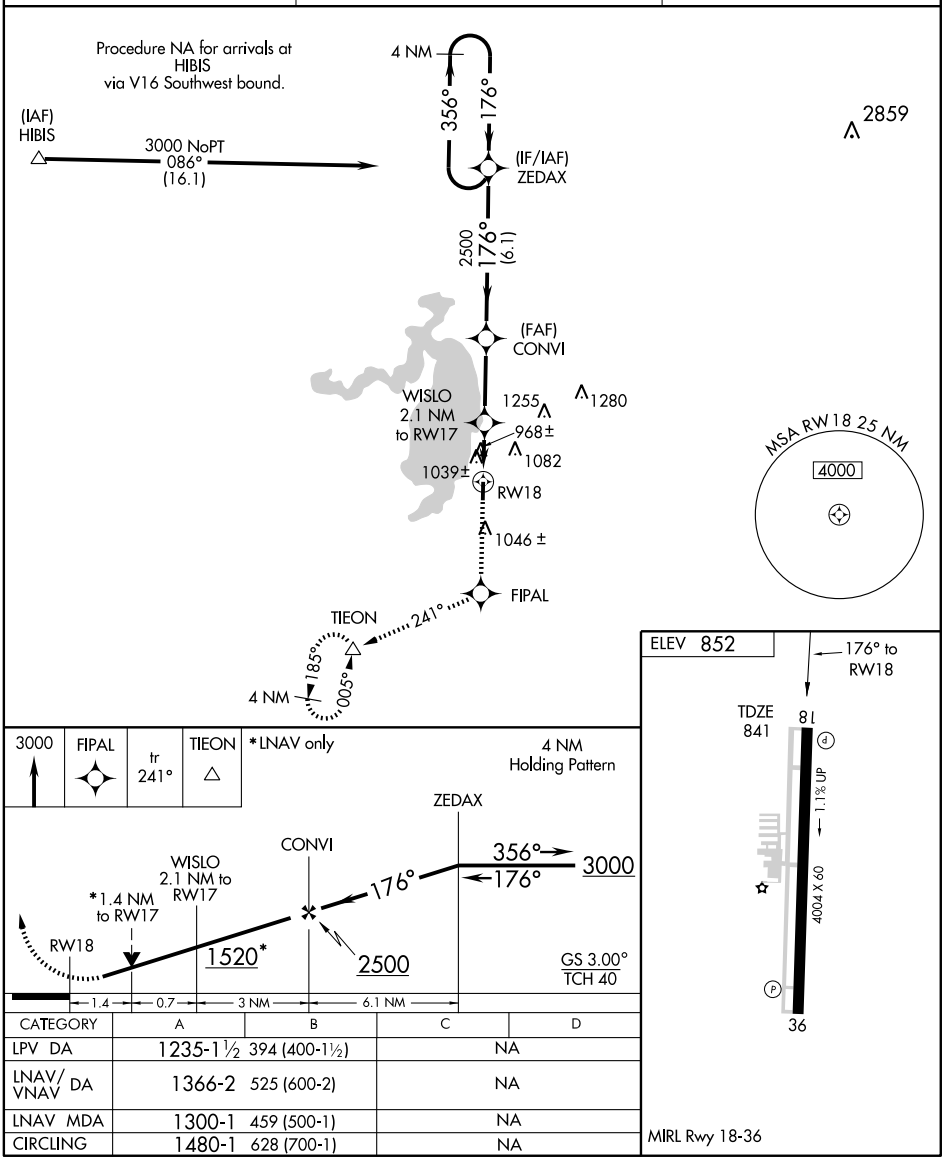
RNAV (GPS) RWY 18

BRIDGEPORT MUNI (XBP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimter setting not received, use Decatur altimeter setting and increase all DA 58 feet and all MDA 60 feet and LPV and LNAV/VNAV Cats A/B visibility ¼ mile. Baro-VNAV and VDP NA when using Decatur altimeter setting.

MISSED APPROACH: Climb to 3000 direct FIPAL and via track 241° to TIEON and hold, continue climb-in-hold to 3000.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	127.0 360.6	123.0 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1235-1½ 394 (400-1½)		NA	
LNAV/VNAV DA	1366-2 525 (600-2)		NA	
LNAV MDA	1300-1 459 (500-1)		NA	
CIRCLING	1480-1 628 (700-1)		NA	

MIRL Rwy 18-36

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC UKW 112.4 Chan 71	APP CRS 175°	Rwy Idg 4004 TDZE 841 Apt Elev 852

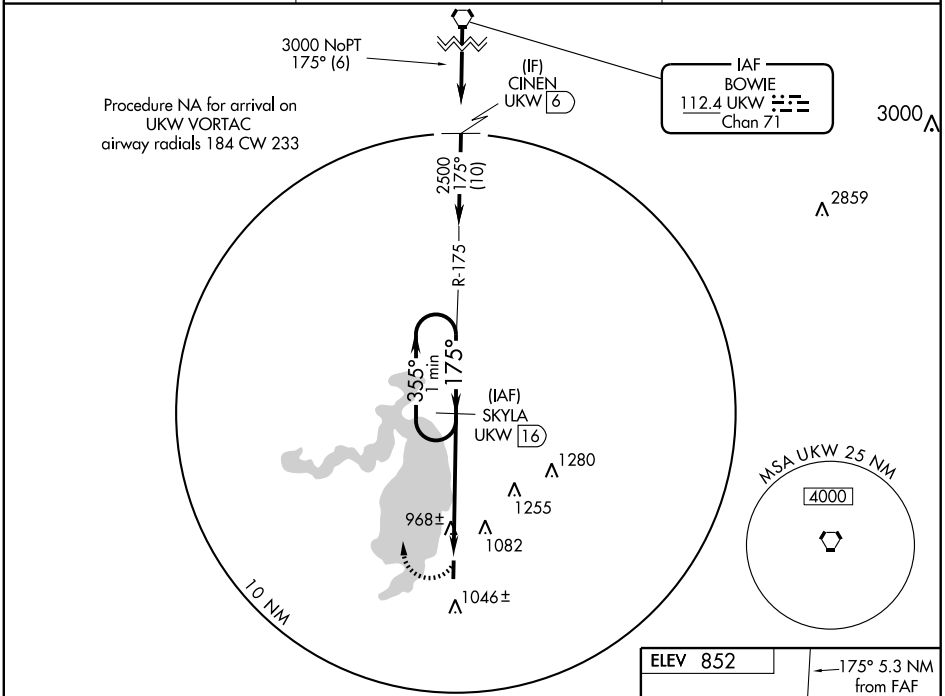
VOR/DME RWY 18

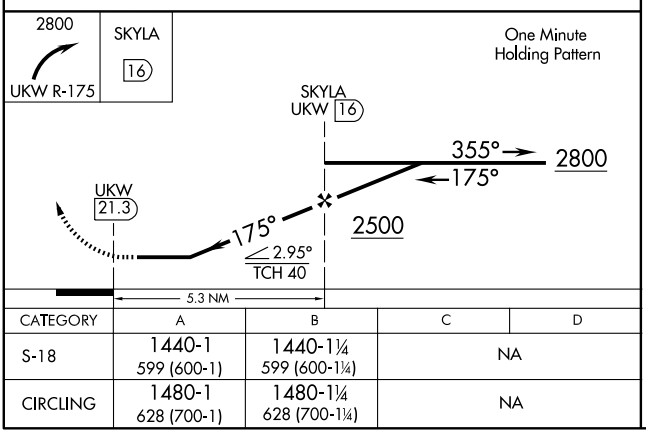
BRIDGEPORT MUNI (XBP)

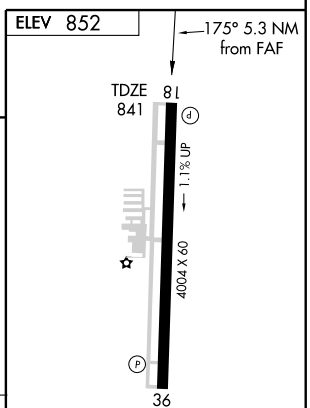
Visibility reduction by helicopters NA. When local altimeter setting not received, use Decatur altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2800 via UKW VORTAC R-175 to SKYLA/UKW 16 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	127.0 360.6	123.0 (CTAF)







CATEGORY	A	B	C	D
S-18	1440-1 599 (600-1)	1440-1¼ 599 (600-1¼)	NA	
CIRCLING	1480-1 628 (700-1)	1480-1¼ 628 (700-1¼)	NA	

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

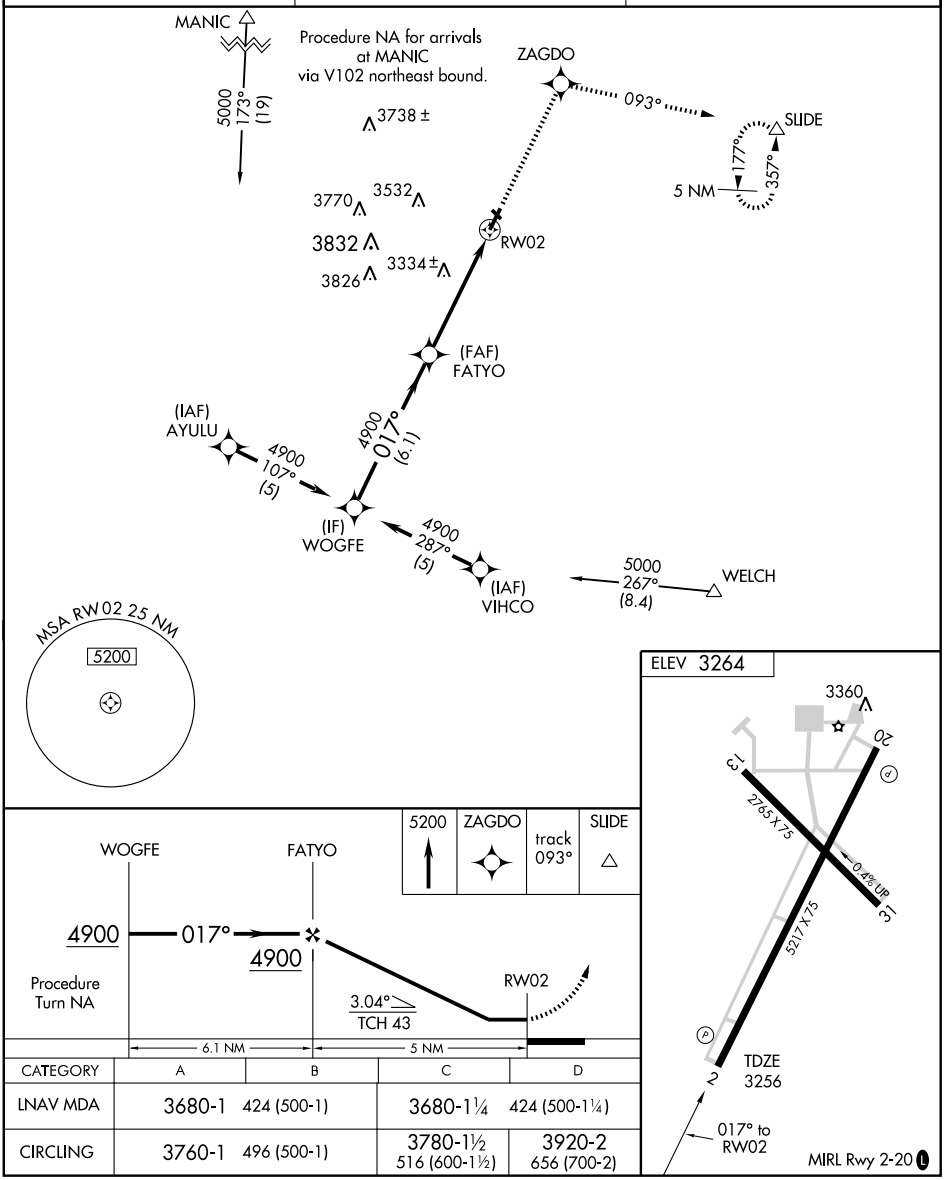
BROWNFIELD/TERRY COUNTY (BFE)

APP CRS	Rwy Idg	5217
017°	TDZE	3256
	Apt Elev	3264

T
A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5200 direct ZAGDO and via track 093° to SLIDE and hold.

SEMINOLE AWOS-3	LUBBOCK APP CON	UNICOM
118.075	119.9 335.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3680-1 424 (500-1)		3680-1¼ 424 (500-1¼)	
CIRCLING	3760-1 496 (500-1)		3780-1½ 516 (600-1½)	3920-2 656 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5217
197°	TDZE	3264
	Apt Elev	3264

RNAV (GPS) RWY 20

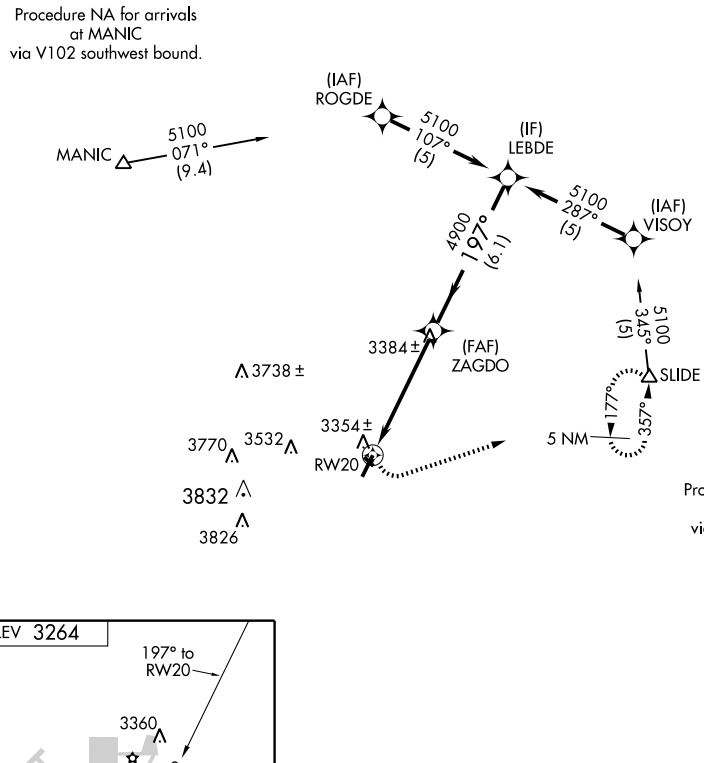
BROWNFIELD/ TERRY COUNTY (BFE)

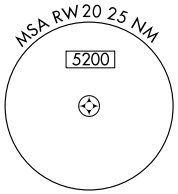
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

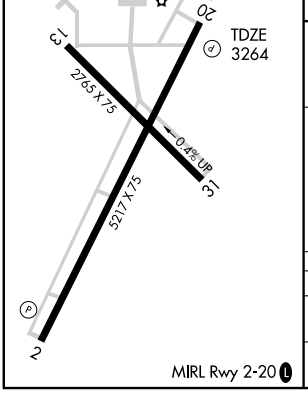
NA

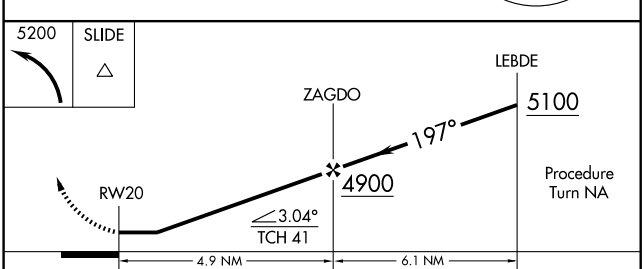
MISSED APPROACH: Climbing left turn to 5200 direct SLIDE and hold.

SEMINOLE AWOS-3	LUBBOCK APP CON	UNICOM
118.075	119.9 335.6	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	3700-1	436 (500-1)	3700-1¼ 436 (500-1¼)	3700-1½ 436 (500-1½)
CIRCLING	3760-1	496 (500-1)	3780-1½ 516 (600-1½)	3920-2 656 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)
BROWNSVILLE, TEXAS
AL-61 (FAA)

ATIS
128.55
BROWNSVILLE TOWER ★
118.9 239.3
GND CON
121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

25°55′ N

116

17
ELEV
20

HANGARS

ELEV
17

FIRE
STATION

AIR
FREIGHT
TERMINAL

17R
ELEV
17

177.6°

13L

130.8°

3000 X 75

130.8°

FBO
107

HANGARS

310.8°

31R

ELEV
19

PASSENGER
TERMINAL

6000 X 150

7399 X 150

CONTROL
TOWER
127

25°54′ N

357.6°

35

FIELD
ELEV
22

310.8°

31L

ELEV
20

RWY 13L-31R
S-10, D-50
RWY 13R-31L
S-75, D-170, 2S-175, 2D-240
RWY 17-35
S-75, D-144, 2S-175, 2D-150

VAR 4.6° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

97°26′ W

97°25′ W

SC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BRO	APP CRS	Rwy Idg	7399
110.3	128°	TDZE	19
Chan 40		Apt Elev	22

ILS or LOC RWY 13R

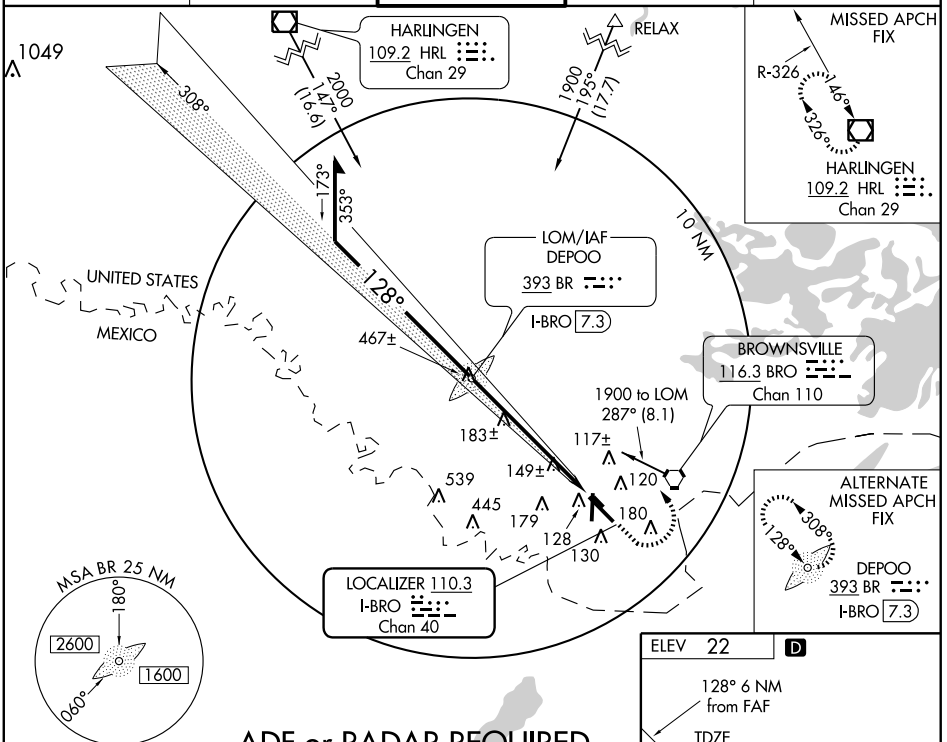
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

⚠ When local altimeter setting not received use Port Isabel altimeter setting and increase all DA 38 feet and all MDAs 40 feet and S-LOC 13R Cat D visibility to RVR 5000. For inoperative MALSR increase S-ILS 13R all Cats visibility to RVR 5000.

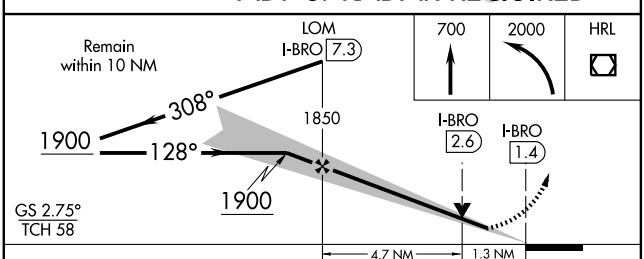
MALSR

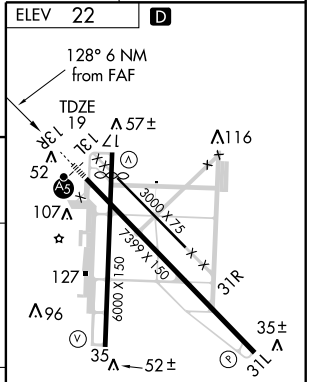
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) L 239.3	121.9	122.95



ADF or RADAR REQUIRED





MIRL Rwy 17-35
HIRL Rwy 13R-31L

CATEGORY	A	B	C	D
S-ILS 13R	219/24	200 (200-½)		
S-LOC 13R	440/24 421 (500-½)		440/40 421 (500-¾)	
CIRCLING	440-1 418 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	580-2 558 (600-1)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

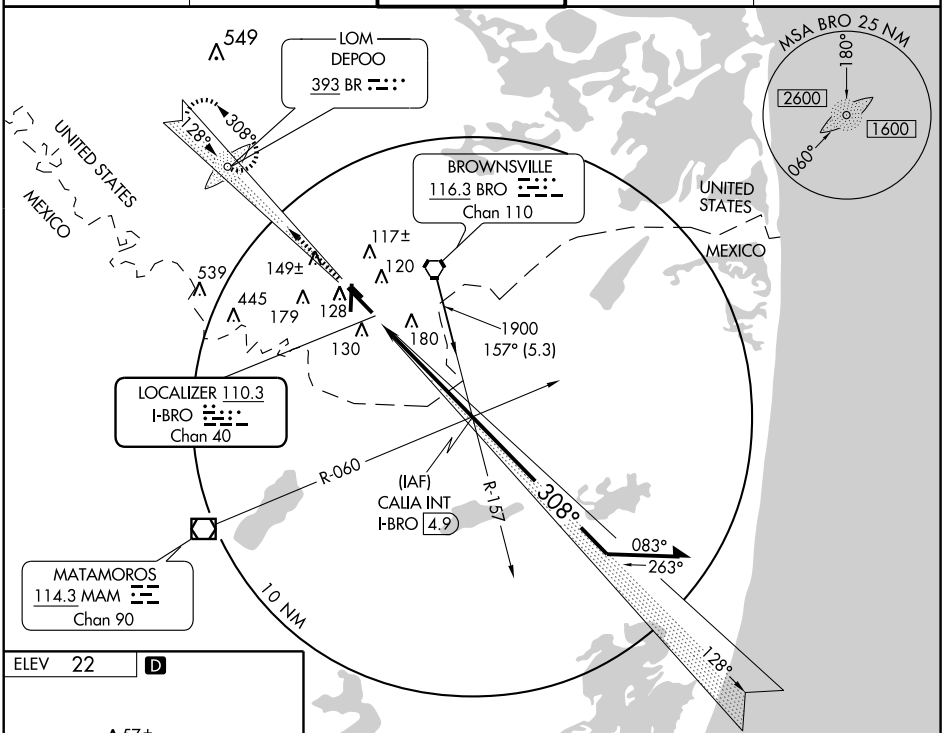
LOC I-BRO	APP CRS	Rwy Idg	7399
110.3	308°	TDZE	20
Chan 40		Apt Elev	22

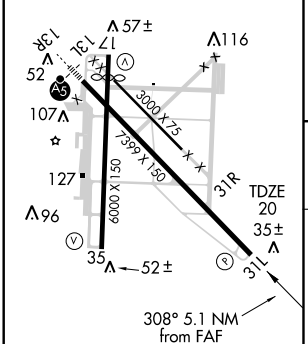
LOC BC RWY 31L

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

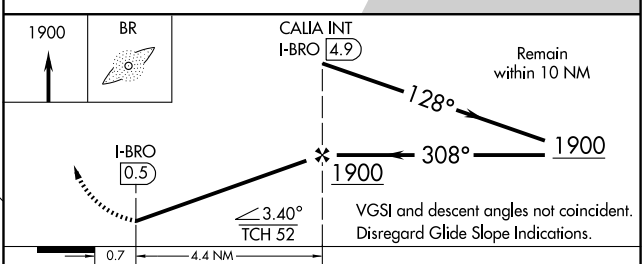
MISSED APPROACH: Climb to 1900 direct BR LOM and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95





BACK COURSE



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-31L	340-1	320 (400-1)		
CIRCLING	440-1 418 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	580-2 558 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7399
128°	TDZE	19
	Apt Elev	22

RNAV (GPS) RWY 13R

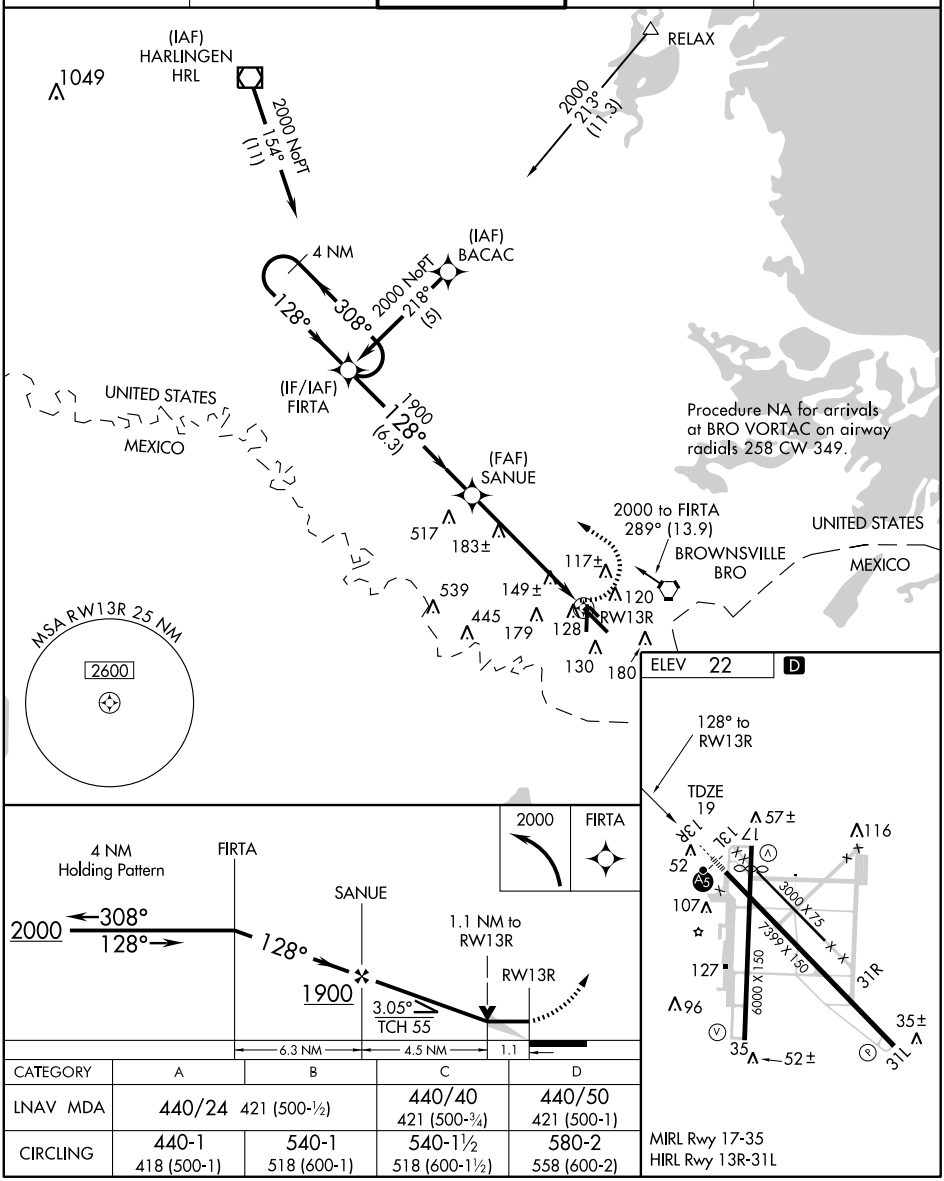
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

⚠ When local altimeter setting not received use Port Isabel altimeter setting and increase all MDAs 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. VDP NA when using Port Isabel altimeter setting. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing left turn to 2000 direct FIRTA and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	440/24 421 (500-½)		440/40 421 (500-¾)	440/50 421 (500-1)
CIRCLING	440-1 418 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	580-2 558 (600-2)

MIRL Rwy 17-35
HIRL Rwy 13R-31L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BRO 116.3 Chan110	APP CRS 173°	Rwy Idg 5810 TDZE 20 Apt Elev 23

VOR/DME RNAV or GPS RWY 17

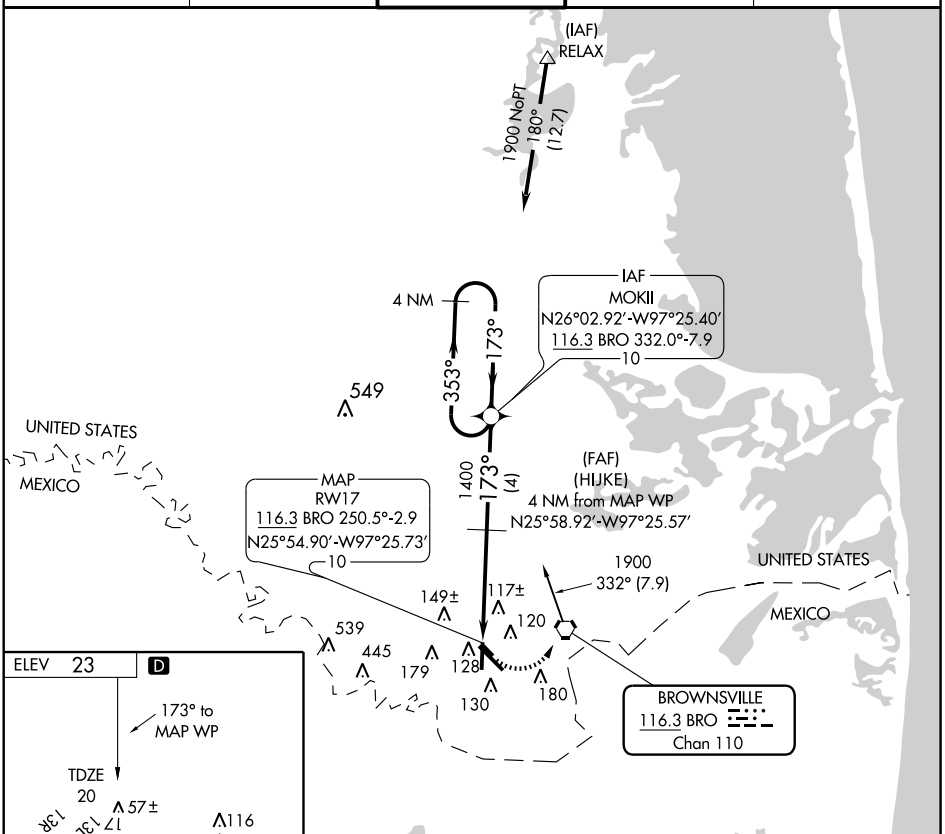
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

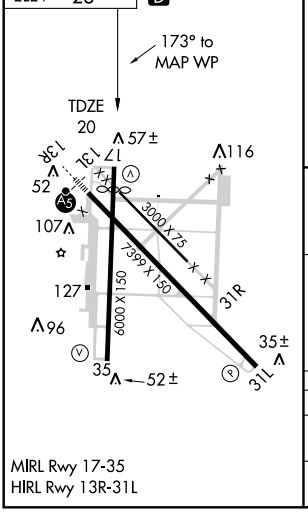
Night straight in minimums NA

MISSED APPROACH: Climbing left turn to 1900 direct BRO VORTAC.

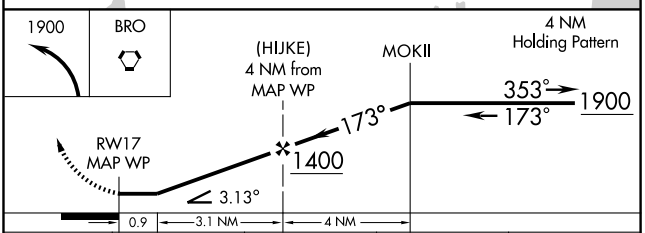
ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) Ⓛ 239.3	121.9	122.95

SC-3, 21 OCT 2010 to 18 NOV 2010





MIRL Rwy 17-35
HIRL Rwy 13R-31L



CATEGORY	A	B	C	D
S-17	400-1 380 (400-1)			400-1¼ 380 (400-1¼)
CIRCLING	420-1 397 (400-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

25°54'N-97°26'W BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

VOR/DME RNAV or GPS RWY 17

VORTAC BRO	APP CRS	Rwy Idg	6000
116.3	353°	TDZE	23
Chan 110		Apt Elev	23

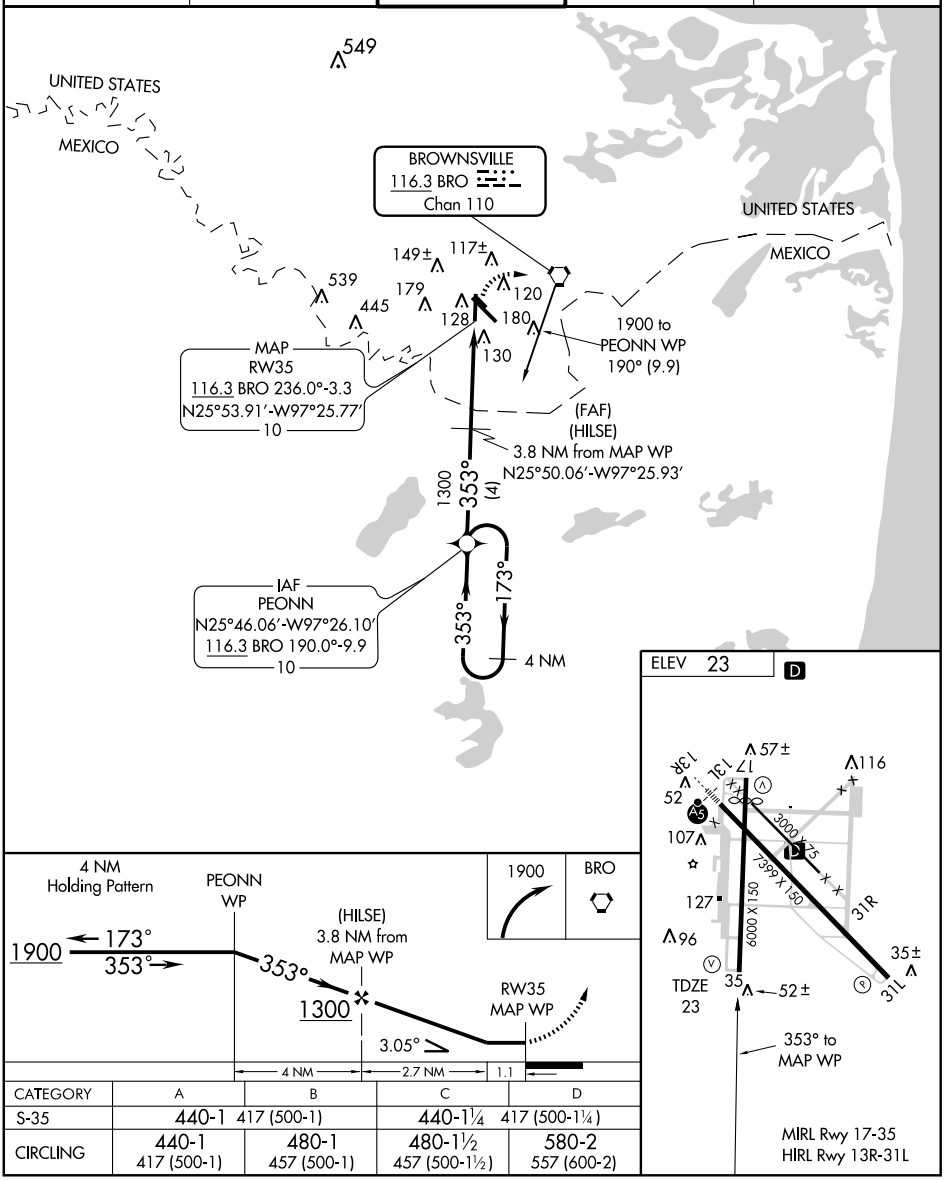
VOR/DME RNAV or GPS RWY 35

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Night straight in minimums not authorized when BRO tower closed.

MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) L 239.3	121.9	122.95



CATEGORY	A	B	C	D
S-35	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	440-1 417 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

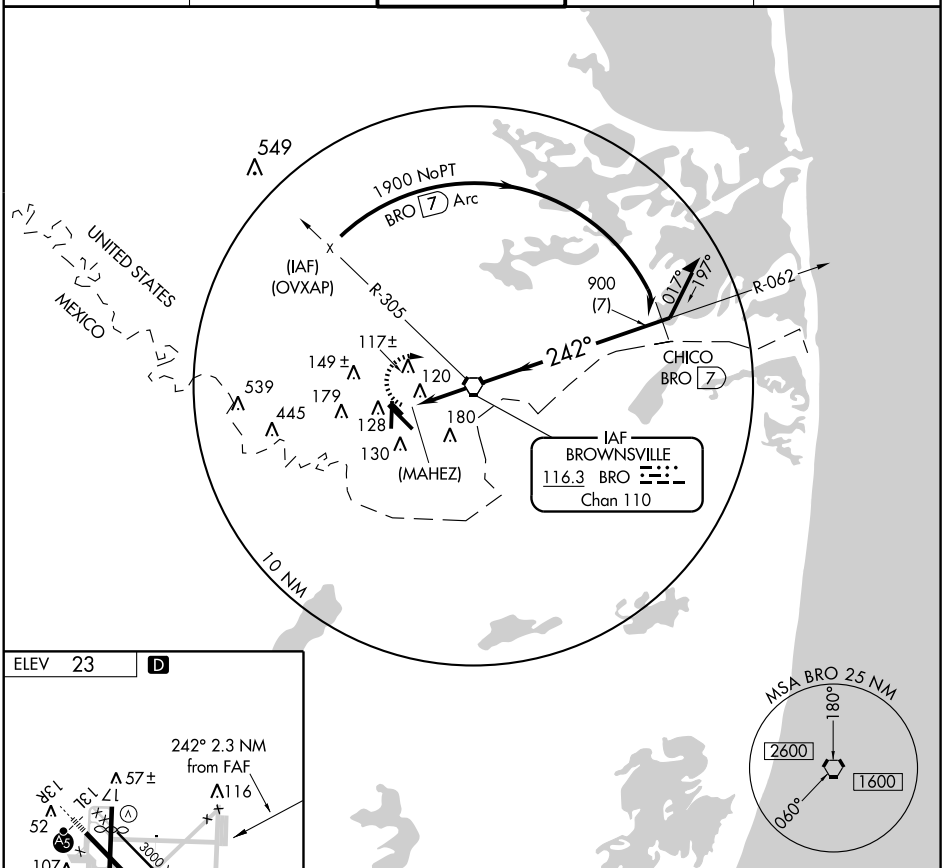
VORTAC BRO 116.3 Chan110	APP CRS 242°	Rwy Idg N/A TDZE N/A Apt Elev 23

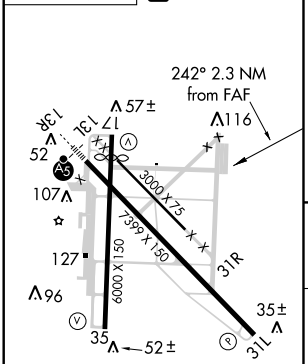
VOR or TACAN or GPS-A

BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

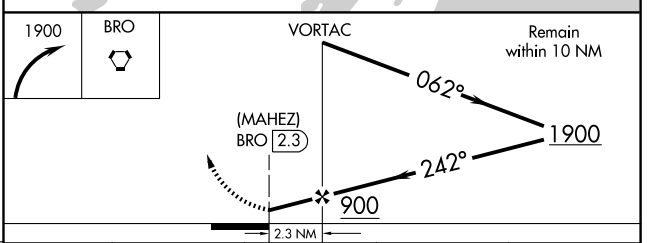
MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC. (TACAN aircraft climbing right turn to 1900 via BRO R-062 to CHICO/BRO 7 DME and hold NE, right turn, 242° inbound).

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) L 239.3	121.9	122.95





FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



CATEGORY	A	B	C	D
CIRCLING	440-1 417 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

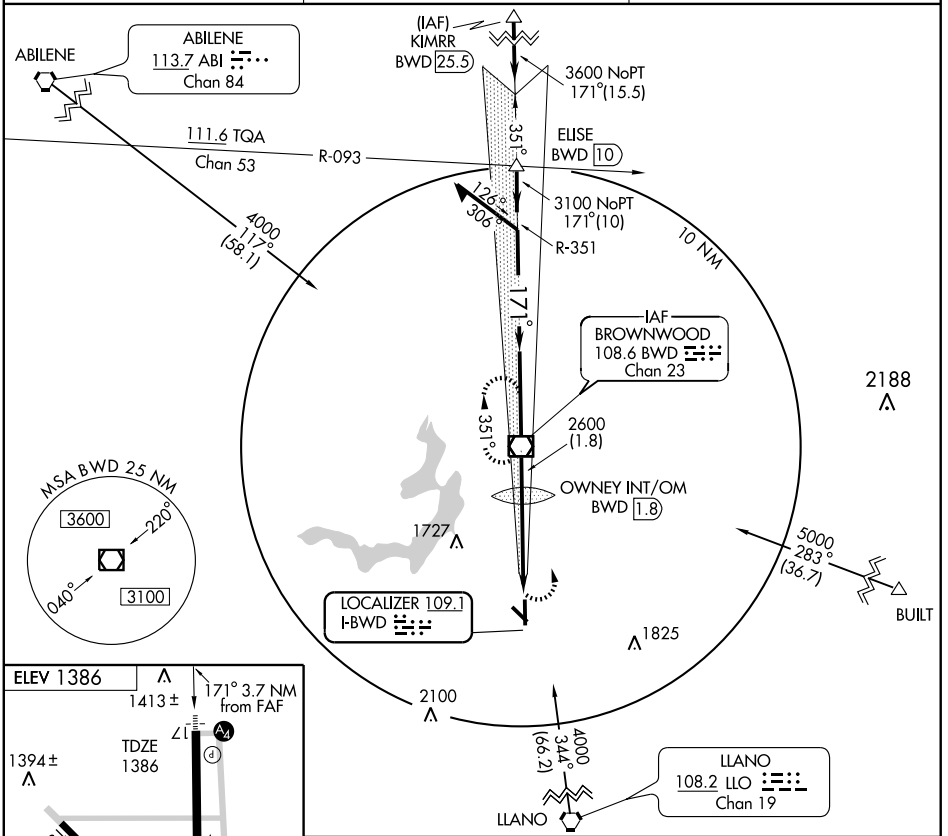
LOC I-BWD	APP CRS	Rwy Idg	5599
109.1	171°	TDZE	1386
		Apt Elev	1386

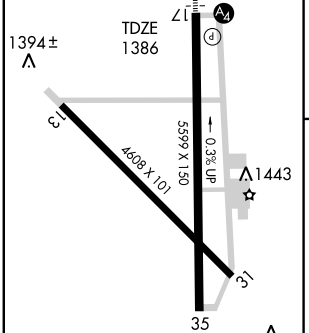
LOC RWY 17

BROWNWOOD RGNL (BWD)

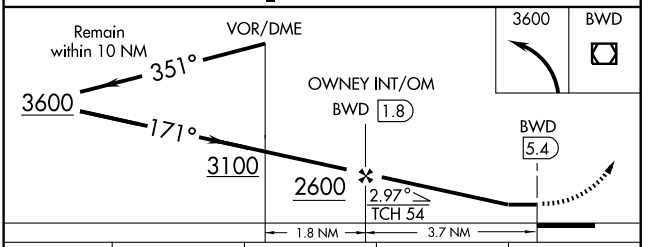
NA	MALS	MISSED APPROACH: Climbing left turn to 3600 direct BWD VOR/DME and hold.
Inoperative table does not apply.		

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L





FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-17	1820-1 434 (500-1)		1820-1¼ 434 (500-1¼)	1820-1½ 434 (500-1½)
CIRCLING	1820-1 434 (500-1)	1840-1 454 (500-1)	1840-1½ 454 (500-1½)	1940-2 554 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5599
CH 70325	171°	TDZE	1387
W17A		Apt Elev	1387

RNAV (GPS) RWY 17

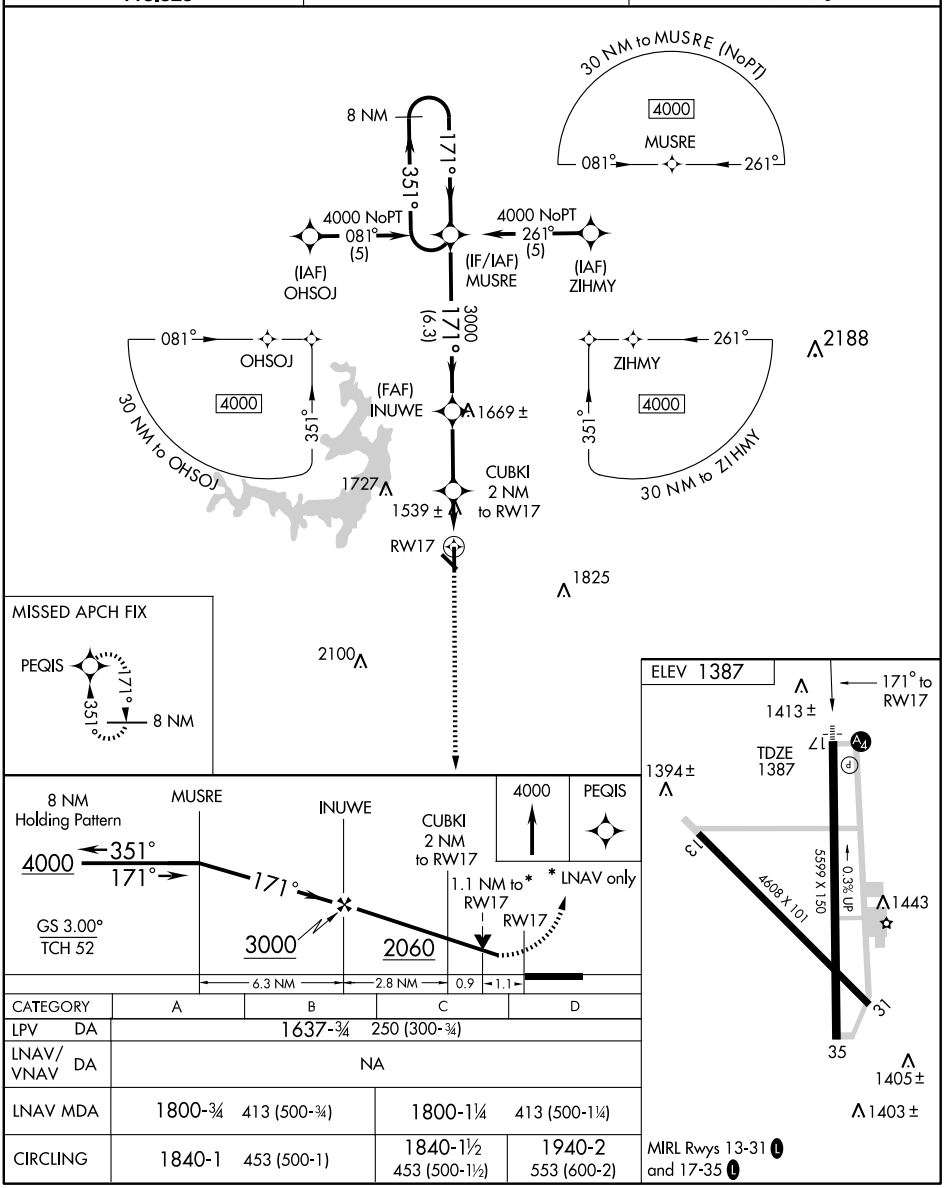
BROWNWOOD RGNL (BWD)

⚠ If local altimeter setting not received, use Comanche County-City altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to LPV all CATs and LNAV CAT C. VDP NA with Comanche County-City Altimeter setting. DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 4000 direct PEQIS and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1637-¾	250 (300-¾)		
LNAV/VNAV DA	NA			
LNAV MDA	1800-¾	413 (500-¾)	1800-1¼	413 (500-1¼)
CIRCLING	1840-1	453 (500-1)	1840-1½ 453 (500-1½)	1940-2 553 (600-2)

MIRL Rwys 13-31 L and 17-35 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5599
CH 77525	351°	TDZE	1386
W35A		Apt Elev	1387

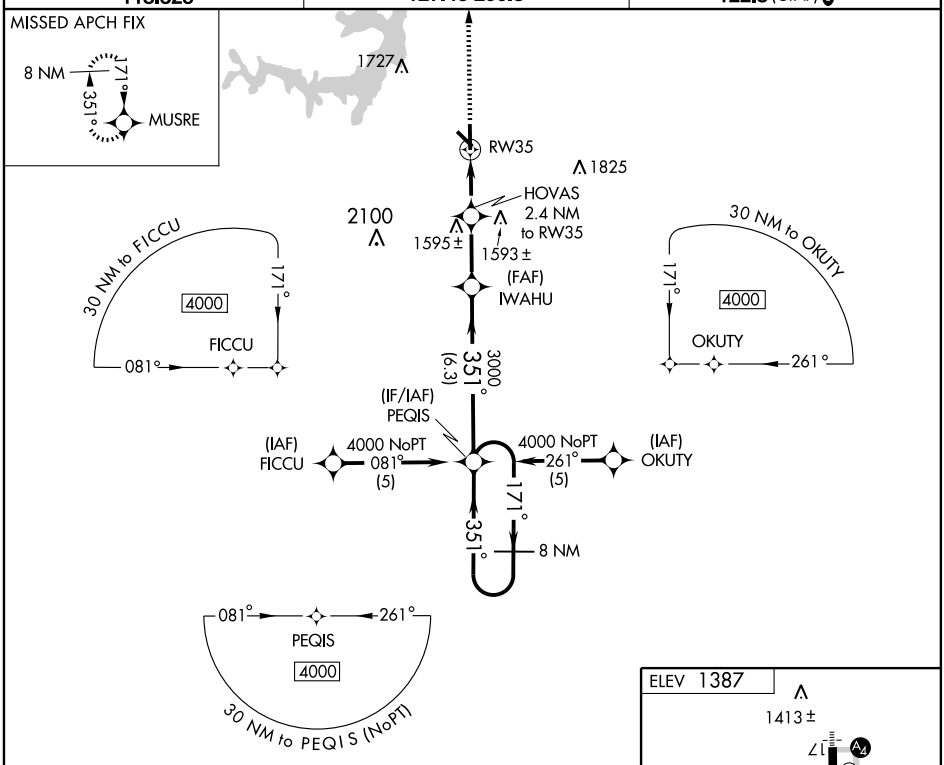
RNAV (GPS) RWY 35

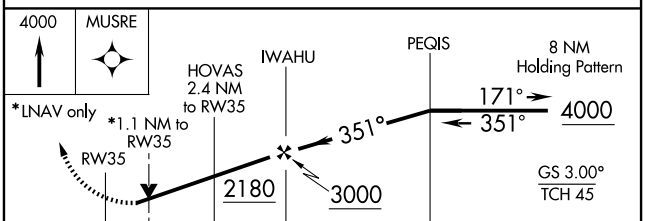
BROWNWOOD RGNL (BWD)

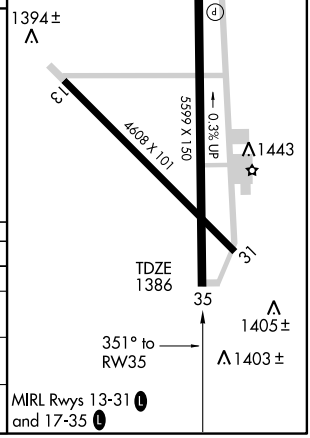
⚠ If local altimeter setting not received, use Comanche County-City altimeter setting and increase all DAs/MDAs 60 feet. VDP NA with Comanche County-City altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MUSRE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1636-1 250 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1780-1 394 (400-1)			1780-1¼ 394 (400-1¼)
CIRCLING	1840-1 453 (500-1)		1840-1½ 453 (500-1½)	1940-2 553 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME BWD	APP CRS	Rwy Idg	5599
108.6	351°	TDZE	1385
Chan 23		Apt Elev	1386

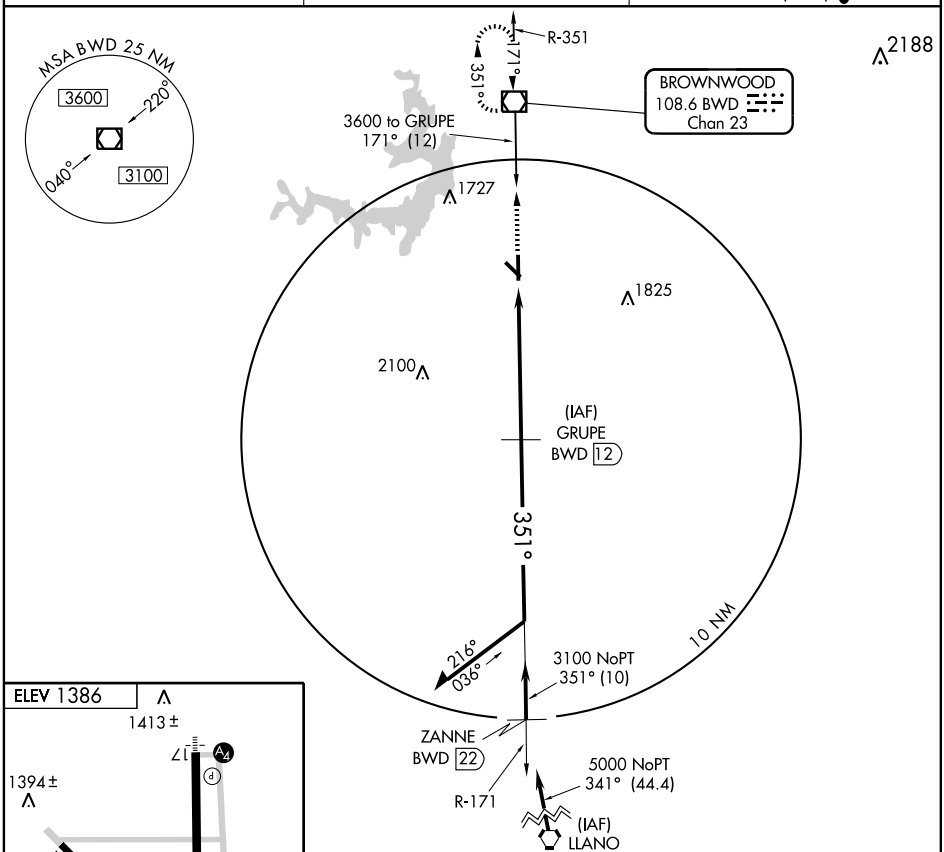
VOR/DME RWY 35

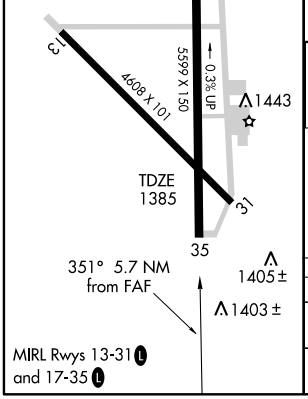
BROWNWOOD RGNL (BWD)

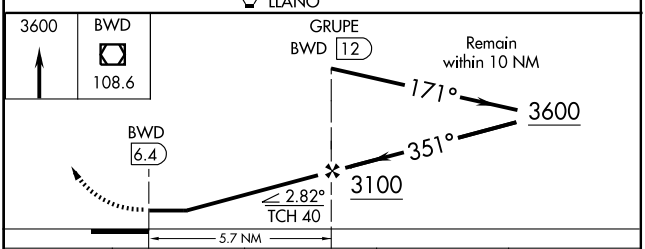
NA

MISSED APPROACH: Climb to 3600 direct BWD VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1880-1	495 (500-1)	1880-1¼ 495 (500-1¼)	1880-1½ 495 (500-1½)
CIRCLING	1880-1	494 (500-1)	1880-1½ 494 (500-1½)	1940-2 554 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME BWD	APP CRS	Rwy Idg	5599
108.6	171°	TDZE	1386
Chan 23		Apt Elev	1386

VOR RWY 17

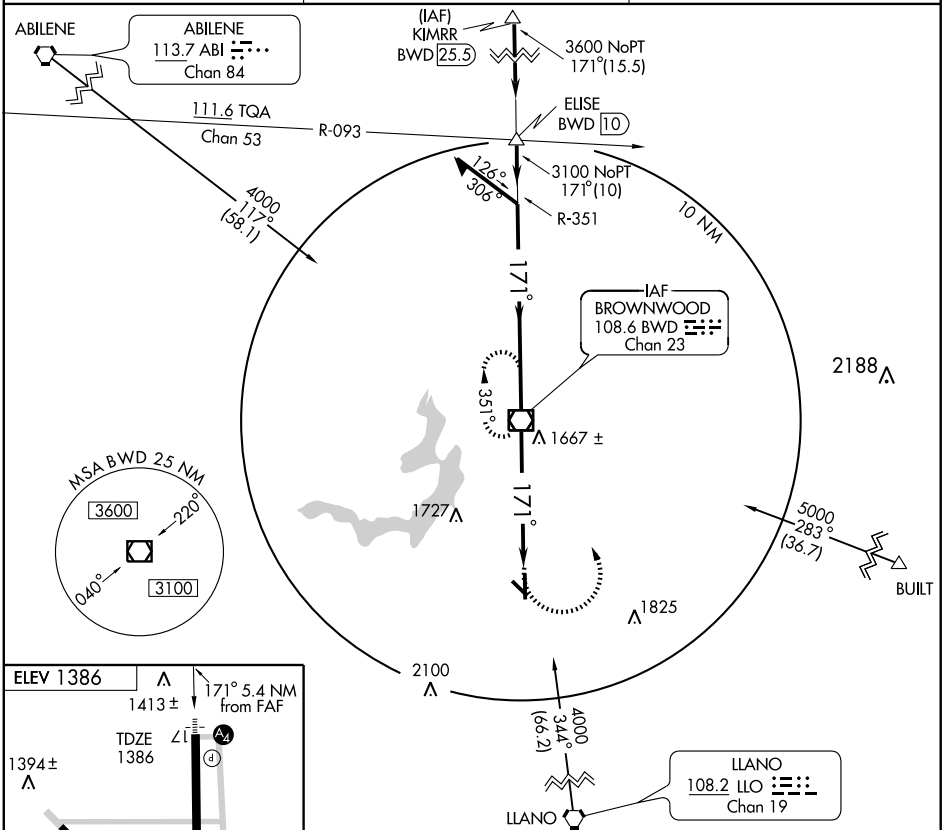
BROWNWOOD RGNL (BWD)

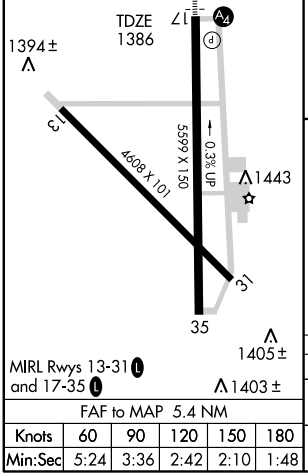
NA Inoperative table does not apply.

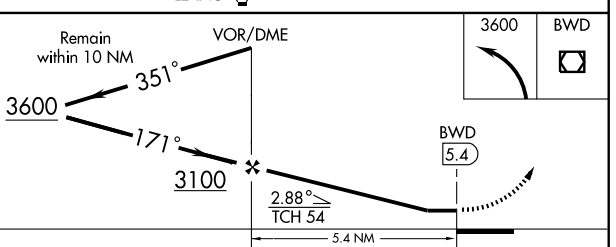
MALS

MISSED APPROACH: Climbing left turn to 3600 direct BWD VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.325	127.45 290.3	122.8 (CTAF) L







FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-17	1820-1 434 (500-1)		1820-1¼ 434 (500-1¼)	1820-1½ 434 (500-1½)
CIRCLING	1820-1 434 (500-1)	1840-1 454 (500-1)	1840-1½ 454 (500-1½)	1940-2 554 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 69403	148°	TDZE	361
W15A		Apt Elev	367

RNAV (GPS) RWY 15

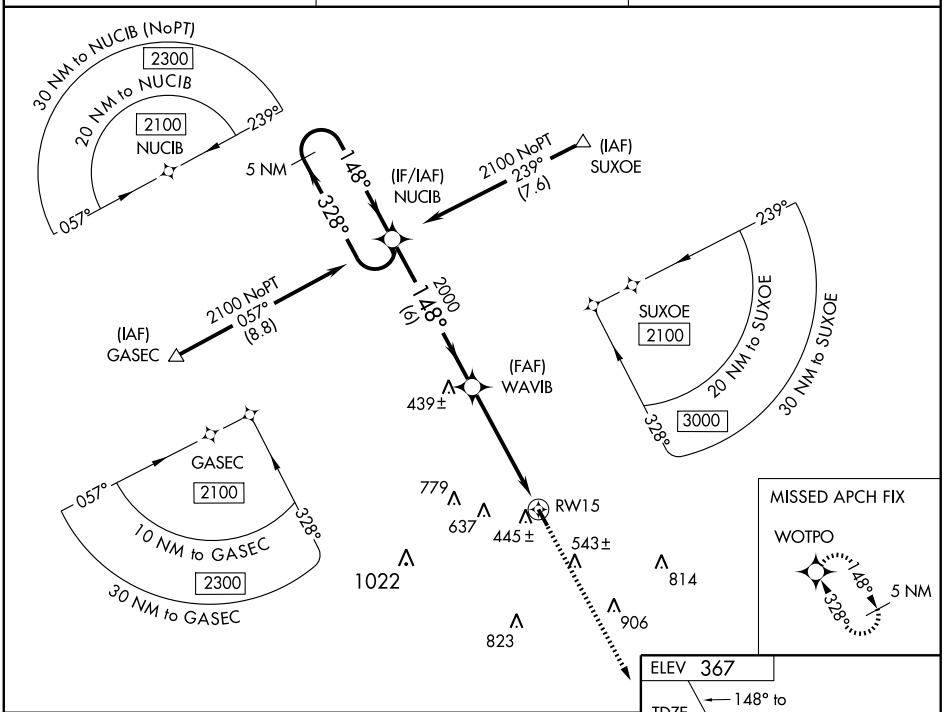
BRYAN/COULTER FIELD (CFD)

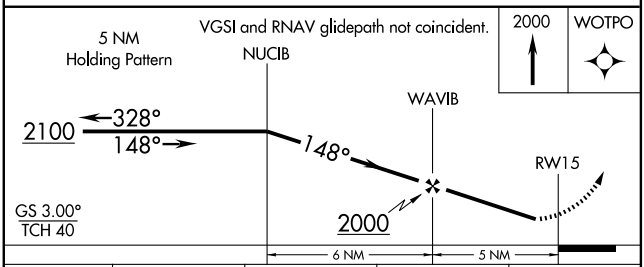
T
A NA
W

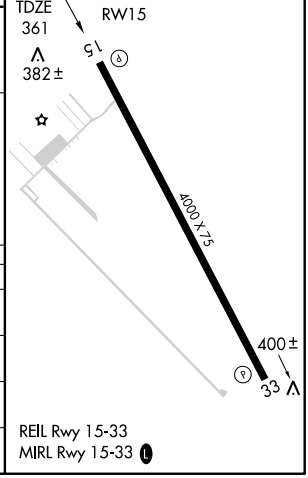
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use College Station altimeter setting; when not received, use Caldwell altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2000 direct WOTPO and hold.

COLLEGE STATION ASOS	HOUSTON APP CON	UNICOM
126.85	134.3 360.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	636-1 275 (300-1)		NA	
LNAV/VNAV DA	707-1¼ 346 (400-1¼)		NA	
LNAV MDA	720-1 359 (400-1)		NA	
CIRCLING	780-1 413 (500-1)	820-1 453 (500-1)	NA	

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 70603	328°	TDZE	367
W33A		Apt Elev	367

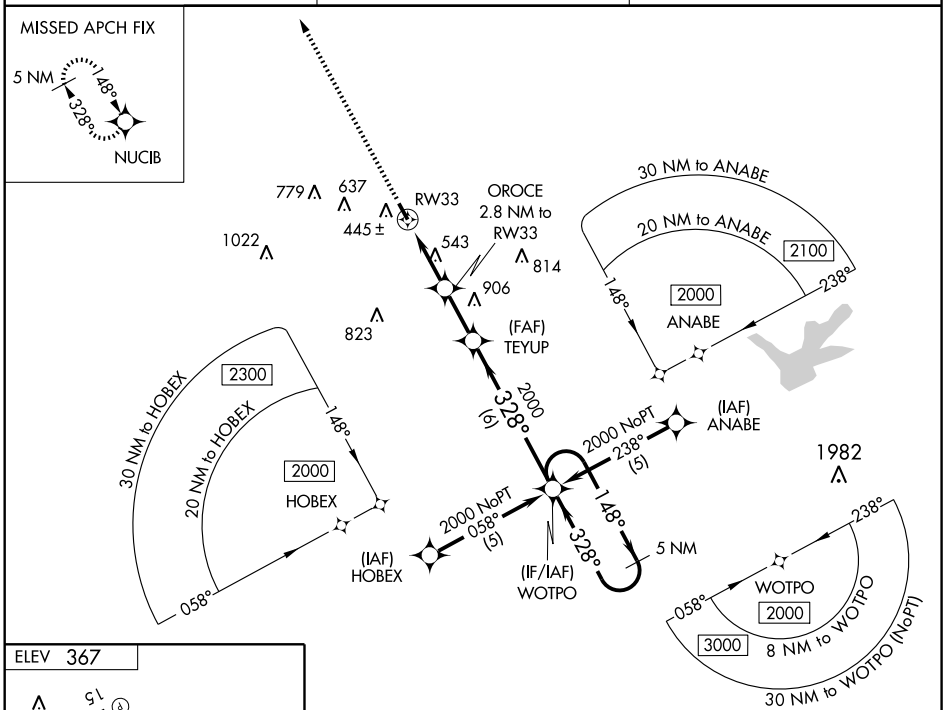
RNAV (GPS) RWY 33

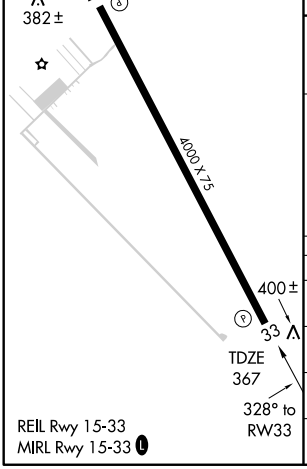
BRYAN/COULTER FIELD (CFD)

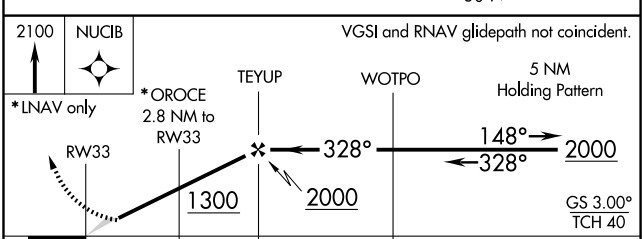
V A NA W — BARO-VNAV NA. DME/DME RNP-0.3 NA. Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all DAs 31 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 direct NUCIB and hold.

COLLEGE STATION ASOS	HOUSTON APP CON	UNICOM
126.85	134.3 360.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	642-1 275 (300-1)		NA	
LNAV/VNAV DA	695-1¼ 328 (400-1¼)		NA	
LNAV MDA	880-1 513 (600-1)		NA	
CIRCLING	880-1 513 (600-1)		NA	

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VORTAC CLL 113.3 Chan 80	APP CRS 207°	Rwy Idg N/A TDZE N/A Apt Elev 367

VOR/DME-A

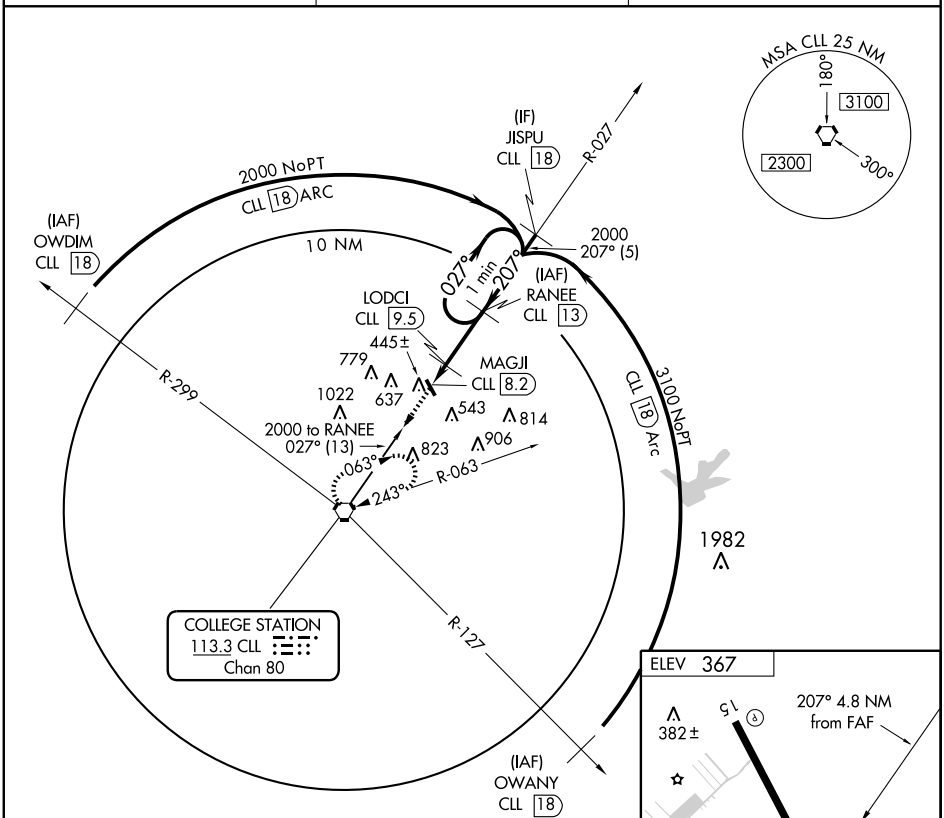
BRYAN/COULTER FIELD (CFD)

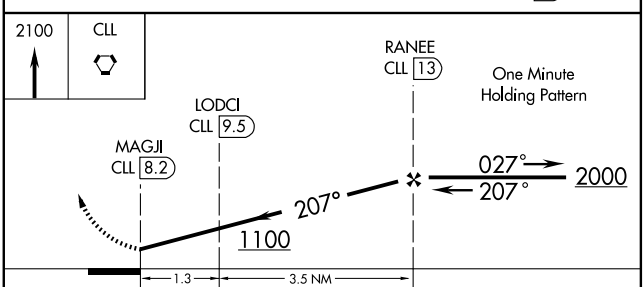
V
A NA

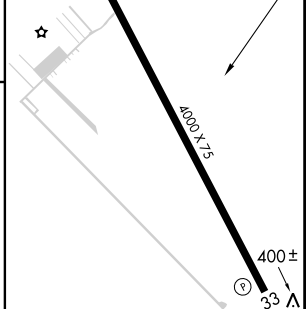
Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 direct CLL VORTAC and hold.

COLLEGE STATION ASOS 126.85	HOUSTON APP CON 134.3 360.85	UNICOM 123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	800-1 433 (500-1)	820-1 453 (500-1)	NA	

REIL Rwy 15-33
MIRL Rwy 15-33 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

NDB BMQ	APP CRS	Rwy Idg	5000
341	015°	TDZE	1270
		Apt Elev	1284

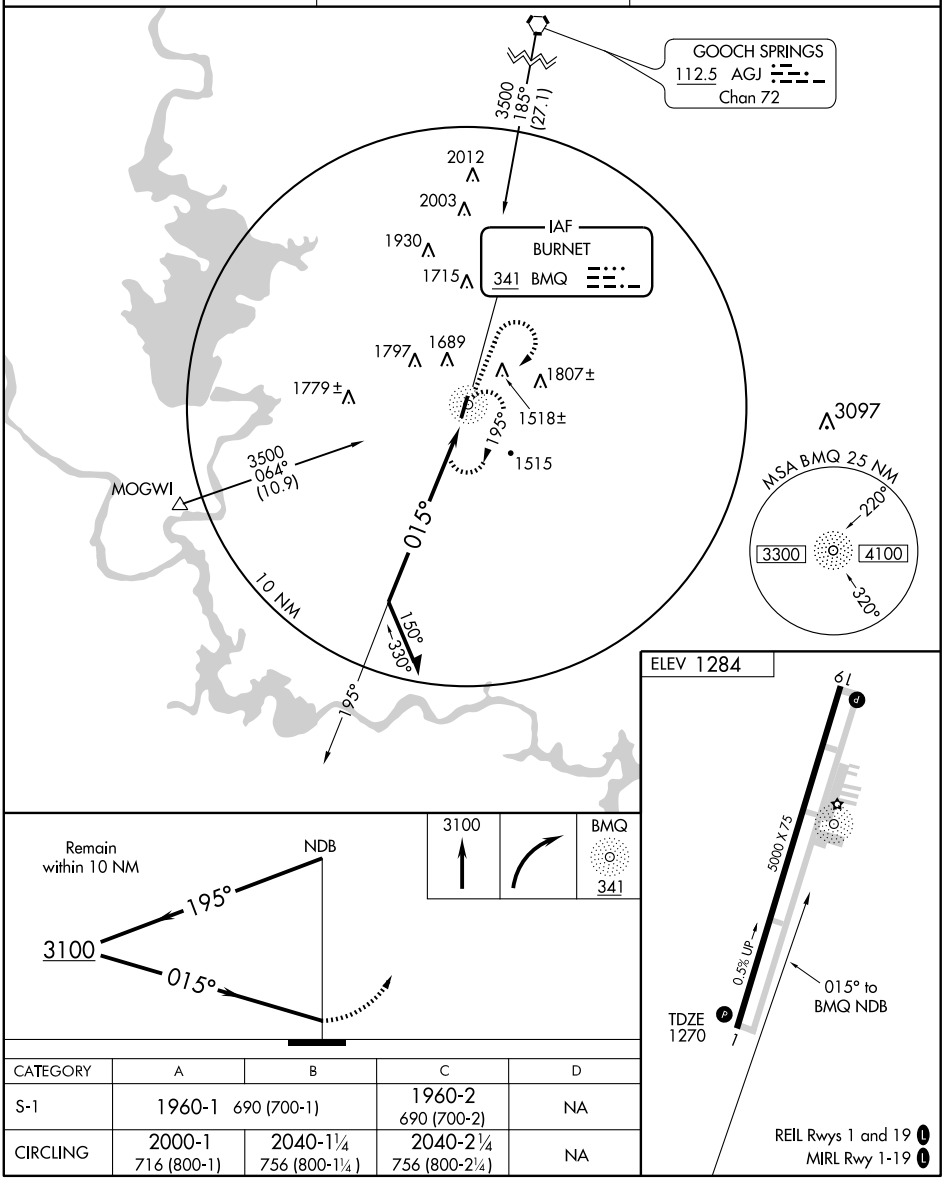
NDB RWY 1

BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase S-1 Cats B and C visibility ¼ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then right turn direct BMQ NDB and hold.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-1	1960-1 690 (700-1)		1960-2 690 (700-2)	NA
CIRCLING	2000-1 716 (800-1)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
009°	TDZE	1270
	Apt Elev	1284

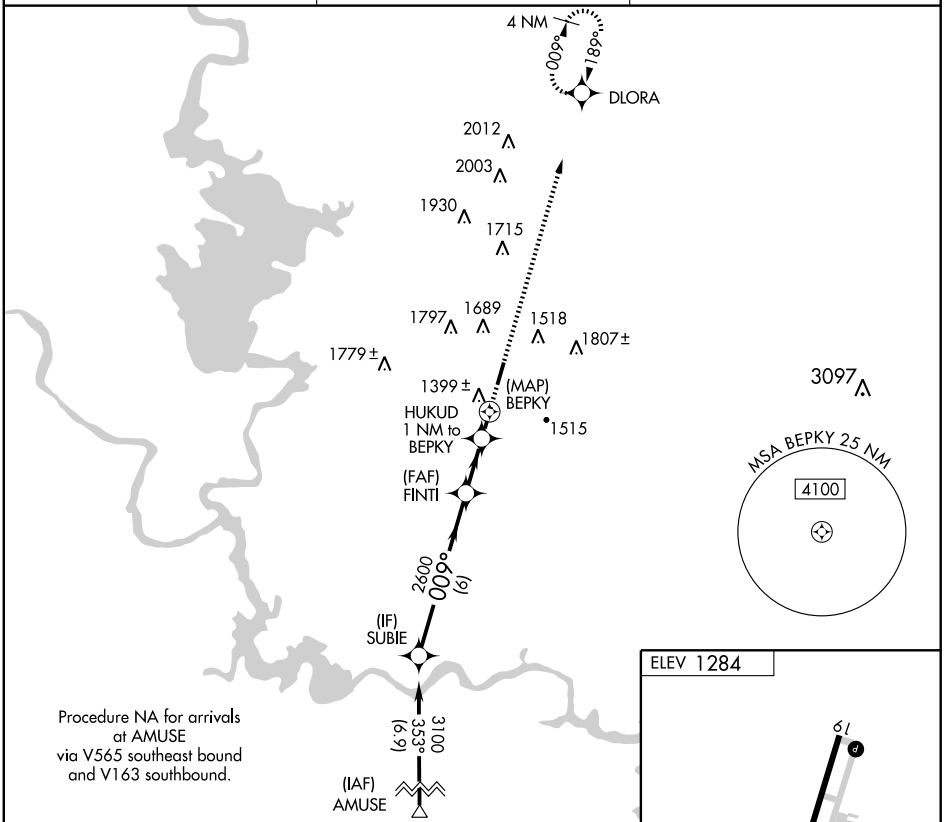
RNAV (GPS) RWY 1

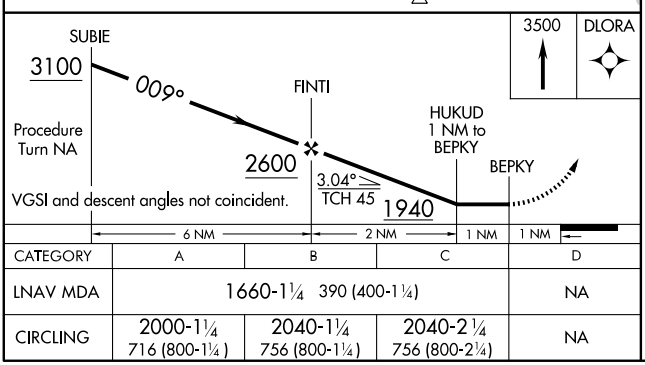
BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

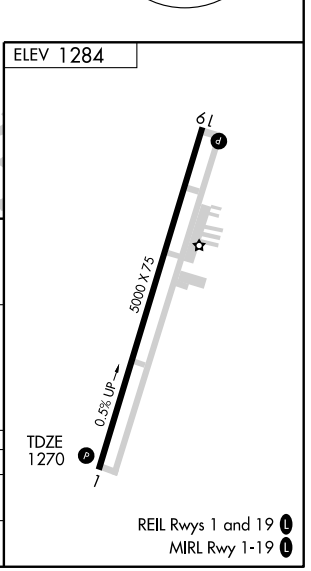
MISSED APPROACH:
Climb to 3500 direct DLORA and hold.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1660-1¼ 390 (400-1¼)			NA
CIRCLING	2000-1¼ 716 (800-1¼)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

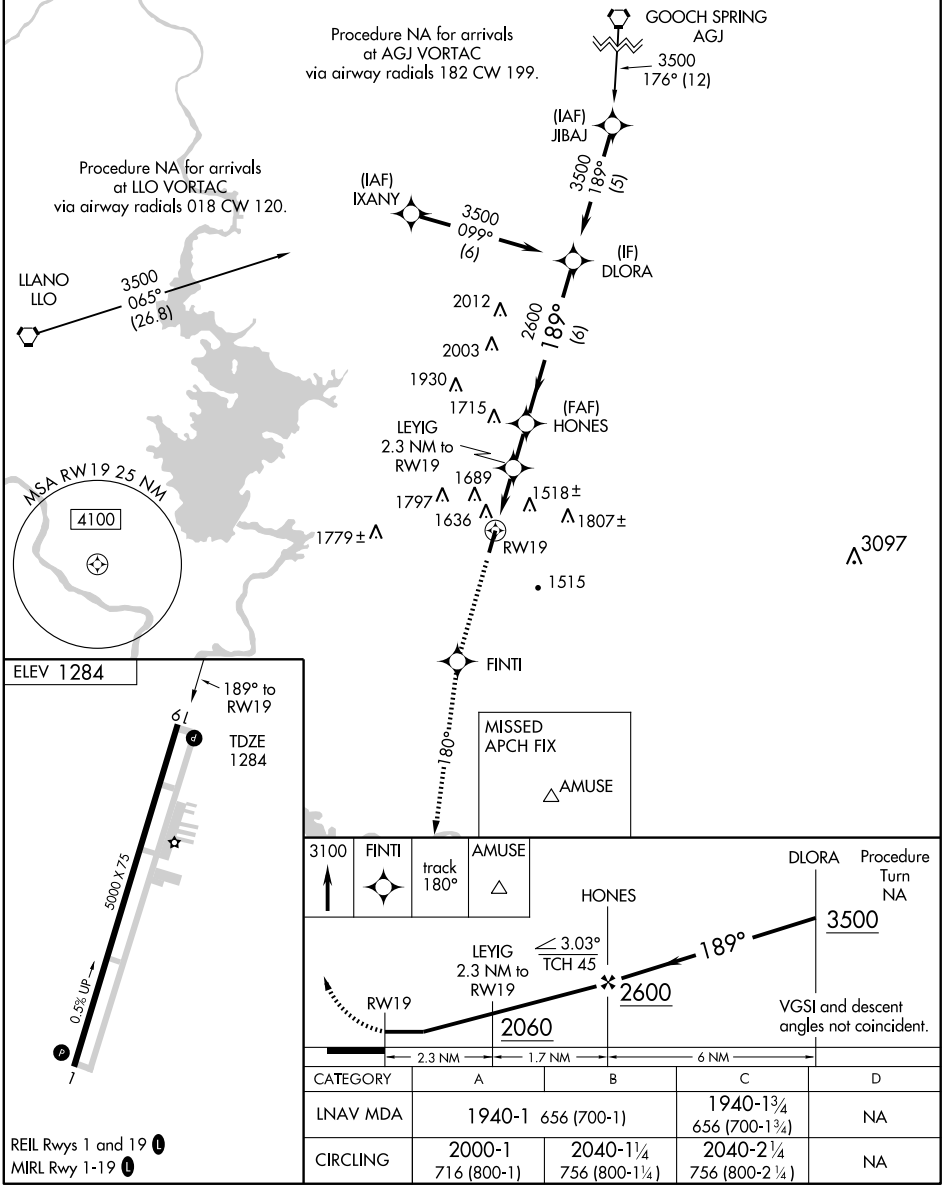
BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

APP CRS	Rwy Idg	5000
189°	TDZE	1284
	Apt Elev	1284

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct FINTI then via track 180° to AMUSE.

ASOS	HOUSTON CENTER	UNICOM
119.925	132.35 317.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1940-1 656 (700-1)		1940-1¾ 656 (700-1¾)	NA
CIRCLING	2000-1 716 (800-1)	2040-1¼ 756 (800-1¼)	2040-2¼ 756 (800-2¼)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

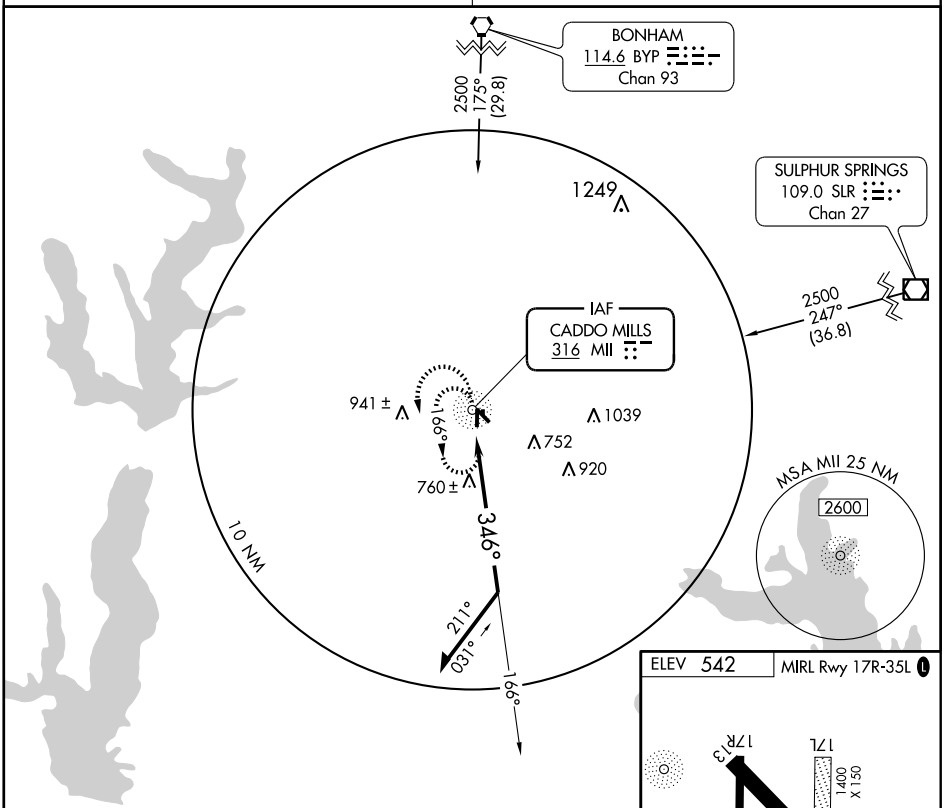
NDB MII 316	APP CRS 346°	Rwy Idg 4000 TDZE 541 Apt Elev 542

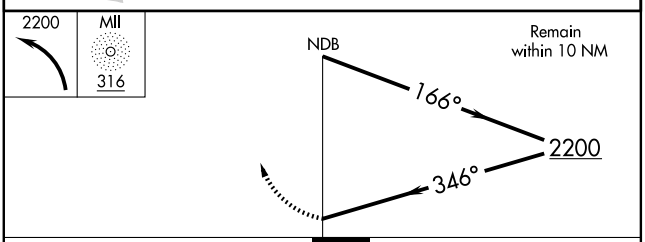
NDB RWY 35L
CADDO MILLS MUNI (7F3)

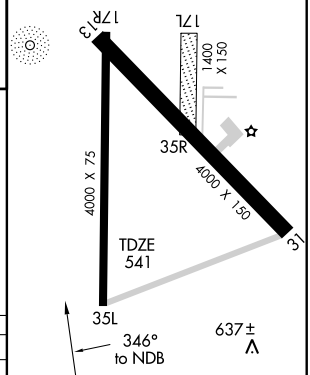
T A NA — Use Dallas-Love Field altimeter setting, if not received use Dallas-Fort Worth Intl altimeter setting and increase all MDAs 20 feet. Circling NA to Rwy 17L/35R.

MISSED APPROACH: Climbing left turn to 2200 in MII NDB holding pattern.

FORT WORTH CENTER	UNICOM
132.85 397.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35L	1260-1	719 (800-1)	1260-2 719 (800-2)	NA
CIRCLING	1260-1	718 (800-1)	1260-2 718 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
355°	TDZE	541
	Apt Elev	542

RNAV (GPS) RWY 35L

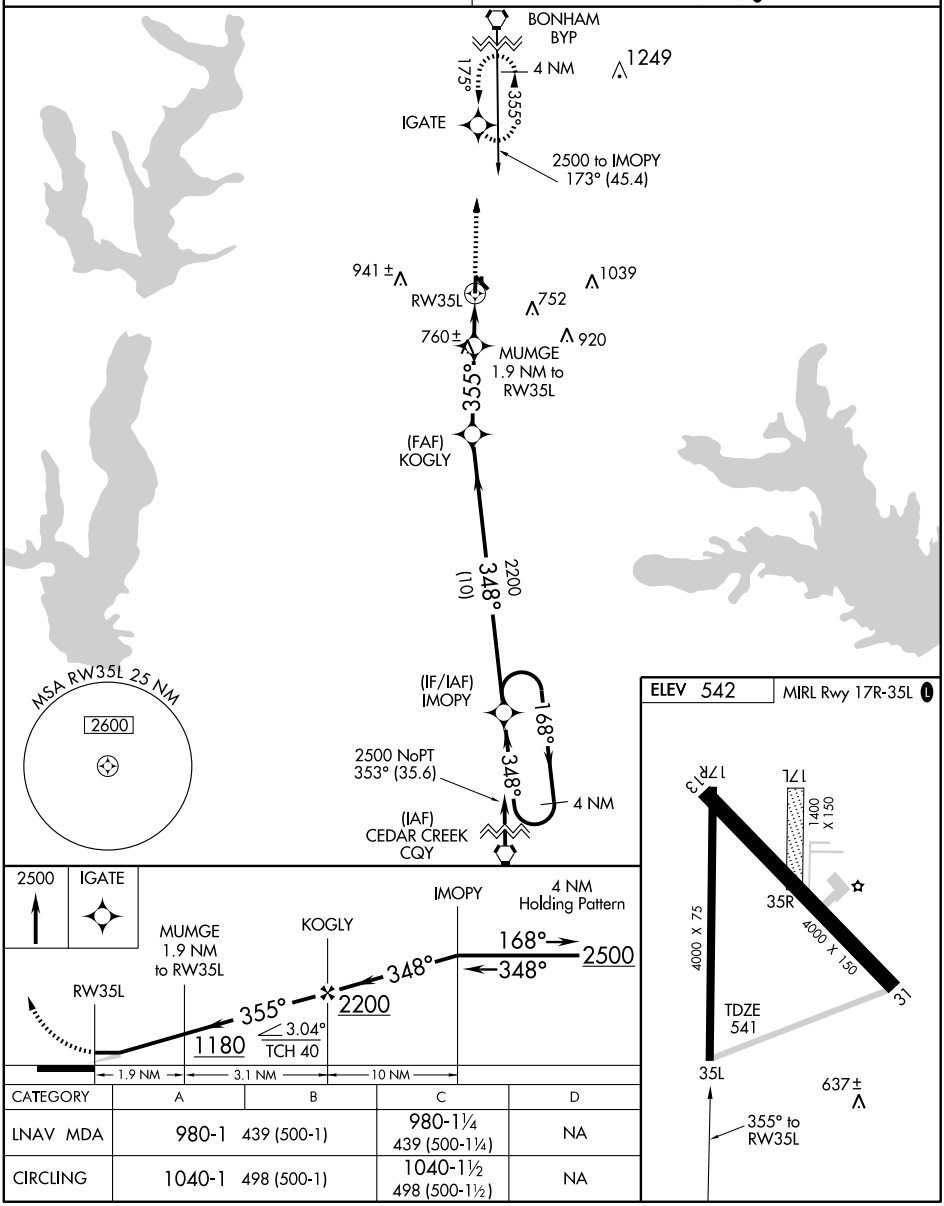
CADDO MILLS MUNI (7F3)

Use Dallas-Love Field altimeter setting, if not received use Dallas-Fort Worth Intl altimeter setting and increase all MDAs 20 feet. Circling NA to Rwy 17L-35R. DME/DME RNP-0.3 not authorized.

NA

MISSED APPROACH: Climb to 2500 direct IGATE WP and hold.

FORT WORTH CENTER	UNICOM
132.85 397.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	980-1	439 (500-1)	980-1¼ 439 (500-1¼)	NA
CIRCLING	1040-1	498 (500-1)	1040-1½ 498 (500-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CLL	APP CRS	Rwy Idg	N/A
113.3	243°	TDZE	N/A
Chan 80		Apt Elev	390

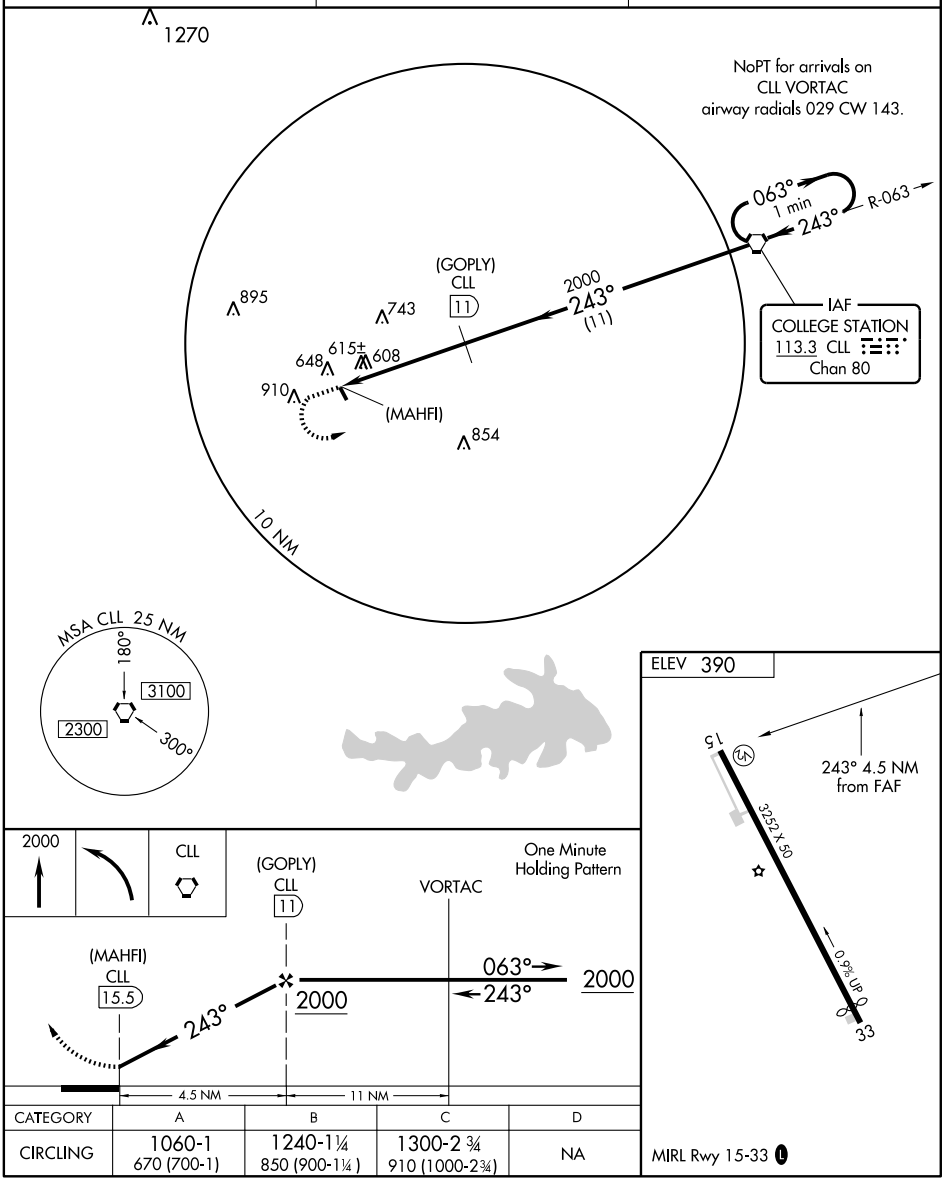
VOR/DME or GPS-A
CALDWELL MUNI (RWV)

NA

Use College Station altimeter setting.
Circling not authorized east of Rwy 15-33.

MISSED APPROACH: Climb to 2000 then left turn direct CLL VORTAC.

AWOS-3	HOUSTON APP CON	CTAF
118.35	134.3 360.85	122.9 (L)



CATEGORY	A	B	C	D
CIRCLING	1060-1 670 (700-1)	1240-1¼ 850 (900-1¼)	1300-2¾ 910 (1000-2¾)	NA

MIRL Rwy 15-33 (L)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
036°	TDZE	2387
	Apt Elev	2396

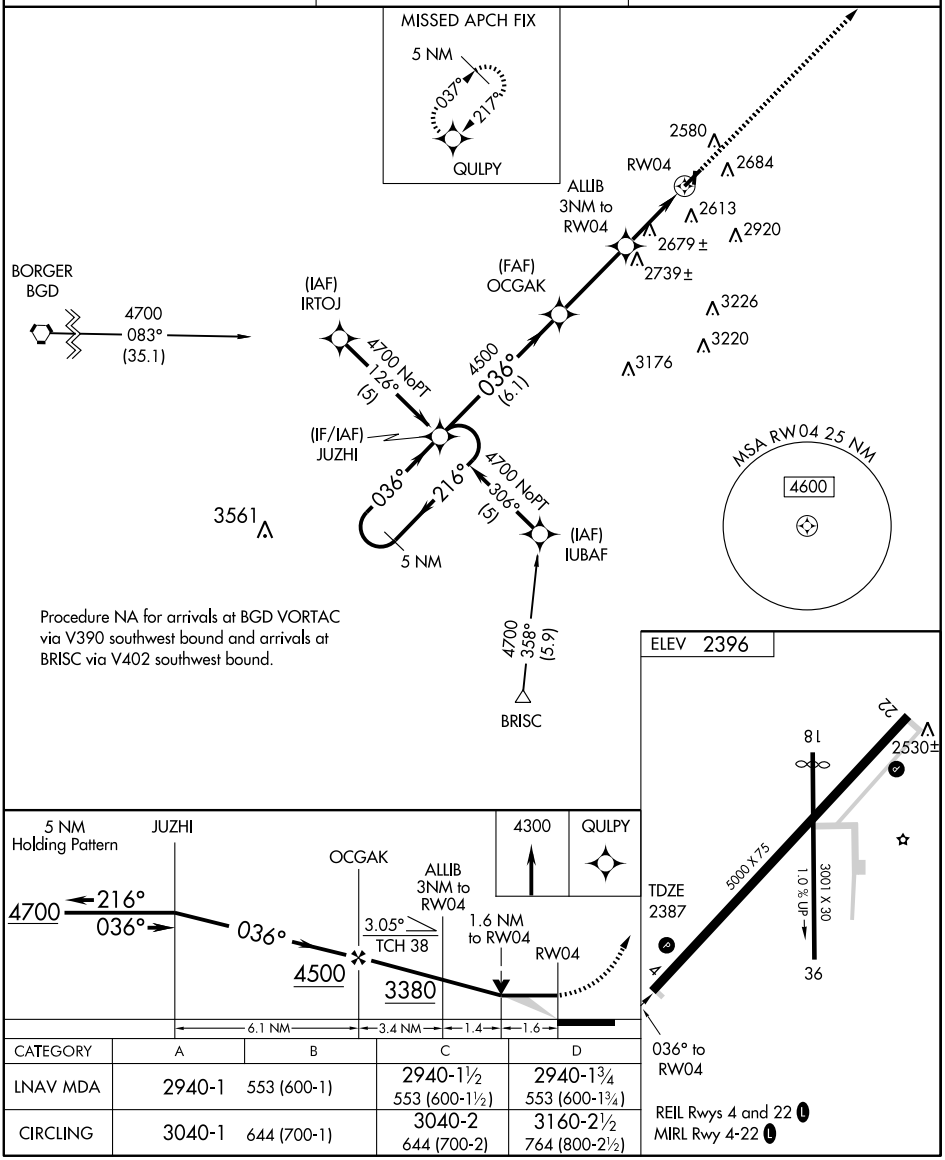
RNAV (GPS) RWY 4

CANADIAN/ HEMPHILL COUNTY (HHF)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet, increase LNAV Cat C and D visibility ½ mile, increase circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Gage altimeter setting.

MISSED APPROACH: Climb to 4300 direct QULPY and hold.

AWOS-3	FORT WORTH RADIO	CTAF
119.025	122.1R 255.4	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	2940-1	553 (600-1)	2940-1½ 553 (600-1½)	2940-1¾ 553 (600-1¾)
CIRCLING	3040-1	644 (700-1)	3040-2 644 (700-2)	3160-2½ 764 (800-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
216°	TDZE	2382
	Apt Elev	2396

RNAV (GPS) RWY 22

CANADIAN/ HEMPHILL COUNTY (HHF)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet. Increase LNAV Cat C and D visibility ¼ mile, increase circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA with Gage altimeter setting.

MISSED APPROACH: Climb to 4700 direct JUZHI and hold.

AWOS-3	FORT WORTH RADIO	CTAF
119.025	122.1R 255.4	122.9 L

Procedure NA for arrivals at MMB VORTAC on airway radials 205 CW 254.

MITBEE MMB

4300 215° (20)

(IAF) UDYEZ

5 NM

037° 217°

4300 NoPT 217° (5)

3194

MISSED APCH FIX

JUZHI

036° 216° 5 NM

4200 217° (6.1)

4300 NoPT 307° (5)

2697±

(IF/IAF) QULPY

(IAF) TUZQU

CIXAV 2.1 NM to RW22

(FAF) PIQPU

216°

2580

RW22

2592±

2684

2613

2920

Procedure NA for arrivals at ROLLS on V210 southeast bound.

4500 287° (36.9)

ROLLS

MSA RW 22 25 NM

4600

ELEV 2396

216° to RW22

TDZE 2382

22

18

2530±

5000 X 75

3001 X 30

1.0% up

36

REIL Rwys 4 and 22 L

MIRL Rwy 4-22 L

4700 JUZHI

5 NM Holding Pattern

QULPY

CIXAV 2.1 NM to RW22

PIQPU

037° 217°

4300

1.4 NM to RW22

3.05° TCH 35

RW22

216°

4200

3080

1.4 NM 0.7 NM 3.4 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	2860-1	478 (500-1)	2860-1¼ 478 (500-1¼)	2860-1½ 478 (500-1½)
CIRCLING	3040-1	644 (700-1)	3040-1¾ 644 (700-1¾)	3160-2½ 764 (800-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB DMD	APP CRS	Rwy Idg	4997
343	300°	TDZE	590
		Apt Elev	599

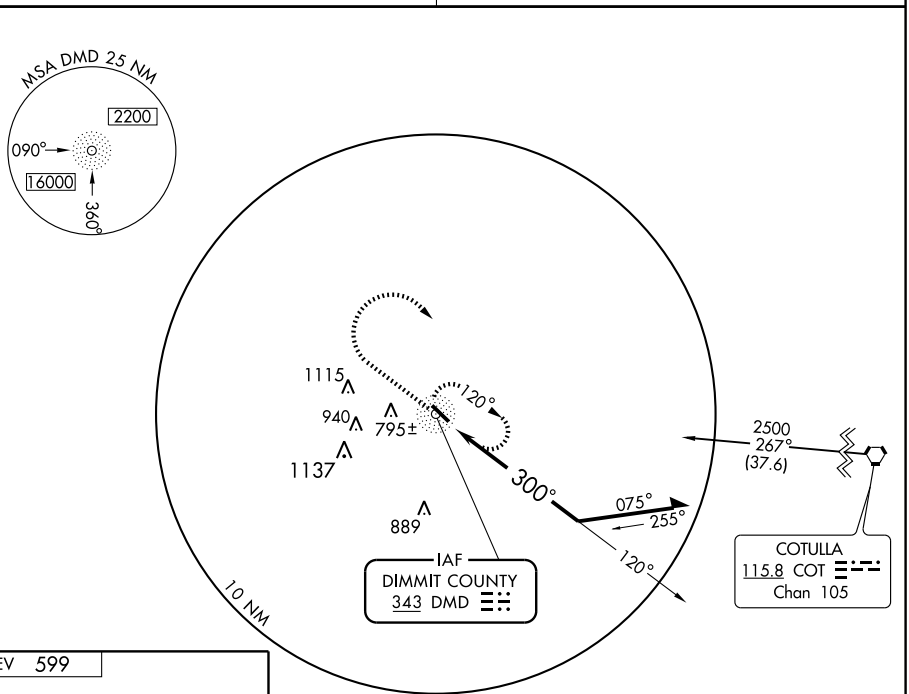
NDB RWY 31

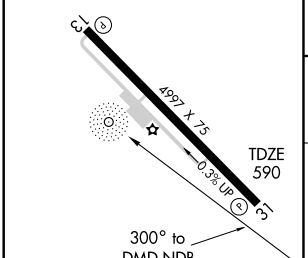
CARRIZO SPRINGS/ DIMMIT COUNTY (CZT)

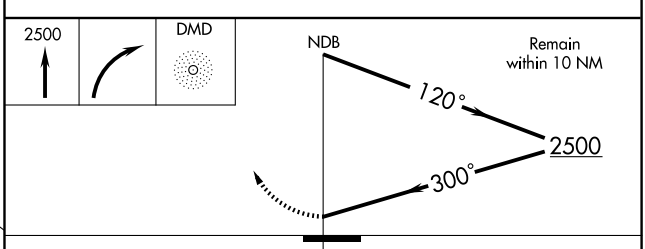
NA — Use Cotulla altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2500 then right turn direct DMD NDB and hold.

HOUSTON CENTER	UNICOM
126.1 319.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-31	1260-1	670 (700-1)	1260-1½ 670 (700-1½)	NA
CIRCLING	1260-1 661 (700-1)	1260-1 661 (700-1)	1260-1¾ 661 (700-1¾)	NA

MIRL Rwy 13-31

SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4997
307°	TDZE	590
	Apt Elev	599

RNAV (GPS) RWY 31

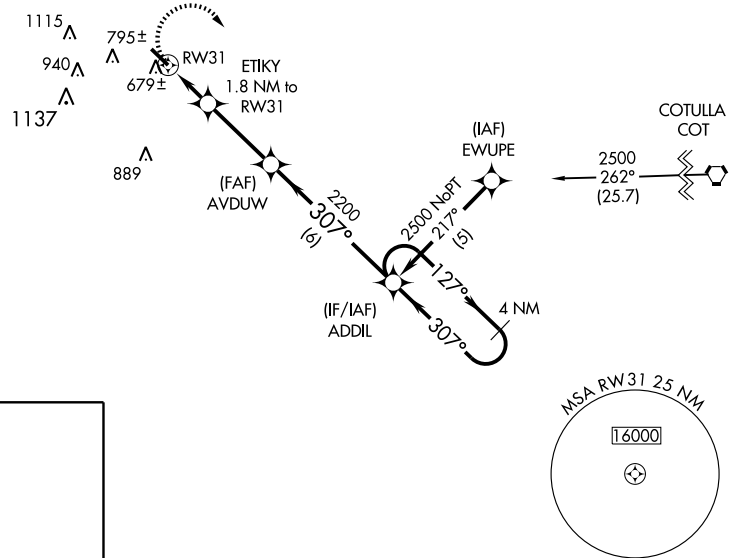
CARRIZO SPRINGS/ DIMMIT COUNTY (CZT)

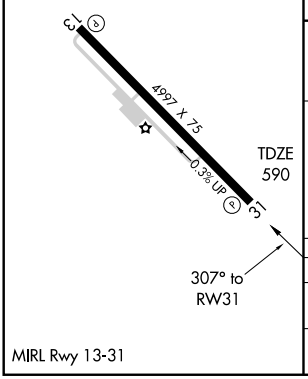
DME/DME RNP-0.3 NA. Use Cotulla altimeter setting, when not received use Uvalde altimeter setting and increase all MDA 60 feet; increase LNAV and Circling Cat C visibility ¼ mile.

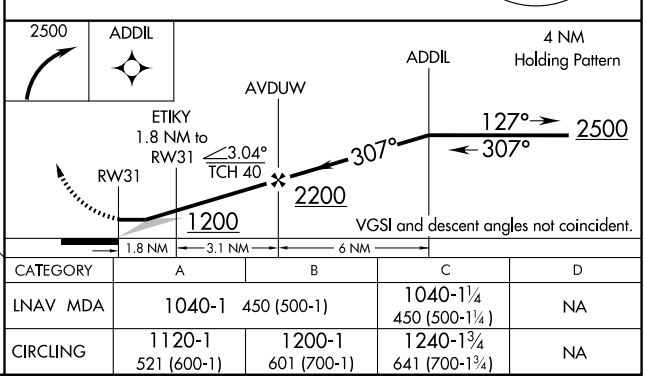
NA

MISSED APPROACH: Climbing right turn to 2500 direct ADDIL and hold.

HOUSTON CENTER	UNICOM
126.1 319.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1040-1 450 (500-1)		1040-1¼ 450 (500-1¼)	NA
CIRCLING	1120-1 521 (600-1)	1200-1 601 (700-1)	1240-1¾ 641 (700-1¾)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB RPF	APP CRS	Rwy Idg	4000
332	359°	TDZE	248
		Apt Elev	248

NDB RWY 35

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

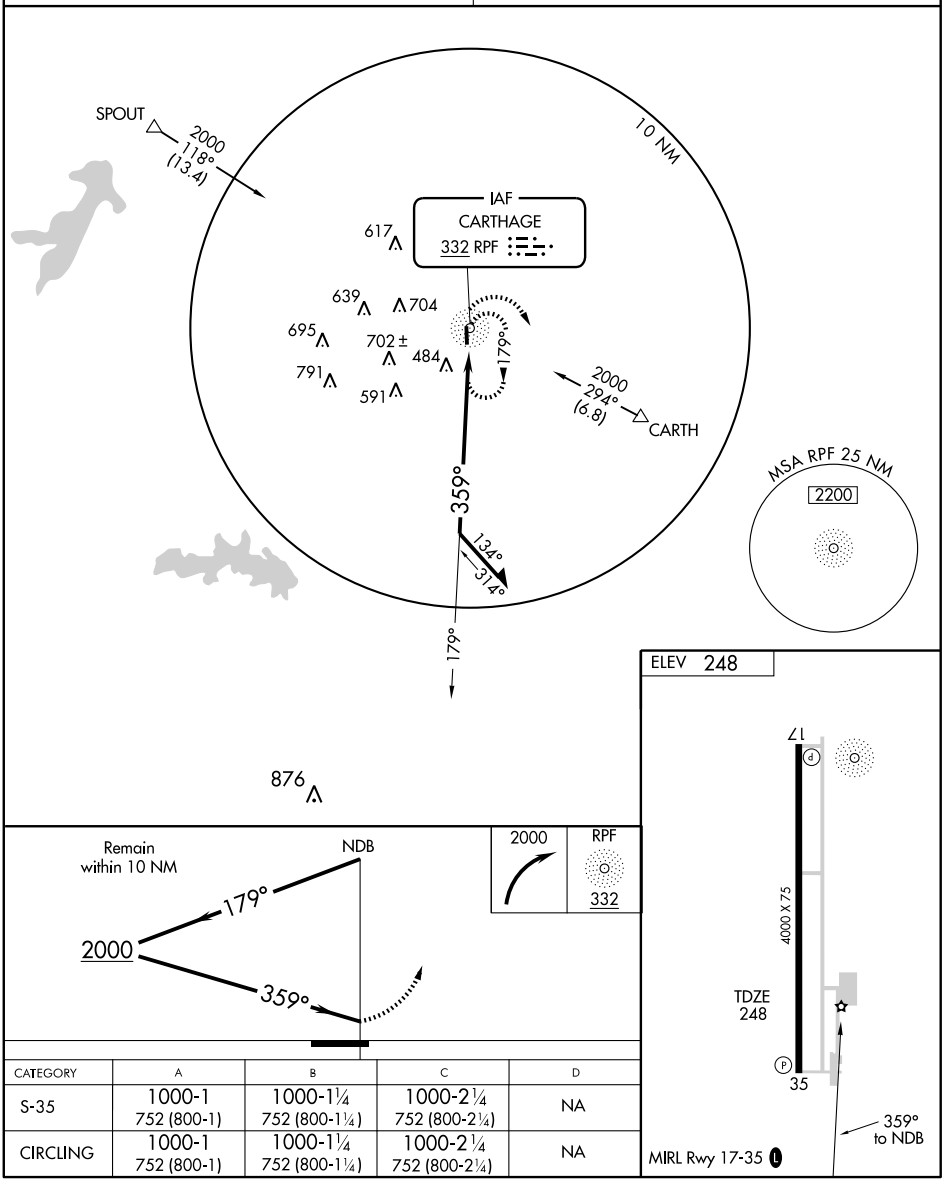
NA

Use Shreveport Regional altimeter setting; when not received use East Texas Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 in RPF NDB holding pattern.

SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	1000-1 752 (800-1)	1000-1¼ 752 (800-1¼)	1000-2¼ 752 (800-2¼)	NA
CIRCLING	1000-1 752 (800-1)	1000-1¼ 752 (800-1¼)	1000-2¼ 752 (800-2¼)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
174°	TDZE	247
	Apt Elev	248

RNAV (GPS) RWY 17

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

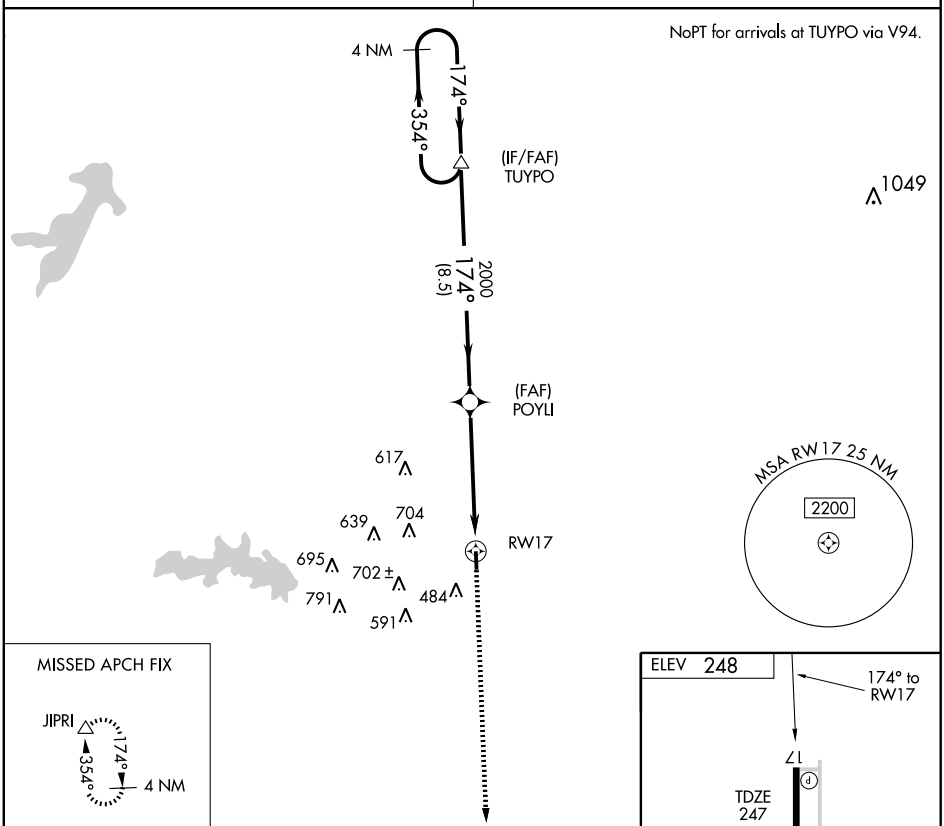
NA

DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting.

MISSED APPROACH: Climb to 3800 direct JIPRI and hold, continue climb-in-hold to 3800.

SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1 513 (600-1)		760-1½ 513 (600-1½)	NA
CIRCLING	920-1 672 (700-1)		920-2 672 (700-2)	NA

MIRL Rwy 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
354°	TDZE	248
	Apt Elev	248

RNAV (GPS) RWY 35

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

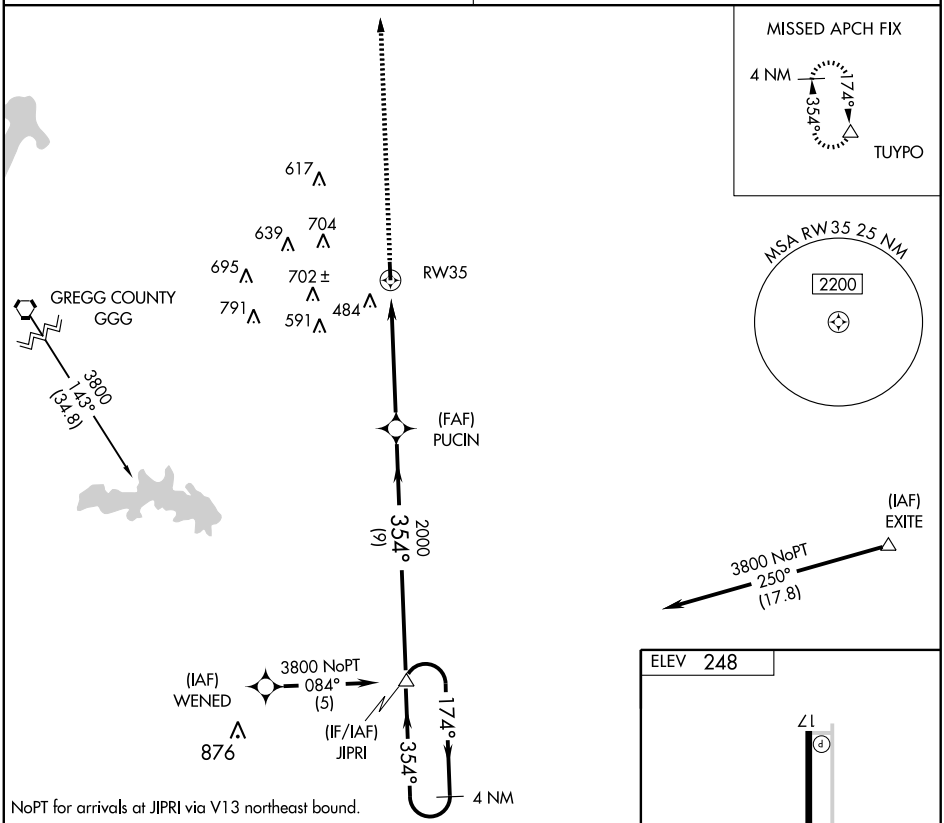
NA

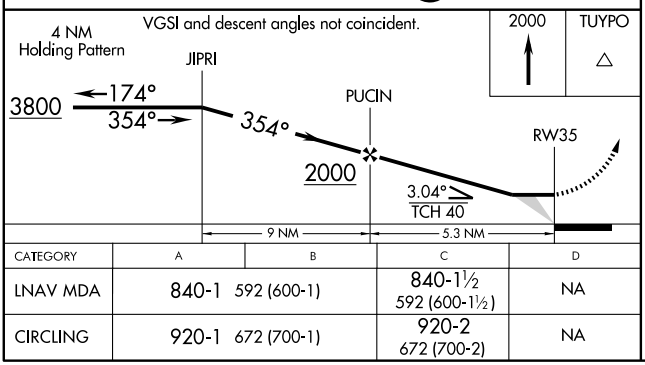
DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting.

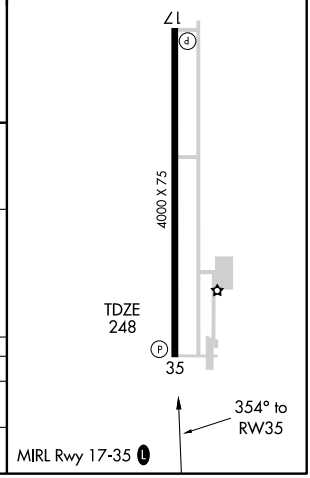
MISSED APPROACH: Climb to 2000 direct TUYPO and hold.

SHREVEPORT APP CON ★ 119.9 335.55

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1 592 (600-1)		840-1½ 592 (600-1½)	NA
CIRCLING	920-1 672 (700-1)		920-2 672 (700-2)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

CASTROVILLE MUNI (CVB)

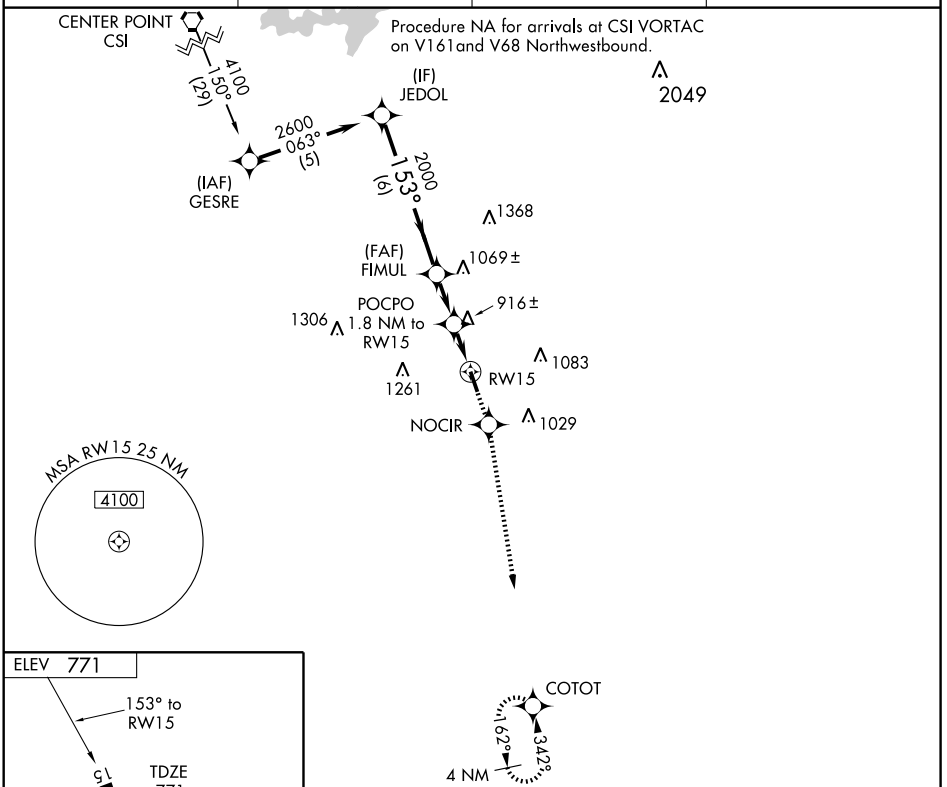
APP CRS	Rwy Idg	4600
153°	TDZE	771
	Apt Elev	771

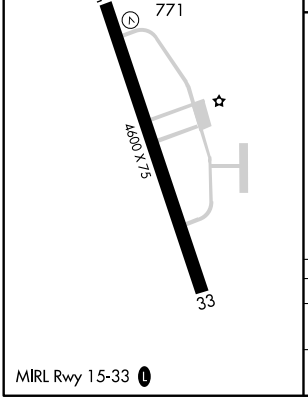
NA

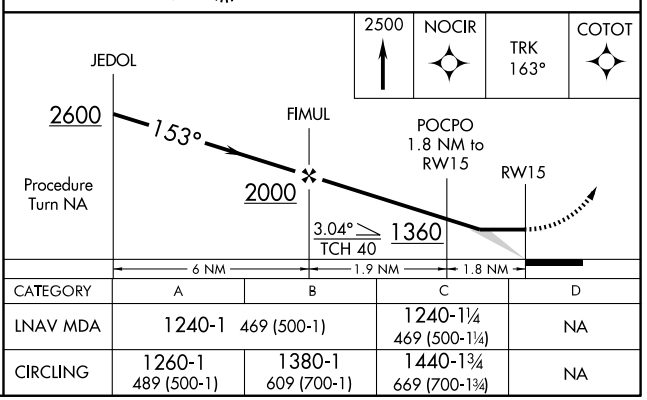
DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Antonio Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct NOCIR and via 163° track to COTOT and hold.

AWOS-3	HONDO MUNI ASOS	SAN ANTONIO APP CON	UNICOM
119.25	119.675	118.05 353.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1 469 (500-1)		1240-1¼ 469 (500-1¼)	NA
CIRCLING	1260-1 489 (500-1)	1380-1 609 (700-1)	1440-1¾ 669 (700-1¾)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

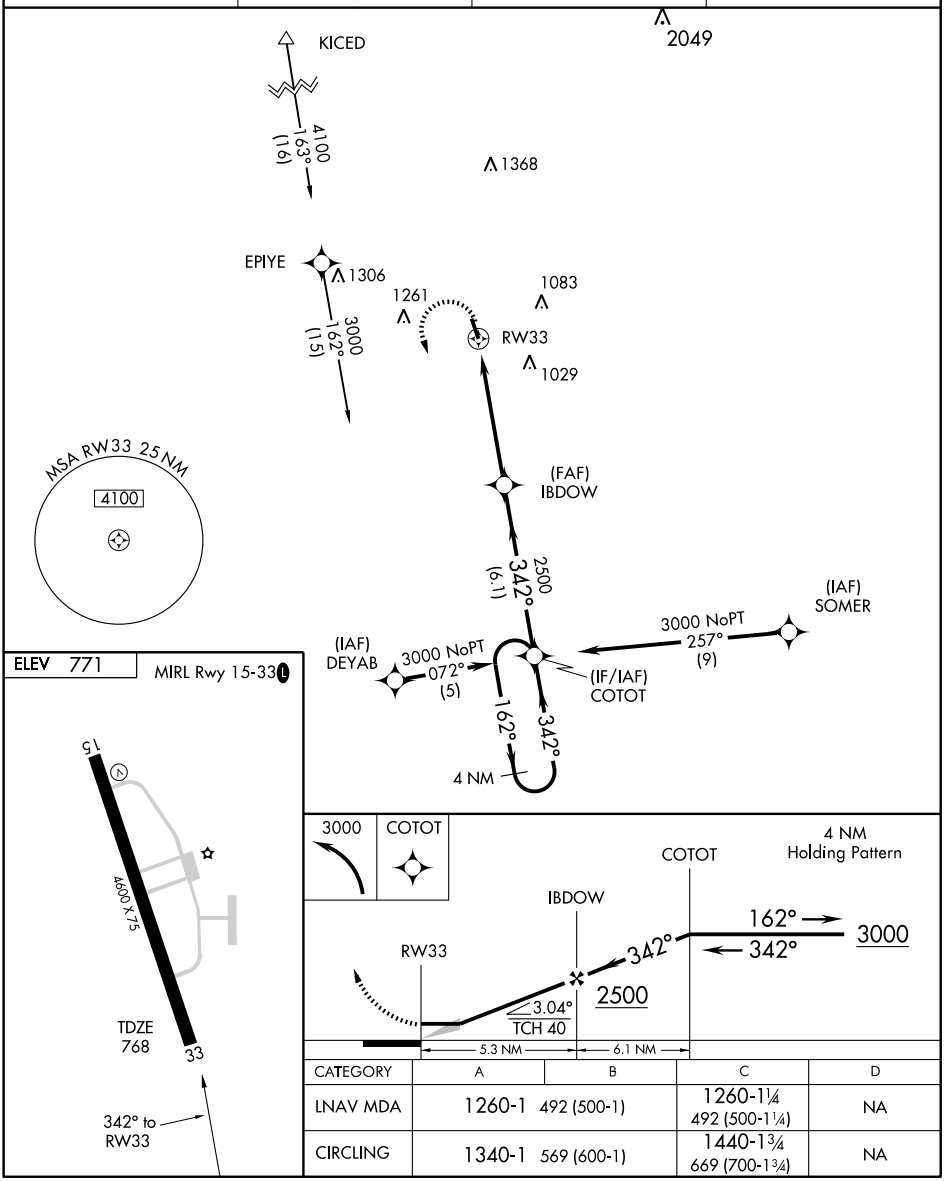
CASTROVILLE MUNI (CVB)

APP CRS	Rwy Idg	4600
342°	TDZE	768
	Apt Elev	771

NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Antonio Intl altimeter setting. Circling to Rwy 15 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct COTOT and hold.

AWOS-3	HONDO MUNI ASOS	SAN ANTONIO APP CON	UNICOM
119.25	119.675	118.05 353.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1 492 (500-1)		1260-1¼ 492 (500-1¼)	NA
CIRCLING	1340-1 569 (600-1)		1440-1¾ 669 (700-1¾)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB CZJ	APP CRS	Rwy Idg	5501
341	157°	TDZE	319
		Apt Elev	319

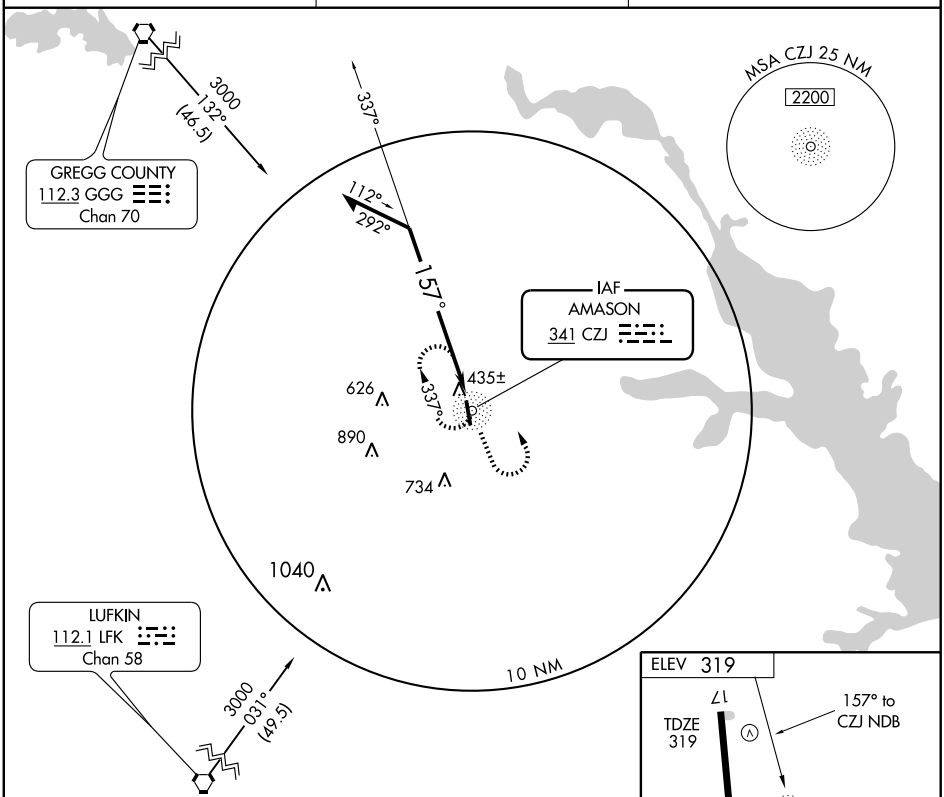
NDB RWY 17
CENTER MUNI (F17)

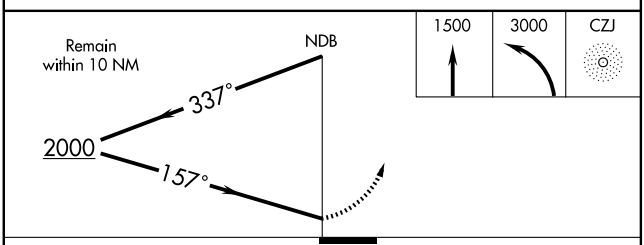
Use Nacogdoches, TX (A.L. Mangham Jr. Regional) altimeter setting.

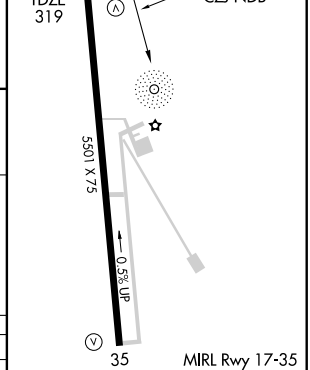
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct CZJ NDB and hold.

NACOGDOCHES AWOS-3	FORTH WORTH CENTER	UNICOM
135.625	126.325 346.25	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	920-1	601 (700-1)	920-1¾ 601 (700-1¾)	NA
CIRCLING	920-1	601 (700-1)	920-1¾ 601 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5501
167°	TDZE	319
	Apt Elev	319

RNAV (GPS) RWY 17

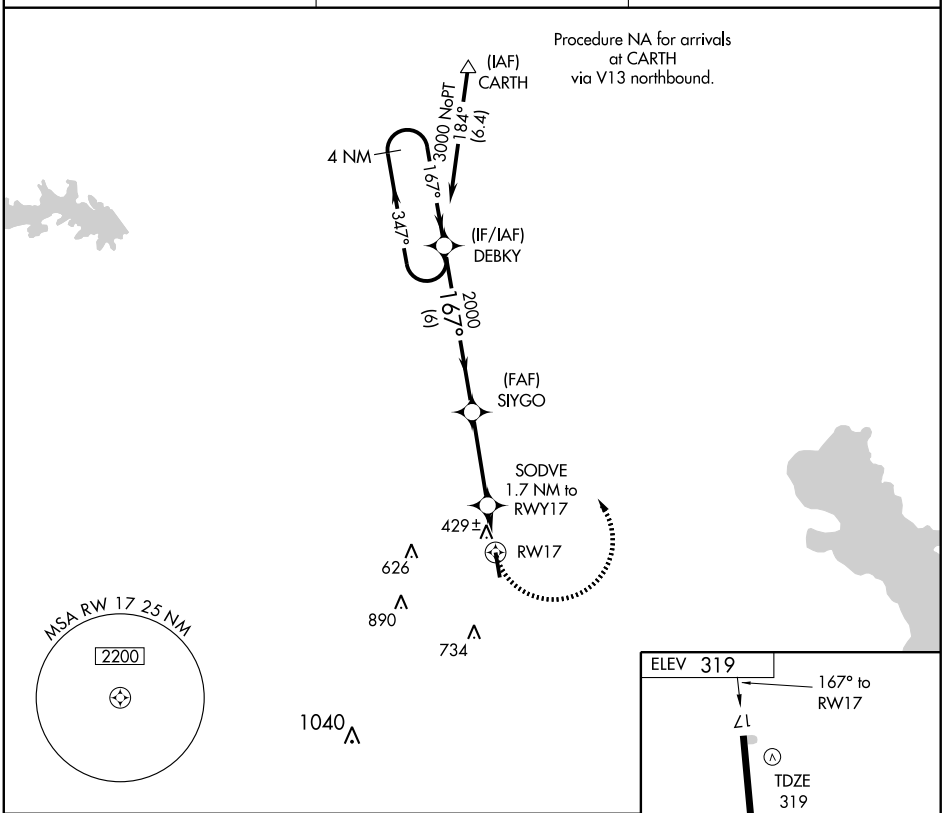
CENTER MUNI (F17)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Nacogdoches altimeter setting; when not received, use Henderson altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climbing left turn 3000 direct DEBKY and hold.

NACOGDOCHES AWOS-3	FORTH WORTH CENTER	UNICOM
135.625	126.325 346.25	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	760-1 441 (500-1)		760-1¼ 441 (500-1¼)	NA
CIRCLING	820-1 501 (600-1)		820-1½ 501 (600-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5501
347°	TDZE	308
	Apt Elev	319

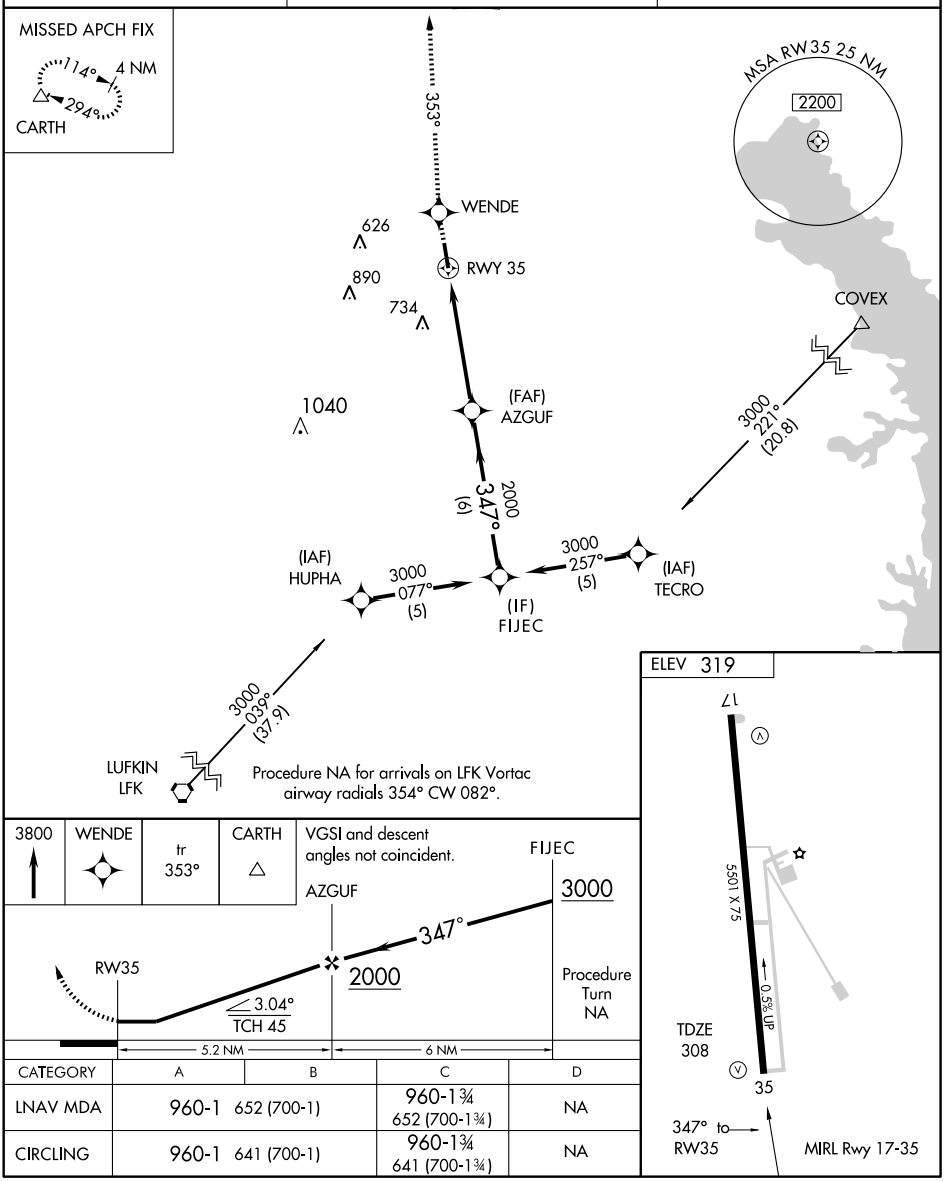
RNAV (GPS) RWY 35

CENTER MUNI (F17)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Nacogdoches altimeter setting; when not received, use Henderson altimeter setting and increase all MDA 40 feet, and increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct WENDE and on track 353° to CARTH and hold.

NACOGDOCHES AWOS-3	FORTH WORTH CENTER	UNICOM
135.625	126.325 346.25	122.8 (CTAF)



3800	WENDE	tr 353°	CARTH

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	960-1 652 (700-1)		960-1¾ 652 (700-1¾)	NA
CIRCLING	960-1 641 (700-1)		960-1¾ 641 (700-1¾)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

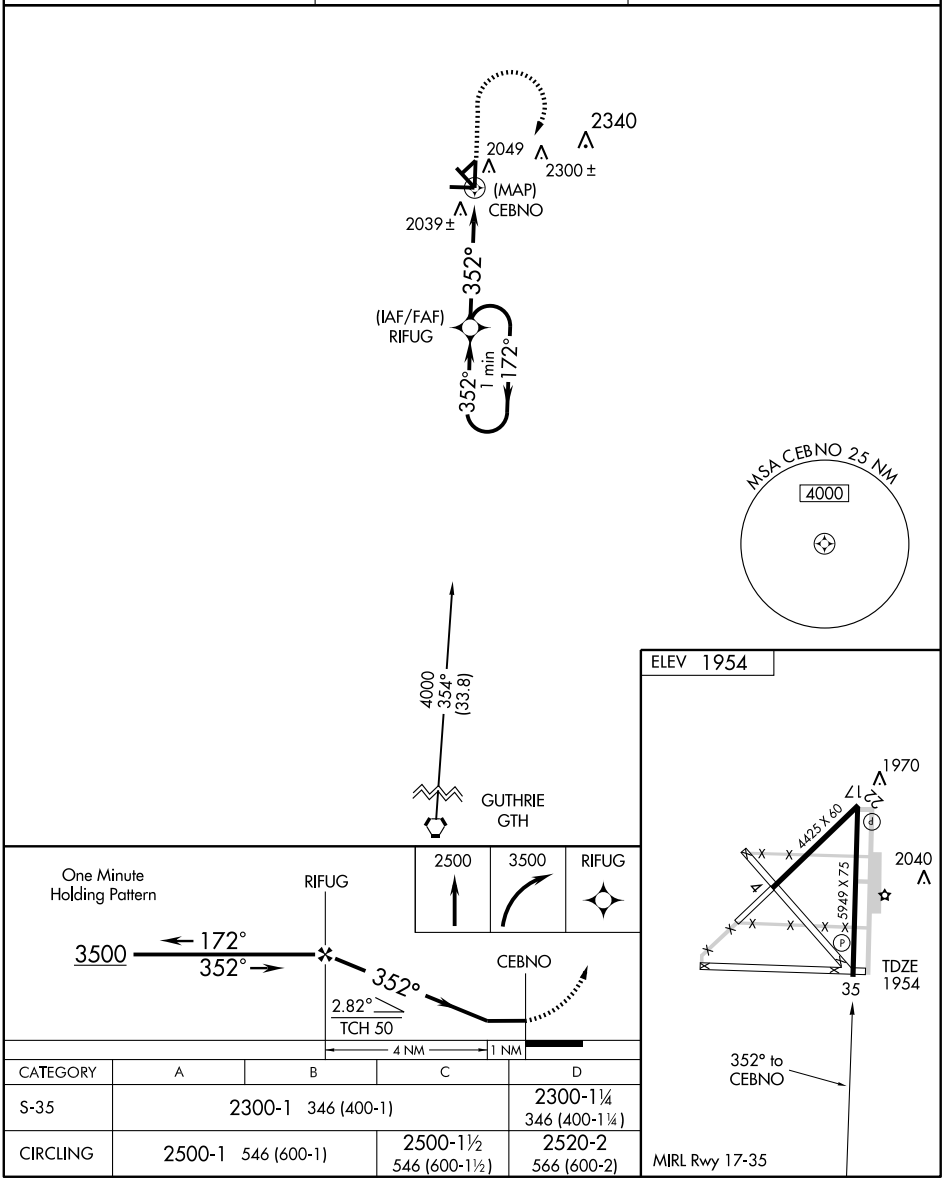
APP CRS	Rwy Idg	5949
352°	TDZE	1954
	Apt Elev	1954

GPS RWY 35
CHILDRESS MUNI (CDS)

NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct RIFUG WP and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.125	133.5 350.35	122.8 (CTAF)



CATEGORY	A	B	C	D
S-35	2300-1 346 (400-1)			2300-1¼ 346 (400-1¼)
CIRCLING	2500-1 546 (600-1)		2500-1½ 546 (600-1½)	2520-2 566 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

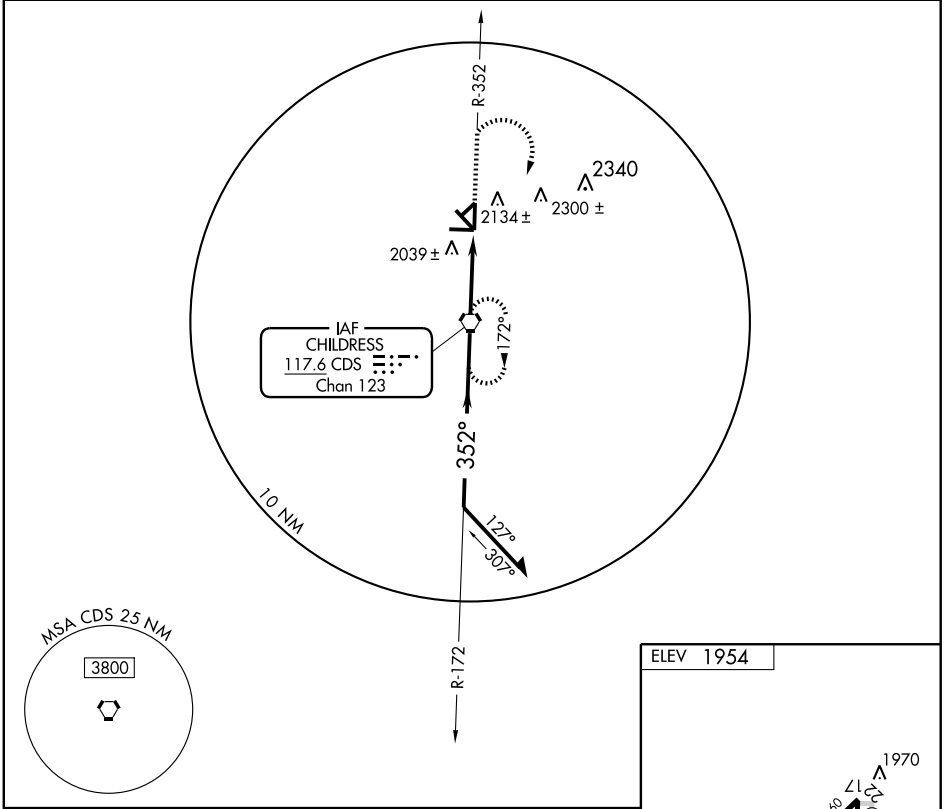
VORTAC CDS	APP CRS	Rwy Idg	5949
117.6	352°	TDZE	1954
Chan 123		Apt Elev	1954

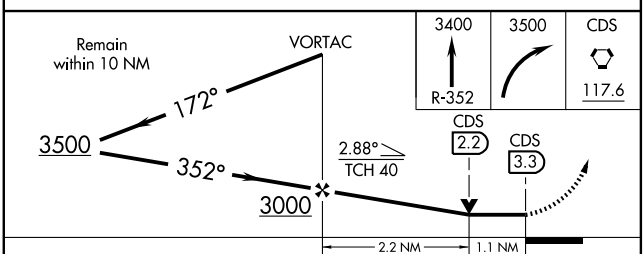
VOR RWY 35
CHILDRESS MUNI (CDS)

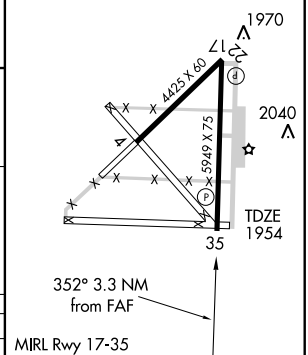
When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDA 200 feet, and all visibilities ¾ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 via CDS VORTAC R-352 then climbing right turn to 3500 direct CDS VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.125	133.5 350.35	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	2340-1 386 (400-1)			2340-1¼ 386 (400-1¼)
CIRCLNG	2500-1 546 (600-1)		2500-1½ 546 (600-1½)	2520-2 566 (600-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

4000
099°
(49)

FL190
071°
(151)

130

R-254
(25)

4000
082°
(39)

44

(5)

087°
(15)

4000

40

(28)

R-267
(12)

4000
064°
(21)

4000
033°
(19)

3000

47

151

075°

42

R-213

R-218

R-181

R-119

R-127

46

254°

267°

55

SITNA
N32°12.55′
W99°03.07′

R-338

R-353

R-359

R-128

R-207

CVE

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

17

66

128°

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

GAINS
N31° 57.12′
W97°37.34′

18

5000
033°
(38)

5000
334°
(51)

5000
305°
(25)

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

060°

R-240

R-110

R-197

R-213

104

BRIAN
N32°01.87′
W97°43.17′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

SAN ANGELO
115.1 SJT
Chan 98

JUMBO
N31° 32.17′
W98° 10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

FL180
(21)

350°

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

FL180
359°
(114)

R-142

FL180
321°
(58)

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

KNEAD SIX ARRIVAL
(KNEAD.KNEAD6) 09351

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-CPT	APP CRS	Rwy Idg	5512
111.15	153°	TDZE	854
Chan 48 (Y)		Apt Elev	854

LOC/DME RWY 15

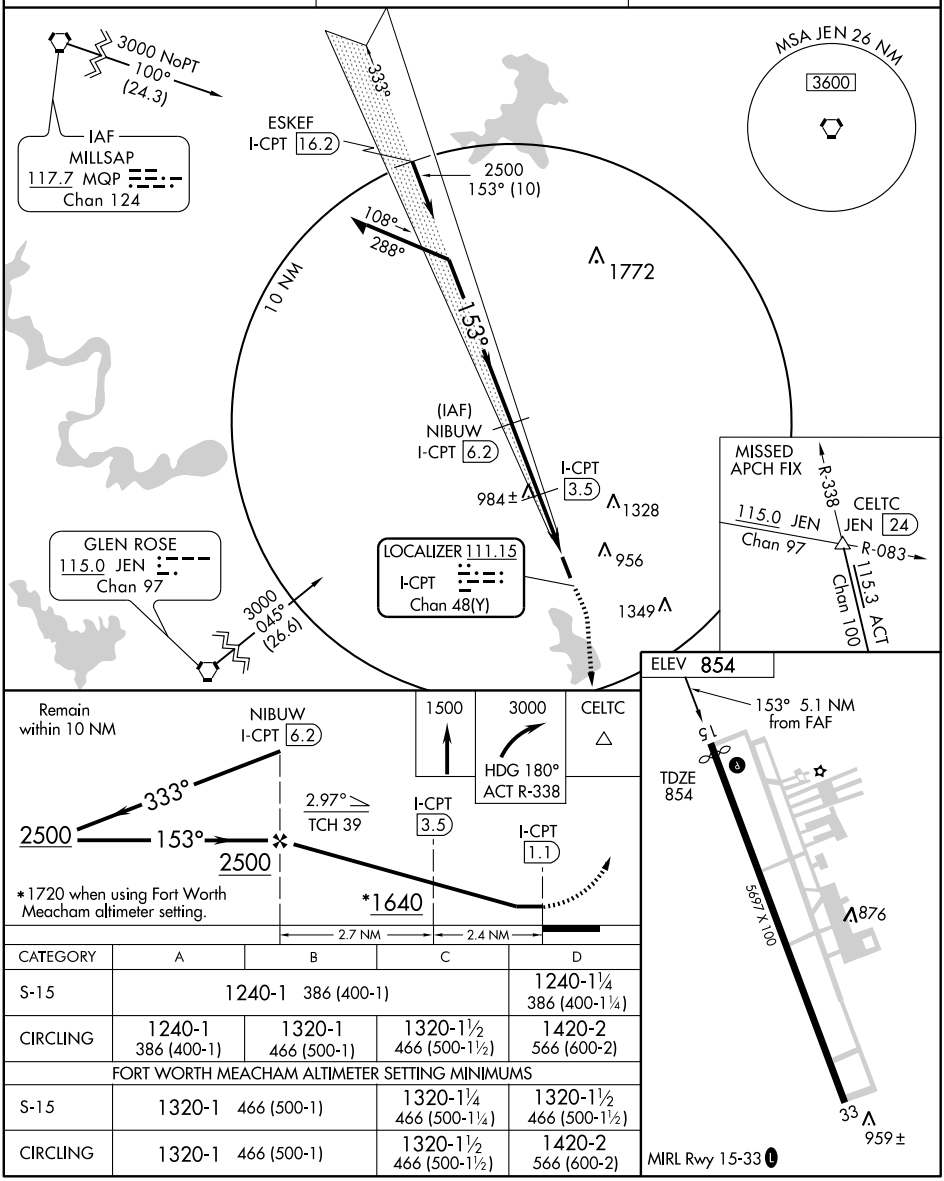
CLEBURNE MUNI (CPT)

Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 180° and ACT R-338 to CELTC INT.

AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	1240-1 386 (400-1)			1240-1¼ 386 (400-1¼)
CIRCLING	1240-1 386 (400-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)
FORT WORTH MEACHAM ALTIMETER SETTING MINIMUMS				
S-15	1320-1 466 (500-1)		1320-1¼ 466 (500-1¼)	1320-1½ 466 (500-1½)
CIRCLING	1320-1 466 (500-1)		1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5512
153°	TDZE	854
	Apt Elev	854

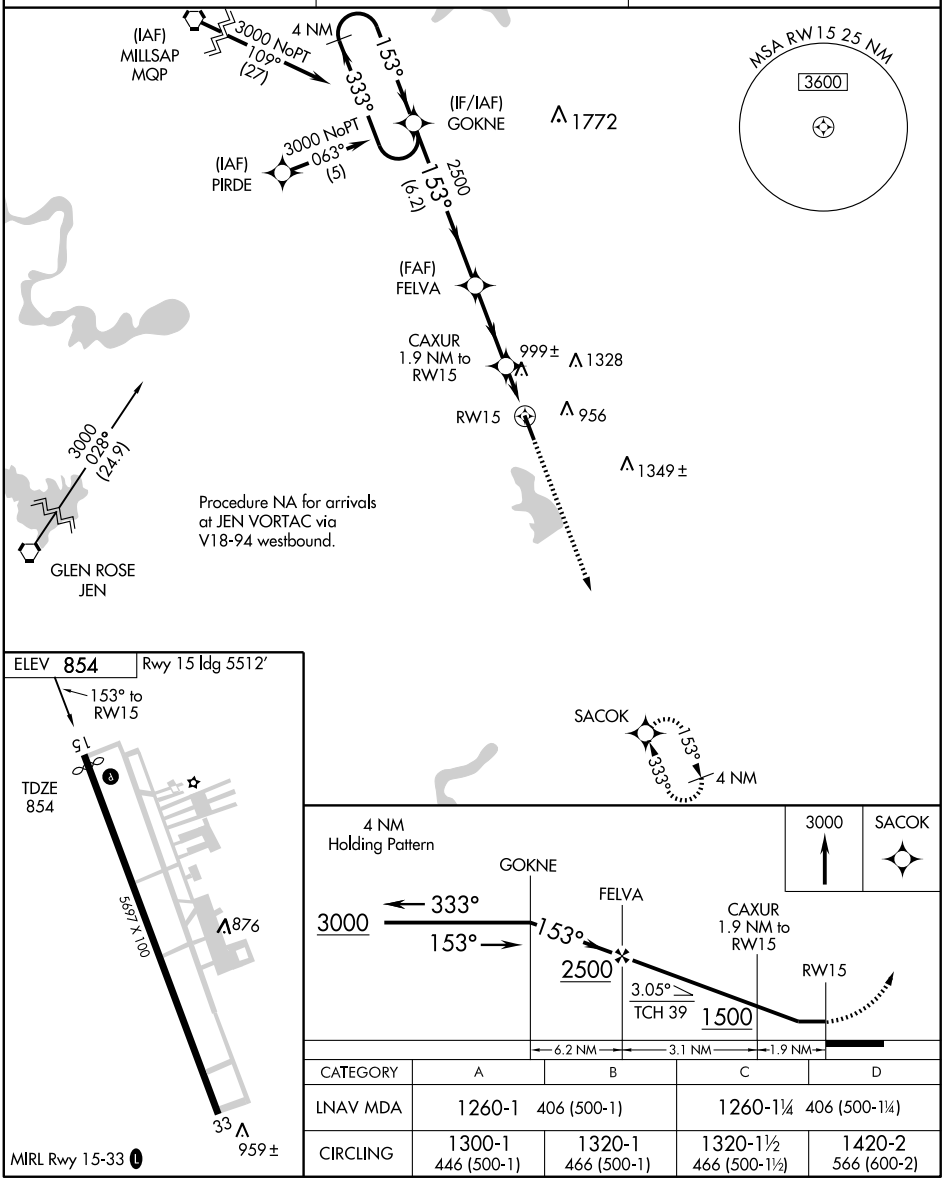
RNAV (GPS) RWY 15

CLEBURNE MUNI (CPT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all MDAs 100 feet, and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SACOK and hold.

AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1 406 (500-1)		1260-1¼ 406 (500-1¼)	
CIRCLING	1300-1 446 (500-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5697
333°	TDZE	849
	Apt Elev	854

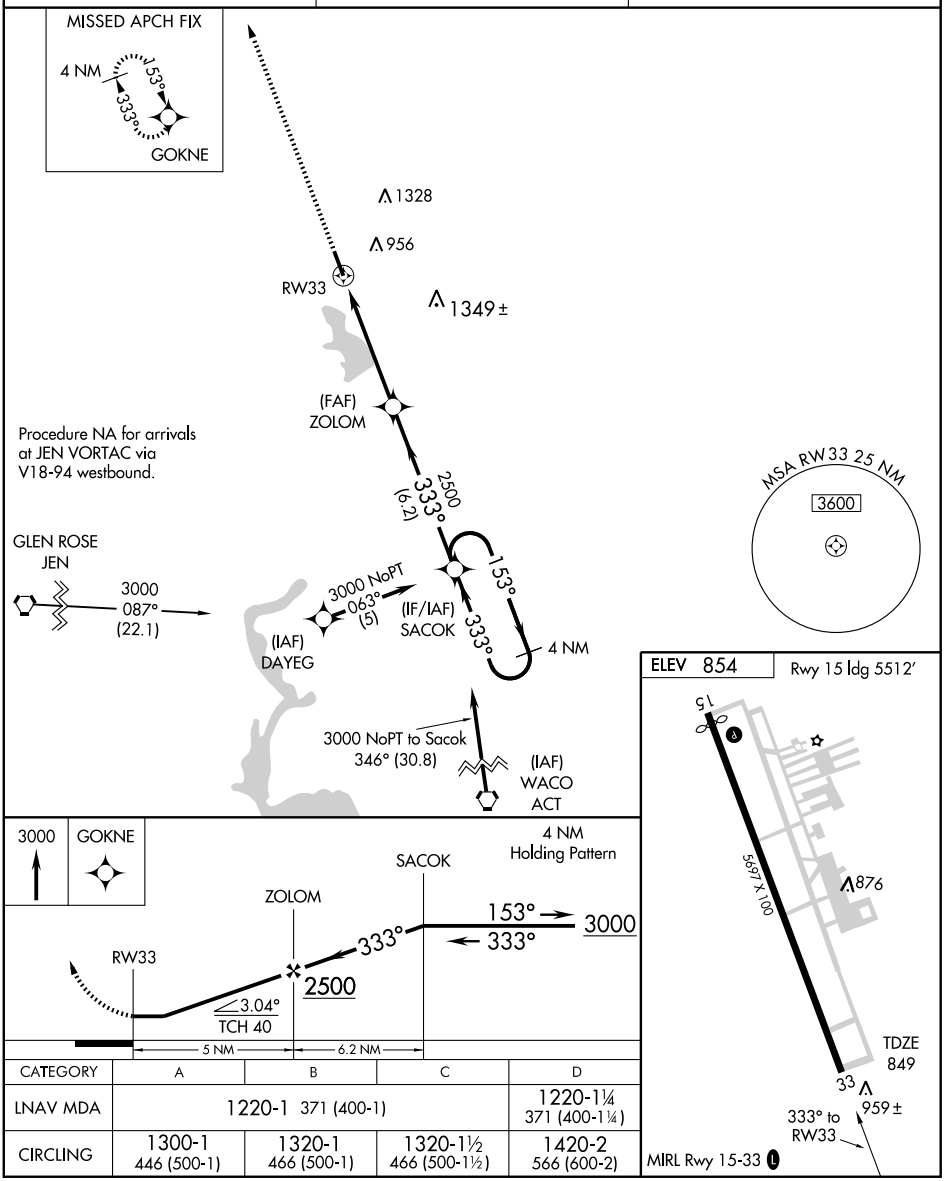
RNAV (GPS) RWY 33

CLEBURNE MUNI (CPT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all MDAs 100 feet, and increase LNAV visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOKNE and hold.

AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 371 (400-1)			1220-1¼ 371 (400-1¼)
CIRCLING	1300-1 446 (500-1)	1320-1 466 (500-1)	1320-1½ 466 (500-1½)	1420-2 566 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4998
157°	TDZE	151
	Apt Elev	151

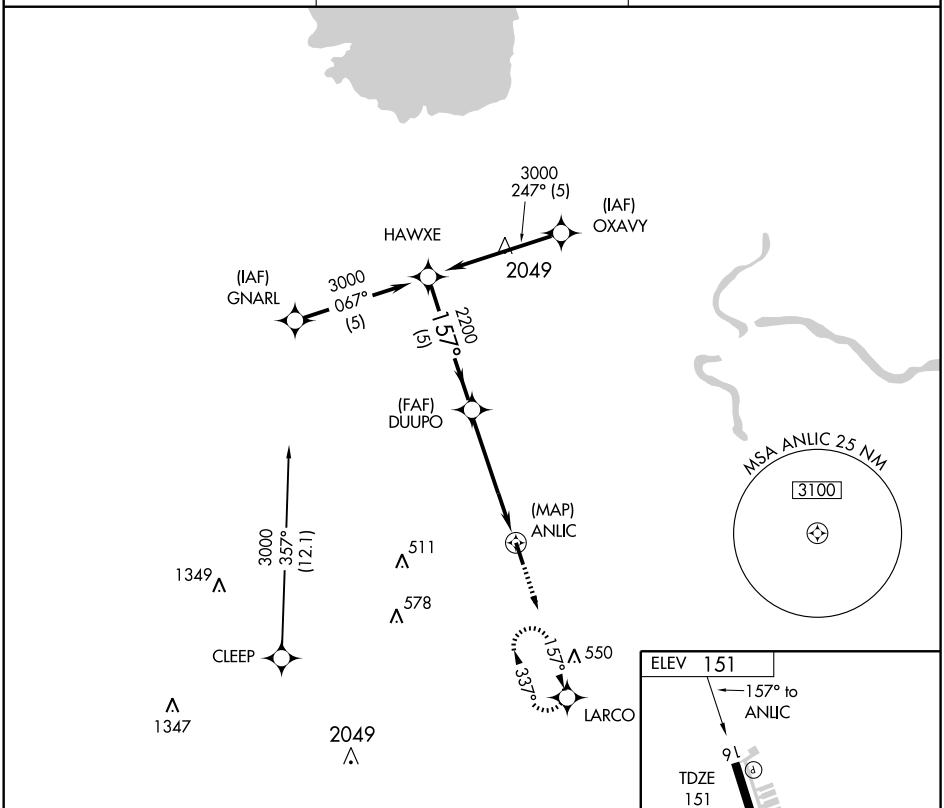
GPS RWY 16
CLEVELAND MUNI (6R3)

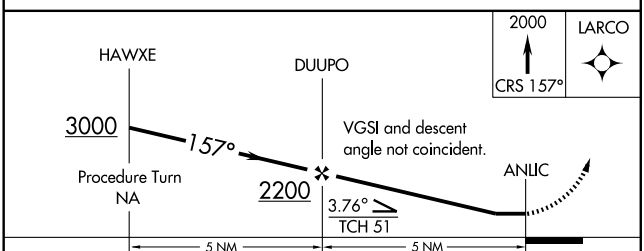
NA Use Houston, TX (George Bush Intercontinental /Houston) altimeter setting.

MISSED APPROACH: Climb to 2000 via 157° course to LARCO WP and hold.

AWOS-3	HOUSTON APP CON	UNICOM
119.325	119.7 281.4	123.0 (CTAF) L

SC-5, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-16	620-1 469 (500-1)		620-1¼ 469 (500-1¼)	NA
CIRCLING	640-1 489 (500-1)	660-1 509 (600-1)	660-1½ 509 (600-1½)	NA

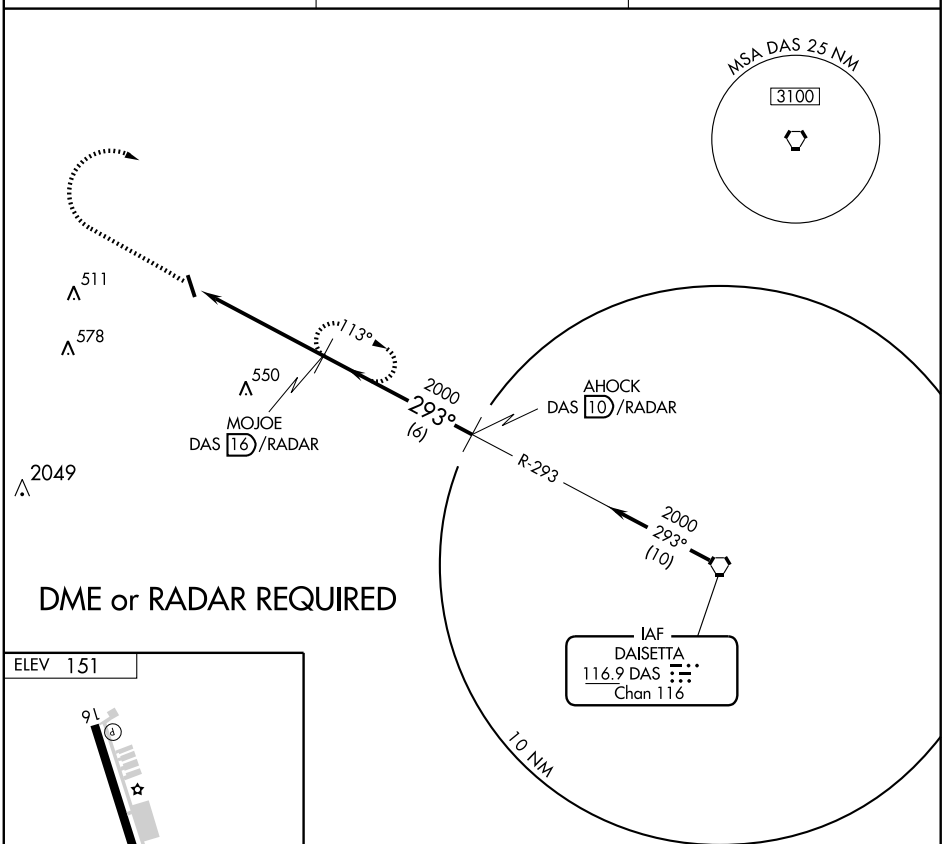
VORTAC DAS	APP CRS	Rwy Idg	N/A
116.9	293°	TDZE	N/A
Chan 116		Apt Elev	151

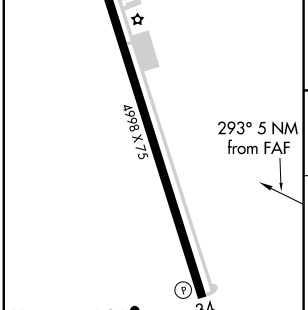
VOR-A
CLEVELAND MUNI (6R3)

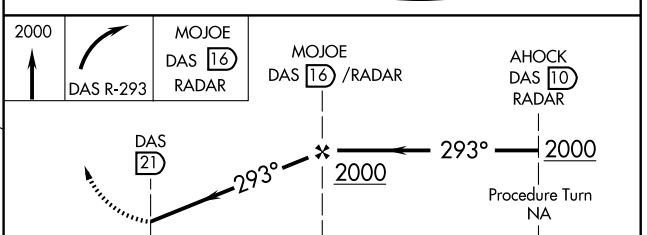
Use Houston, TX (George Bush Intercontinental/Houston) altimeter setting.
NA

MISSED APPROACH: Climb to 2000 then right turn via DAS R-293 to MOJOE/DAS 16 DME/RADAR and hold.

AWOS-3	HOUSTON APP CON	UNICOM
119.325	119.7 281.4	123.0 (CTAF) L







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	680-1 529 (600-1)	680-1¼ 529 (600-1¼)	NA	

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4503
148°	TDZE	1697
	Apt Elev	1697

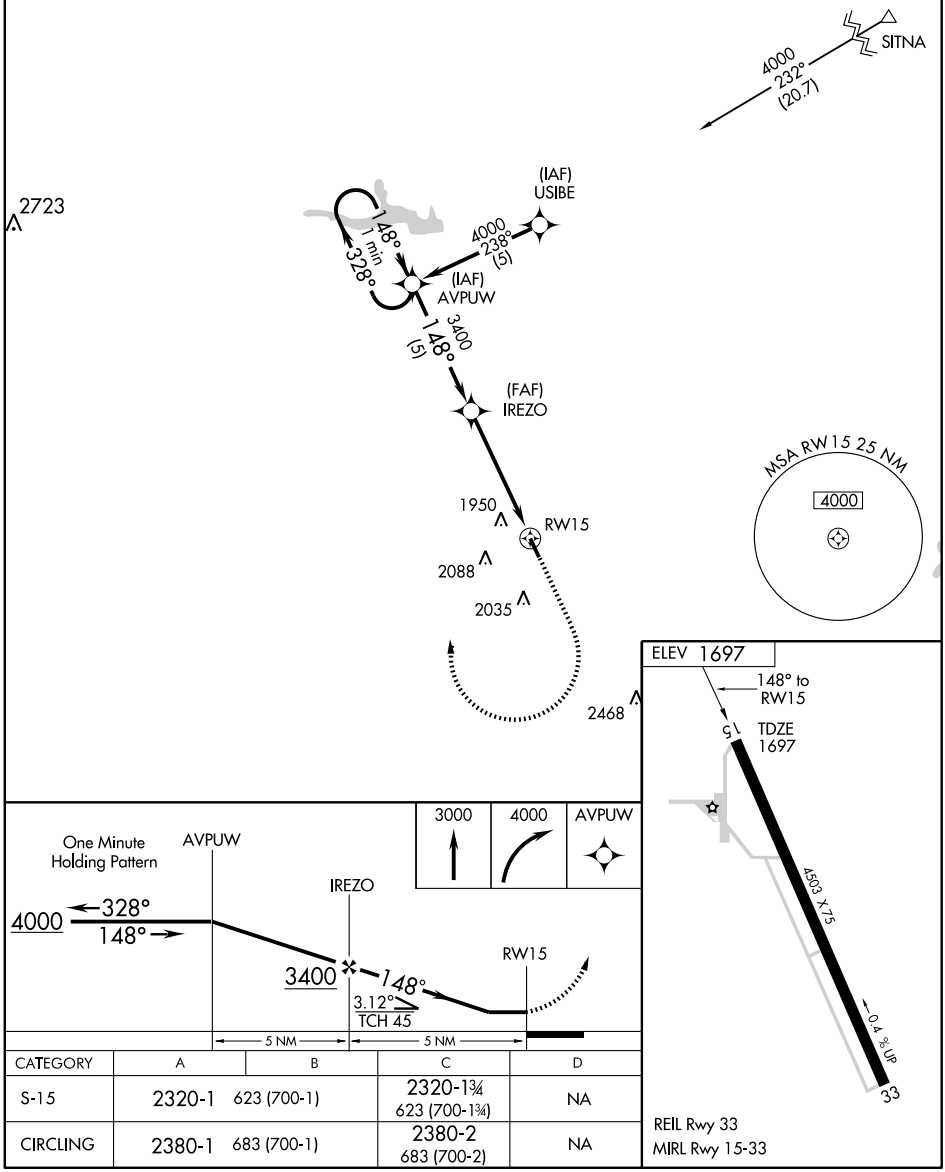
GPS RWY 15
COLEMAN MUNI (COM)

NA

Use Brownwood Rgnl, TX altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct AVPUW WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.1	127.45 290.3	122.8 (CTAF)

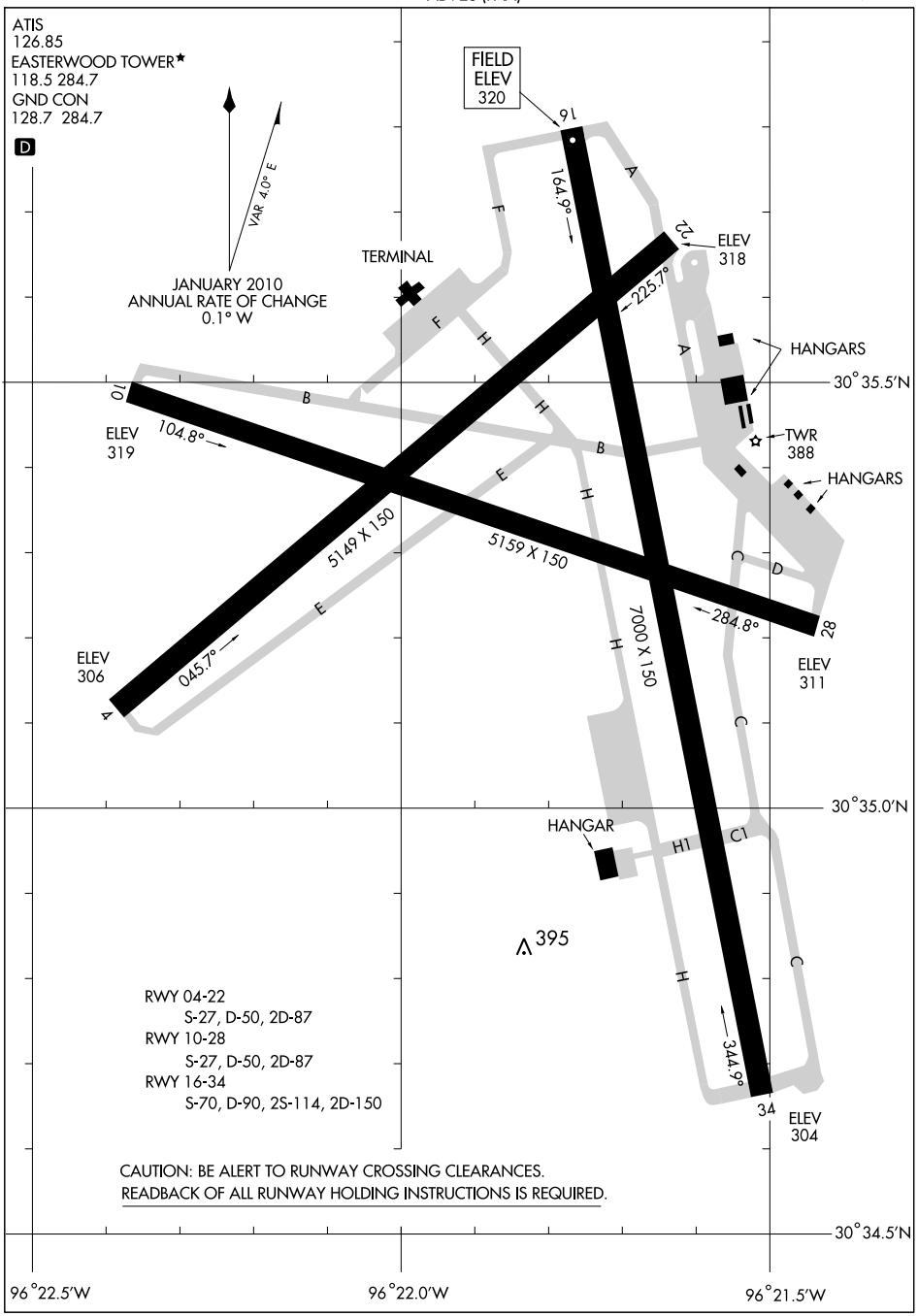


CATEGORY	A	B	C	D
S-15	2320-1	623 (700-1)	2320-1¾ 623 (700-1¾)	NA
CIRCLING	2380-1	683 (700-1)	2380-2 683 (700-2)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLLEGE STATION/ EASTERWOOD FIELD (CLL)
AL-928 (FAA)
COLLEGE STATION, TEXAS



SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
10210
COLLEGE STATION, TEXAS
COLLEGE STATION/EASTERWOOD FIELD (CLL)

LOC/DME I-CLL	APP CRS	Rwy Idg	7000
111.7	343°	TDZE	311
Chan 54		Apt Elev	321

ILS or LOC RWY 34

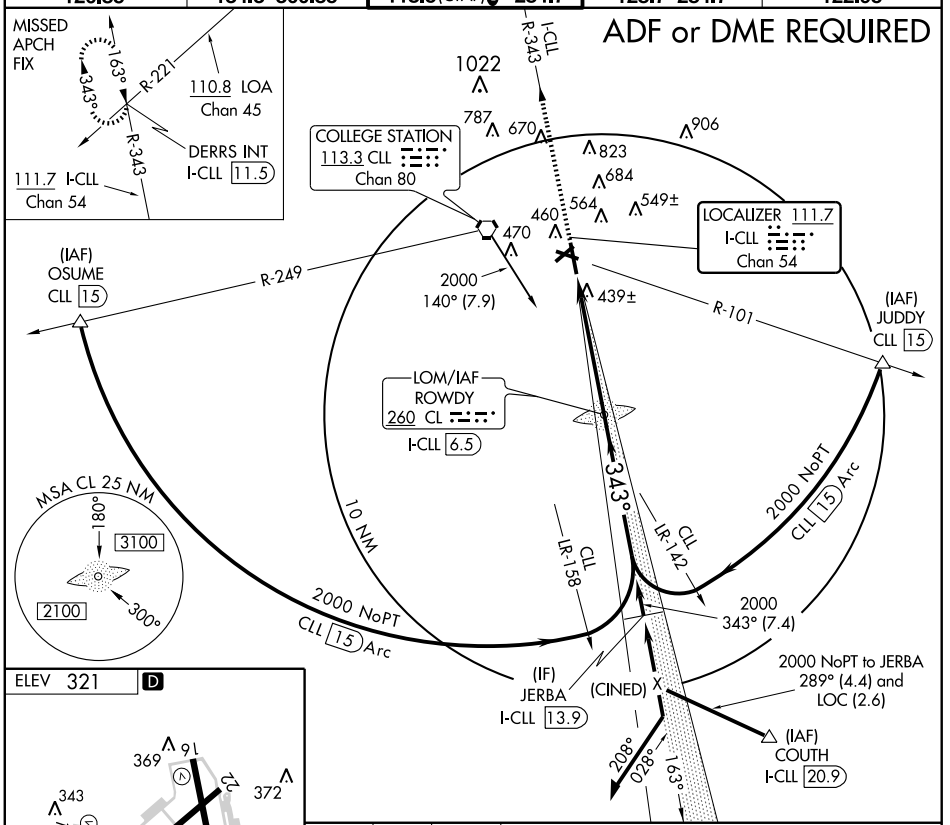
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

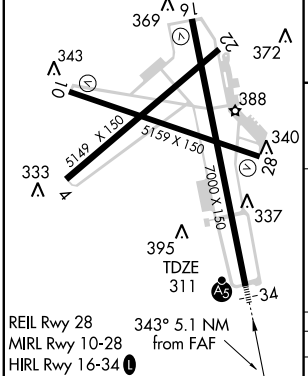
T A For inoperative MALSR increase S-ILS-34 Cat E visibility to ¾ mile, increase S-LOC-34 Cat E visibility to 1¼ mile. ILS glideslope unusable for coupled approaches below 1050 feet MSL.

MALSR

MISSED APPROACH: Climb to 2500 via I-CLL north course to DERRS INT/I-CLL 11.5 DME and hold.

ATIS	HOUSTON APP CON	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	134.3 360.85	118.5 (CTAF) L 284.7	128.7 284.7	122.95

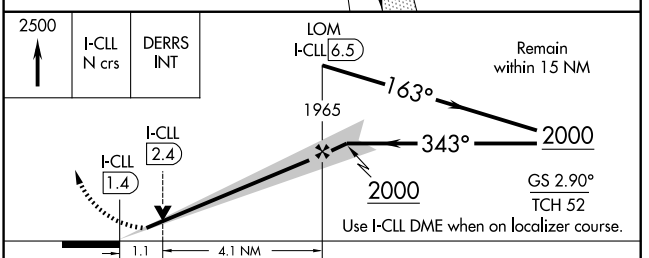




REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

343° 5.1 NM from FAF

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-ILS 34	511-½ 200 (200-½)				
S-LOC 34	700-½ 389 (400-½)			700-¾ 389 (400-¾)	
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5159
103°	TDZE	320
	Apt Elev	321

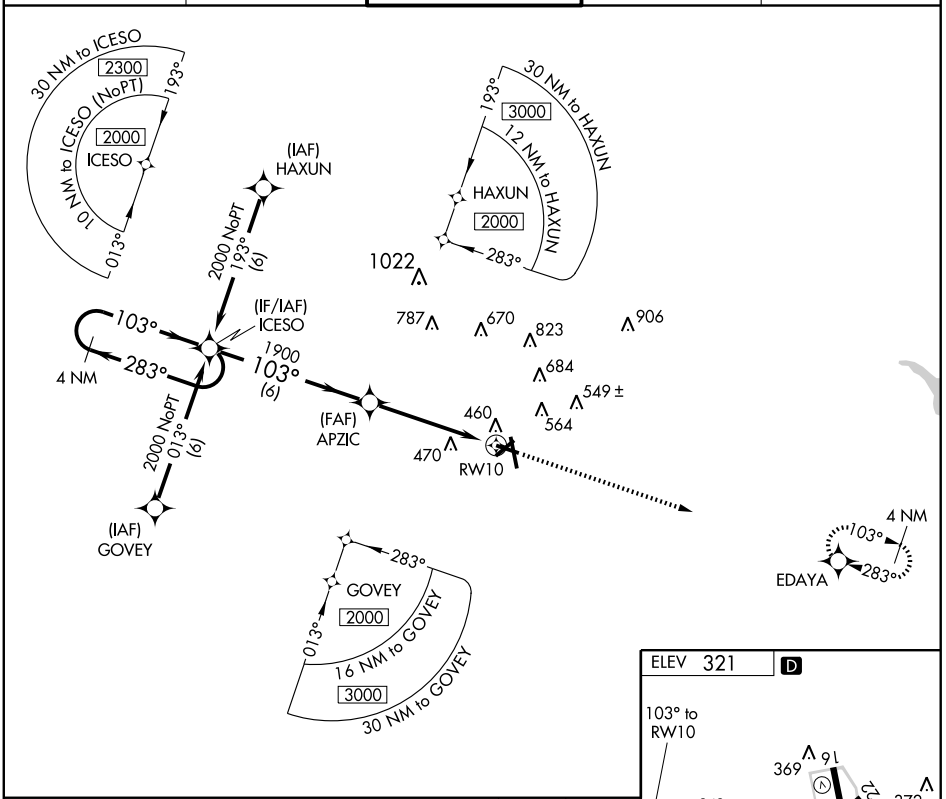
RNAV (GPS) RWY 10

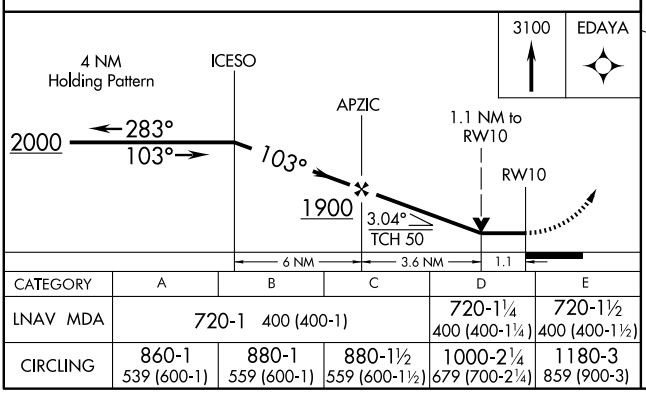
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

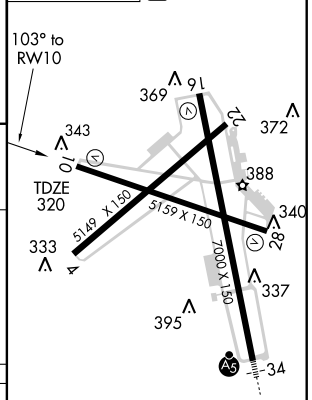
T A — DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct EDAYA and hold.

ATIS	HOUSTON APP CON	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	134.3 360.85	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	720-1 400 (400-1)			720-1¼ 400 (400-1¼)	720-1½ 400 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7000
163°	TDZE	321
	Apt Elev	321

RNAV (GPS) RWY 16

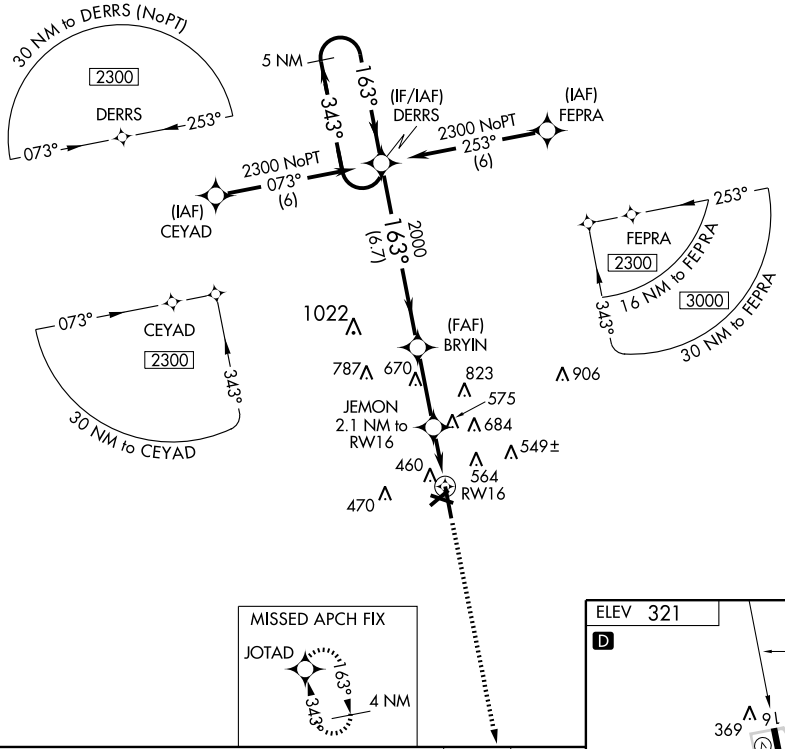
COLLEGE STATION/EASTERWOOD FIELD (CLL)

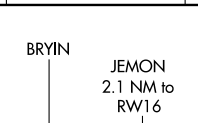
DME/DME RNP-0.3 NA.

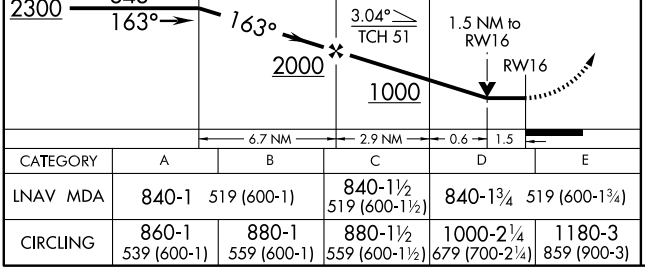
MISSED APPROACH: Climb to 2000 direct JOTAD and hold.

ATIS	HOUSTON APP CON	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	134.3 360.85	118.5 (CTAF) L 284.7	128.7 284.7	122.95

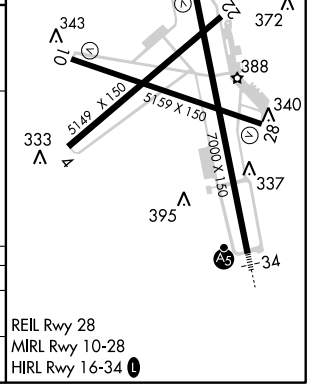
SC-5, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D	E
LNAV MDA	840-1 519 (600-1)		840-1½ 519 (600-1½)	840-1¾ 519 (600-1¾)	
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)



REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

APP CRS	Rwy ldg	5159
283°	TDZE	314
	Apt Elev	321

RNAV (GPS) RWY 28

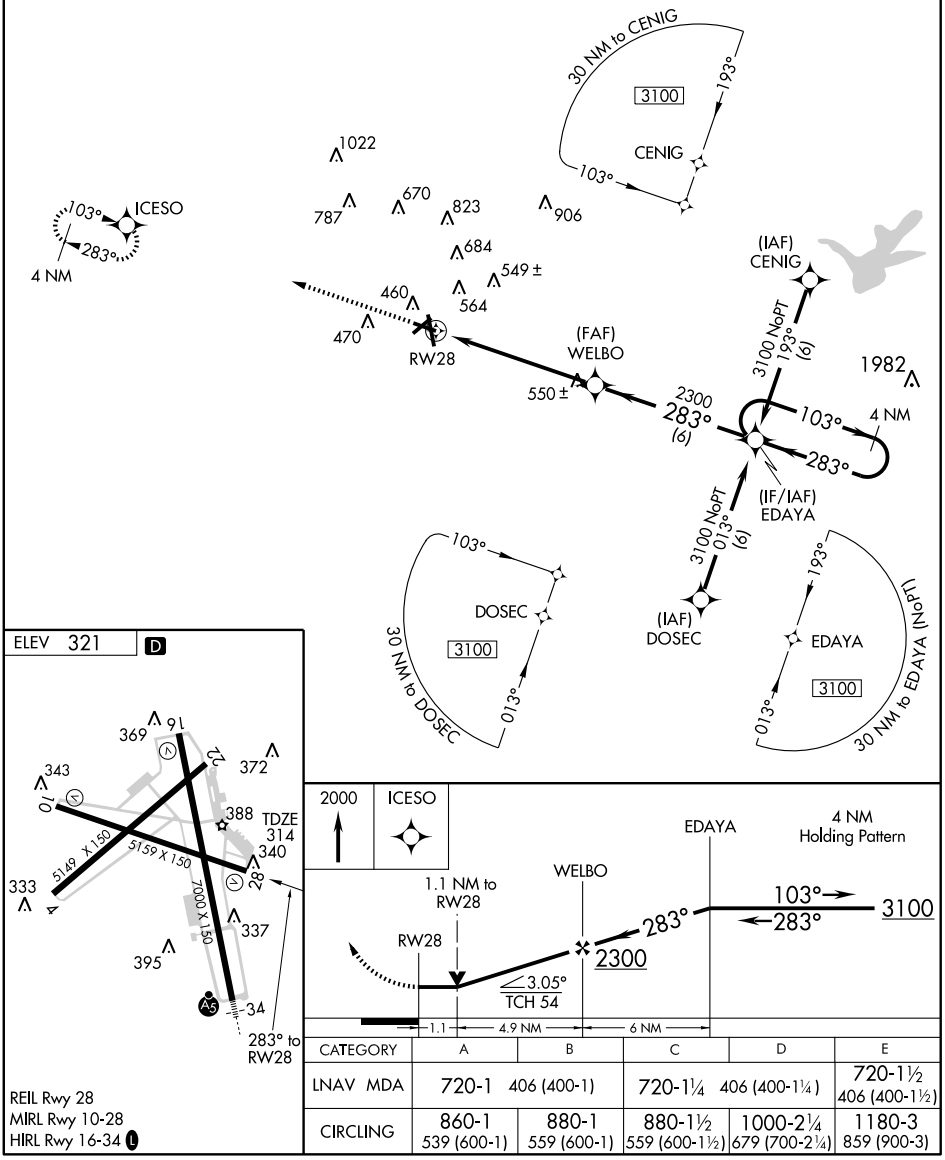
COLLEGE STATION/EASTERWOOD FIELD (CLL)

T A — DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ICESO and hold.

ATIS	HOUSTON APP CON	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	134.3 360.85	118.5(CTAF) L 284.7	128.7 284.7	122.95

SC-5, 21 OCT 2010 to 18 NOV 2010



REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

CATEGORY	A	B	C	D	E
LNAV MDA	720-1 406 (400-1)		720-1¼ 406 (400-1¼)		720-1½ 406 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

APP CRS	Rwy Idg	7000
343°	TDZE	311
	Apt Elev	321

RNAV (GPS) RWY 34

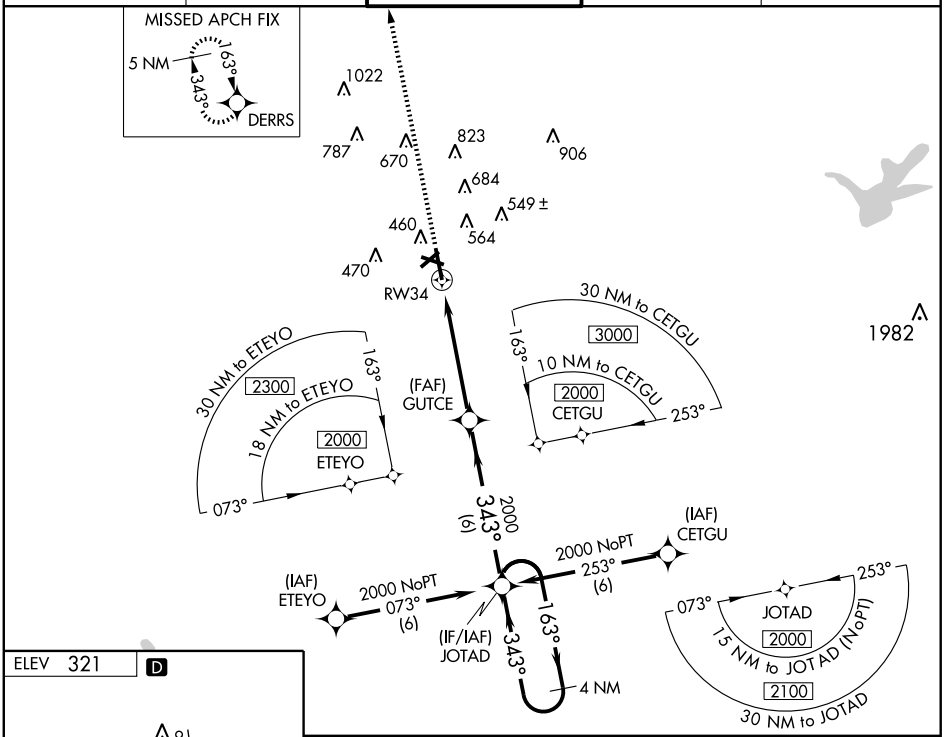
COLLEGE STATION/EASTERWOOD FIELD (CLL)

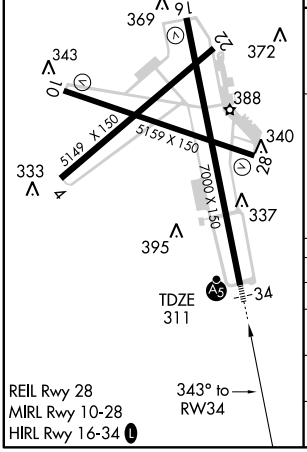
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1¼, LNAV Cat D visibility to 1¼, and Cat E to 1½.

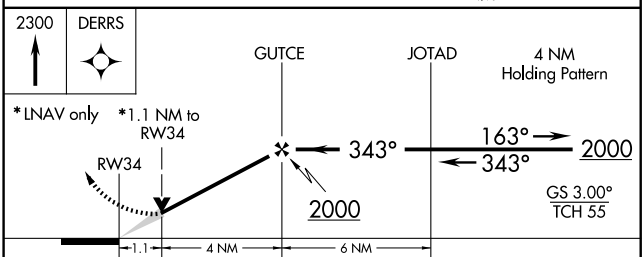
MALSR

MISSED APPROACH: Climb to 2300 direct DERRS and hold.

ATIS	HOUSTON APP CON	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	134.3 360.85	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D	E
LPV DA	NA				
LNAV/VNAV DA	700-¾ 389 (400-¾)				
LNAV MDA	720-½ 409 (400-½)		720-¾ 409 (400-¾)	720-1 409 (400-1)	
CIRCLING	860-1¼ 539 (600-1¼)	880-1¼ 559 (600-1¼)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

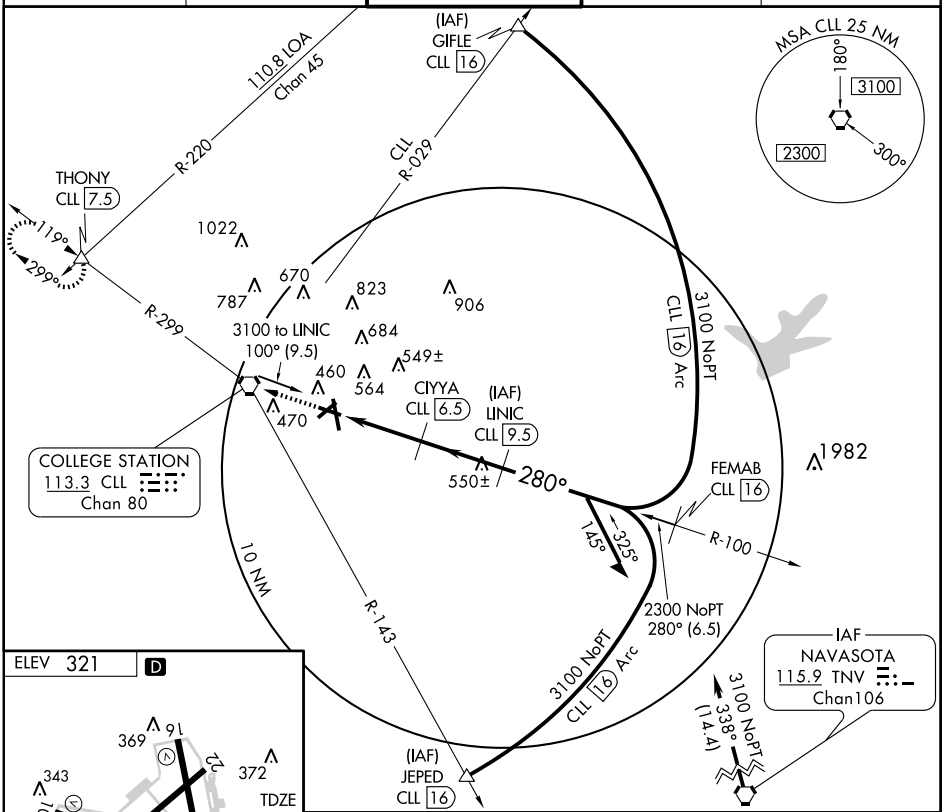
VORTAC CLL 113.3 Chan 80	APP CRS 280°	Rwy Idg 5159 TDZE 314 Apt Elev 321

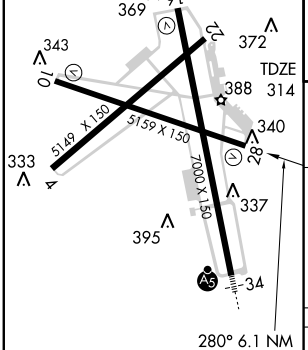
VOR/DME RWY 28

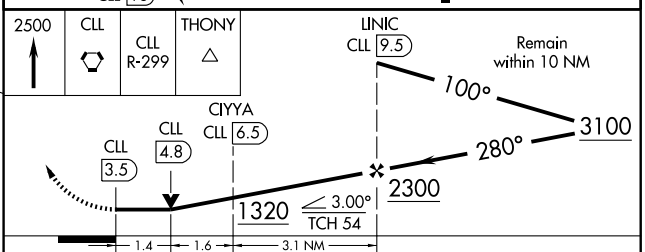
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

MISSED APPROACH: Climb to 2500 direct CLL VORTAC then via CLL R-299 to THONY Int/CLL 7.5 DME and hold.

ATIS	HOUSTON APP CON	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	134.3 360.85	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D
S-28	800-1 486 (500-1)		800-1¼ 486 (500-1¼)	800-1½ 486 (500-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VORTAC CLL 113.3 Chan 80	APP CRS 100°	Rwy Idg 5159 TDZE 320 Apt Elev 321

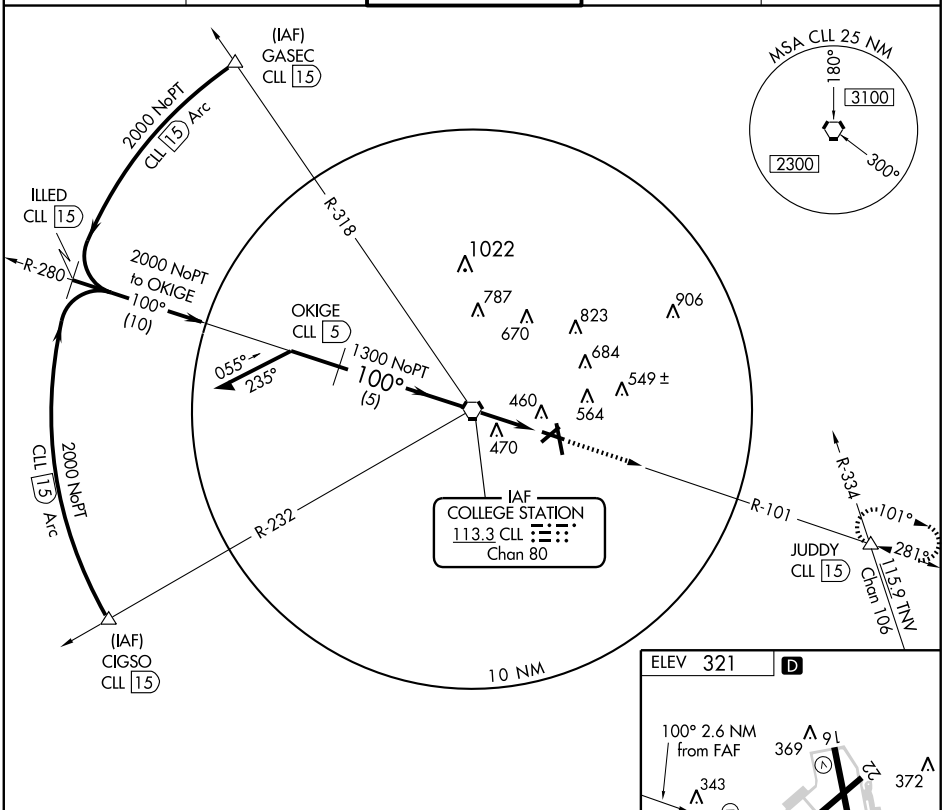
VOR or TACAN RWY 10

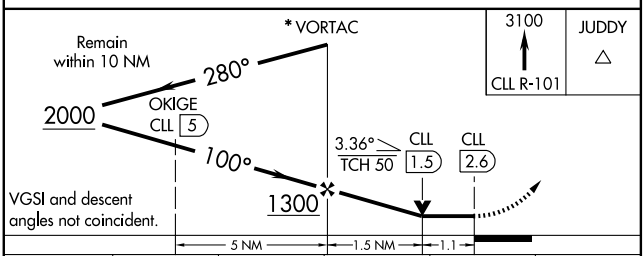
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

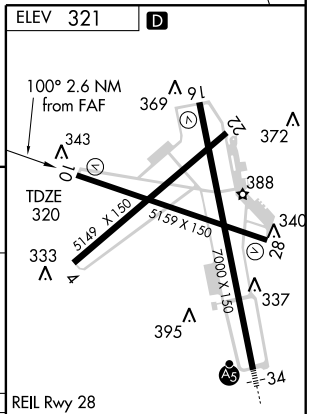
* Procedure turn NA for Cat E.

MISSED APPROACH: Climb to 3100 via CLL R-101 to JUDDY Int/CLL 15 DME and hold.

ATIS	HOUSTON APP CON	EASTERWOOD TOWER*	GND CON	UNICOM
126.85	134.3 360.85	118.5 (CTAF) L 284.7	128.7 284.7	122.95







CATEGORY	A	B	C	D	E
S-10	720-1 400 (400-1)			720-1¼ 400 (400-1¼)	720-1½ 400 (400-1½)
CIRCLING	860-1 539 (600-1)	880-1 559 (600-1)	880-1½ 559 (600-1½)	1000-2¼ 679 (700-2¼)	1180-3 859 (900-3)

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

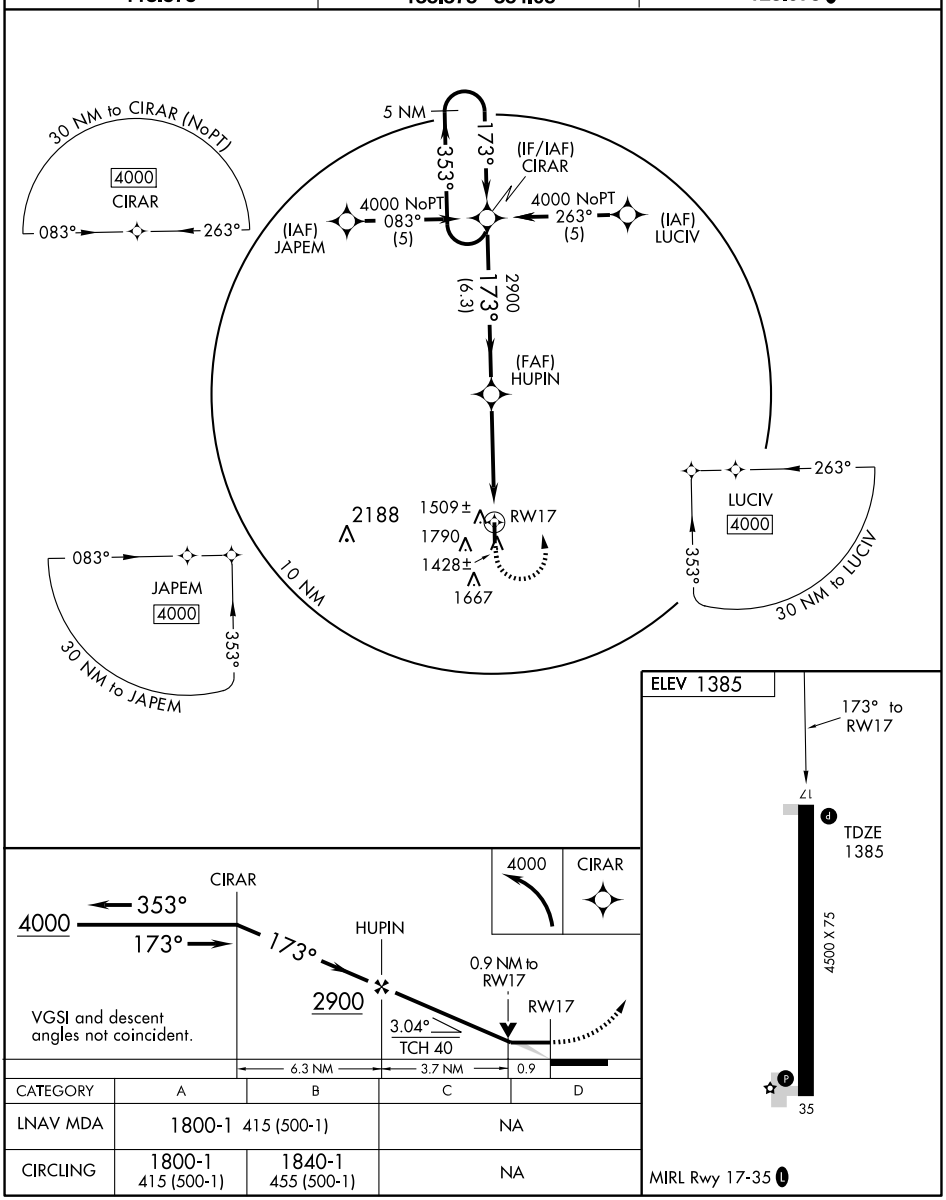
APP CRS	Rwy Idg	4500
173°	TDZE	1385
	Apt Elev	1385

RNAV (GPS) RWY 17
COMANCHE COUNTY-CITY (MKN)

DME/DME RNP-0.3 NA. VDP NA when using Brownwood altimeter setting. If local altimeter setting not received, use Brownwood altimeter setting and increase all MDAs 60 feet. Circling NA west of runway 17-35.

MISSED APPROACH: Climbing left turn to 4000 direct CIRAR and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	135.375 354.05	123.075 L



CATEGORY	A	B	C	D
LNAV MDA	1800-1 415 (500-1)		NA	
CIRCLING	1800-1 415 (500-1)	1840-1 455 (500-1)	NA	

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	280°	TDZE	N/A
Chan 27		Apt Elev	516

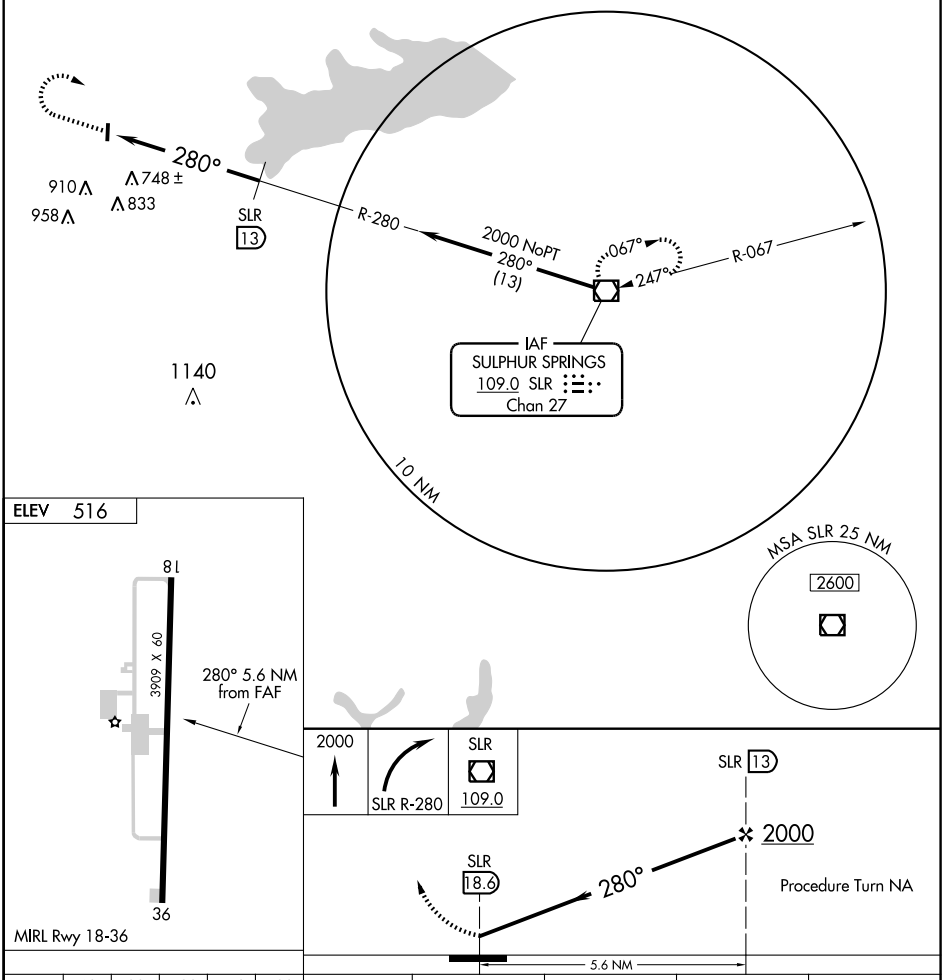
VOR/DME-A
COMMERCE MUNI (2F7)

Use Cox Field altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then right turn proceed via SLR R-280 to SLR VOR/DME and hold.

FORT WORTH CENTER	CTAF
127.6 254.3	122.9

SC-2, 21 OCT 2010 to 18 NOV 2010



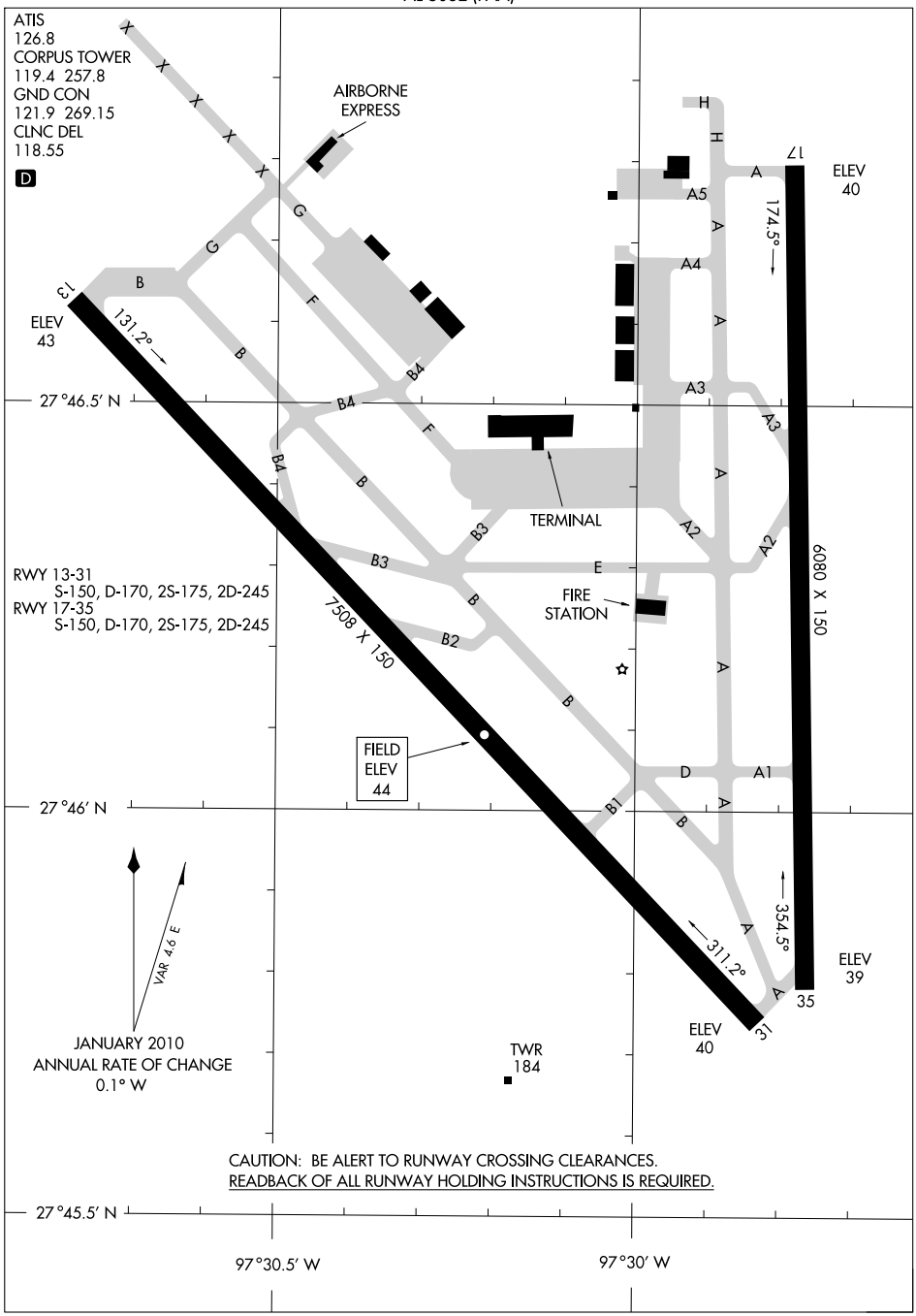
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1080-1	564 (600-1)	NA	

AIRPORT DIAGRAM

AL-5032 (FAA)

CORPUS CHRISTI INTL (CRP)
CORPUS CHRISTI, TEXAS



SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CRP	APP CRS	Rwy Idg	7508
110.3	129°	TDZE	43
Chan 40		Apt Elev	44

ILS or LOC RWY 13

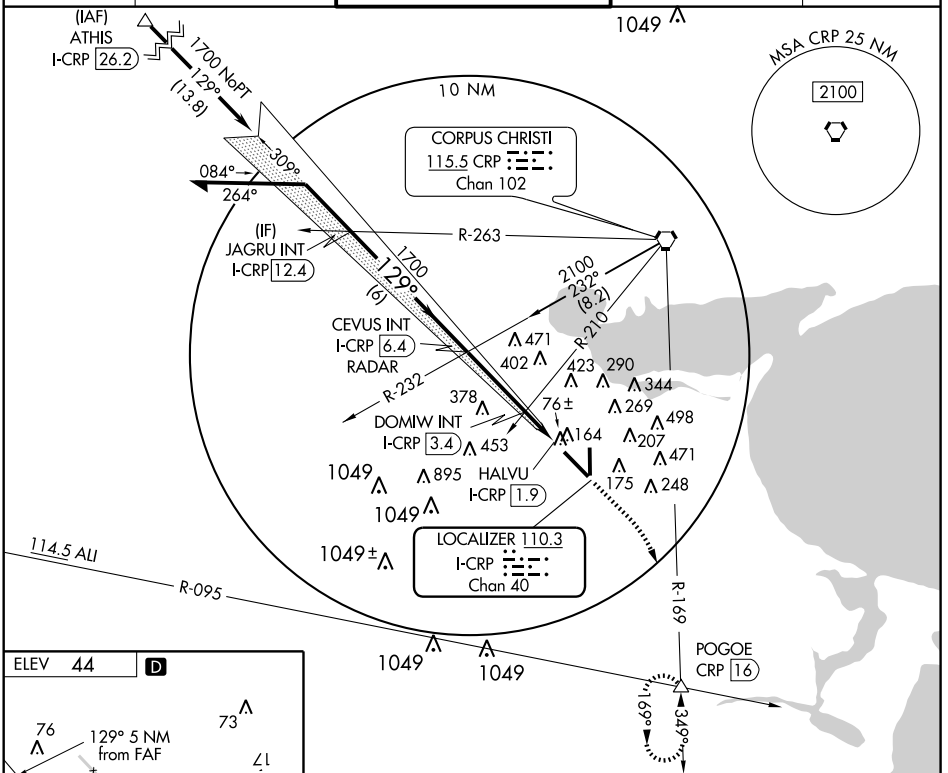
CORPUS CHRISTI INTL (CRP)

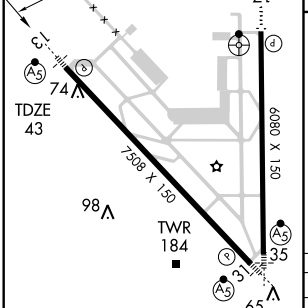
*RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR increase S-ILS Cat E visibility ¼ mile and S-LOC Cat E visibility ½ mile.

MALSR

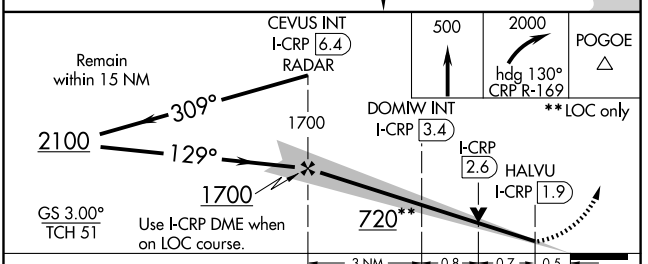
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and CRP R-169 to POGOE INT/CRP 16 DME and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-ILS 13	* 243/24 200 (200-½)				
S-LOC 13	480/24 437 (500-½)		480/40 437 (500-¾)	480/50 437 (500-1)	
CIRCLING	500-1 456 (500-1)	520-1 476 (500-1)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 35

CORPUS CHRISTI INTL (CRP)

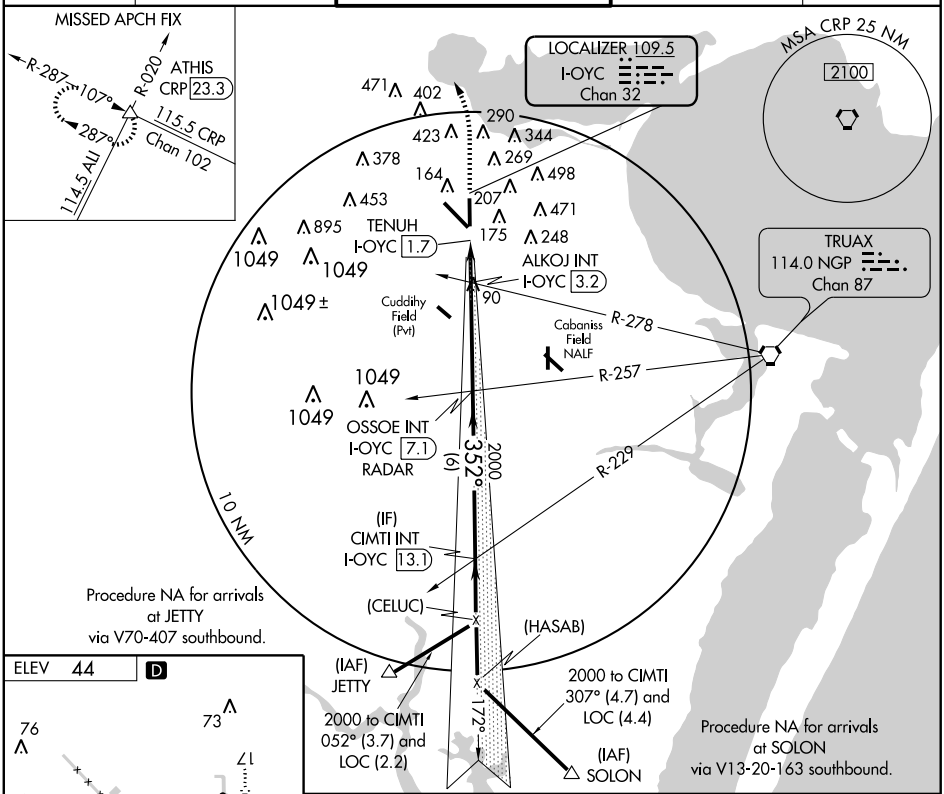
LOC/DME I-OYC	APP CRS	Rwy ldg	6080
109.5	352°	TDZE	40
Chan 32		Apt Elev	44

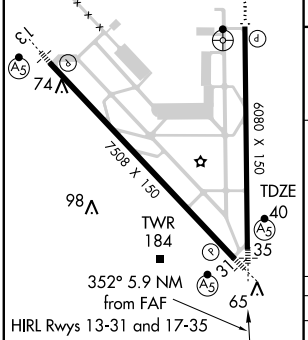
For inoperative MALSR, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cat D visibility to RVR 5000, Cat E to RVR 6000.

MALSR

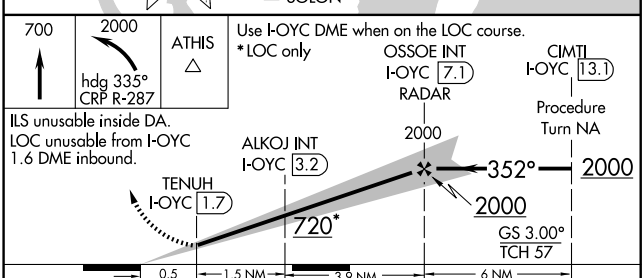
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via heading 335° and CRP R-287 to ATHIS INT/CRP 23.3 DME and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D	E
S-ILS 35	240/24 200 (200-½)				
S-LOC 35	380/24 340 (400-½)			380/40 340 (400-¾)	
CIRCLING	500-1 456 (500-1)	520-1 476 (500-1)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC RWY 31

CORPUS CHRISTI INTL (CRP)

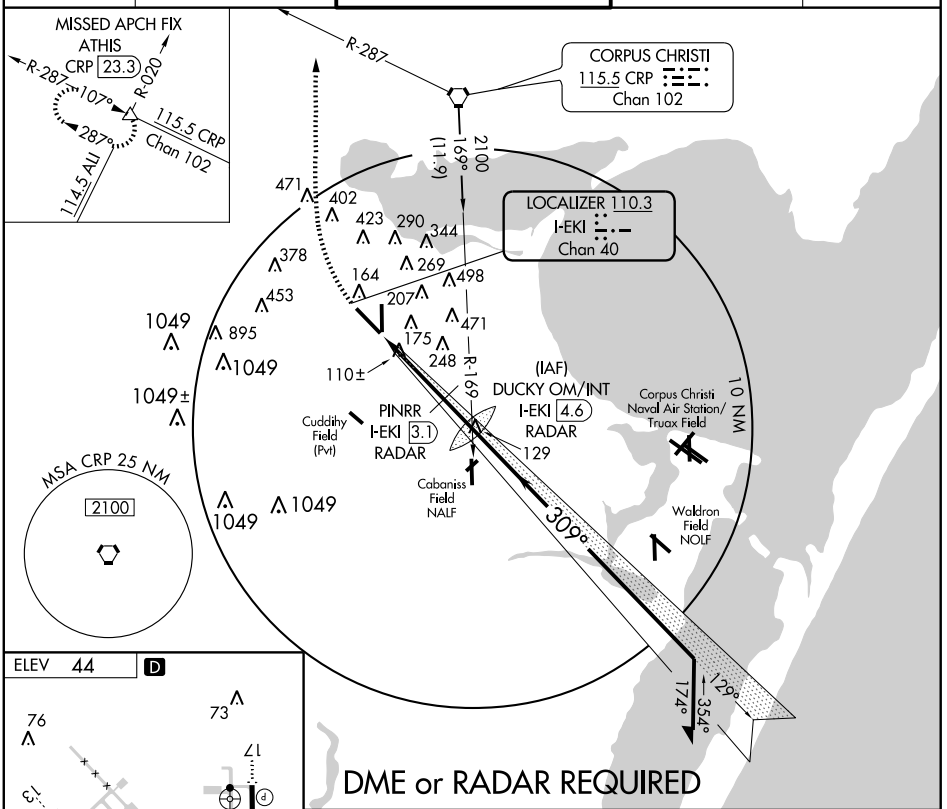
LOC/DME I-EKI	APP CRS	Rwy Idg	7508
110.3	309°	TDZE	44
Chan 40		Apt Elev	44

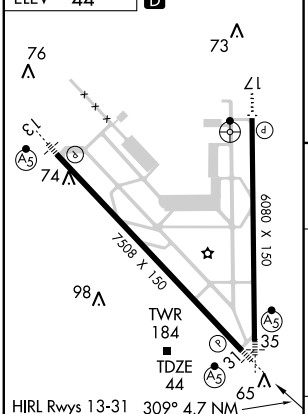
For inoperative MALSR, increase S-31 Cats D and E visibility to 1 mile.

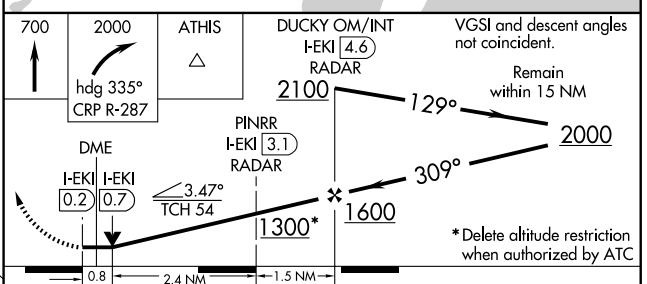
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 335° and via CRP R-287 to ATHIS Int/CRP 23.3 DME and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55







FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D	E
S-31	360-½ 316 (400-½)			360- ¾	316 (400-¾)
CIRCLING	520-1 476 (500-1)		640-1½ 596 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

CORPUS CHRISTI INTL (CRP)

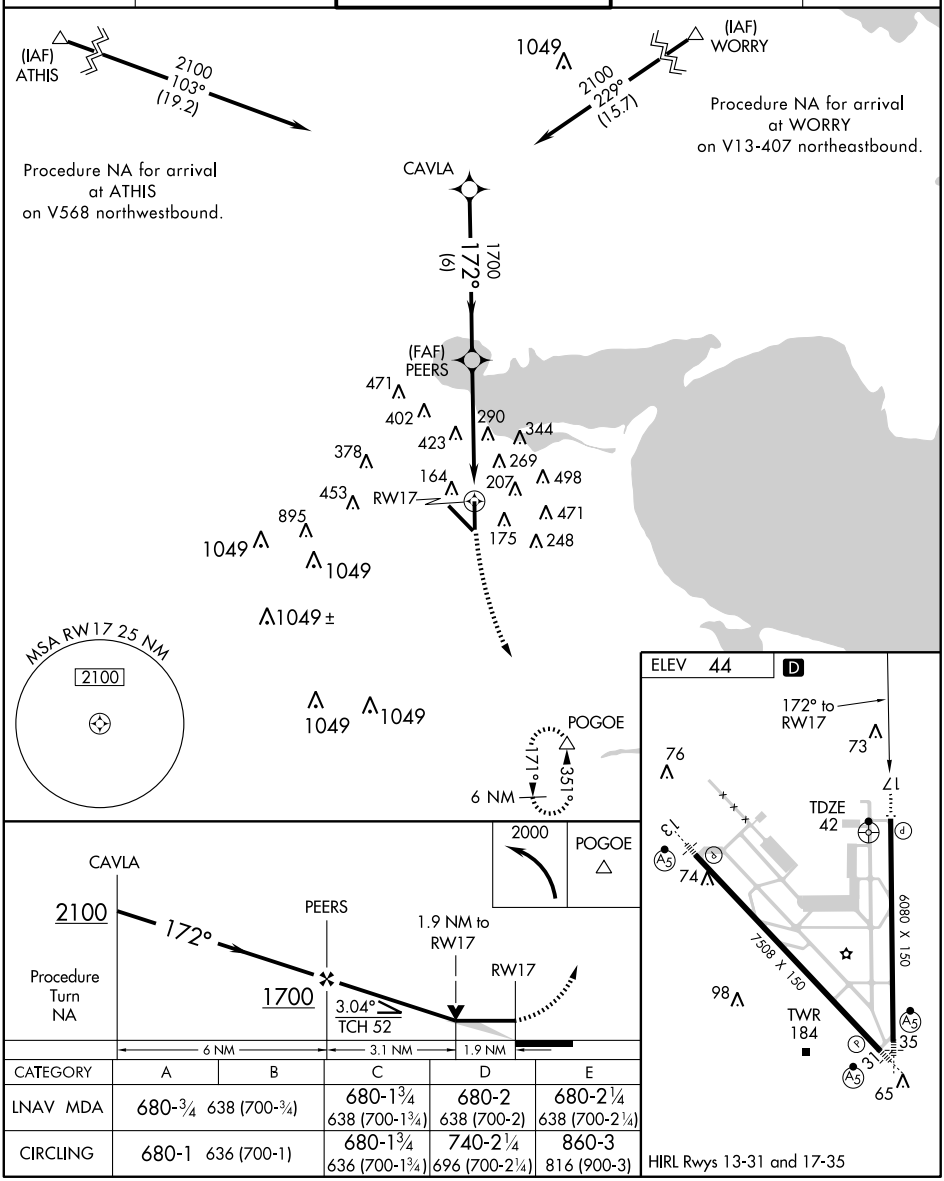
APP CRS	Rwy Idg	6080
172°	TDZE	42
	Apt Elev	44

Inoperative table does not apply to Cat C.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct POGOE and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55



CATEGORY	A	B	C	D	E
LNAV MDA	680-¾ 638 (700-¾)		680-1¾ 638 (700-1¾)	680-2 638 (700-2)	680-2¼ 638 (700-2¼)
CIRCLING	680-1 636 (700-1)		680-1¾ 636 (700-1¾)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 13

CORPUS CHRISTI INTL (CRP)

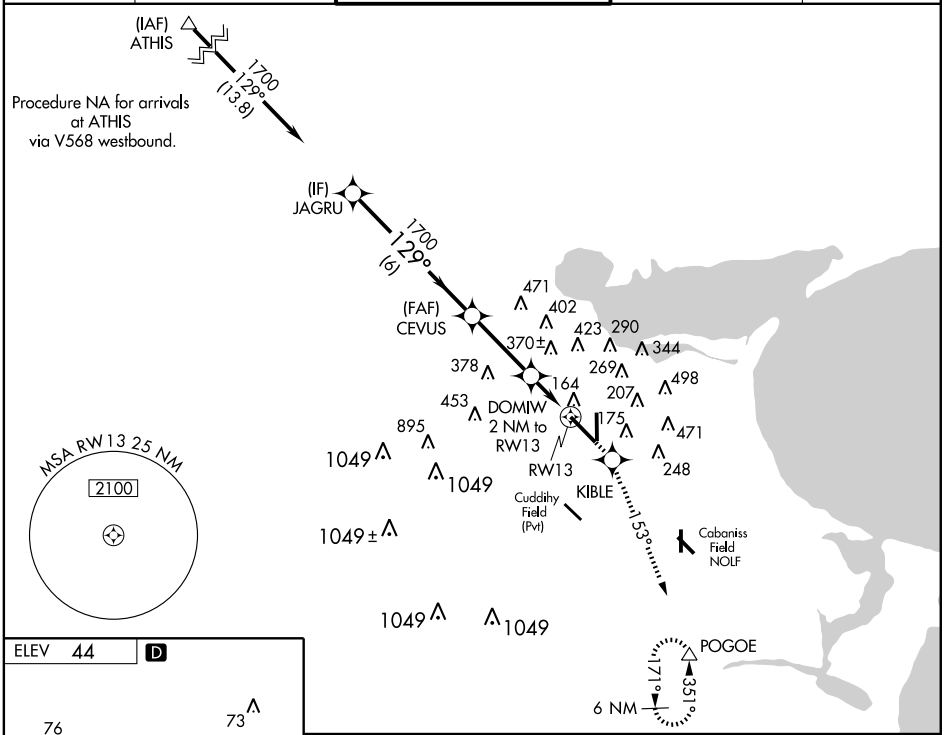
WAAS	APP CRS	Rwy Idg	7508
CH 97515	129°	TDZE	43
W13A		Apt Elev	44

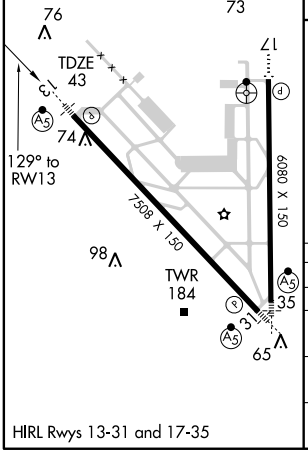
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV Cat E visibility ¼ mile, LNAV/VNAV and LNAV Cat E visibility ½ mile.

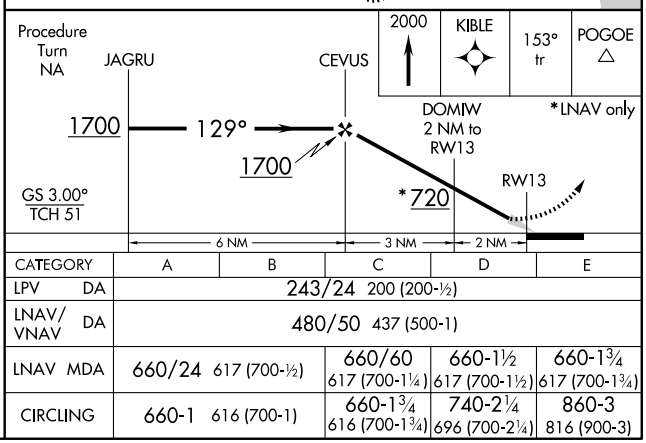
MALSR

MISSED APPROACH: Climb to 2000 direct KIBLE and on track 153° to POGOE and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55







CATEGORY	A	B	C	D	E
LPV DA	243/24 200 (200-½)				
LNAV/VNAV DA	480/50 437 (500-1)				
LNAV MDA	660/24 617 (700-½)		660/60 617 (700-1¼)	660-1½ 617 (700-1½)	660-1¾ 617 (700-1¾)
CIRCLING	660-1 616 (700-1)		660-1¾ 616 (700-1¾)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7508
CH 60914	309°	TDZE	44
W31A		Apt Elev	44

RNAV (GPS) Y RWY 31

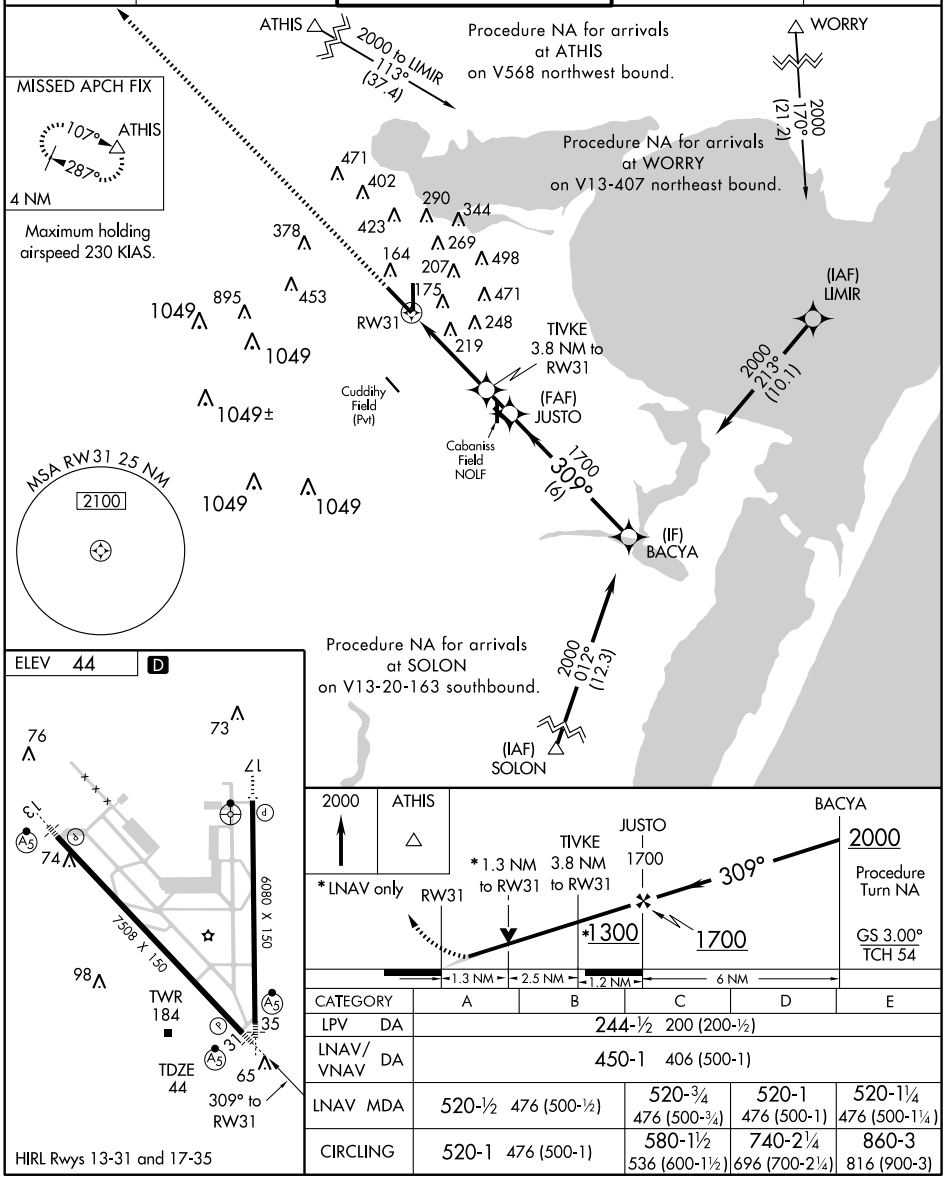
CORPUS CHRISTI INTL (CRP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 2000 direct ATHIS and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55



CATEGORY	A	B	C	D	E
LPV DA	244-½ 200 (200-½)				
LNAV/VNAV DA	450-1 406 (500-1)				
LNAV MDA	520-½ 476 (500-½)		520-¾ 476 (500-¾)	520-1 476 (500-1)	520-1¼ 476 (500-1¼)
CIRCLING	520-1 476 (500-1)		580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6080
CH 69617	352°	TDZE	40
W35A		Apt Elev	44

RNAV (GPS) Y RWY 35

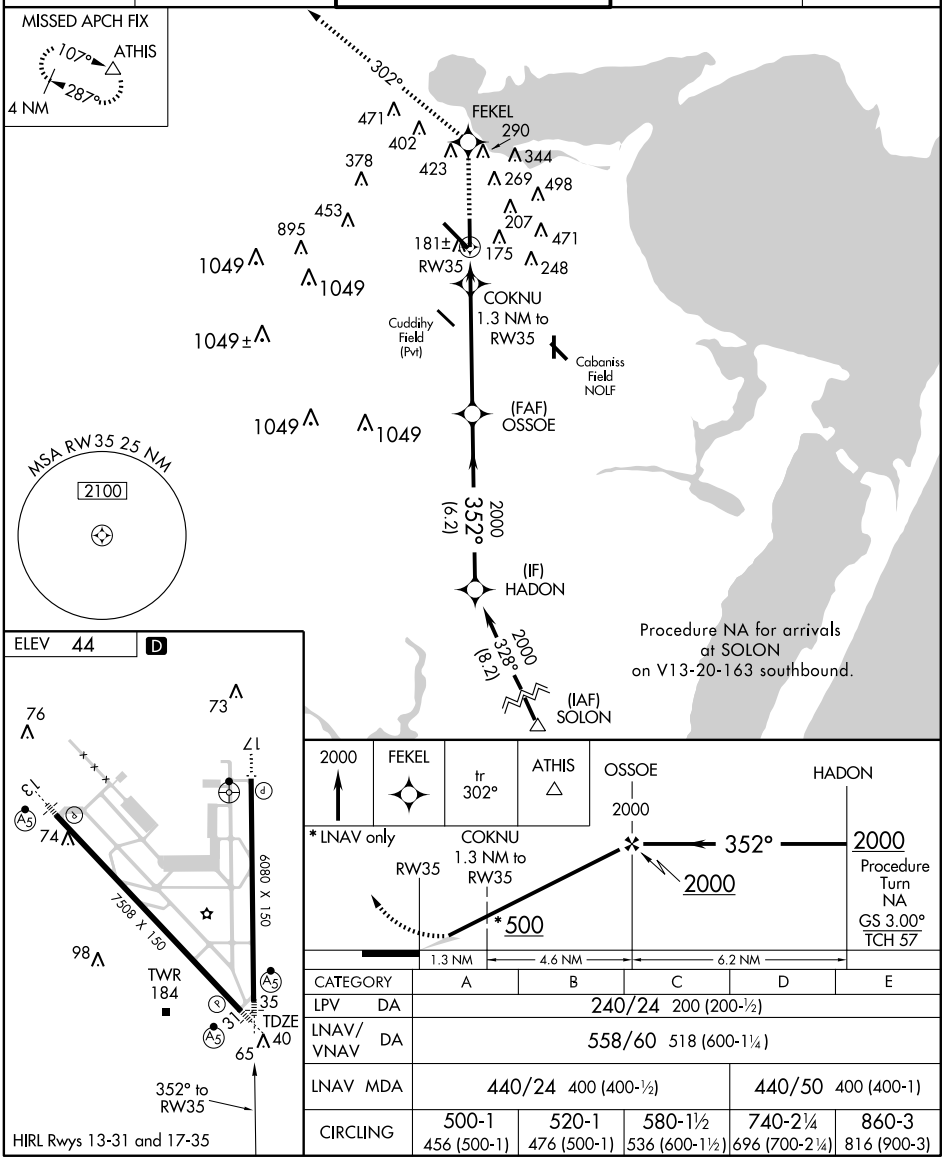
CORPUS CHRISTI INTL (CRP)

T A For inoperative MALSR, increase LPV Cat E visibility to RVR 4000. LNAV/VNAV Cat E visibility to 1¾, LNAV Cat D visibility to RVR 6000, and Cat E visibility to 1½ miles. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct FEKEL and on track 302° to ATHIS and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55



CATEGORY	A	B	C	D	E
LPV DA	240/24 200 (200-½)				
LNAV/VNAV DA	558/60 518 (600-1¼)				
LNAV MDA	440/24 400 (400-½)			440/50 400 (400-1)	
CIRCLING	500-1 456 (500-1)	520-1 476 (500-1)	580-1½ 536 (600-1½)	740-2¼ 696 (700-2¼)	860-3 816 (900-3)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7508
129°	TDZE	43
	Apt Elev	44

RNAV (RNP) Z RWY 13

CORPUS CHRISTI INTL (CRP)

* Missed approach requires minimum climb of 378 feet per NM to 500. GPS required. For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 47°C (118°F). For inoperative MALSR, increase all visibilities ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 on track 129° to JOGAT and on track 175° to SOLON and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55

SKIDS (RNP 0.90)

1700 150° (19.2)

Procedure NA for arrivals at SKIDS on V163 northwest bound.

1049

(IAF) COPAN (RNP 0.50) RF required

3000 231° (18.6)

Procedure NA for arrivals at COPAN on V20-70 northeast bound.

2100 231° (3)

(IAF) JAGRU

1700 129° (6)

ITONY Max 180 KIAS

(IF) YEHEC

(IF) CEVUS

1100 (3.8)

(FAF) WUBAM

1100 129° (1.8)

129° (3.1)

MSA RW13 25 NM

2100

471 402 290 423 344 378 269 498 895 453 RW13 207 471 175 248 1049 1049

Cuddihy (Pvt)

1049 ±

129° (7.2)

Cabaniss Field NOLF

JOGAT

175° (15.2)

MISSED APCH FIX SOLON

171° 351° 4 NM

ELEV 44 D

129° to RW13

76 73 17 74 TDZE 43 6080 X 150 7508 X 150 98 TWR 184 35 13 65

HIRL Rwys 13-31 and 17-35

2000 tr 129°	JOGAT	tr 175°	SOLON

See Planview for multiple IF locations.

WUBAM 1100

RW13 129° 1100

GP 3.00° TCH 51

3.1 NM

CATEGORY	A	B	C	D
RNP 0.30 DA*		343/24	300 (300-½)	
RNP 0.20 DA		355/24	312 (400-½)	
RNP 0.30 DA		382/40	339 (400-¾)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 31

CORPUS CHRISTI INTL (CRP)

APP CRS	Rwy Idg	7508
309°	TDZE	44
	Apt Elev	44

* Missed approach requires minimum climb of 300 feet per NM to 500. GPS and RF required. For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.30 visibility all Cats to 1 mile.

MALSR

MISSED APPROACH: Climb to 2000 on track 309° to ATHIS and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55

SKIDS (RNP 0.50)
4000 161° (10.3)
ATHIS
107°
287°
4 NM
(IAF) EJUXO
4000 161° (10.7)
1049
(IAF) COPAN (RNP 0.50)
4000 216° (20.5)
(IAF) CORPUS CHRISTI CRP (RNP 0.50)
4000 183° (5.7)
Procedure NA for arrivals on CRP VORTAC airway radials 169 CW 184.
CUNRO
FEDEB
4000 131° (6)
309° (26)
MSA RW31 25 NM
2100
(IF) FIKLI
(IF) RIXMU
471 402 344 423 290 378 269 498 453 3200 216° (2.7) 895 175 207 471 4000 216° (3)
PIVGY
Max 180 KIAS
RW31
248
309° (1.7)
QODLU (1.7)
2400 131° (8)
2400 (3.3)
1049 1049 1049± 1049 1049
Cuddihy (Pvt)
Cabaniss Field NOLF
SIWOC
Max 180 KIAS
1200 (5.4)
(FAF) NIGBE

ELEV 44 D
76 73 17 13 74 44 98 TWR 184 35 31 65 TDZE 44
7508 X 150
6080 X 150
309° to RW31
HIRL Rwys 13-31 and 17-35

2000 tr 309°
ATHIS
See Planview for multiple IF locations.
NIGBE 1200
QODLU 638
RW31
309°
1200
GP 3.00° TCH 54
1.7 NM 1.7 NM

CATEGORY	A	B	C	D
RNP 0.20 DA *	294-¾	250 (300-¾)		
RNP 0.30 DA	354-¾	310 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6080
352°	TDZE	40
	Apt Elev	44

RNAV (RNP) Z RWY 35

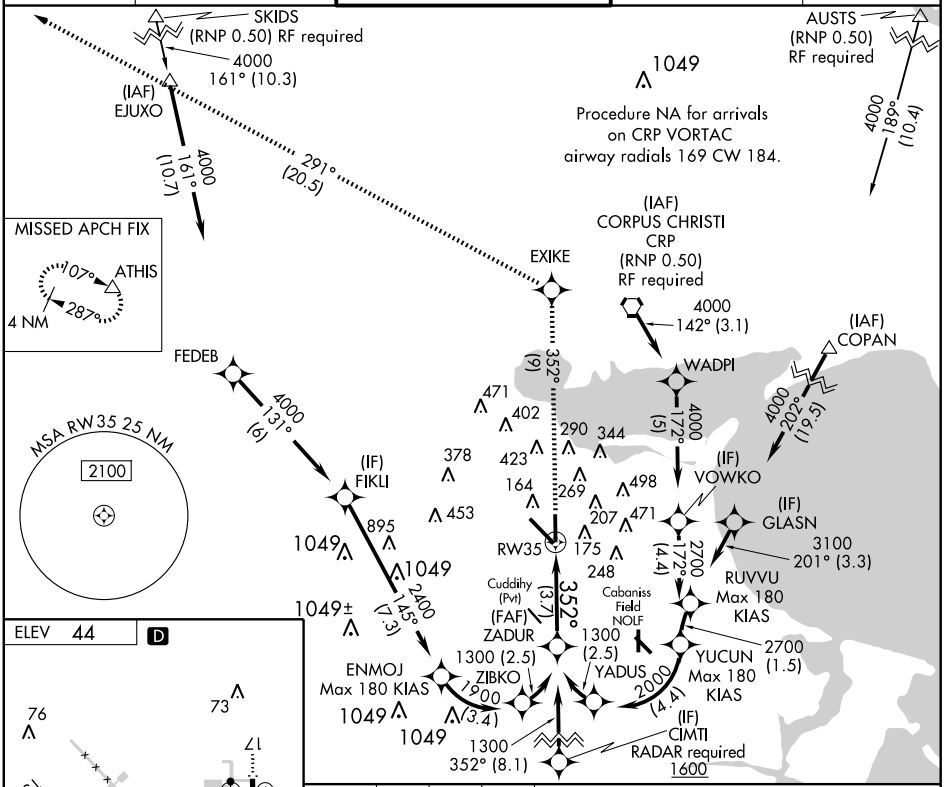
CORPUS CHRISTI INTL (CRP)

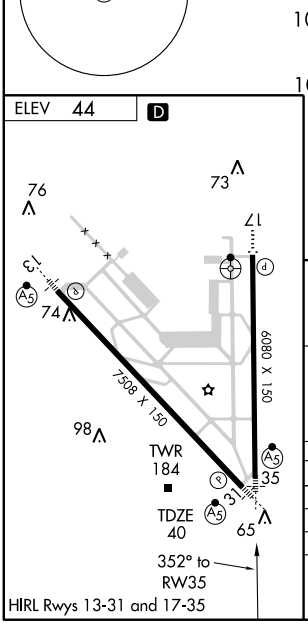
* Missed approach requires minimum climb of 395 feet per NM to 500. GPS required. For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 48°C (119°F). For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 4000, increase RNP 0.30 * visibility all Cats to RVR 5000, and increase RNP 0.30 visibility all Cats to RVR 6000.

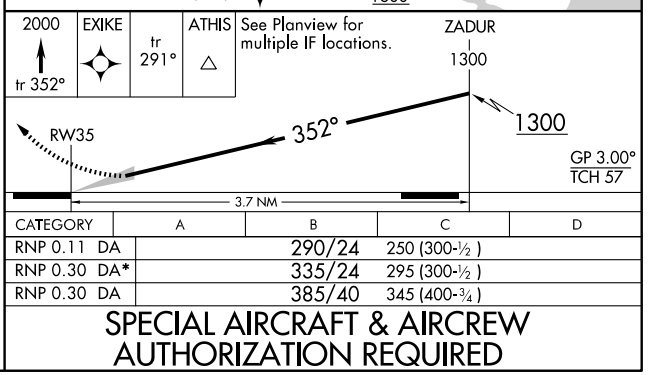
MALSR

MISSED APPROACH: Climb to 2000 on track 352° to EXIKE and on track 291° to ATHIS and hold.

ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55







CATEGORY	A	B	C	D
RNP 0.11 DA		290/24	250 (300-½)	
RNP 0.30 DA*		335/24	295 (300-½)	
RNP 0.30 DA		385/40	345 (400-¾)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CRP 115.5 Chan 102	APP CRS 191°	Rwy Idg 6080 TDZE 42 Apt Elev 43

VOR or TACAN RWY 17

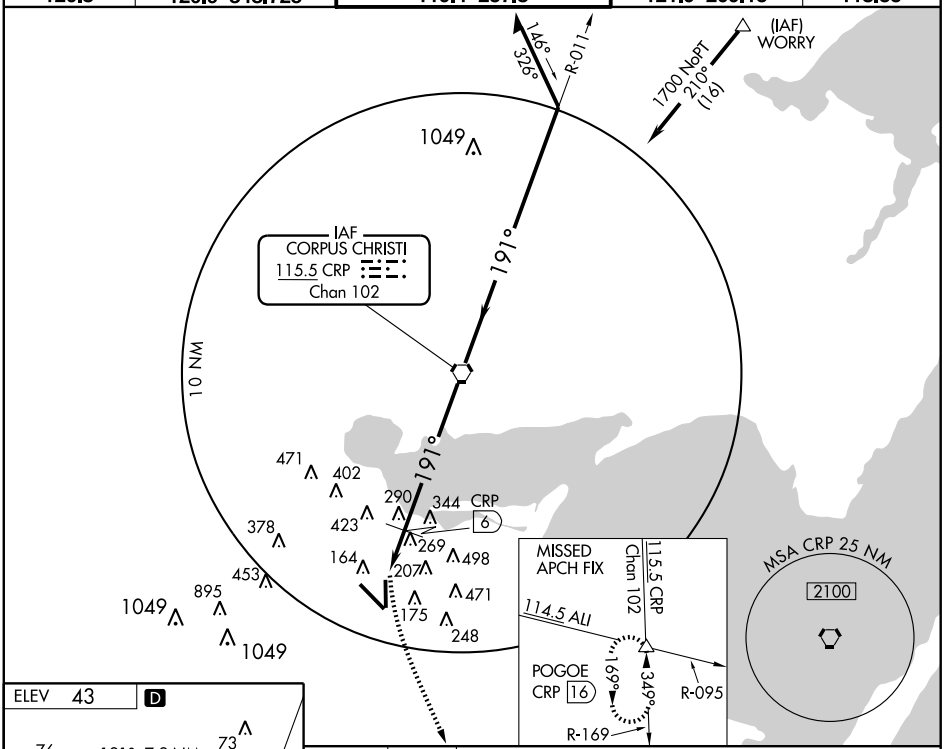
CORPUS CHRISTI INTL (CRP)

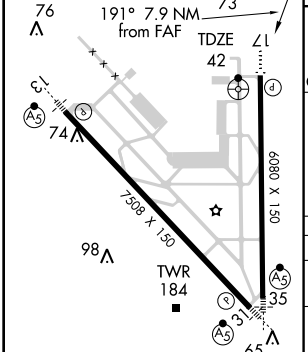
Inoperative table does not apply to Cat. C.

ODALS

MISSED APPROACH: Climbing left turn to 2000 via CRP R-169 to POGOE Int/16 DME and hold.

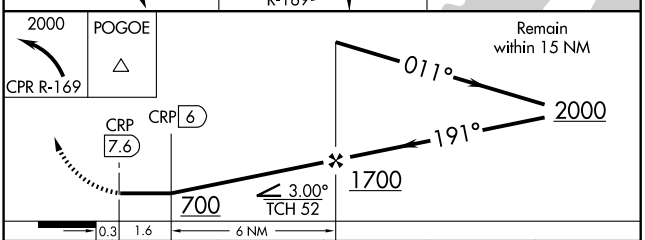
ATIS	CORPUS APP CON	CORPUS TOWER	GND CON	CLNC DEL
126.8	120.9 348.725	119.4 257.8	121.9 269.15	118.55





HIRL Rwys 13-31 and 17-35

FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32



CATEGORY	A	B	C	D	E
S-17	700-¾	658 (700-¾)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)	700-2¼ 658 (700-2¼)
CIRCLING	700-1	657 (700-1)	700-1¾ 657 (700-1¾)	740-2¼ 697 (700-2¼)	860-3 817 (900-3)
DME MINIMUMS					
S-17	600-¾	558 (600-¾)	600-1½ 558 (600-1½)	600-1¾ 558 (600-1¾)	600-2 558 (600-2)
CIRCLING	600-1	557 (600-1)	600-1½ 557 (600-1½)	740-2¼ 697 (700-2¼)	860-3 817 (900-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

ATIS ★
114.0 127.9 290.9
NAVY CORPUS TOWER ★
134.85 340.2 (N)
125.525 360.2 (S)
GND CON
118.7 257.85
CLNC DEL
314.3

JANUARY 2009
ANNUAL RATE OF CHANGE
0.1° W

VAR 4.7°E

97°18'W
97°17'W
97°16'W
27°41'N
27°42'N

ELEV 12
1000 x 200
130.3°
ELEV 17
040.3°
8002 x 200
5004 x 196
HOT CARGO AREA
ELEV 13
130.3°
220.3°
355.3°
35
17
5003 x 196
175.3°
ELEV 13
ELEV 17
310.3°
5000 x 196
FIELD ELEV 18
ELEV 15
ELEV 13
22
ELEV 17
750 x 100
ELEV 18
CR
CONTROL TOWER
111
BASE OPERATIONS
TERMINAL, NOCD AND
TRANSIENT AIRCRAFT
PARKING
USCG
ELEV 128
USA
HANGAR
ELEV 10
USA
USA
USA
USA
SEAWALL
FIRE STATION
LGT
WATER
TOWER
163
RWY 4-22
PCN 33 F/B/W/T
RWY 13L-31R
PCN 47 F/B/W/T
RWY 13R-31L
PCN 55 R/C/W/T
RWY 17-35
PCN 41 F/B/W/T

HI-TACAN RWY 13R

TACAN	APCH CRS	Rwy ldg	8002
NGP Chan 87	143°	TDZE	13
		Arpt Elev	18

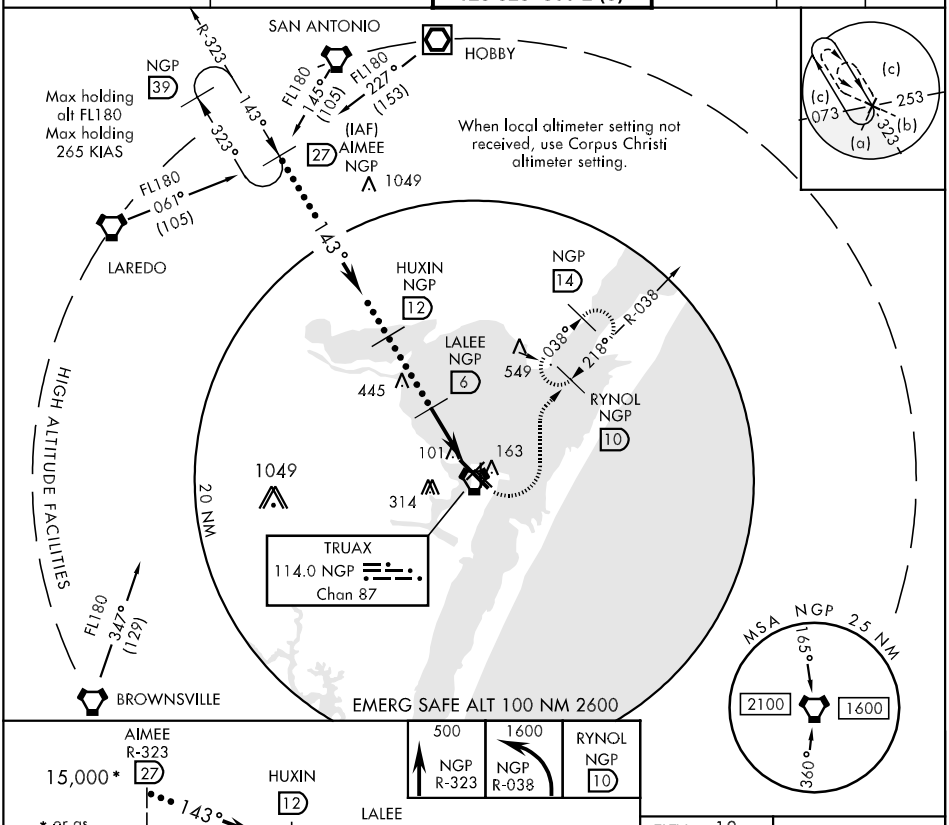
JAL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

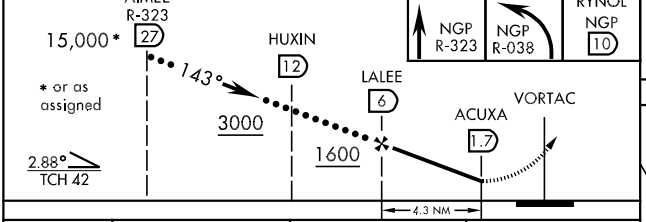
* When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

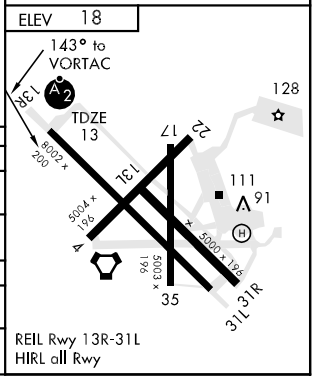
SALSF

MISSED APPROACH: Climb to 500 via NGP VORTAC R-323, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	C	D	E
S-13R *	360-¾ 347 (400-¾)	360-1 347 (400-1)	
CIRCLING	480-1½ 462 (500-1½)	580-2 562 (600-2)	620-2¼ 602 (700-2¼)
CORPUS CHRISTI ALTIMETER SETTING			
S-13R *	400-¾ 387 (400-¾)	400-1 387 (400-1)	
CIRCLING	500-1½ 482 (500-1½)	580-2 562 (600-2)	660-2¼ 642 (700-2¼)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 31L

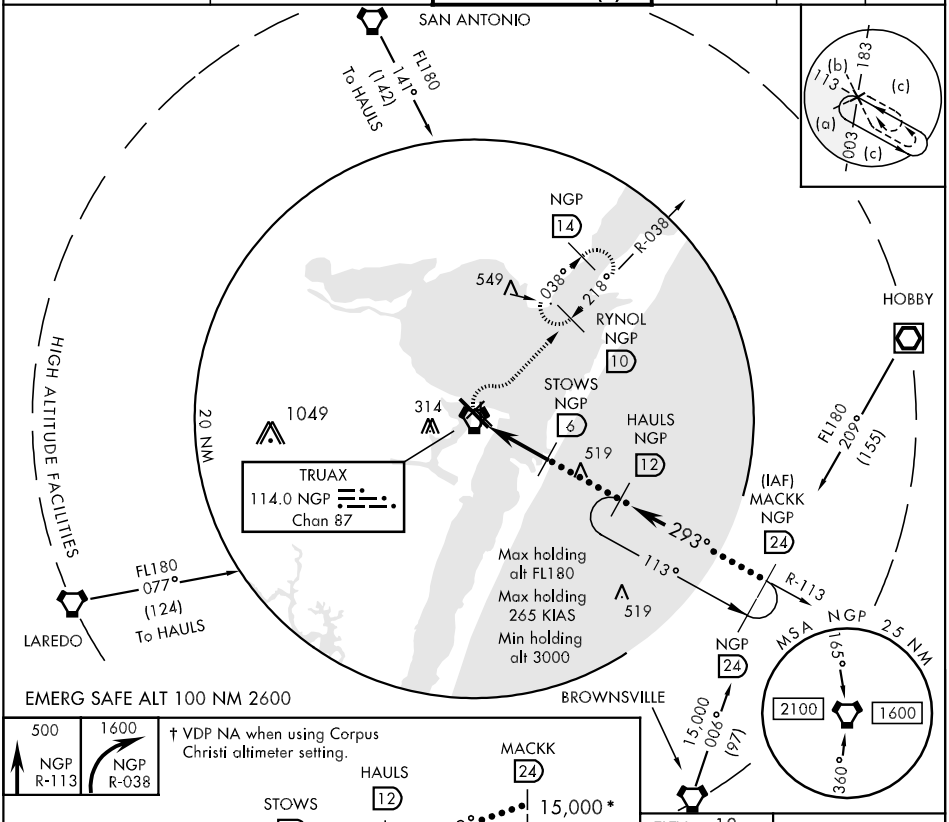
TACAN	APCH CRS	Rwy ldg	8002
NGP Chan 87	293°	TDZE	17
		Arpt Elev	18

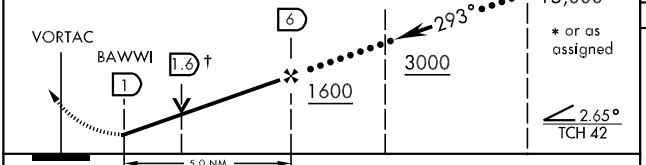
JAL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

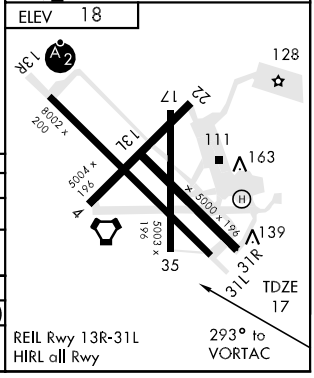
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 500 via NGP VORTAC R-113, then climbing right turn to 1600, intercept NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	C	D	E
S-31L	400-1 383 (400-1)	400-1¼ 383 (400-1¼)	
CIRCLING	480-1½ 462 (500-1½)	580-2 562 (600-2)	620-2¼ 602 (700-2¼)
CORPUS CHRISTI ALTIMETER SETTING			
S-31L	440-1¼ 423 (500-1¼)		440-1½ 423 (500-1½)
CIRCLING	500-1½ 482 (500-1½)	580-2 562 (600-2)	660-2¼ 642 (700-2¼)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

ILS Y or RNAV (GPS) RWY 13R

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

AL-98 [USN]

LOC I-NGP	APCH CRS	Rwy ldg	8002
111.3	129°	TDZE	13
		Arpt Elev	18

* When ALS inop, increase CAT AB vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.
*** When ALS inop, increase CAT CD vis to 1 mile.

SALSF

MISSED APPROACH: Climb to 1600, direct BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

DME/DME RNP-0.3 NA

IAF
CORPUS CHRISTI
115.5 CRP
Chan 102

(IAF) CISAN 1600

162° (5.9) 1600

219° (7.6) 1600

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (IAF) (see L-20), or radar vectors.

(IF) TYLLR 1600

498

129° (4.2)

(FAF) GEMJO

101

RW13R

226

163

LOCALIZER 111.3
I-NGP

1049

CAUTION:
When using CISAN IAF, intermediate segment lenght 4.2 NM.

Max speed IAF to FAF 210 KIAS.

GPS required for ILS procedure.

MSA RW 13R 25 NM
2100

When local altimeter setting not received, use Corpus Christi altimeter setting.

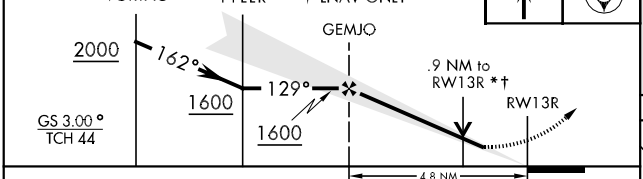
EMERG SAFE ALT 100 NM 2600

549

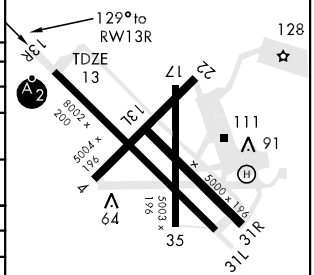
BIGUY 129° 309° 4 NM

* VDP NA when using Corpus Christi altimeter setting
† LNAV ONLY

1600 BIGUY



ELEV 18



REIL Rwy 13R-31L
HIRL all Rwy

CATEGORY	A	B	C	D
S-ILS 13R *	213-½ 200 (200-½)		213-¾ 200 (200-¾)	
LNAV MDA **	360-¾ 347 (400-¾)			360-1 347 (400-1)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-ILS 13R ***	245-¾ 232 (300-¾)			
LNAV MDA **	400-¾ 387 (400-¾)			400-1 387 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

ILS Z or LOC/DME RWY 13R

LOC I-NGP	APCH CRS	Rwy Idg	8002
111.3	129°	TDZE	13
		Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

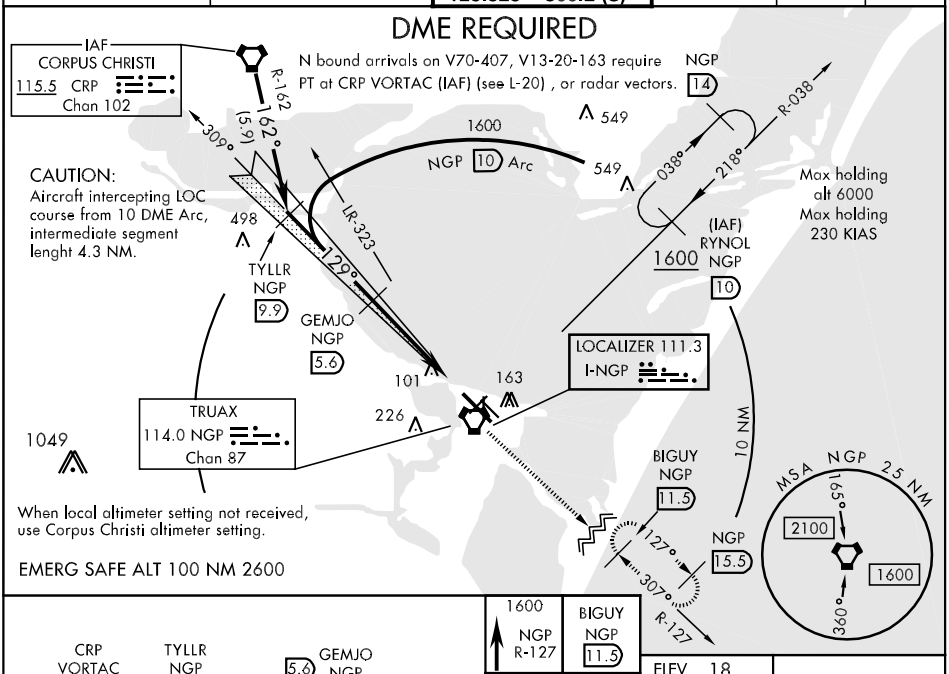
* When ALS inop, increase CAT AB vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
*** When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.

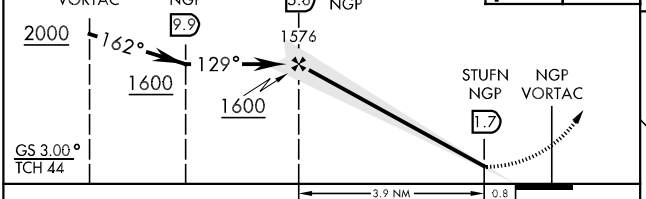
SALSF

MISSED APPROACH: Climb to 1600, intercept NGP VORTAC R-127 to BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

DME REQUIRED





1600 NGP R-127 | BIGUY NGP 11.5

ELEV 18

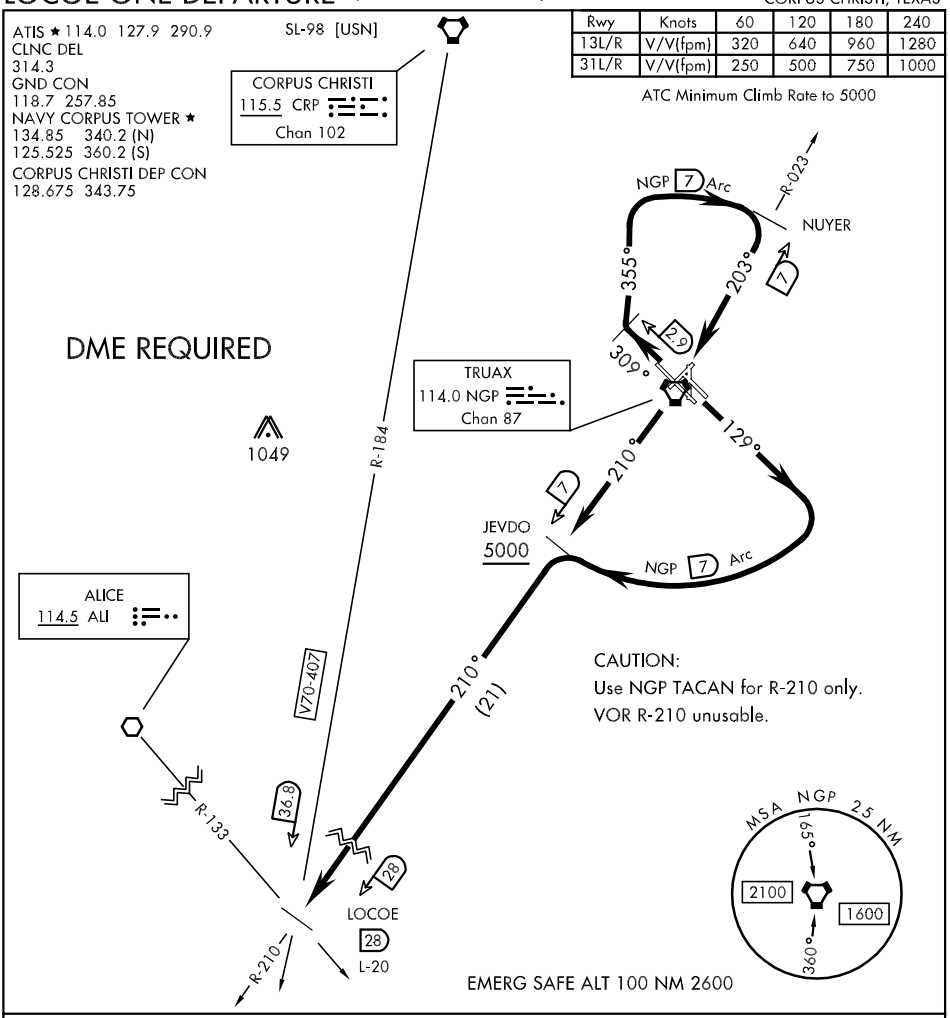
CATEGORY	A	B	C	D
S-ILS 13R *	213- ½ 200 (200-½)		213- ¾ 200 (200-¾)	
S-LOC/DME 13R **	340-¾ 327 (400-¾)			
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-ILS 13R **	245- ¾ 232 (300-¾)			
S-LOC/DME 13R ***	360- ¾ 347 (400-¾)			360-1 347 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOCOE ONE DEPARTURE (LOCOE1 • LOCOE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 129° to intercept NGP VORTAC 7 DME arc. Arc CW South of NGP via 7 DME arc to JEVDO, NGP R-210/7 DME. Cross JEVDO at or above 5000. Thence....

TAKE-OFF RWY 31L/R: Climb via heading 309° to NGP VORTAC 2.9 DME, then climbing right turn via heading 355° to intercept NGP 7 DME arc. Arc CW North of NGP via 7 DME arc to NUYER, NGP R-023/7 DME. Then via R-023 to NGP and R-210 to JEVDO, NGP R-210/7 DME. Cross JEVDO at above 5000. Thence....

THENCE.... from JEVDO via NGP R-210 to LOCOE. Then via assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

APCH CRS	Rwy ldg	5004
039°	TDZE	17
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climb to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

DME/DME RNP-0.3 NA

CORPUS CHRISTI

171° (20.6) 2000

549

4NM 039° 219° FOLEM

1049

RW4 163 226 EZAYO 110 121 (FAF) AMORR

Max holding alt 6000
Max holding 230 KIAS

1600 039° (6.2)

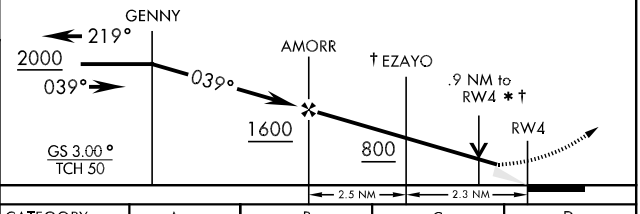
4NM 219° 039° (IF/IAF) GENNY

MSA RW4 25 NM 2100

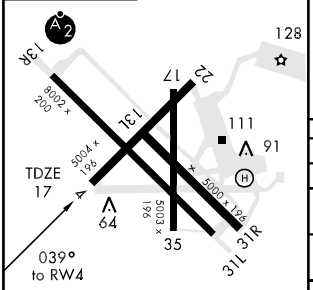
EMERG SAFE ALT 100 NM 2600

* VDP NA when using Corpus Christi altimeter setting
† LNAV only

2000 FOLEM



ELEV 18



REIL Rwy 13R-31L
HIRL all Rwy

CATEGORY	A	B	C	D
LNAV/VNAV DA	280-1	263	(300-1)	
LNAV MDA	360-1	343	(400-1)	360-1¼ 343 (400-1¼)
CIRCLING	480-1	462	(500-1)	480-1½ 462 (500-1½) / 580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	400-1	383	(400-1)	400-1¼ 383 (400-1¼)
CIRCLING	500-1	482	(500-1)	500-1½ 482 (500-1½) / 580-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13L

APCH CRS	Rwy ldg	5000
129°	TDZE	18
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

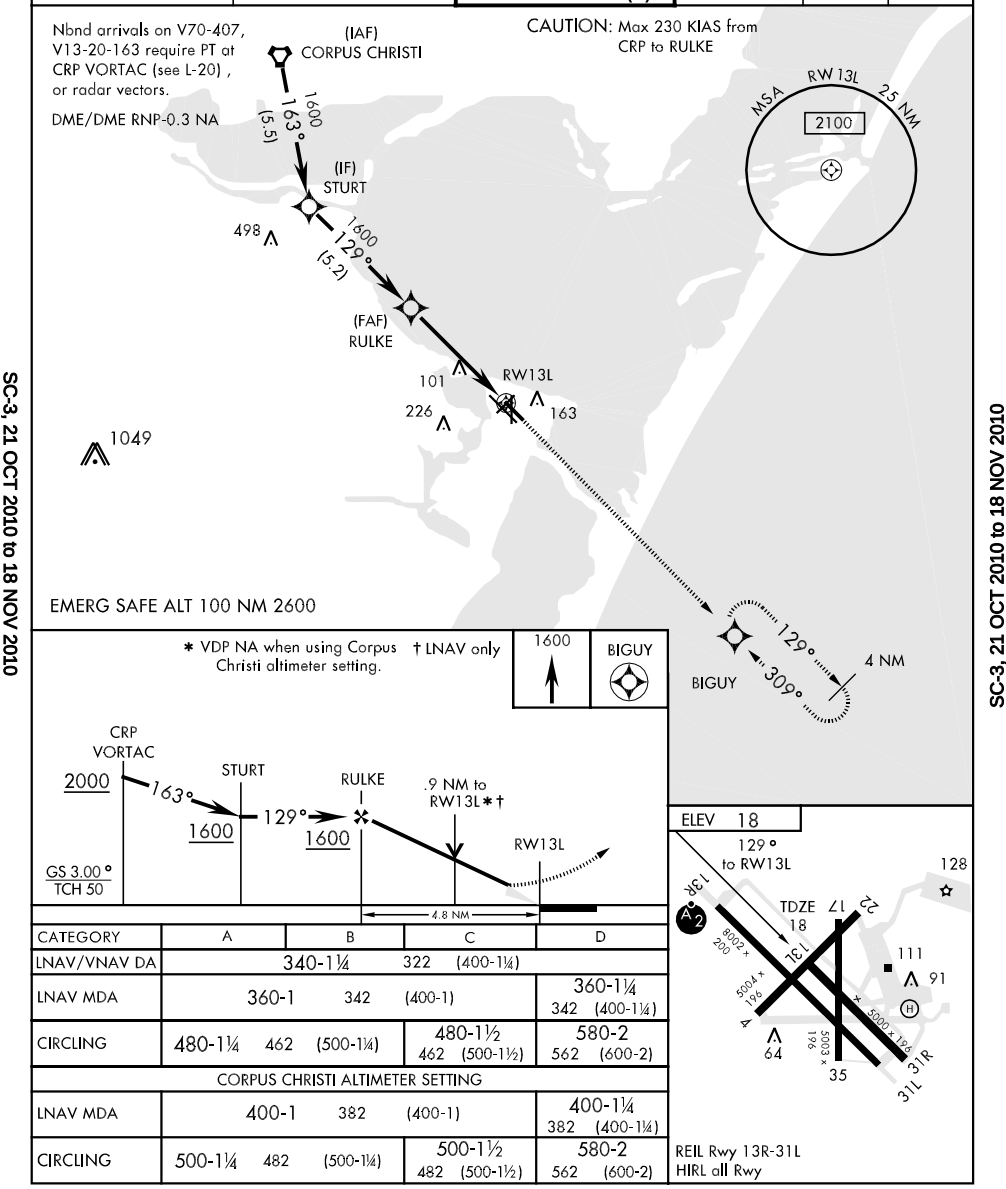
MISSED APPROACH: Climb to 1600 direct BIGUY and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (see L-20), or radar vectors.

DME/DME RNP-0.3 NA

CAUTION: Max 230 KIAS from CRP to RULKE



CATEGORY	A	B	C	D
LNAV/VNAV DA	340-1¼	322 (400-1¼)		
LNAV MDA	360-1	342 (400-1)		360-1¼ 342 (400-1¼)
CIRCLING	480-1¼	462 (500-1¼)	480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	400-1	382 (400-1)		400-1¼ 382 (400-1¼)
CIRCLING	500-1¼	482 (500-1¼)	500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

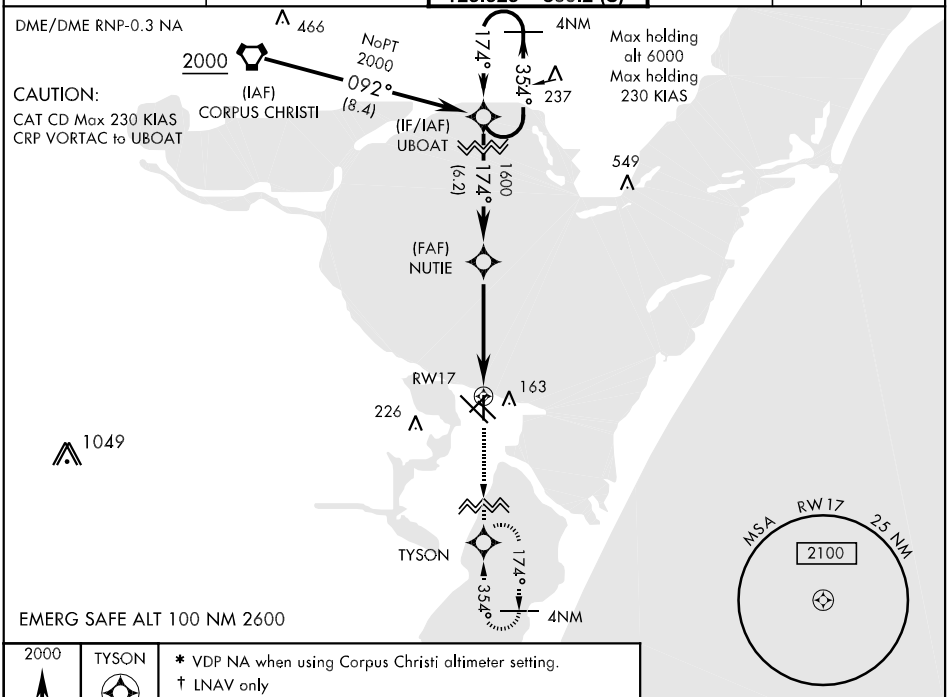
APCH CRS	Rwy Idg	5003
174°	TDZE	18
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F).
Baro VNAV NA when local altimeter not available.

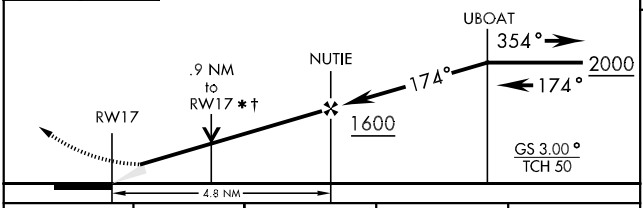
MISSED APPROACH: Climb to 2000 direct TYSON and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

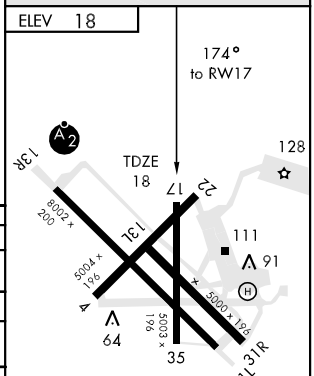


2000 TYSON

* VDP NA when using Corpus Christi altimeter setting.
† LNAV only



CATEGORY	A	B	C	D
LNAV MDA	340-1 322 (400-1)			
LNAV/VNAV DA	340-1¼ 322 (400-1¼)			
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	360-1 342 (400-1)			360-1¼ 342 (400-1¼)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

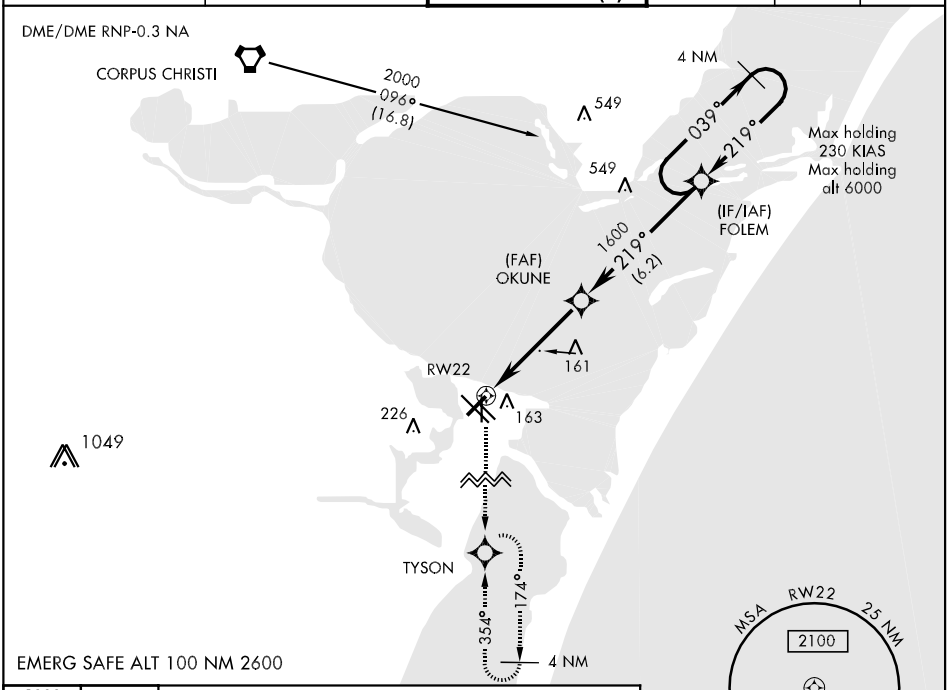
APCH CRS	Rwy ldg	5004
219°	TDZE	15
	Arpt Elev	18

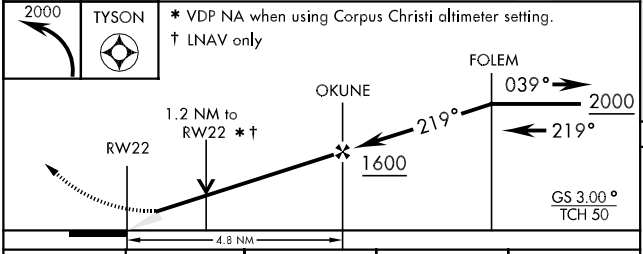
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

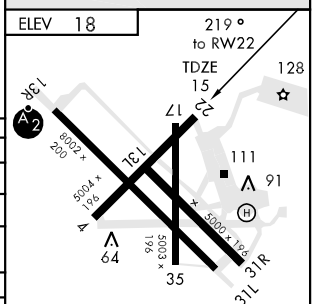
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing left turn to 2000 direct TYSON and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
LNAV/VNAV DA		340-1¼ 325 (400-1¼)		
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	460-1 445 (500-1)		460-1¼ 445 (500-1¼)	460-1½ 445 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31L

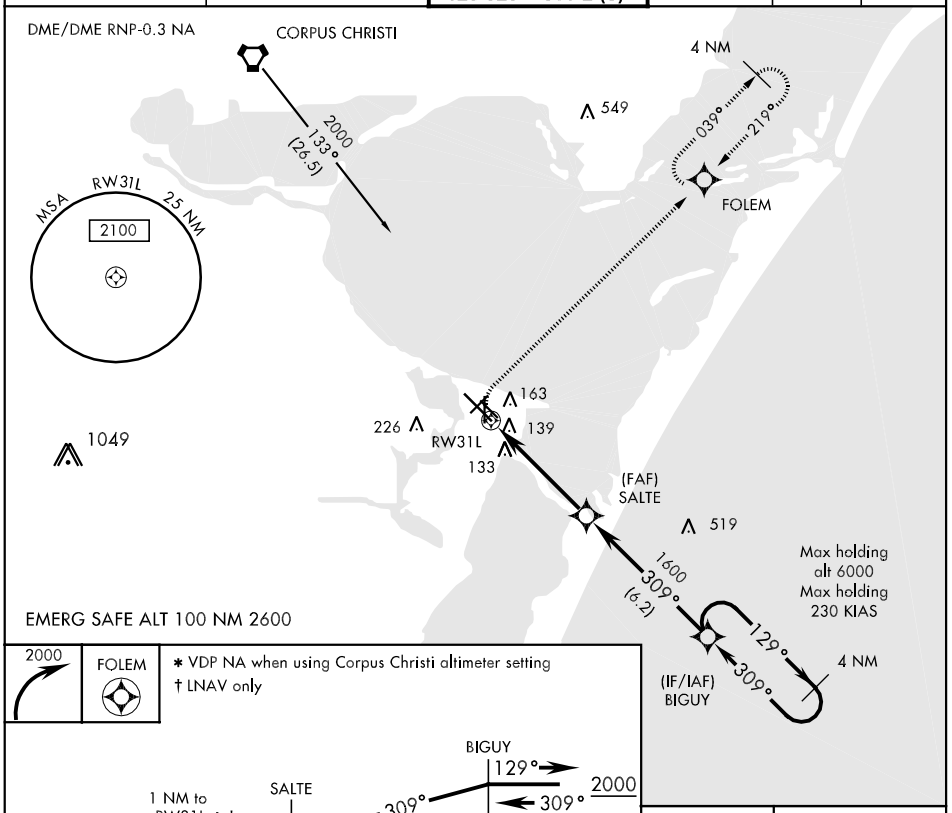
APCH CRS	Rwy ldg	8002
309°	TDZE	17
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

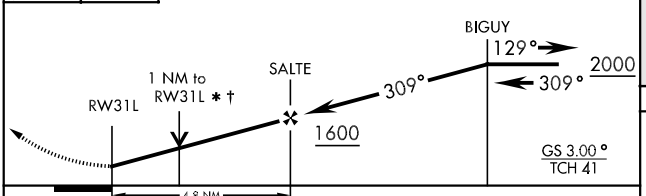
MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

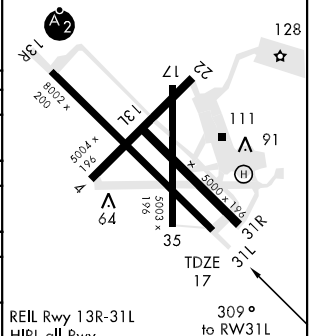


2000 FOLEM

* VDP NA when using Corpus Christi altimeter setting
† LNAV only



ELEV 18



CATEGORY	A	B	C	D
LNAV MDA	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
LNAV/VNAV DA	440-1½ 423 (500-1½)			
CIRCLING	480-1½ 462 (500-1½)			580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	440-1½ 423 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31R

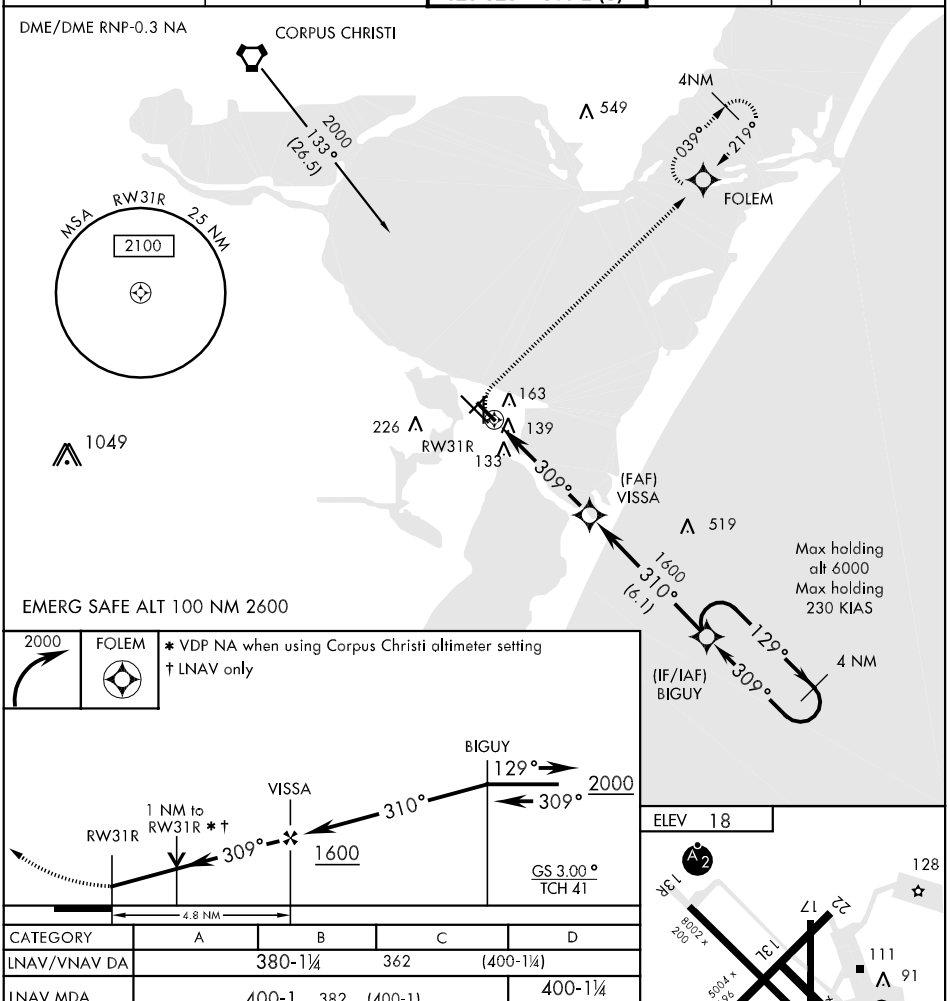
APCH CRS	Rwy ldg	5000
309°	TDZE	18
	Arpt Elev	18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

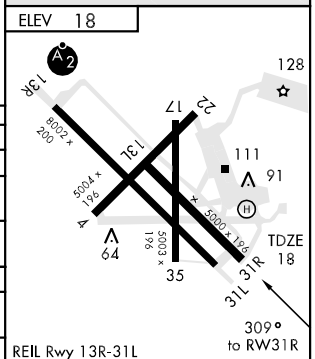
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	



CATEGORY	A	B	C	D
LNAV/VNAV DA	380-1¼ 362 (400-1¼)			
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	440-1 422 (500-1)		440-1¼ 422 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

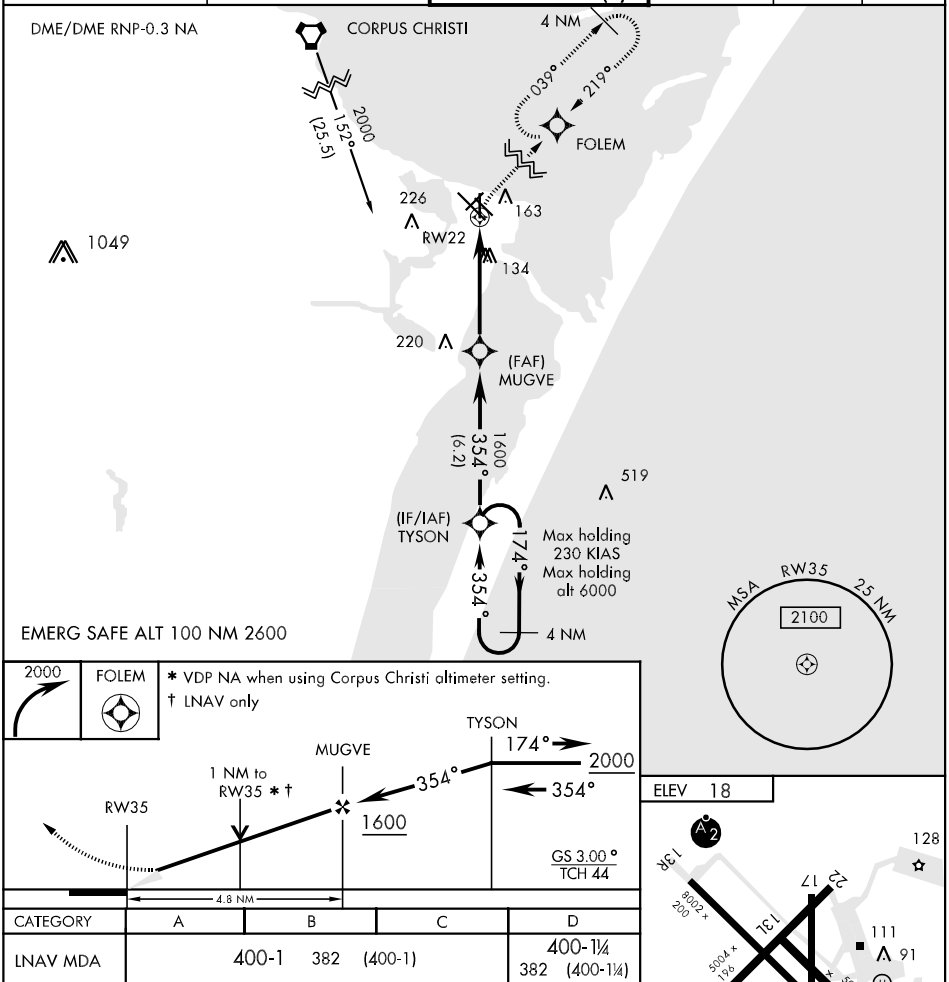
APCH CRS	Rwy ldg	5003
354°	TDZE	18
	Arpt Elev	18

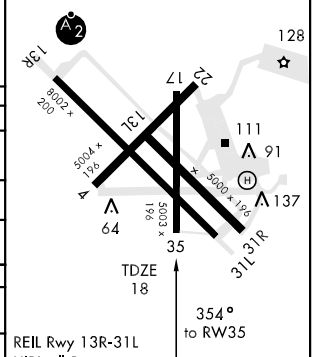
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) or above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	





CATEGORY	A	B	C	D
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
LNAV/VNAV DA	400-1¼ 382 (400-1¼)			
CIRCLING	480-1¼ 462 (500-1¼)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
LNAV MDA	420-1 402 (500-1)		420-1¼ 402 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 17

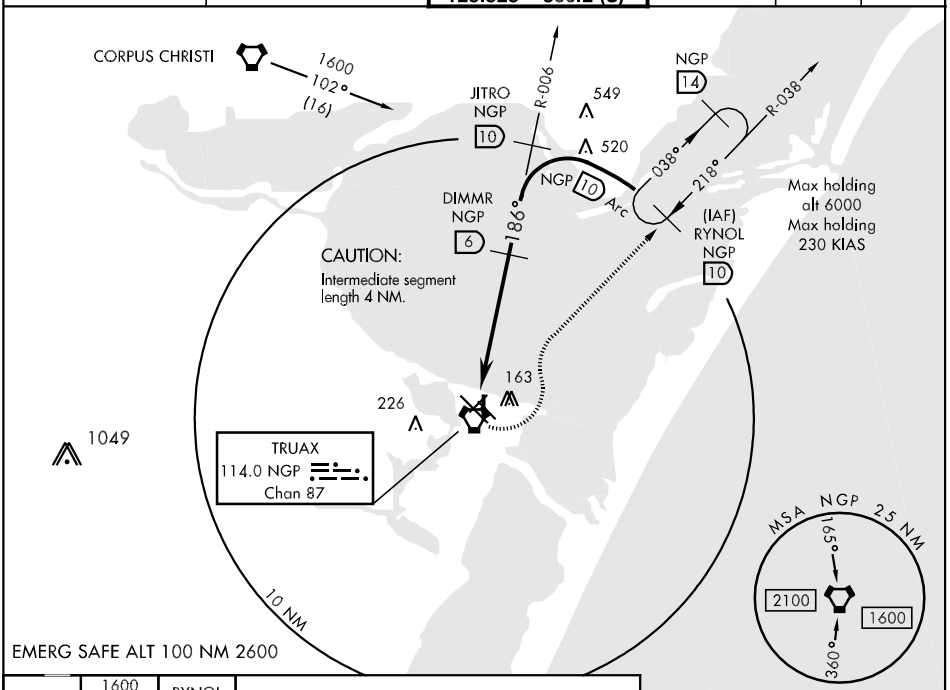
VORTAC NGP	APCH CRS	Rwy Idg	5003
114.0	186°	TDZE	18
Chan 87		Arpt Elev	18

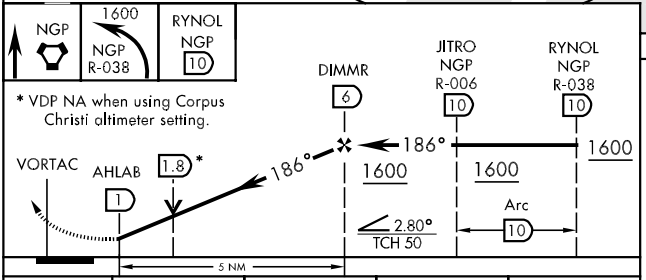
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

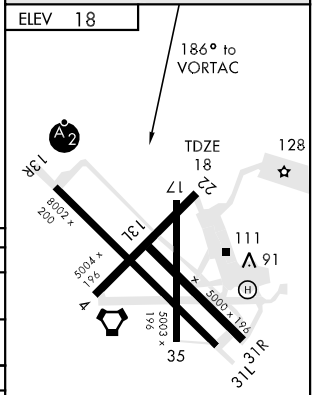
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC to R-006, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-17	380-1 362 (400-1)			380-1¼ 362 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-17	420-1 402 (500-1)			420-1¼ 402 (500-1¼)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 35

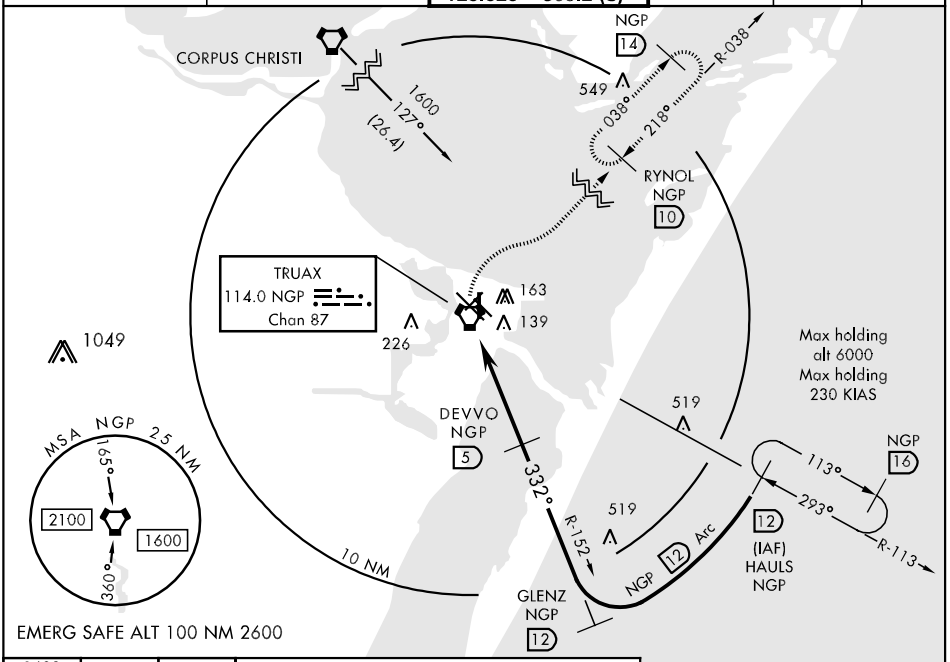
VORTAC NGP	APCH CRS	Rwy Idg	5003
114.0	332°	TDZE	18
Chan 87		Arpt Elev	18

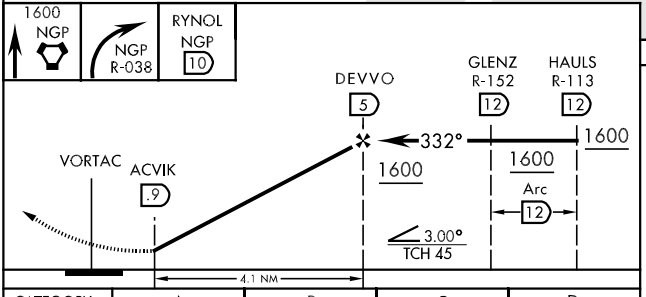
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

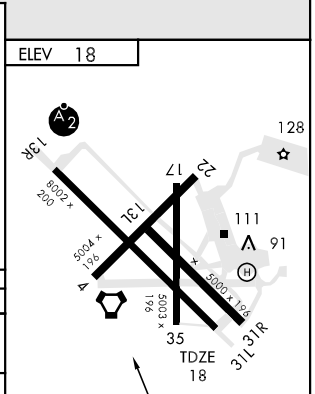
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-152, then climbing right turn to 1600 via NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-35	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-35	440-1 422 (500-1)		440-1¼ 422 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

VOR/DME or TACAN RWY 35

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME X RWY 31L

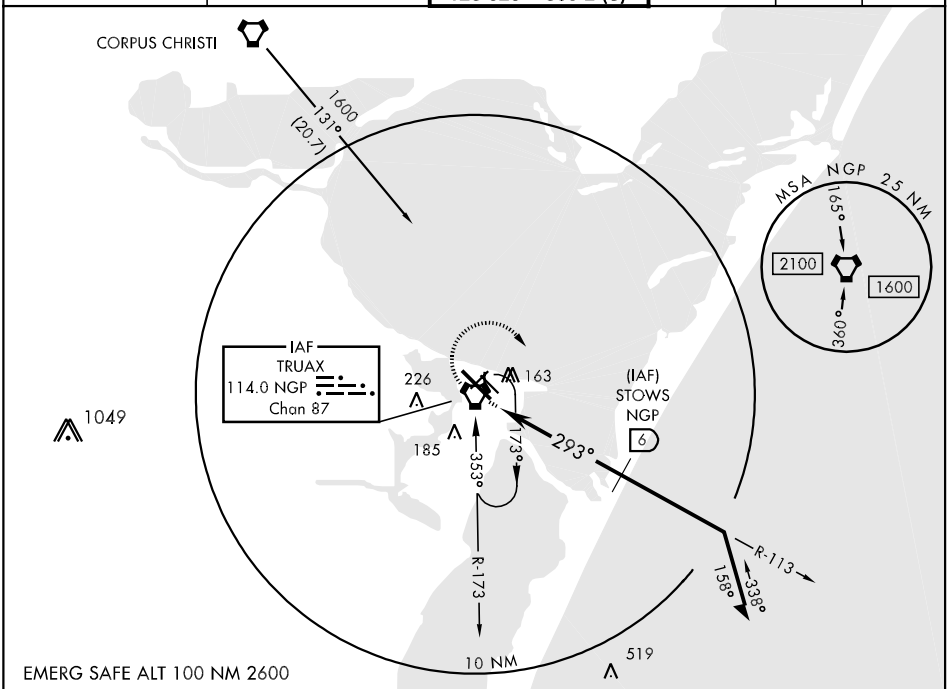
VORTAC NGP	APCH CRS	Rwy Idg	8002
114.0	293°	TDZE	17
Chan 87		Arpt Elev	18

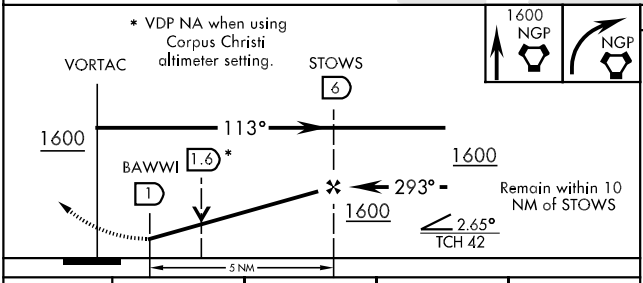
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

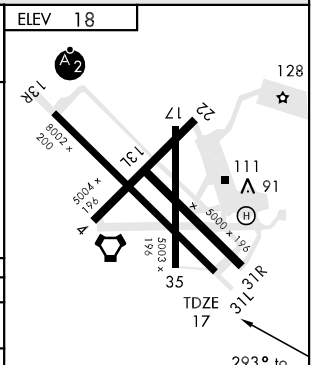
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-113, then climbing right turn to1600 direct NGP VORTAC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-31L	400-1	383 (400-1)		400-1¼ 383 (400-1¼)
CIRCLING	480-1	462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-31L	440-1	423 (500-1)	440-1¼ 423 (500-1¼)	
CIRCLING	500-1	482 (500-1)	500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME Y or TACAN Y RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

VORTAC CRP 115.5 Chan 102	APCH CRS 139°	Rwy ldg 8002 TDZE 13 Arpt Elev 18

* When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ mile.

SALSF

MISSED APPROACH: Climb to 1600 via CRP R-138 to VICCC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

When local altimeter setting not received, use Corpus Christi altimeter setting.

IAF CORPUS CHRISTI 115.5 CRP Chan 102

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (IAF) (see L-20) or radar vectors. PT at IAF NA for TACAN procedure.

R-139 206 JAGTO CRP 3 139° 445 ROAMM CRP 9 137 163 226 1049

VICCC CRP 21 138° 318° CRP 25 R-138

EMERG SAFE ALT 100 NM 3100

10 NM

MSA CRP 25 NM 210° 360° 2100 1600

† VDP NA when using Corpus Christi altimeter setting

1600 CRP R-138 VICCC 21

VORTAC 2000 139° 1600 JAGTO 3 139° 1600 ROAMM 9 † 13.4 ZAMGU 14

2.73° TCH 42

5 NM

CATEGORY	A	B	C	D
S-13R *	360-¾	347 (400-¾)		360-1 347 (400-1)
CIRCLING	480-1	462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-13R *	400-¾	387 (400-¾)		400-1 387 (400-1)
CIRCLING	500-1	482 (500-1)	500-1½ 482 (500-1½)	580-2 562 (600-2)

ELEV 18

REIL Rwy 13R-31L

HIRL all Rwy

TDZE 13

13R 31L 17 22 13L 31R 8002 x 200 5004 x 196 5000 x 196 5000 x 196

111 91 128 35

139° 14 NM from VORTAC

SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CRP 115.5 Chan 102	APCH CRS 318°	Rwy Idg 8002 TDZE 17 Arpt Elev 18

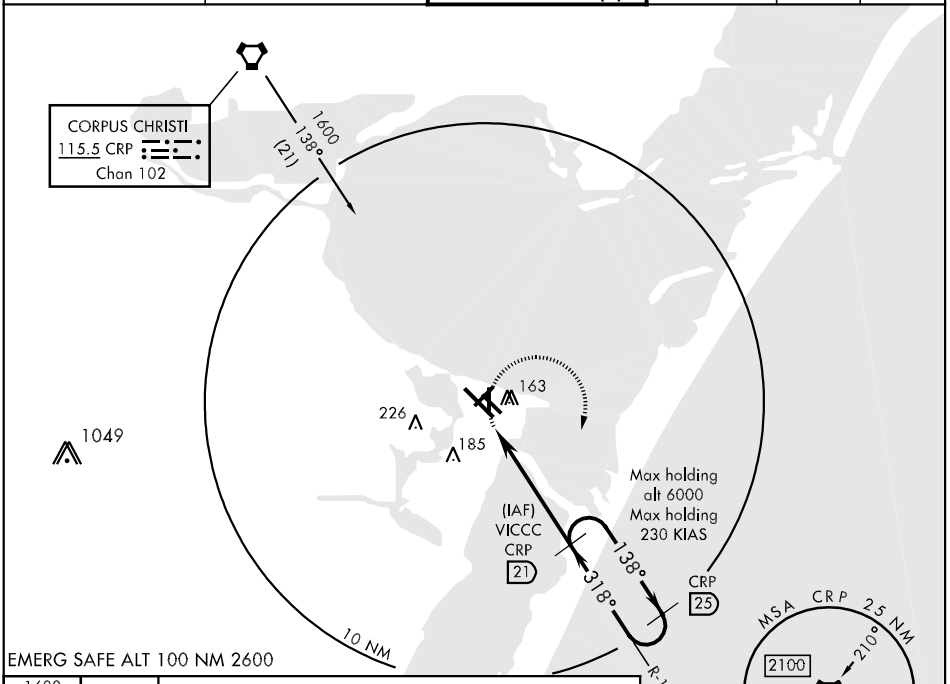
VOR/DME Y or TACAN Y RWY 31L

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.

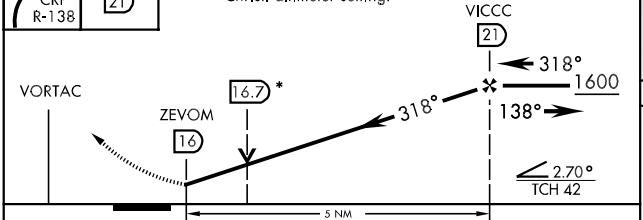
MISSED APPROACH: Climbing right turn to 1600, intercept CRP VORTAC R-138 outbound to VICCC and hold.

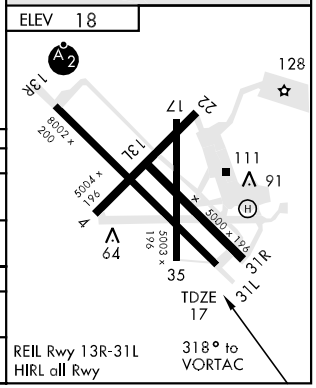
ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	



1600 CRP R-138 | VICCC 21

* VDP NA when using Corpus Christi altimeter setting.





CATEGORY	A	B	C	D
S-31L	420-1 403 (500-1)		420-1¼ 403 (500-1¼)	
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-31L	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC NGP	APCH CRS	Rwy Idg	8002
114.0	143°	TDZE	13
Chan 87		Arpt Elev	18

VOR/DME Z or TACAN Z RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

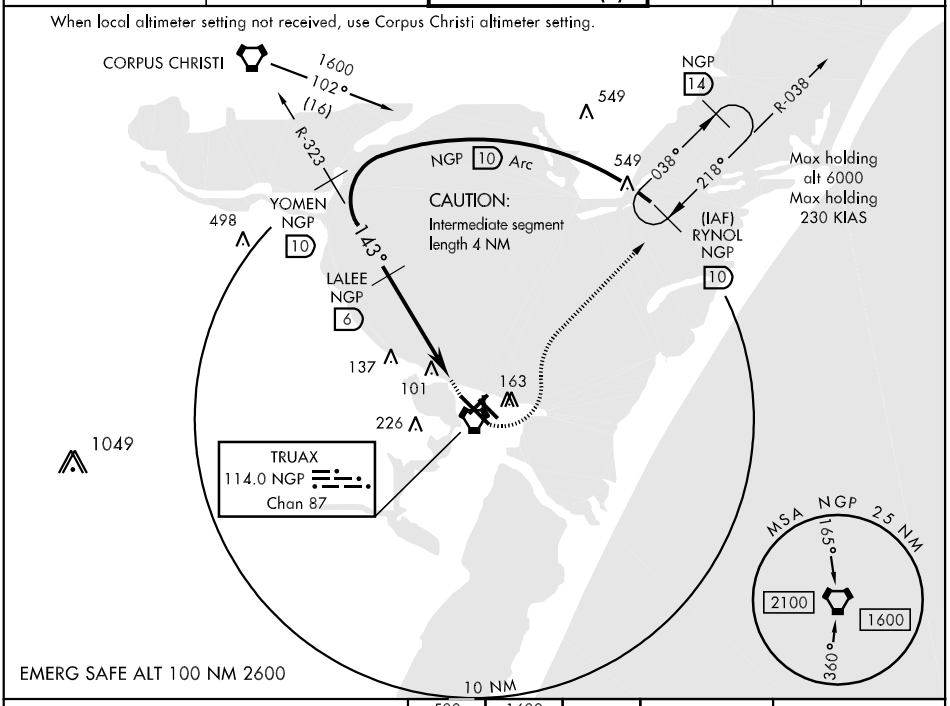
* When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.

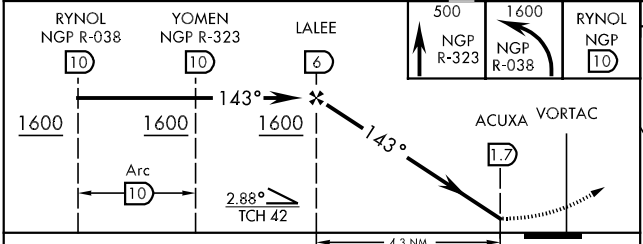
SALSF

MISSED APPROACH: Climb to 500 via NGP VORTAC R-323, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

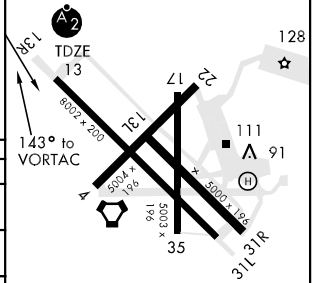
ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	120.9 348.725	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	

When local altimeter setting not received, use Corpus Christi altimeter setting.





ELEV 18



CATEGORY	A	B	C	D
S-13R *	360-¾ 347 (400-¾)			360-1 347 (400-1)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-13R *	400-¾ 387 (400-¾)			400-1 387 (400-1)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME Z or TACAN Z RWY 31L

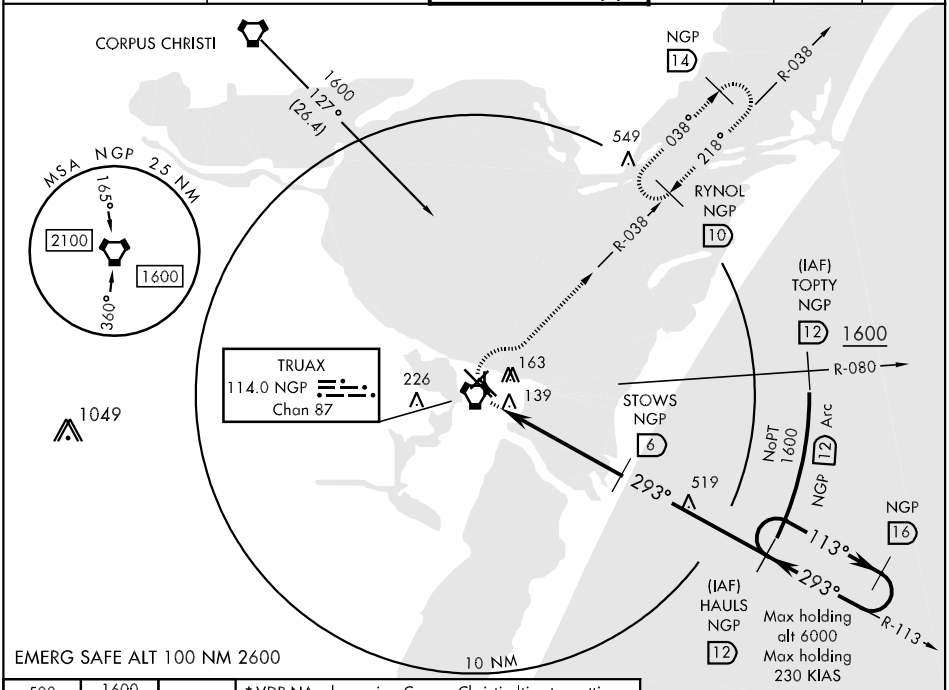
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

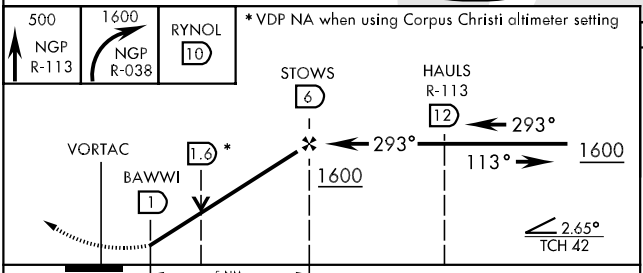
VORTAC NGP	APCH CRS	Rwy Idg	8002
114.0	293°	TDZE	17
Chan 87		Arpt Elev	18

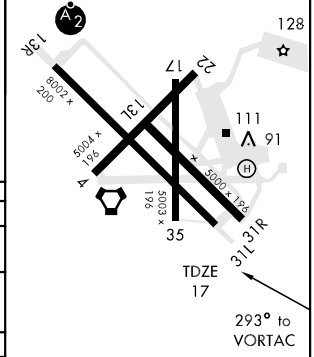
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 500 via NGP VORTAC R-113, then climbing right turn to 1600, intercept NGP R-038 to RYNOL and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	314.3	







CATEGORY	A	B	C	D
S-31L	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
	CORPUS CHRISTI ALTIMETER SETTING			
S-31L	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

REIL Rwy 13R-31L
HIRL all Rwy

SC-3, 21 OCT 2010 to 18 NOV 2010

VOR RWY 22

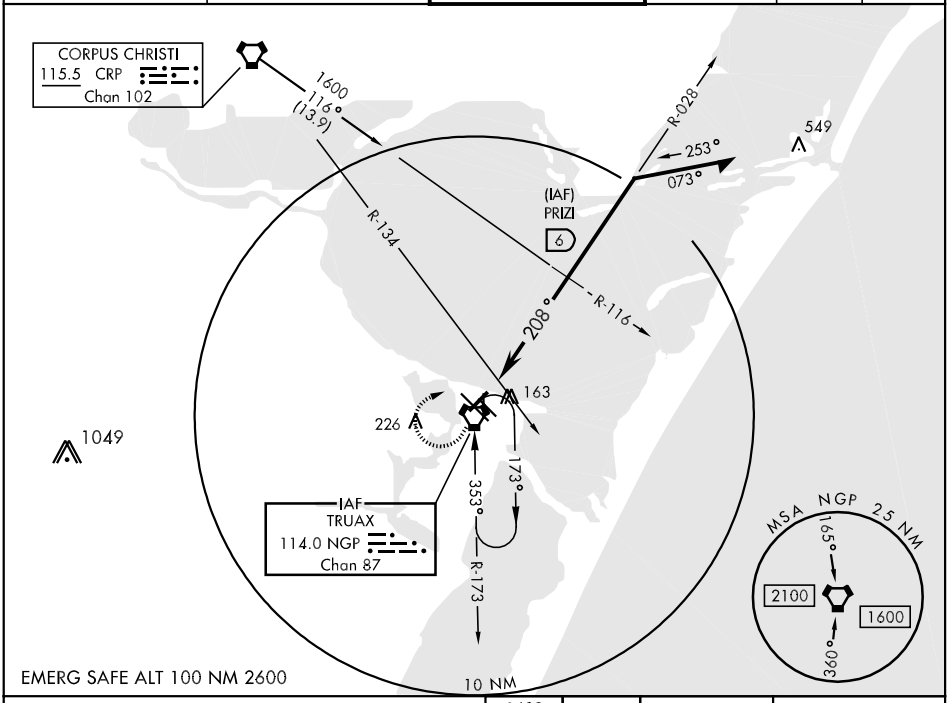
VORTAC NGP	APCH CRS	Rwy Idg 5004
114.0	208°	TDZE 15
Chan 87		Arpt Elev 18

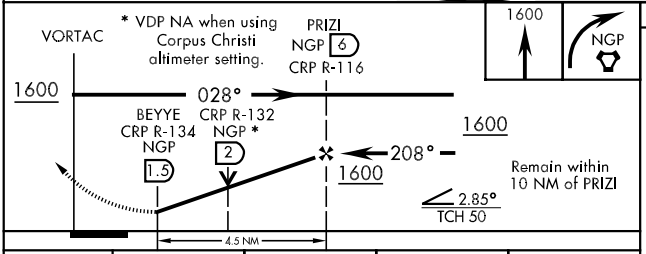
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

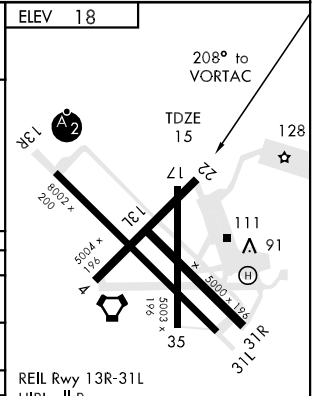
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 1600, then turn right direct NGP VORTAC and hold.

ATIS ★	CORPUS CHRISTI APP CON	NAVY CORPUS TOWER ★	GND CON	CLNC DEL	ASR/PAR
114.0 127.9 290.9	125.4 307.9	(N) 134.85 340.2 (S) 125.525 360.2	118.7 257.85	314.3	





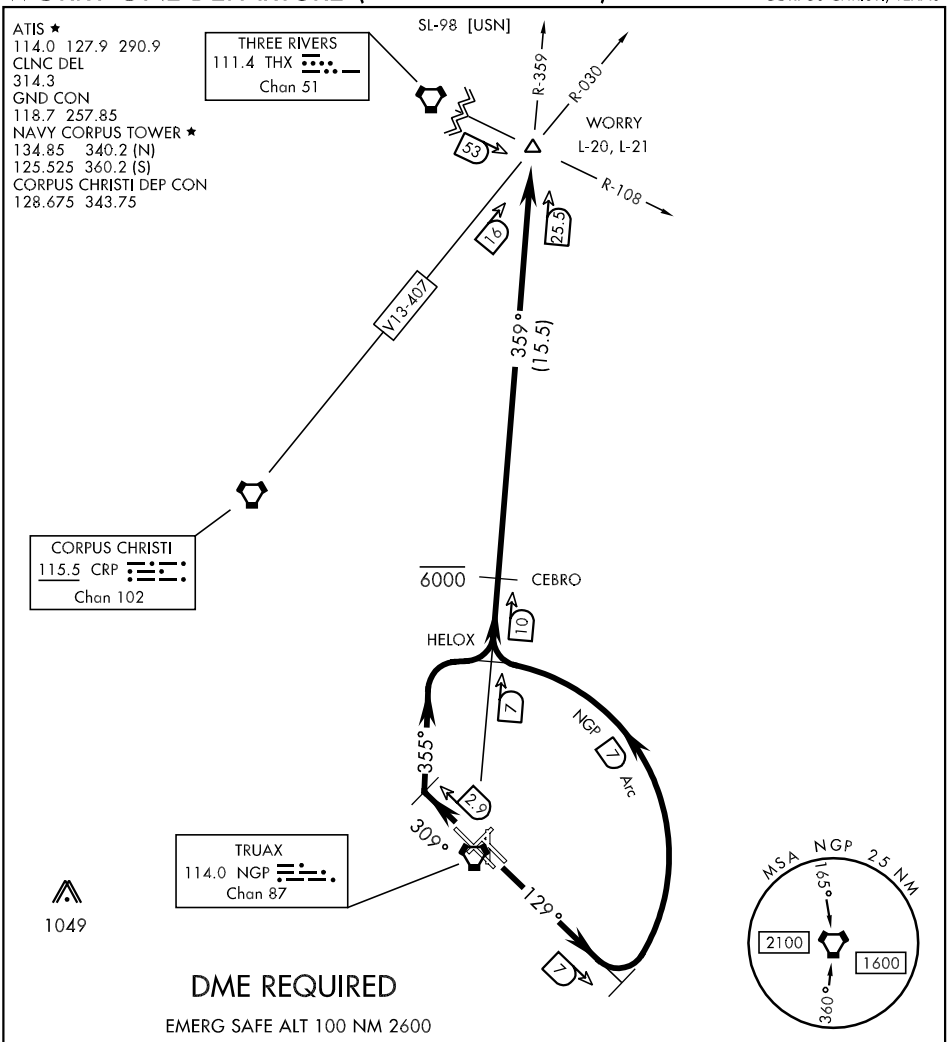


CATEGORY	A	B	C	D
S-22	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	480-1 462 (500-1)		480-1½ 462 (500-1½)	580-2 562 (600-2)
CORPUS CHRISTI ALTIMETER SETTING				
S-22	460-1 445 (500-1)		460-1¼ 445 (500-1¼)	460-1½ 445 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	580-2 562 (600-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WORRY ONE DEPARTURE (WORRY1 • WORRY)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 129° to intercept NGP VORTAC 7 DME Arc. Arc CCW north of NGP via 7 DME arc to HELOX, NGP R-359/7. Thence,

TAKE-OFF RWY 31L/R: Climb via heading 309° to NGP VORTAC 2.9 DME, then climbing right turn via heading 355 ° to intercept NGP 7 DME Arc. Arc CW North of NGP via 7 DME arc to HELOX, NGP R-359/7 DME. Thence...

THENCE....from HELOX via NGP VORTAC R-359 to WORRY, NGP R-359/25.5 DME. Cross CEBRO, NGP R-359/10 DME at or below 6000. Then via assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

SC-3, 21 OCT 2010 to 18 NOV 2010

NDB CGQ 344	APP CRS 139°	Rwy Idg 5004 TDZE 449 Apt Elev 449

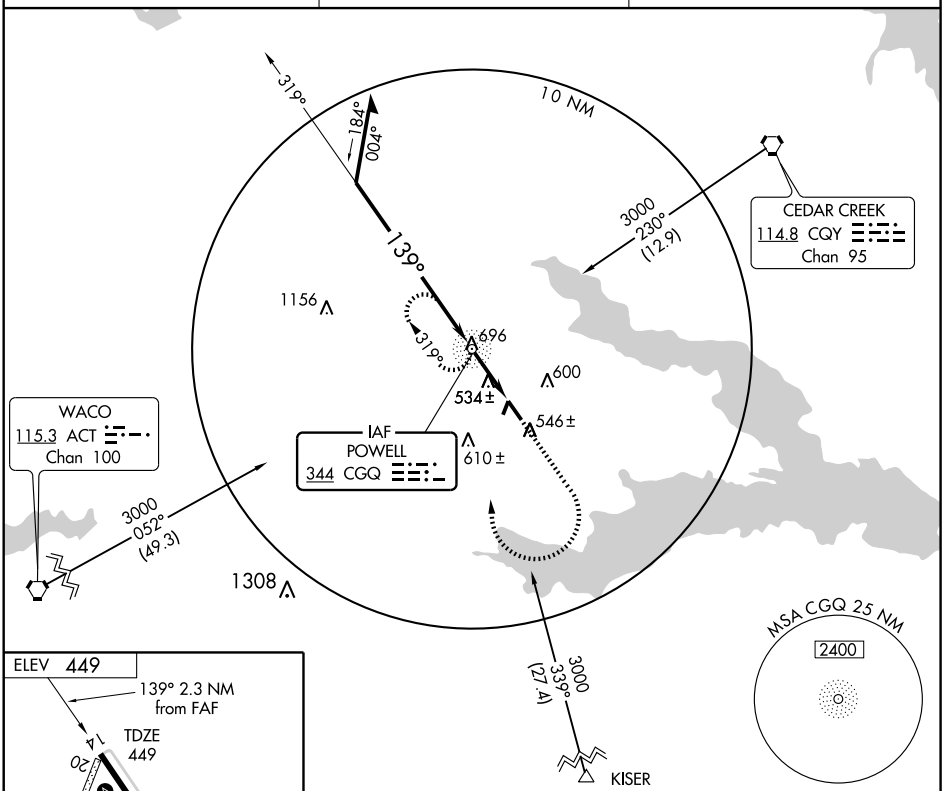
NDB RWY 14

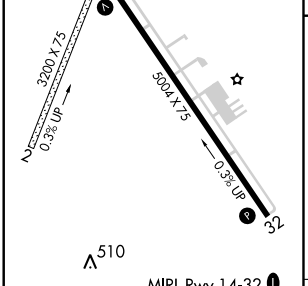
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

NA

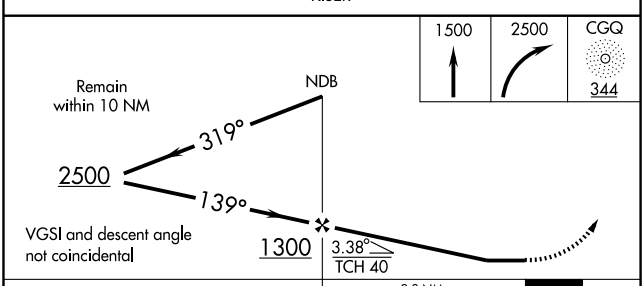
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct CGQ NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L





FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



CATEGORY	A	B	C	D
S-14	860-1 411 (500-1)		860-1¼ 411 (500-1¼)	
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1000-2 551 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB CRS	APP CRS	Rwy Idg	5004
396	327°	TDZE	442
		Apt Elev	449

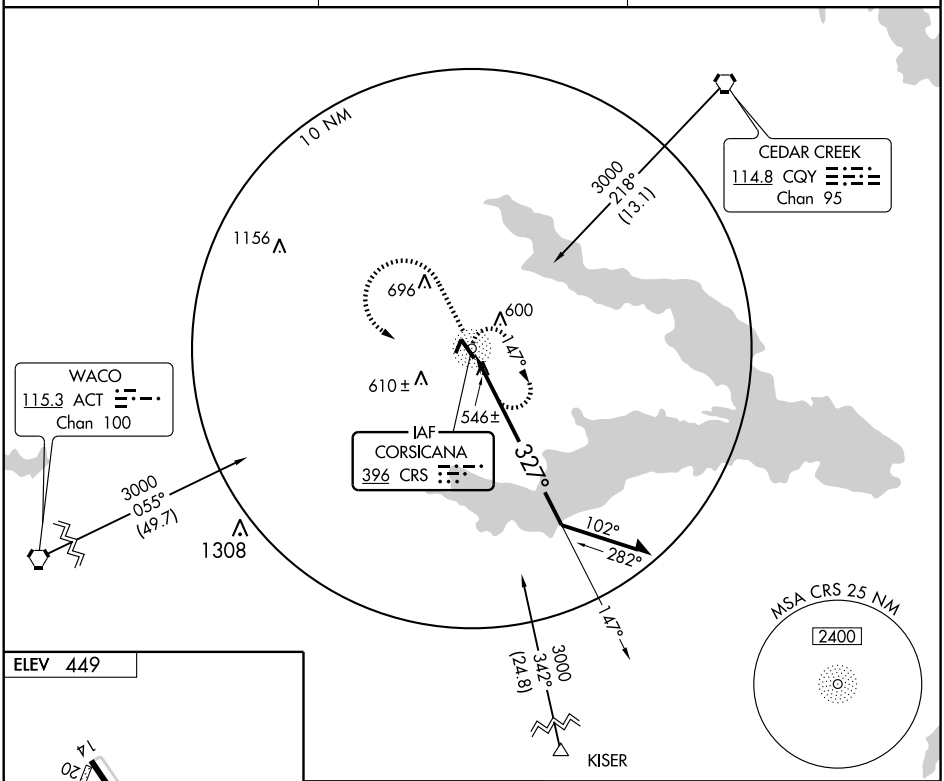
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

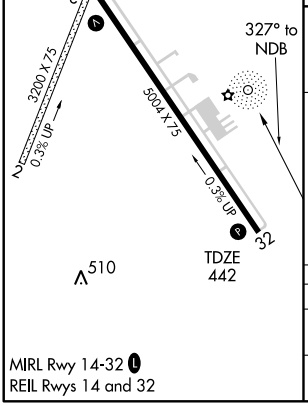
NDB RWY 32

NA

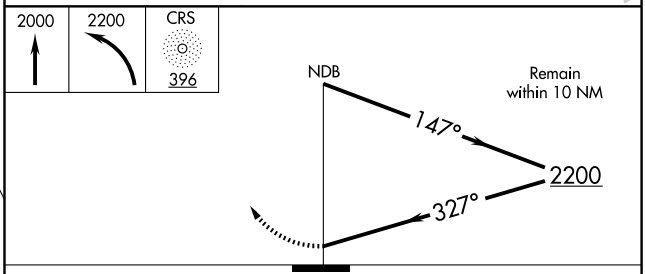
MISSED APPROACH: Climb to 2000 then left climbing turn to 2200 direct CRS NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32



CATEGORY	A	B	C	D
S-32	960-1 518 (600-1)		960-1½ 518 (600-1½)	960-1¾ 518 (600-1¾)
CIRCLING	960-1 511 (600-1)		960-1½ 511 (600-1½)	1000-2 551 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5004
139°	TDZE	449
	Apt Elev	449

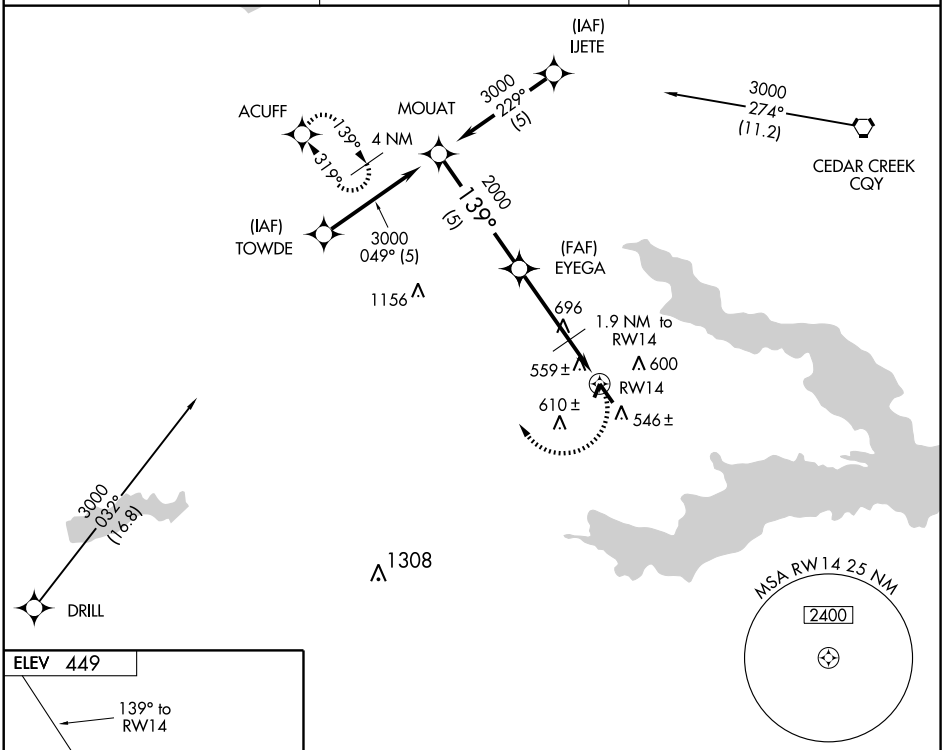
RNAV (GPS) RWY 14

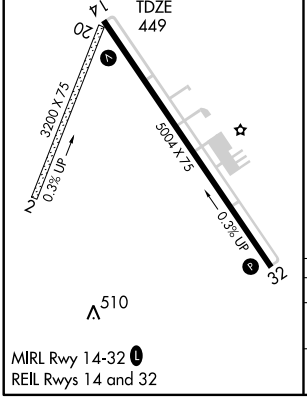
CORSICANA/ C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

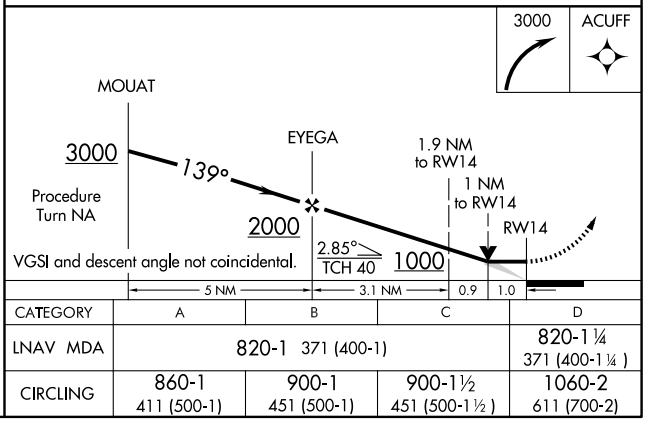
NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct ACUFF and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1 371 (400-1)			820-1¼ 371 (400-1¼)
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5004
319°	TDZE	442
	Apt Elev	449

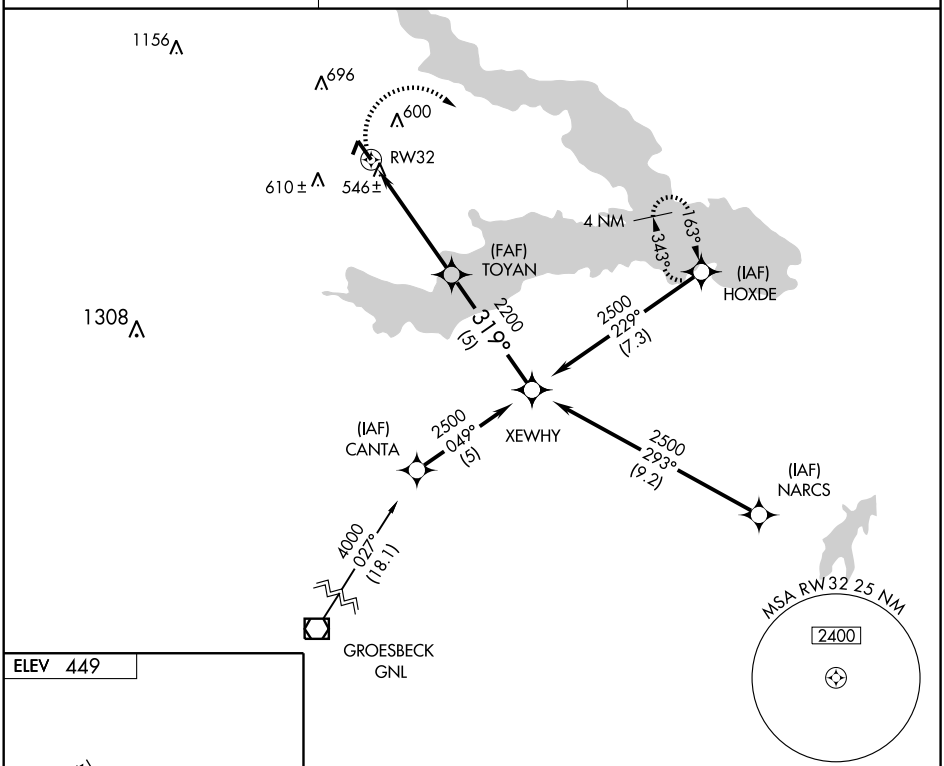
RNAV (GPS) RWY 32

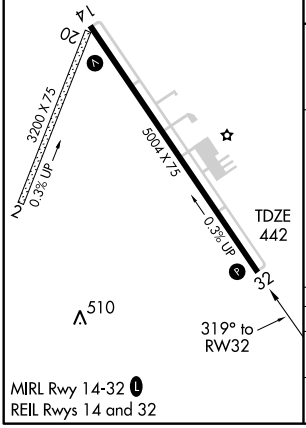
CORSICANA/C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

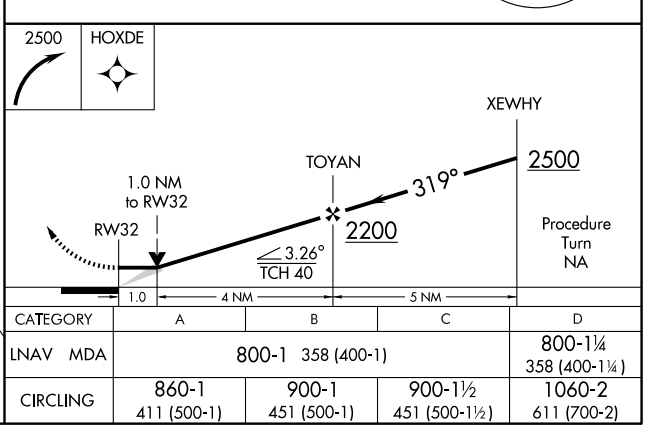
NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct HOXDE and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 358 (400-1)			800-1¼ 358 (400-1¼)
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CQY 114.8 Chan 95	APP CRS 218°	Rwy Idg N/A TDZE N/A Apt Elev 449

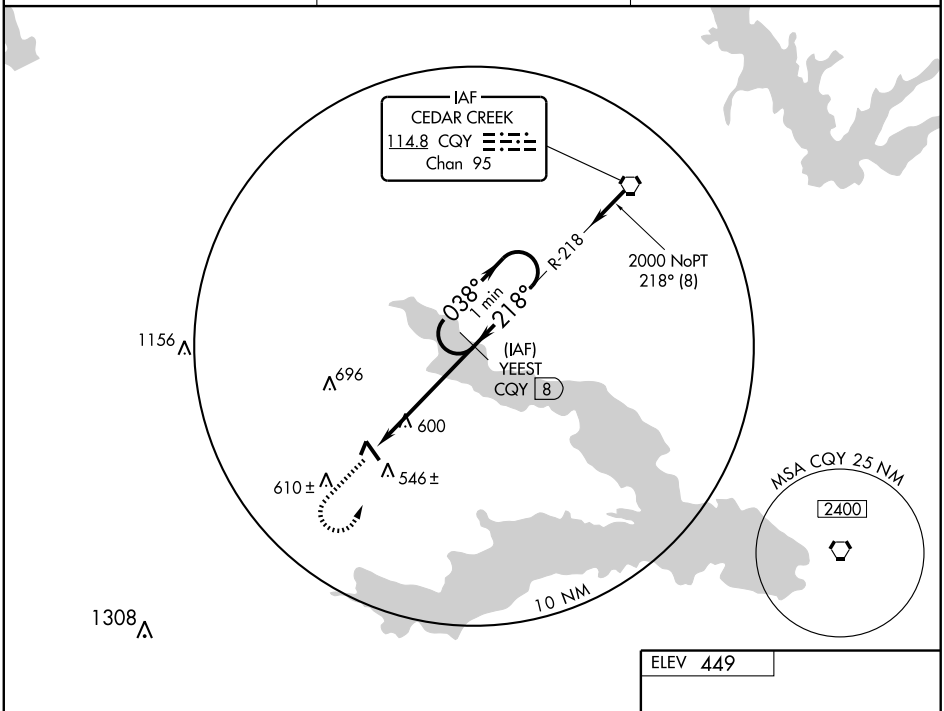
CORSICANA/
C. DAVID CAMBPELL FIELD-CORSICANA MUNI (CRS)

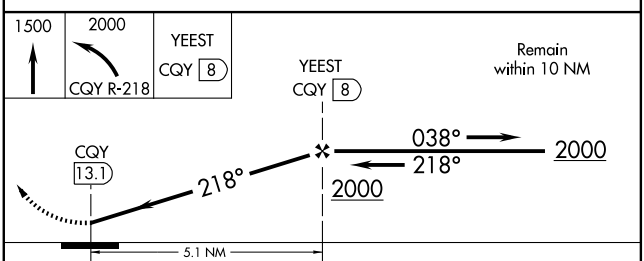
VOR/DME-A

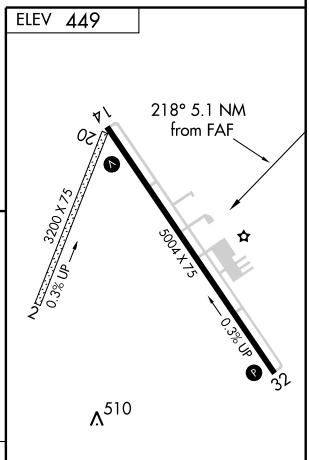
NA

MISSED APPROACH: Climb to 1500 then climbing left turt to 2000 via CQY VORTAC R-218 to YEEST/CQY 8 DME and hold.

ASOS 120.675	FORT WORTH CENTER 135.25 265.1	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CQY 114.8 Chan 95	APP CRS 038°	Rwy Idg N/A TDZE N/A Apt Elev 449

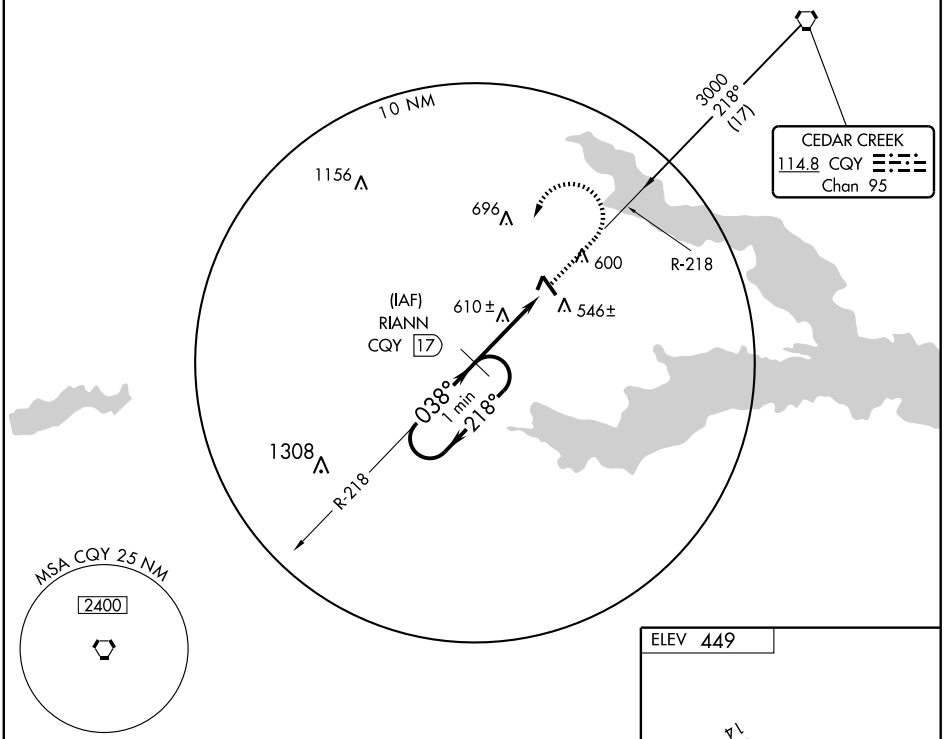
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

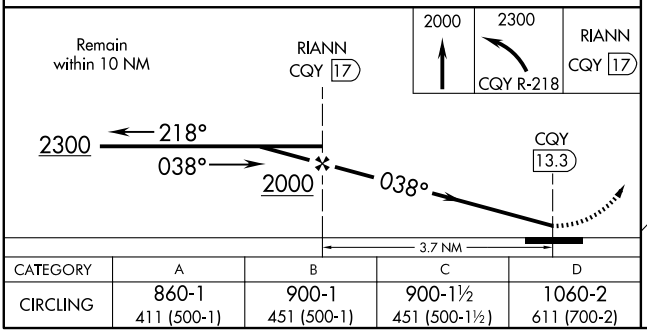
VOR/DME-B

NA

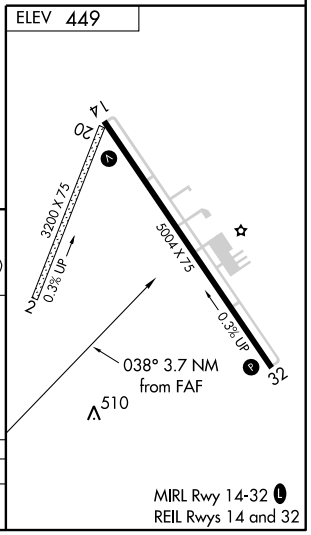
MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 via CQY VORTAC R-218 to RIANN/CQY 17 DME and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	860-1 411 (500-1)	900-1 451 (500-1)	900-1½ 451 (500-1½)	1060-2 611 (700-2)



MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

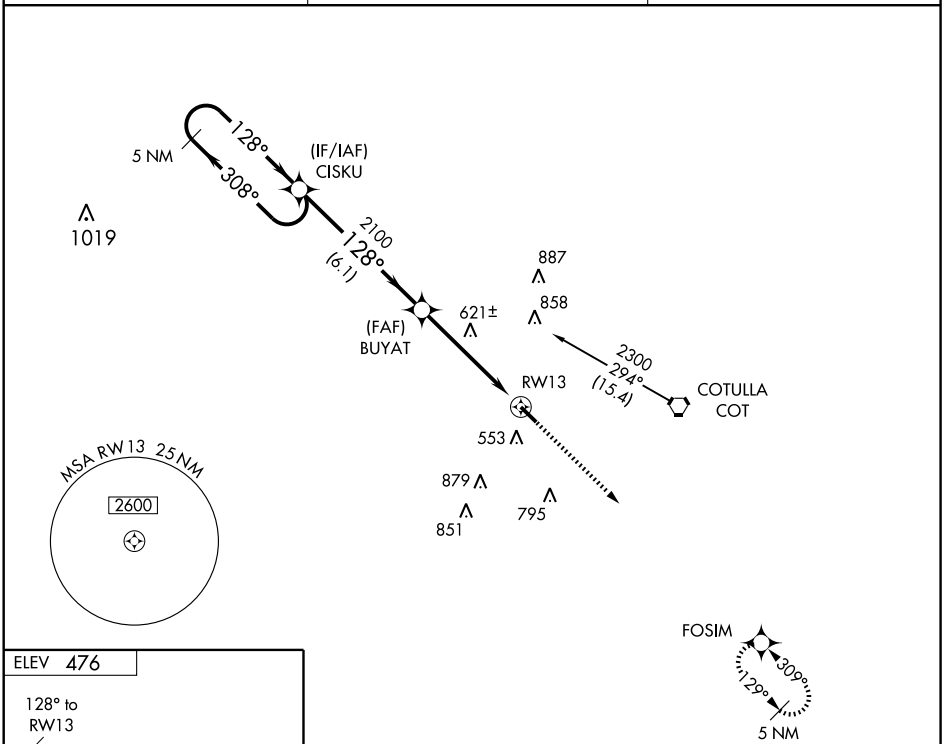
APP CRS	Rwy Idg	5005
128°	TDZE	474
	Apt Elev	476

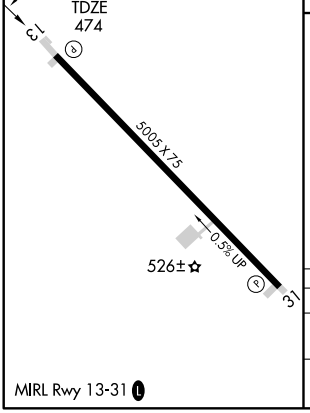
RNAV (GPS) RWY 13
COTULLA-LA SALLE COUNTY (COT)

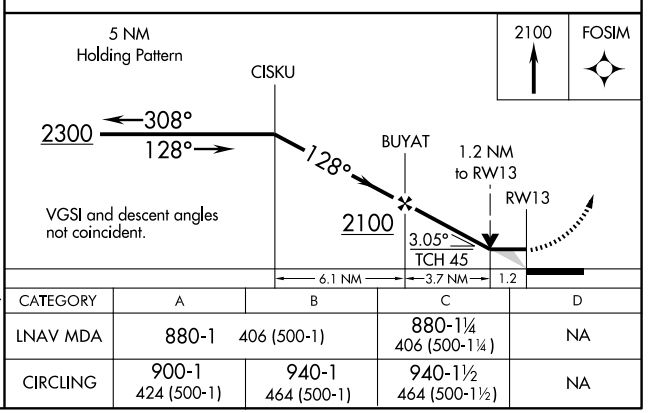
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct FOSIM and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	880-1	406 (500-1)	880-1¼ 406 (500-1¼)	NA
CIRCLING	900-1 424 (500-1)	940-1 464 (500-1)	940-1½ 464 (500-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

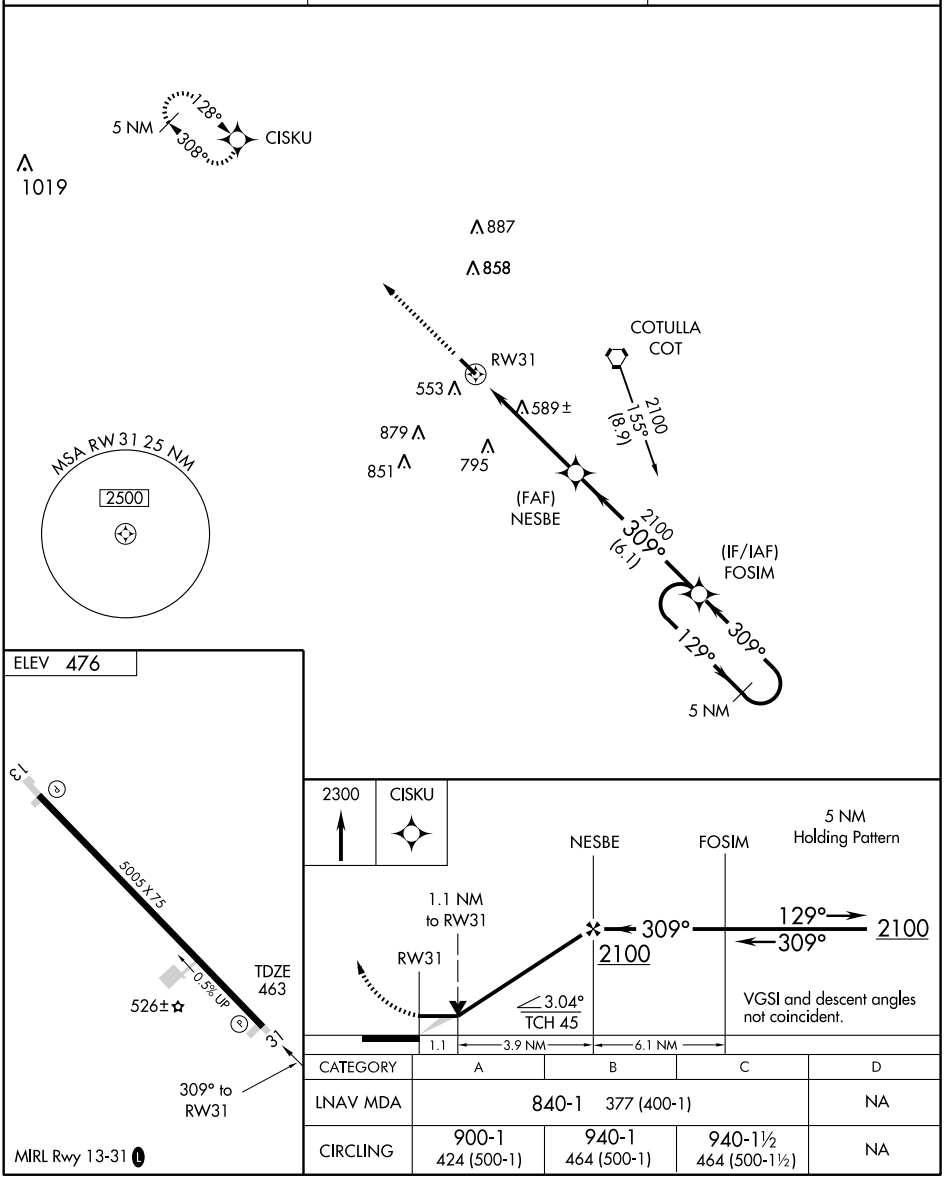
APP CRS	Rwy Idg	5005
309°	TDZE	463
	Apt Elev	476

RNAV (GPS) RWY 31
COTULLA-LA SALLE COUNTY (COT)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct CISKU and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1 377 (400-1)			NA
CIRCLING	900-1 424 (500-1)	940-1 464 (500-1)	940-1½ 464 (500-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC COT 115.8 Chan 105	APP CRS 259°	Rwy Idg N/A TDZE N/A Apt Elev 474

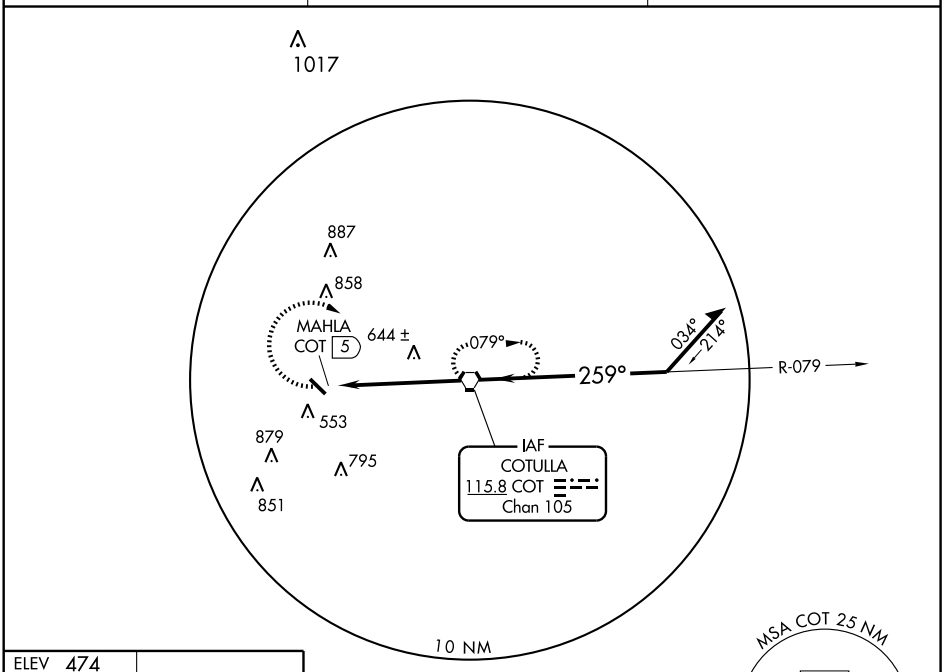
VOR-A

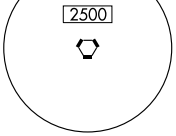
COTULLA-LA SALLE COUNTY (COT)

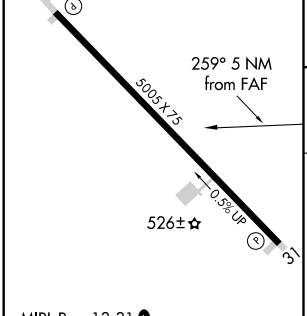
If local altimeter setting not received, use Pleasanton Muni altimeter setting and increase all MDAs 120 feet.

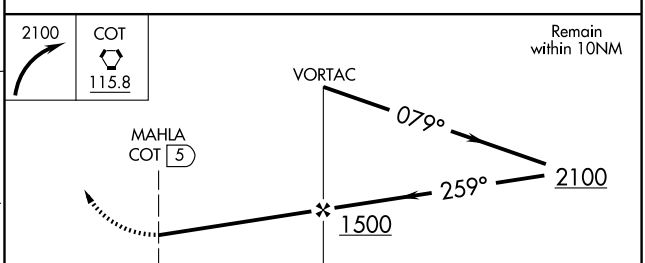
MISSED APPROACH: Climbing right turn to 2100 direct COT VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
118.32	134.6 322.5	122.7 (CTAF) L









FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	900-1 426 (500-1)	940-1 466 (500-1)	940-1½ 466 (500-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
016°	TDZE	342
	Apt Elev	348

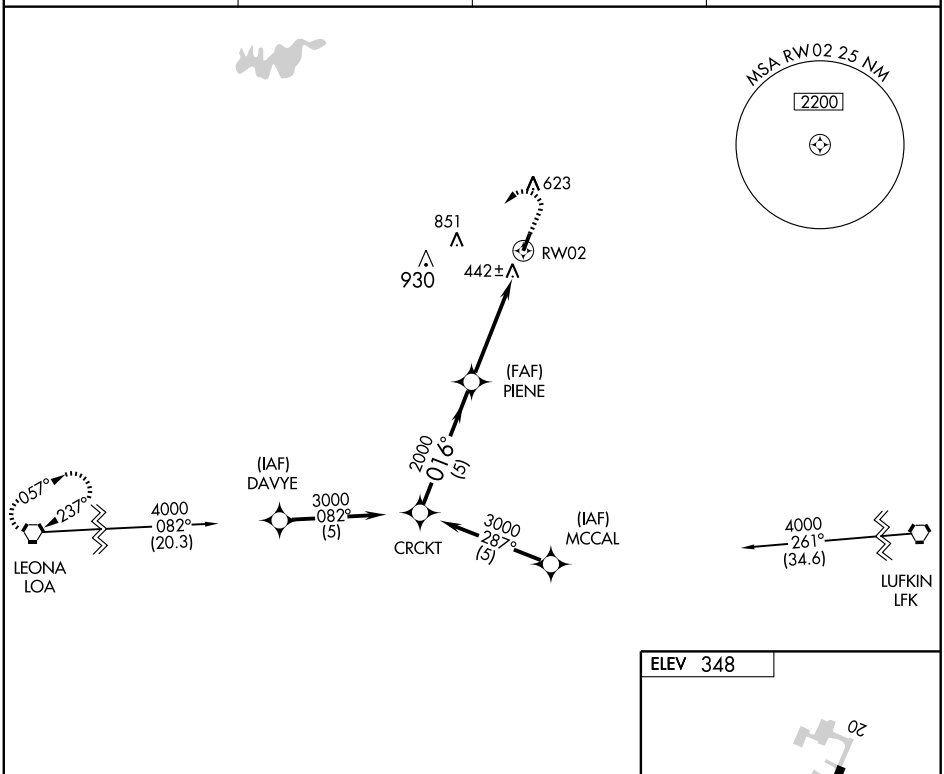
GPS RWY 2

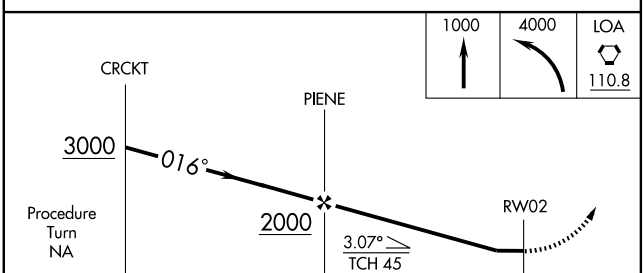
CROCKETT/ HOUSTON COUNTY (DKR)

⚠ NA — Use Huntsville Muni altimeter setting.	MISSED APPROACH: Climb to 1000, then climbing left turn to 4000 direct LOA VORTAC and hold.

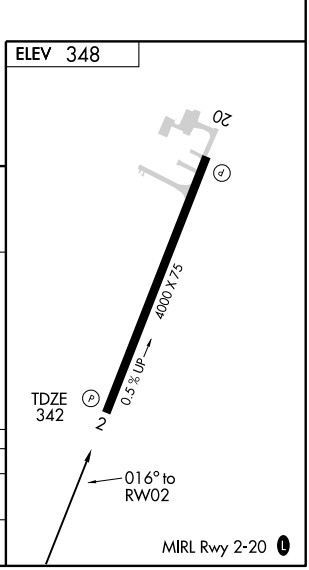
AWOS-3	HOUSTON CENTER	CTAF	
118.775	134.8 269.6	122.9	123.5 L

SC-5, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-2	780-1 438 (500-1)		780-1¼ 438 (500-1¼)	780-1½ 438 (500-1½)
CIRCLING	880-1 532 (600-1)		1060-2 712 (800-2)	1060-2¼ 712 (800-2¼)



APP CRS	Rwy Idg	4000
197°	TDZE	348
	Apt Elev	348

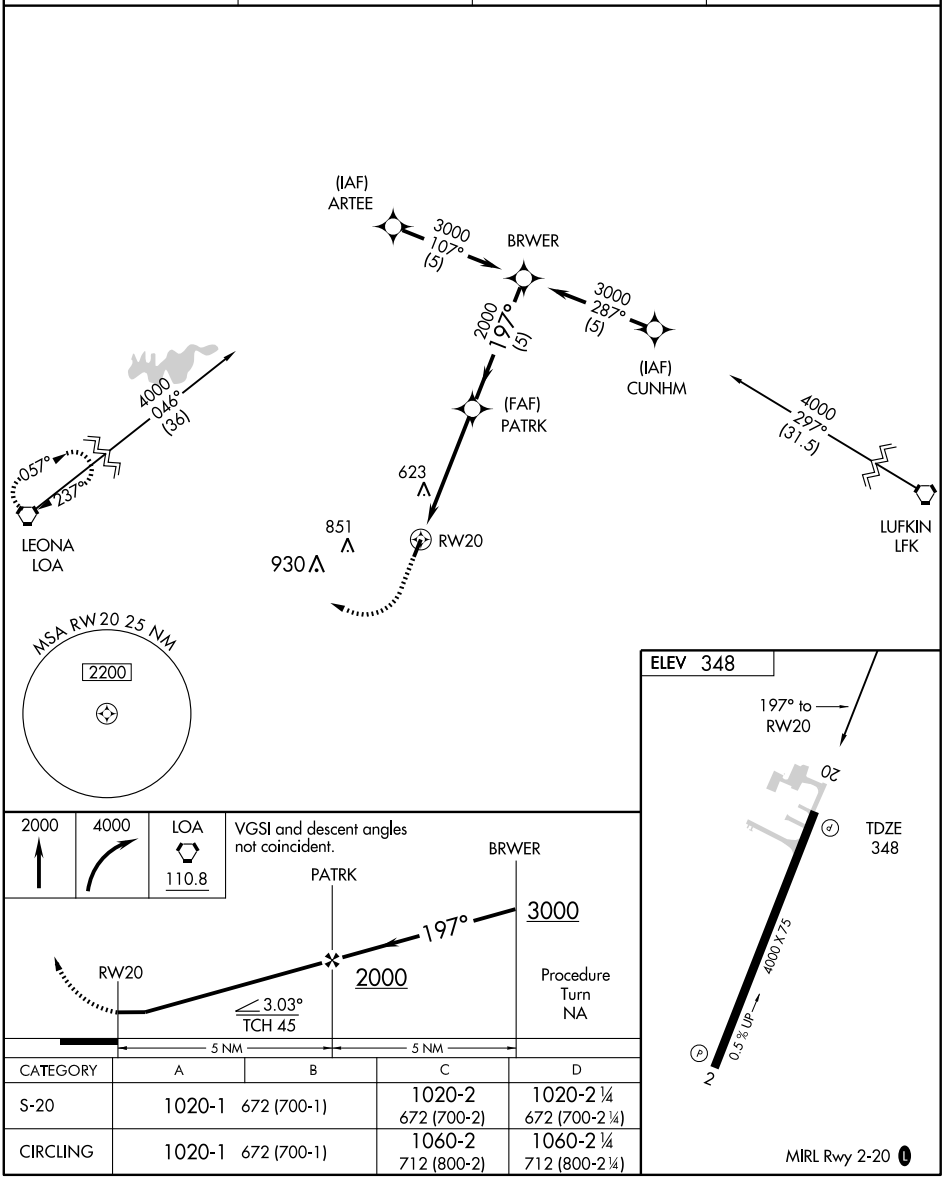
GPS RWY 20

CROCKETT/ HOUSTON COUNTY (DKR)

⚠ NA Use Huntsville Muni altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct LOA VORTAC and hold.

AWOS-3	HOUSTON CENTER	CTAF	
118.775	134.8 269.6	122.9	123.5 L



CATEGORY	A	B	C	D
S-20	1020-1	672 (700-1)	1020-2 672 (700-2)	1020-2 ¼ 672 (700-2 ¼)
CIRCLING	1020-1	672 (700-1)	1060-2 712 (800-2)	1060-2 ¼ 712 (800-2 ¼)

MIRL Rwy 2-20 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3600
352°	TDZE	3017
	Apt Elev	3018

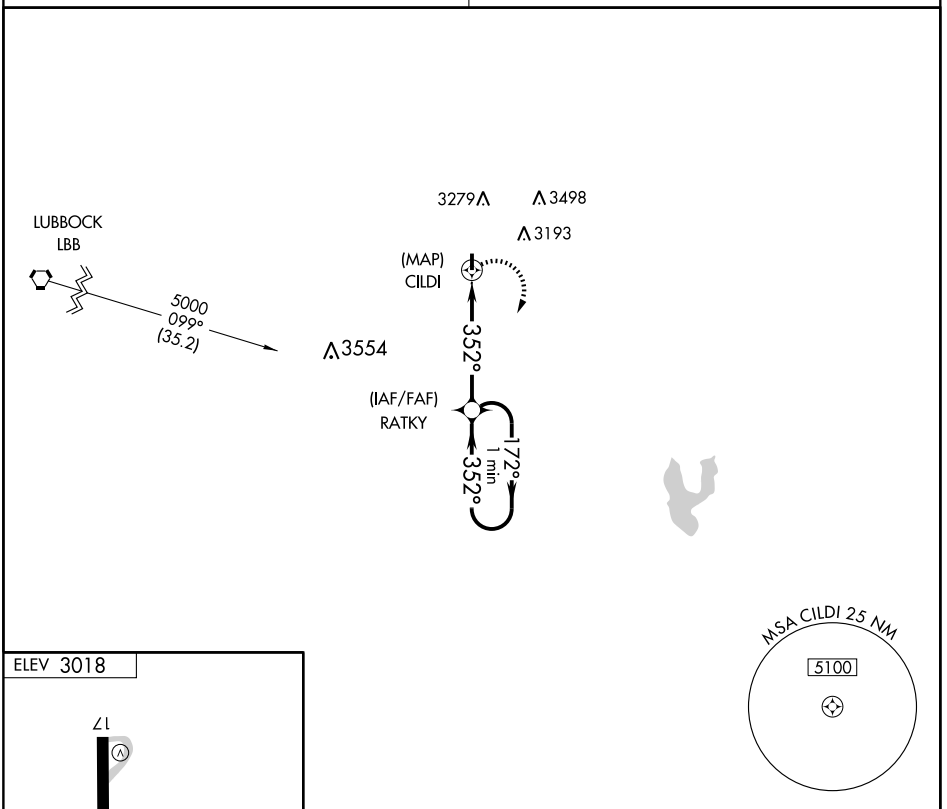
GPS RWY 35
CROSBYTON MUNI (8F3)

Use Lubbock altimeter setting.
NA

MISSED APPROACH: Climbing right turn 4600 direct RATKY WP and hold.

LUBBOCK APP CON
119.2 351.8

UNICOM
122.8 L (CTAF)



CATEGORY	A	B	C	D
S-35	3440-1	423 (500-1)	3440-1¼ 423 (500-1¼)	NA
CIRCLING	3560-1	542 (600-1)	3560-1½ 542 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB CZX	APP CRS	Rwy Idg	3600
332	360°	TDZE	3017
		Apt Elev	3018

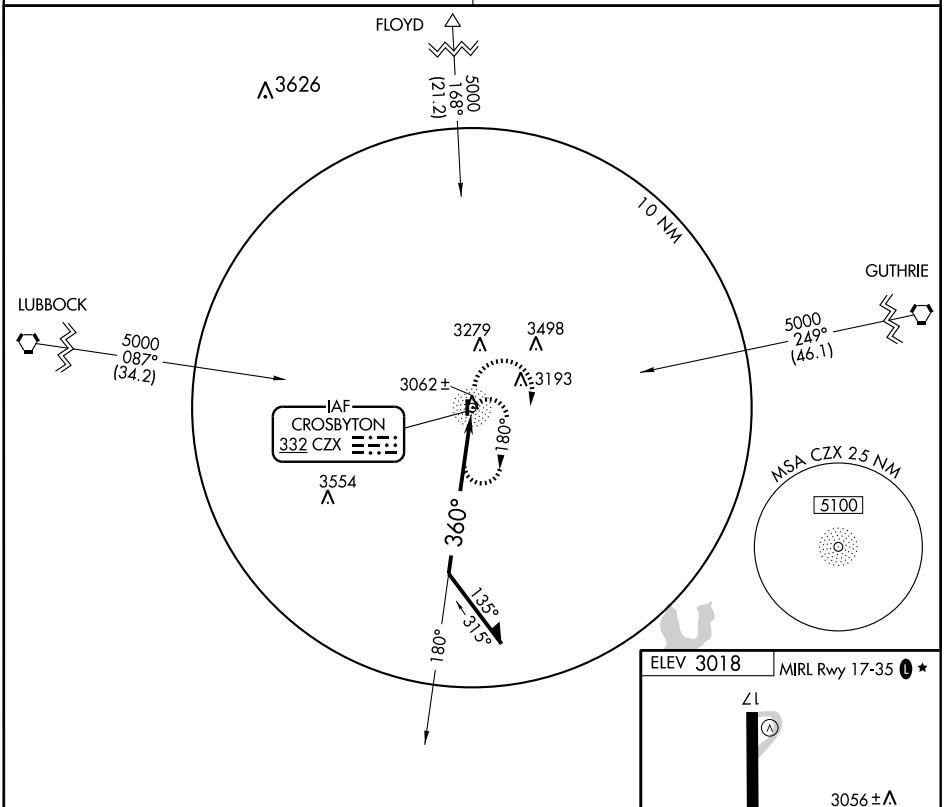
NDB RWY 35

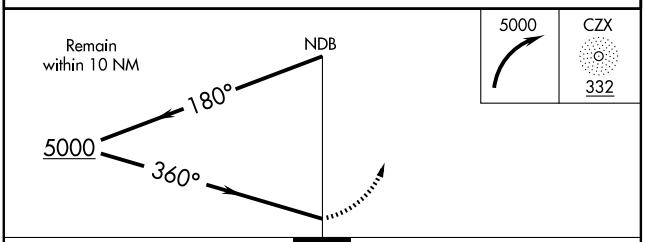
CROSBYTON MUNI (8F3)

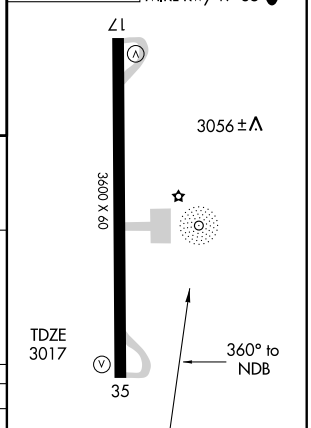
NA Use Lubbock altimeter setting.
ACTIVATE MIRL Rwy 17-35 - 122.8.

MISSED APPROACH: Climbing right turn to 5000 in CZX NDB holding pattern.

LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 L (CTAF)







CATEGORY	A	B	C	D
S-35	3600-1	583 (600-1)	3600-1½ 583 (600-1½)	NA
CIRCLING	3600-1	582 (600-1)	3600-1½ 582 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6400
172°	TDZE	3990
	Apt Elev	3991

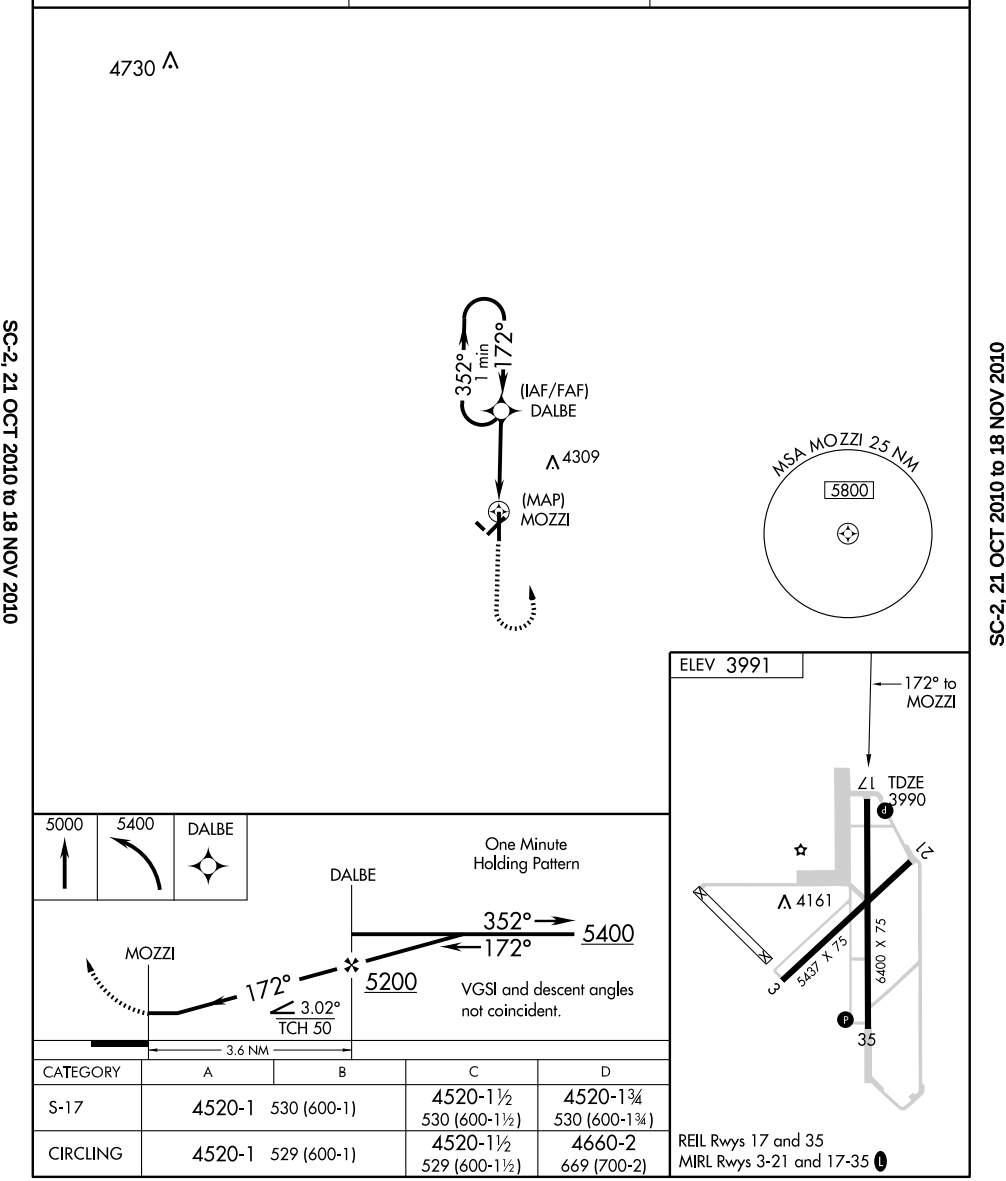
GPS RWY 17
DALHART MUNI (DHT)

NA

Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5000 then climbing left turn to 5400 direct DALBE and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L



CATEGORY	A	B	C	D
S-17	4520-1	530 (600-1)	4520-1½ 530 (600-1½)	4520-1¾ 530 (600-1¾)
CIRCLING	4520-1	529 (600-1)	4520-1½ 529 (600-1½)	4660-2 669 (700-2)

REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC DHT	APP CRS	Rwy Idg	6400
112.0	349°	TDZE	3988
Chan 57		Apt Elev	3991

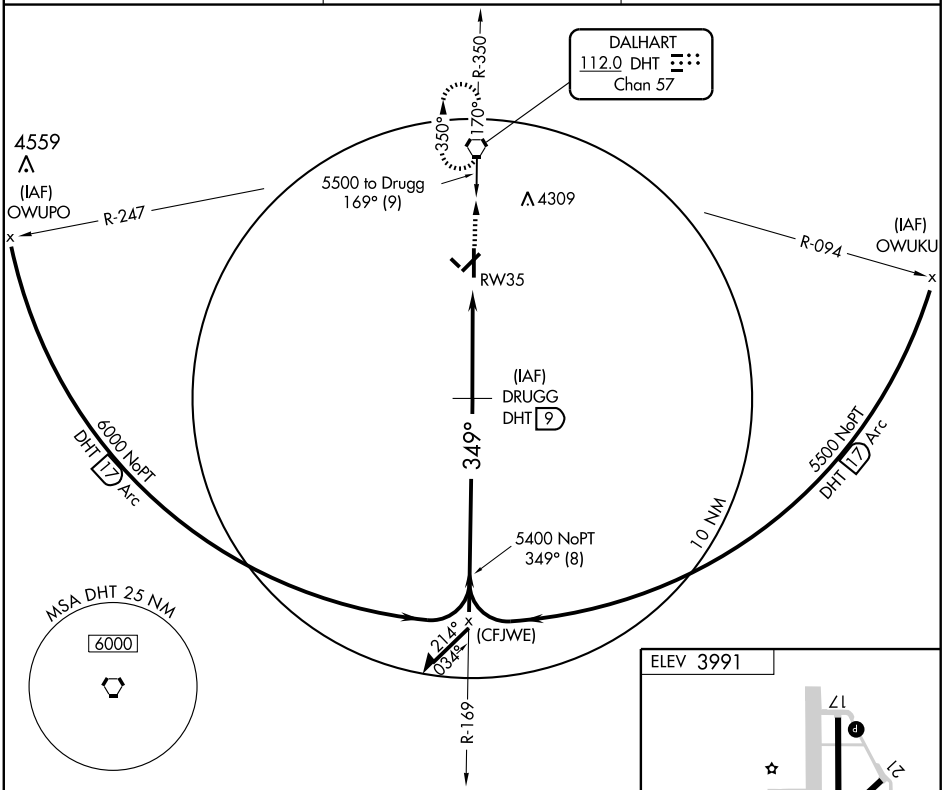
VOR/DME or GPS RWY 35

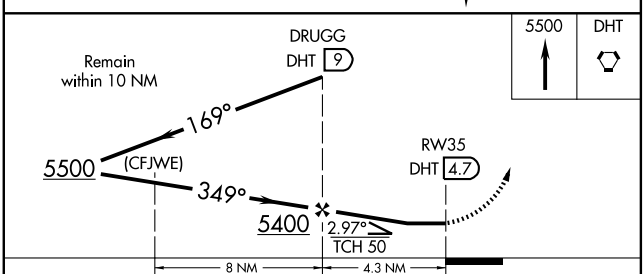
DALHART MUNI (DHT)

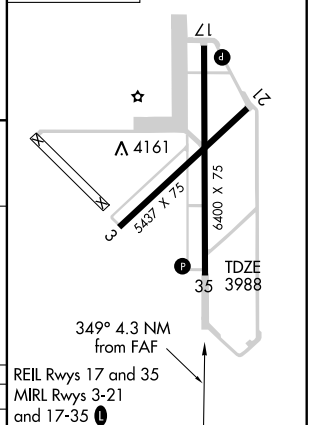
Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5500 direct DHT VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-35	4340-1 352 (400-1)			4340-1¼ 352 (400-1¼)
CIRCLING	4440-1 449 (500-1)	4460-1 469 (500-1)	4460-1½ 469 (500-1½)	4660-2 669 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

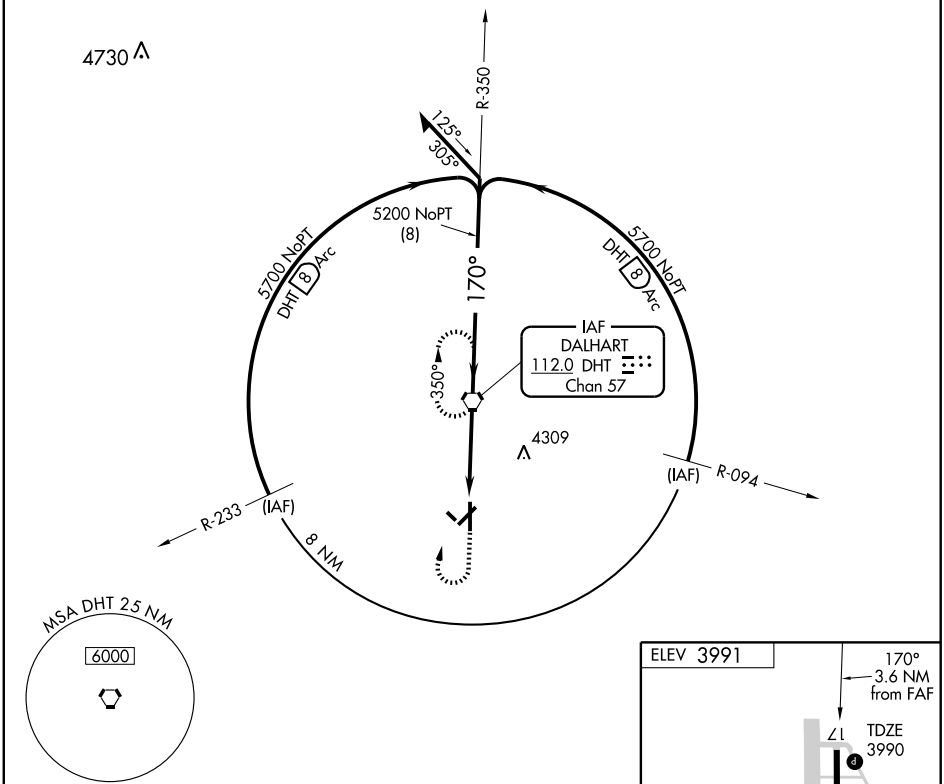
VORTAC DHT	APP CRS	Rwy Idg	6400
112.0	170°	TDZE	3990
Chan 57		Apt Elev	3991

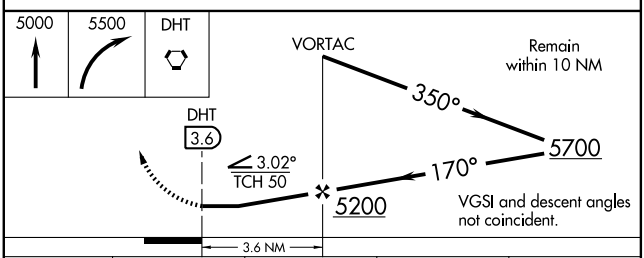
VOR RWY 17
DALHART MUNI (DHT)

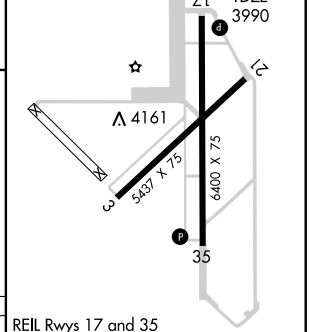
Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5000 then climbing right turn to 5500 direct DHT VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L







REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

CATEGORY	A	B	C	D
S-17	4520-1	530 (600-1)	4520-1½ 530 (600-1½)	4520-1¾ 530 (600-1¾)
CIRCLING	4520-1	529 (600-1)	4520-1½ 529 (600-1½)	4660-2 669 (700-2)

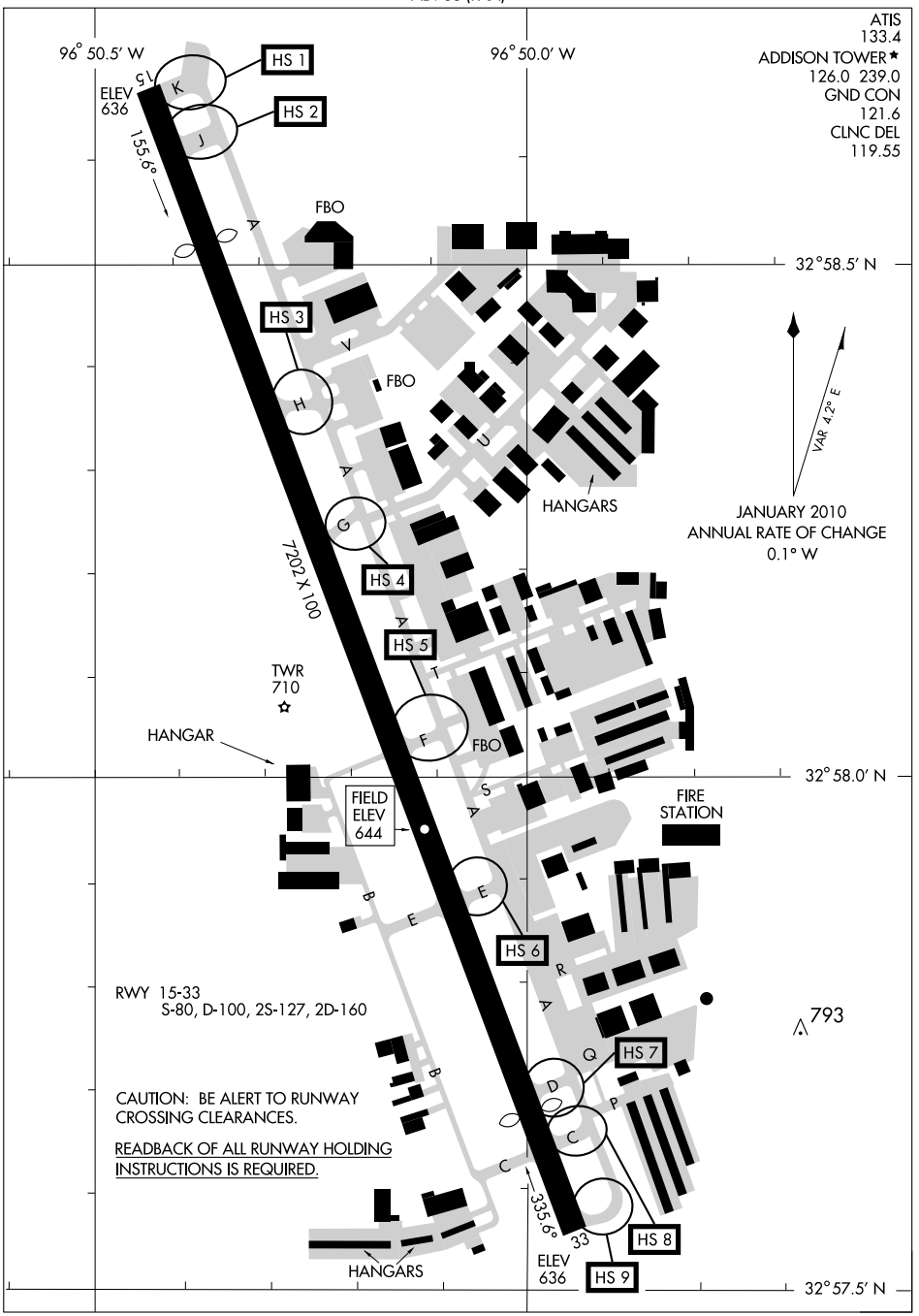
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-768 (FAA)

DALLAS/ADDISON (ADS)
DALLAS, TEXAS



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10266

DALLAS, TEXAS
DALLAS/ADDISON (ADS)

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

DALLAS/ADDISON (ADS)

DALLAS, TEXAS

ATIS 133.4
CLNC DEL 119.55
GND CON 121.6
ADDISON TOWER ★ 126.0 (CTAF) 239.0
REGIONAL DEP CON 124.3 282.35
CTAF 126.0

TAKE-OFF MINIMUMS:
Rwy 15: 400-2 or standard with minimum climb of 220′ per NM to 1100′.
Rwy 33: Standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

055° (117) R-235
FL230 064° (75) R-320
151
R-244
6500 064° (79)
FL200 077° (125) R-262
R-254
FL200 097° (206) R-281
14000 072° (134)
5000 (38) 76 R-324
5000 (39) 76 R-312
R-184
R-182
R-181
064° (38)
074° (36)
5000 081° (49) R-261
R-183
R-187
084° (36) R-180
094° (36)
6000 (34)
94 10000 079° (44)
R-259 (25) (25)
71
R-346
14000 111° (116) R-291

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

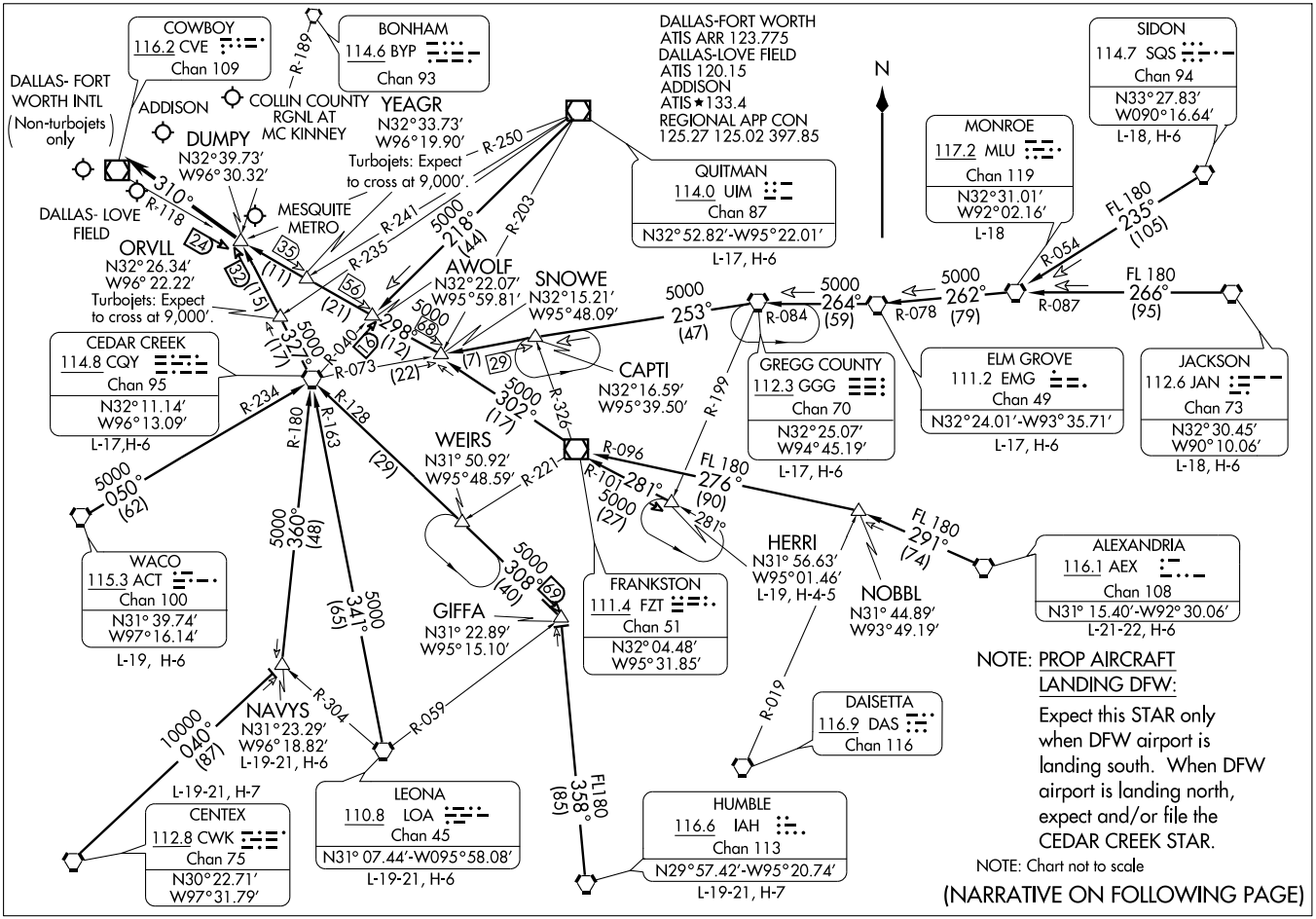
N

SL-768 (FAA)

DUMPY THREE ARRIVAL

(DUMPY.DUMPY3) 09351

DALLAS-FT. WORTH, TEXAS



ST-6039 (FAA)

DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

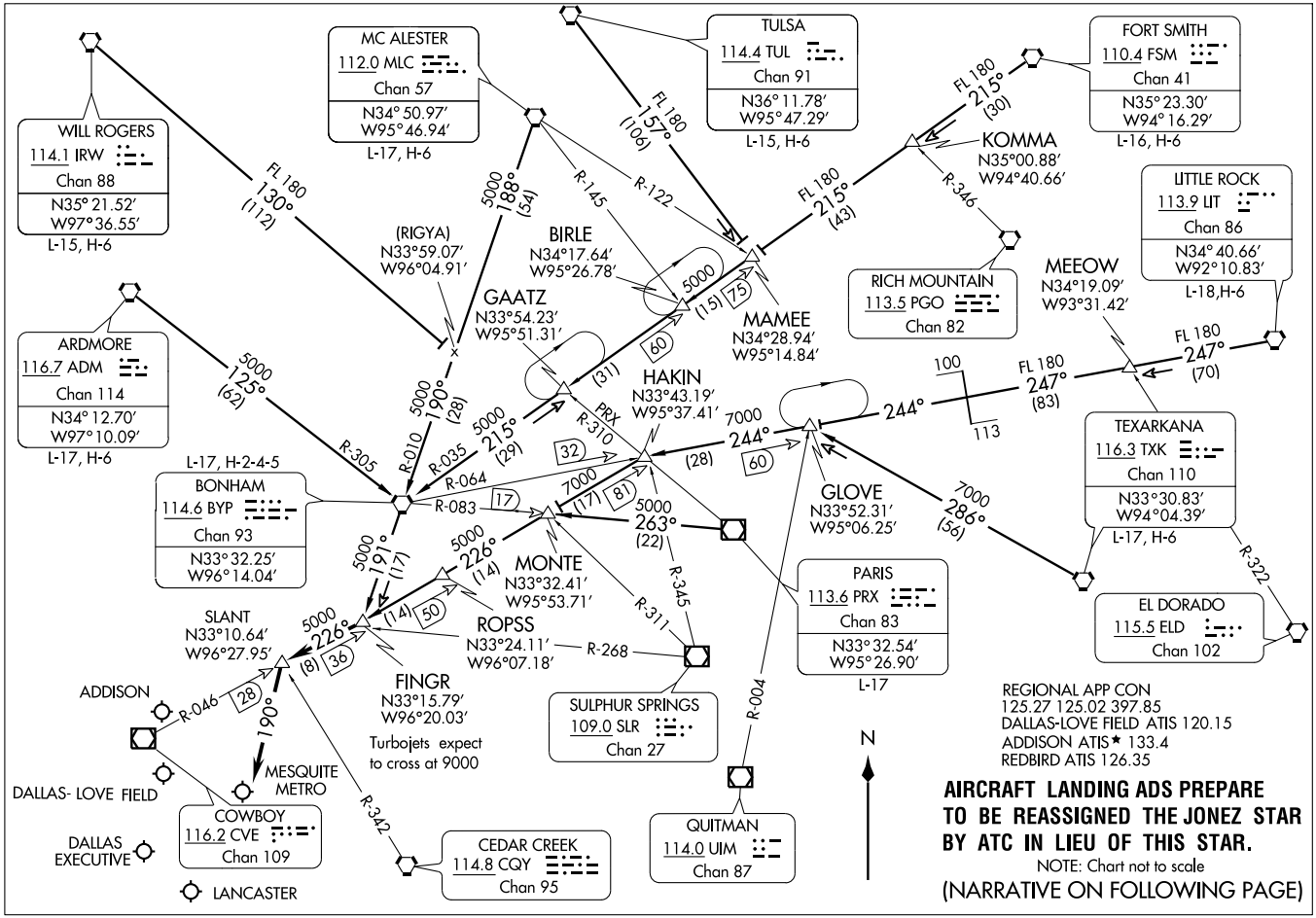
LANDING NORTH: Expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

FINGR THREE ARRIVAL

(FINGR.FINGR3) 09351

DALLAS-FT. WORTH, TEXAS



ST-106 (FAA)

ATIS 133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35

TAKE-OFF MINIMUMS:
Rwy 15: 400-2 or standard with minimum climb of 234' per NM to 1100.
Rwy 33: Standard.

NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL.
Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' left of centerline, up to 152' AGL/787' MSL.
Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.
Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL.
Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

GLEN ROSE NINE ARRIVAL (JEN.JEN9) 09351

DALLAS-FT. WORTH, TEXAS

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.

TEVON
N33° 26.82′
W97° 09.30′

COLLIN COUNTY RGNL AT MCKINNEY

RANGER
115.7 FUZ
Chan 104

HURBS
N32° 56.55′
W97° 00.38′

DALLAS-FT WORTH INTL

ADDISON

MILLSAP
117.7 MQP
Chan 124

DELMO
N32°44.97′
W97°10.17′

DALLAS-LOVE FIELD

COWBOY
116.2 CVE
Chan 109

WINK
112.1 INK
Chan 58
N31° 52.49′-W103° 14.63′
L-6, H-6

ABILENE
113.7 ABI
Chan 84
N32° 28.88′-W99° 51.81′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97
N32° 09.58′
W97° 52.66′

CURLE
N32° 33.76′
W97° 23.72′

ISABL
N32° 28.14′
W97° 30.47′

MAVERICK
113.1 TTT
Chan 78

CADES
N32° 11.64′
W98° 39.73′

PHILS
N32° 11.41′
W100° 18.30′

GEENI
N32° 12.33′
W98° 57.18′

SICUM
N32° 10.23′
W98° 06.78′

FEVER
N32° 20.41′
W97° 39.74′

BRIAN
N32° 01.87′
W97° 43.17′

SITNA
N32° 12.55′
W99° 03.07′

CHECK
N31° 55.69′
W97° 59.43′

TUSCOLA
111.6 TQA
Chan 53
N32° 14.14′-W99° 49.01′

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97° 16.14′
L-19, H-6

JUMBO
N31° 32.17′
W98° 10.81′
H-6

SAN ANGELO
115.1 SJT
Chan 98

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98° 57.45′

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29° 38.64′
W98° 27.68′
L-19, H-7

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97° 31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GLEN ROSE NINE ARRIVAL (JEN.JEN9) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

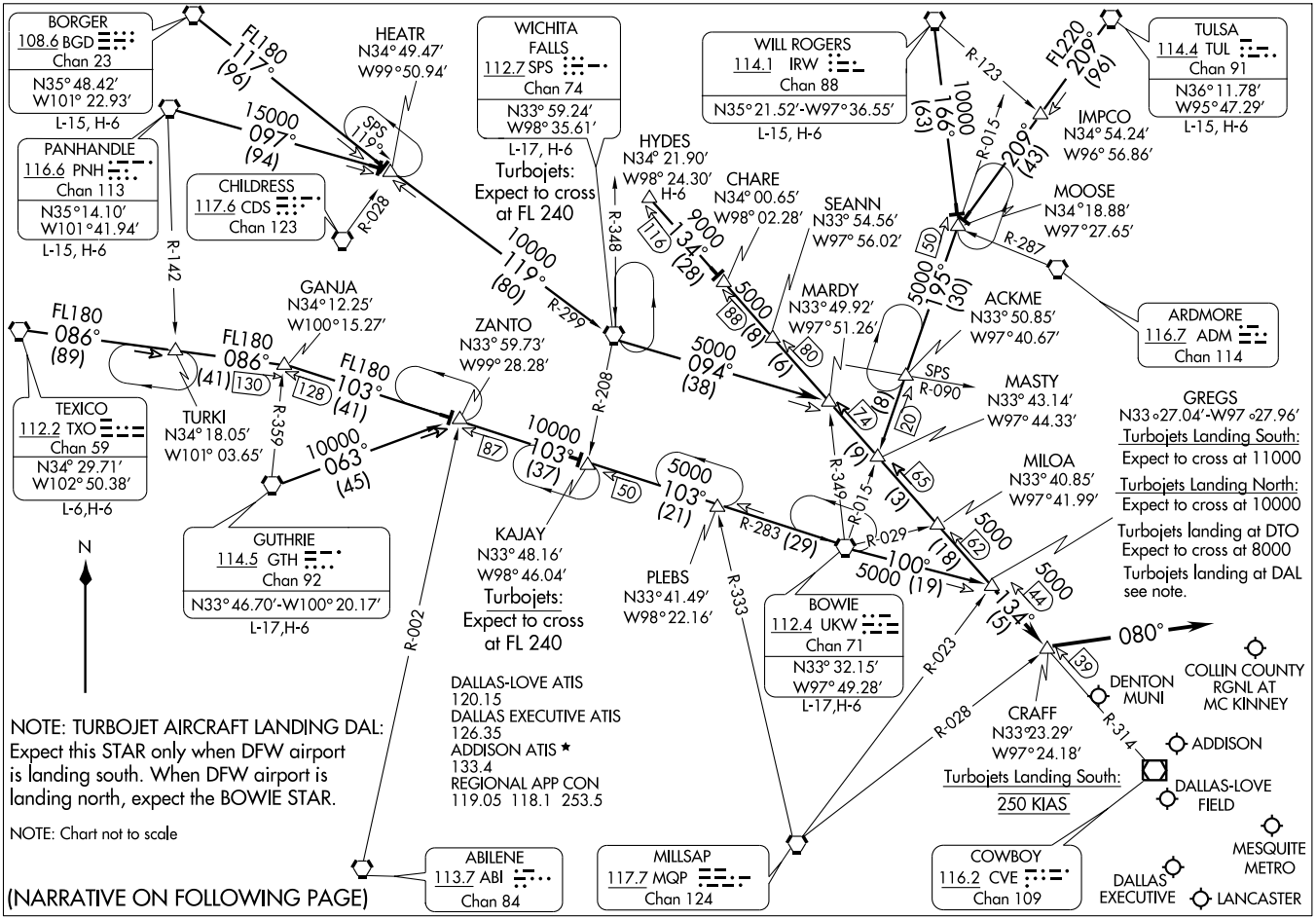
AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ST-106 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

DALLAS/ADDISON (ADS)

DALLAS, TEXAS

ATIS 133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35

N

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54′-W95°26.90′
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′-W94°45.19′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TYLER
114.2 TYR
Chan 89
N32°21.35′-W95°24.21′
L-17

NOBLY
N33°04.94′
W96°19.96′

ECKEY
N33°13.01′
W95°52.66′

TRISS
N32°58.20′
W96°19.94′

SHERO
33°04.49′
95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

CLARE
N32°45.66′
W96°19.93′

ROCKK
N32°41.54′
W95°53.77′

NAHMU
N32°32.22′
W97°04.90′

R-131
R-180
R-184
R-181
R-182
R-221
R-244
R-203
R-312
R-261
R-279
R-303

5000
041°
(29)

6500
064°
(79)

5000
(24)
62

5000
064°
(38)

5000
(39)

76

5000
074°
(36)

5000
084°
(36)

5000
081°
(49)

3500
094°
(36)

3500
(22)
59

3500
099°
(60)

3500
123°
(32)

TAKE-OFF MINIMUMS:
Rwy 15: 400-2¼ or standard with minimum climb of 324 feet per NM to 1100.
Rwy 33: Standard.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
DALLAS/ADDISON (ADS)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 15:
Multiple buildings beginning 1,085' from departure end of runway, 21' left of centerline, up to 321' AGL/945' MSL.
Building with antenna, 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL.
Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL.
Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL.
Road, railroad beginning 268' from departure end of runway, 5' right of centerline, up to 23' AGL/655' MSL.
Rwy 33:
Multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL.
Multiple buildings beginning 1,225' from departure end of runway, 147' left of centerline, up to 37' AGL/697' MSL.
Multiple building beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL.
Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ADS	APP CRS	Rwy ldg	6223
110.1	155°	TDZE	643
Chan 38		Apt Elev	644

ILS or LOC RWY 15

DALLAS/ADDISON (ADS)

When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and MDAs 40 feet.

Inoperative table does not apply to S-ILS 15 all Cats, S-LOC 15 Cats A, B & C. For inoperative MALSR, increase S-LOC 15 Cat D visibility to 1¼. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 105° and TTT VOR/DME R-074 to TRISS Int/TTT 36.3 DME and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95

RADAR REQUIRED

MSA TTT 25 NM: 2700 (080° → 320°) 3600

(IF) BONOO INT I-ADS 12

335° 155° (6.8) 2000

JERIT INT I-ADS 5.2

MISSED APCH FIX

113.1 TTT Chan 78

TRISS TTT 36.3

114.6 BYP R-182 Chan 93

R-074 074° 254°

1548

1049 785 855 1049 1020 678 841 797 809 975 1045

10 NM R-015 R-035 R-074

LOCALIZER 110.1 I-ADS Chan 38

MAVERICK 113.1 TTT Chan 78

COWBOY 116.2 CVE Chan 109

VGSI and ILS glidepath not coincident

BONOO INT I-ADS 12 — 2000 — 155° — 2000 — JERIT INT I-ADS 5.2

GS 3.00° TCH 52

6.8 NM 4.1 NM

I-ADS 1.1

1500 3000 HDG 105° TTT R-074 TRISS TTT 36.3

ELEV 644 Rwy 15 ldg 6223′ Rwy 33 ldg 6431′

682 TDZE 643 155° 4.1 NM from FAF

759 7202 X 100 TWR 710 793 33 684

REIL Rwy 33

MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-ILS 15	893-1 250 (300-1)			
S-LOC 15	1040-1 397 (400-1)			
CIRCLING	1200-1 556 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

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SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TBQ	APP CRS	Rwy Idg 6431
110.1 Chan 38	335°	TDZE 644
		Apt Elev 644

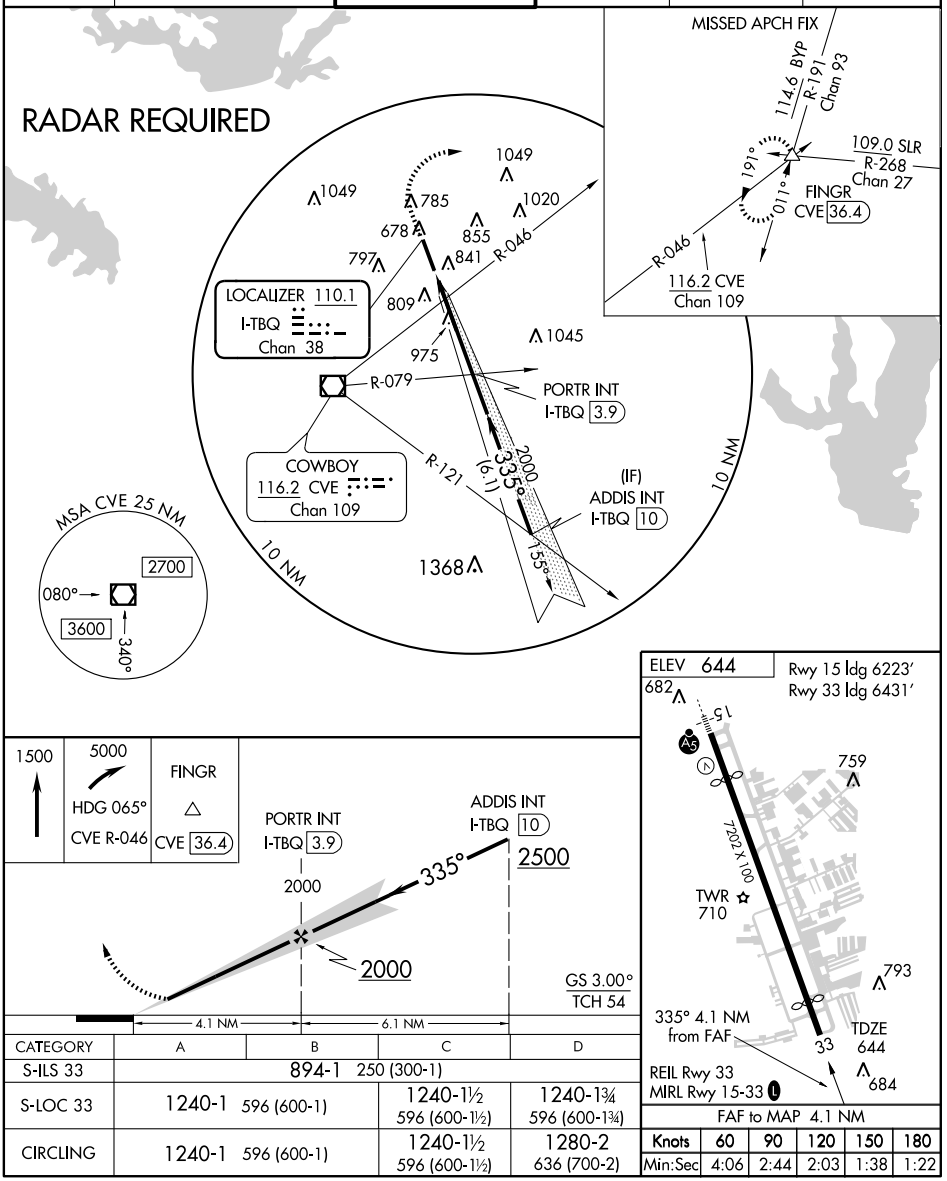
ILS or LOC RWY 33

DALLAS/ADDISON (ADS)

Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 via heading 065° and CVE VOR/DME R-046 to FINGR INT/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95



CATEGORY	A	B	C	D
S-ILS 33	894-1 250 (300-1)			
S-LOC 33	1240-1 596 (600-1)		1240-1½ 596 (600-1½)	1240-1¾ 596 (600-1¾)
CIRCLING	1240-1 596 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

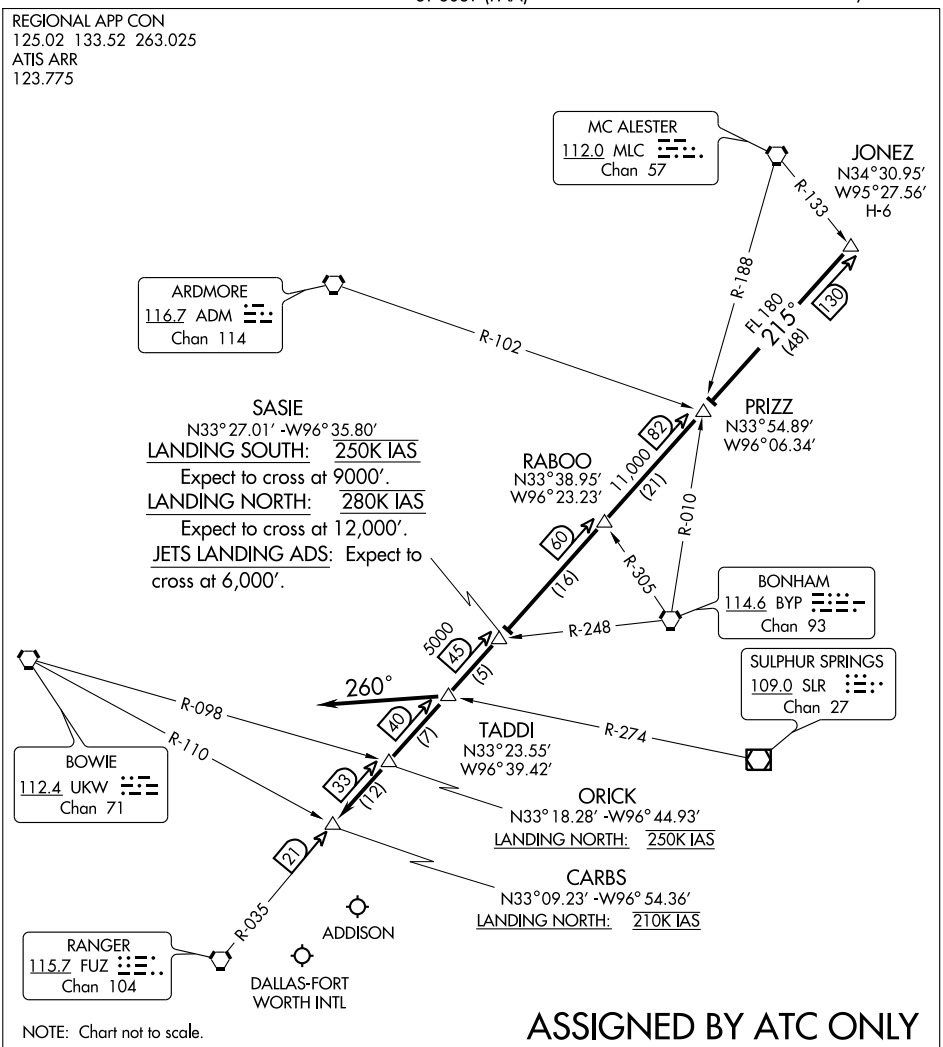
TAKE-OFF OBSTACLES:

Rwy 15: Bldg 2.1 NM from DER, on centerline, 360' AGL/974' MSL.
Multiple bldgs beginning 258' to 1.8 NM from DER, 21' to 1307' on or left of centerline, up to 152' AGL/787' MSL.
Multiple bldgs, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 31' AGL/955' MSL.

Rwy 33: Multiple poles and bldgs beginning 46' to 3124' from DER, 186' right of centerline, up to 84' AGL/720' MSL.
Multiple poles and bldgs beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

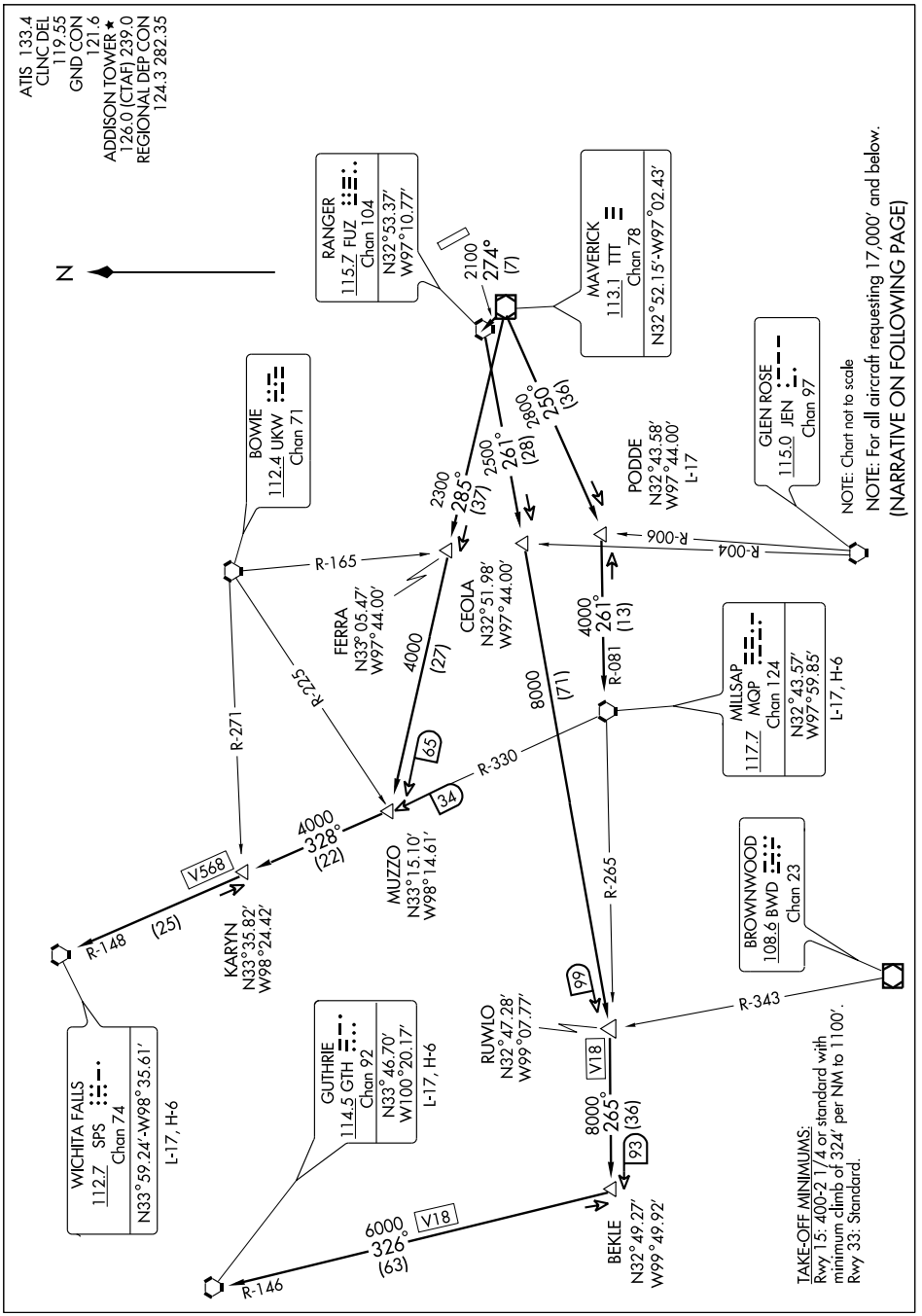
JONEZ FOUR ARRIVAL

DALLAS-FT. WORTH, TEXAS



LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course.

LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.



SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 15, Multiple buildings beginning 1085′ from DER, 21′ left of centerline, up to 321′ AGL/956′ MSL. Building with antenna, 1.9 NM from DER, 968′ right of centerline, 345′ AGL/975′ MSL. Pole 666′ from DER, 640′ left of centerline, 60′ AGL/681′ MSL. Multiple trees beginning 721′ from DER, 115′ left of centerline, up to 40′ AGL/675′ MSL. Road, RR beginning 268′ from DER, 5′ right of centerline, up to 23′ AGL/655′ MSL.
Note: Rwy 33, Multiple poles and trees beginning 640′ from DER, 21′ left of centerline, up to 60′ AGL/709′ MSL. Multiple buildings beginning 1225′ from DER, 147′ left of centerline, up to 37′ AGL/697′ MSL. Multiple buildings beginning 45′ from DER, 458′ right of centerline, up to 57′ AGL/696′ MSL. Multiple poles beginning 922′ from DER, 186′ right of centerline, up to 60′ AGL/720′ MSL

SC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6223
CH 82202	155°	TDZE 643
W15A		Apt Elev 644

RNAV (GPS) RWY 15

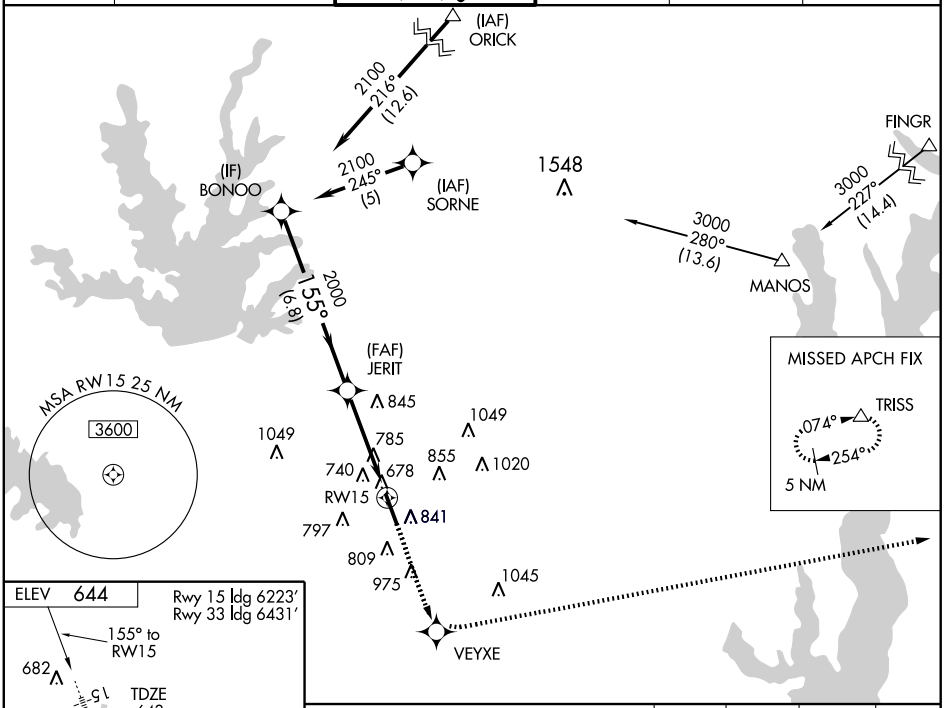
DALLAS/ADDISON (ADS)

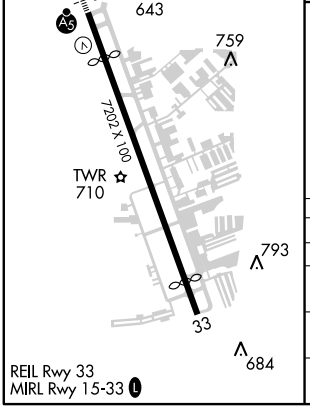
Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A/B. BARO-VNAV NA when using Dallas Love Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR increase LNAV Cat C visibility to 1¼. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Dallas-Love Field altimeter and increase all DAs by 39 feet and all MDAs by 40 feet.

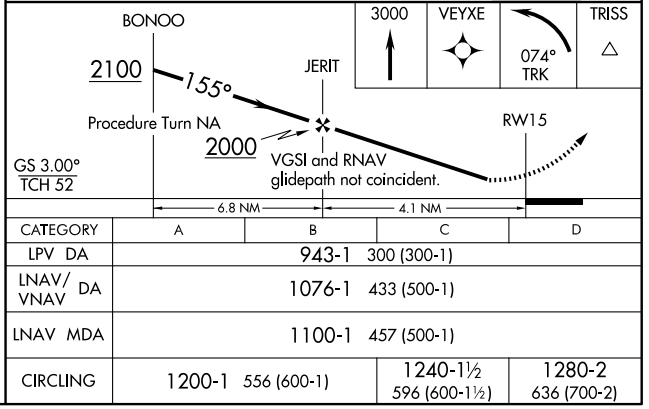
MALSR

MISSED APPROACH: Climb to 3000 direct VEYXE and via 074° track to TRISS and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







CATEGORY	A	B	C	D
LPV DA	943-1 300 (300-1)			
LNAV/VNAV DA	1076-1 433 (500-1)			
LNAV MDA	1100-1 457 (500-1)			
CIRCLING	1200-1 556 (600-1)		1240-1½ 596 (600-1½)	1280-2 636 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

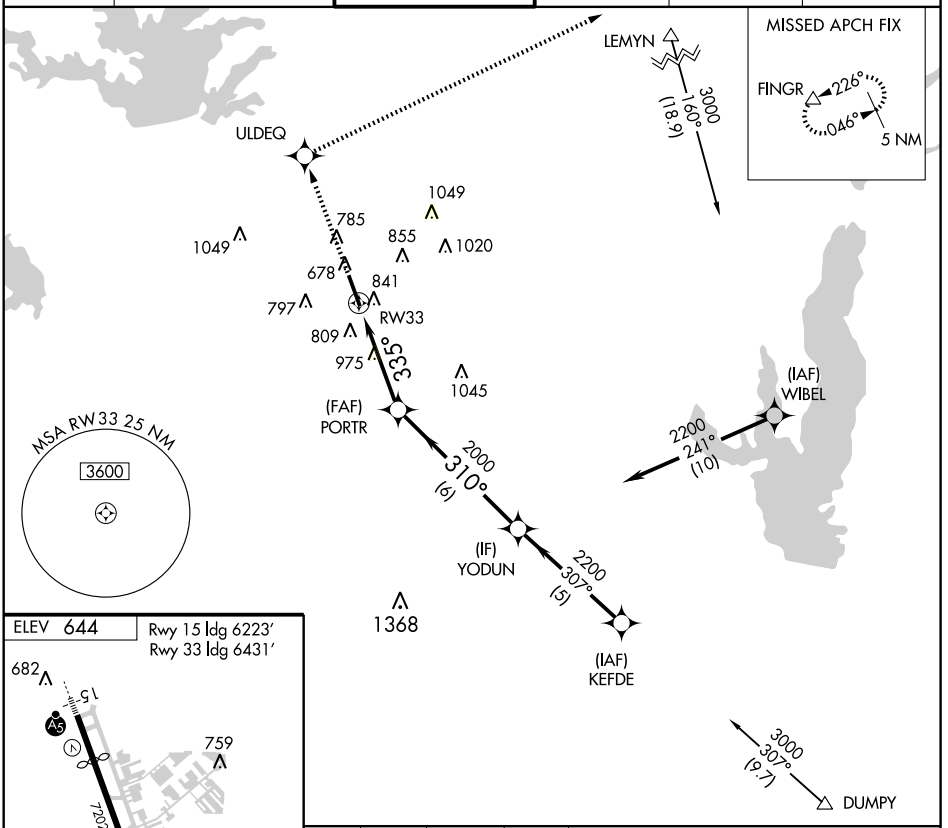
DALLAS/ADDISON (ADS)

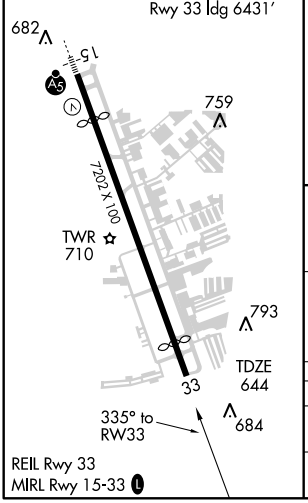
APP CRS	Rwy ldg	6431
335°	TDZE	644
	Apt Elev	644

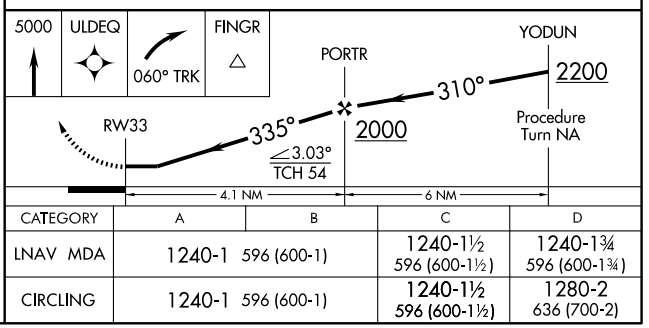
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on unicom; when not received use Dallas-Love Field altimeter setting and increase all MDAs 40 feet and LNAV visibility Cats C and D ¼ mile and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 5000 direct ULDEQ and via 060° track to FINGR and hold.

ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95





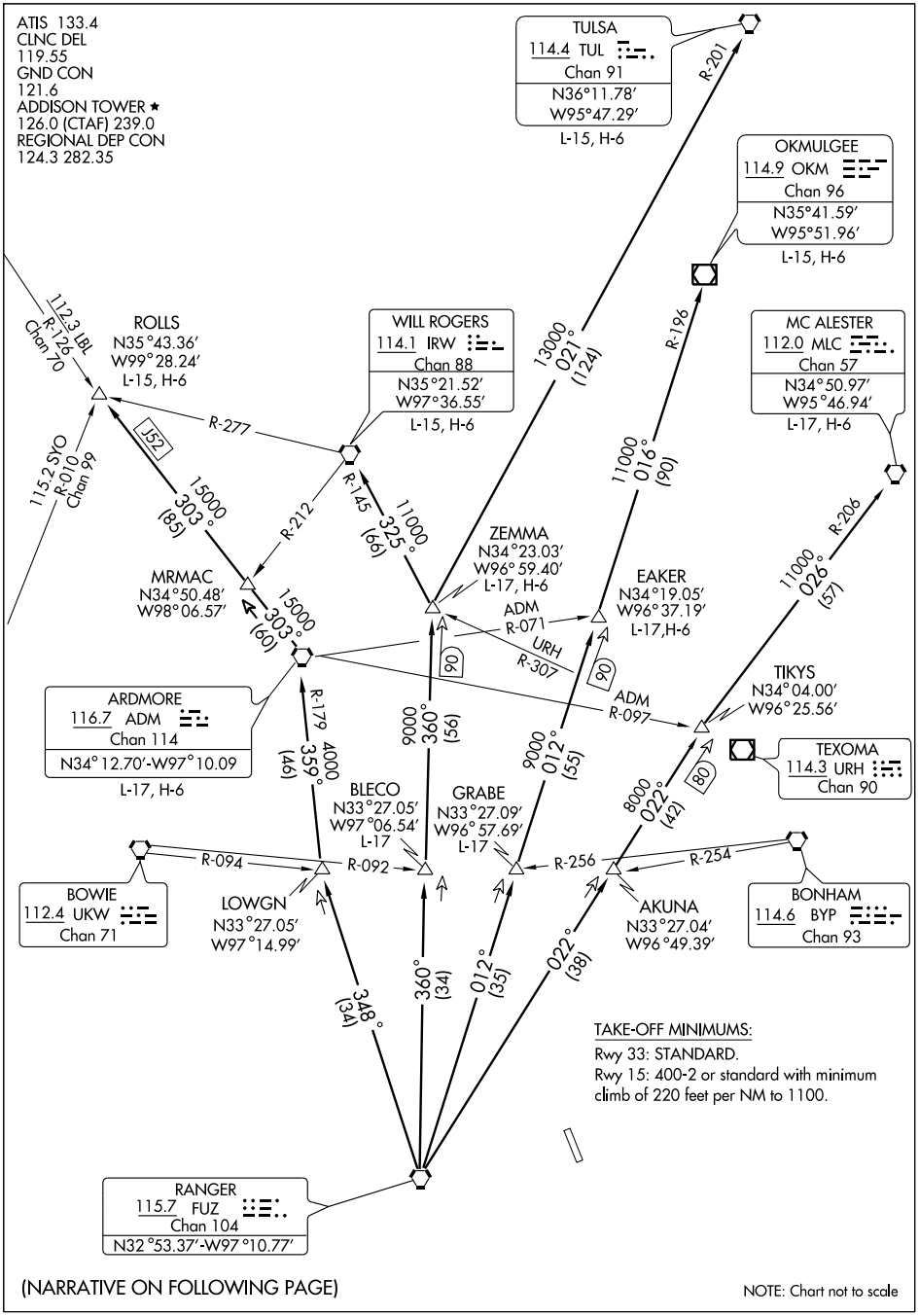


CATEGORY	A	B	C	D
LNAV MDA	1240-1	596 (600-1)	1240-1½ 596 (600-1½)	1240-1¾ 596 (600-1¾)
CIRCLING	1240-1	596 (600-1)	1240-1½ 596 (600-1½)	1280-2 636 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

TEXOMA ONE DEPARTURE

SL-768 (FAA)



SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

TAKE-OFF OBSTACLES:

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL. Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' on or left of centerline, up to 152' AGL /787' MSL. Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.

Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL. Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

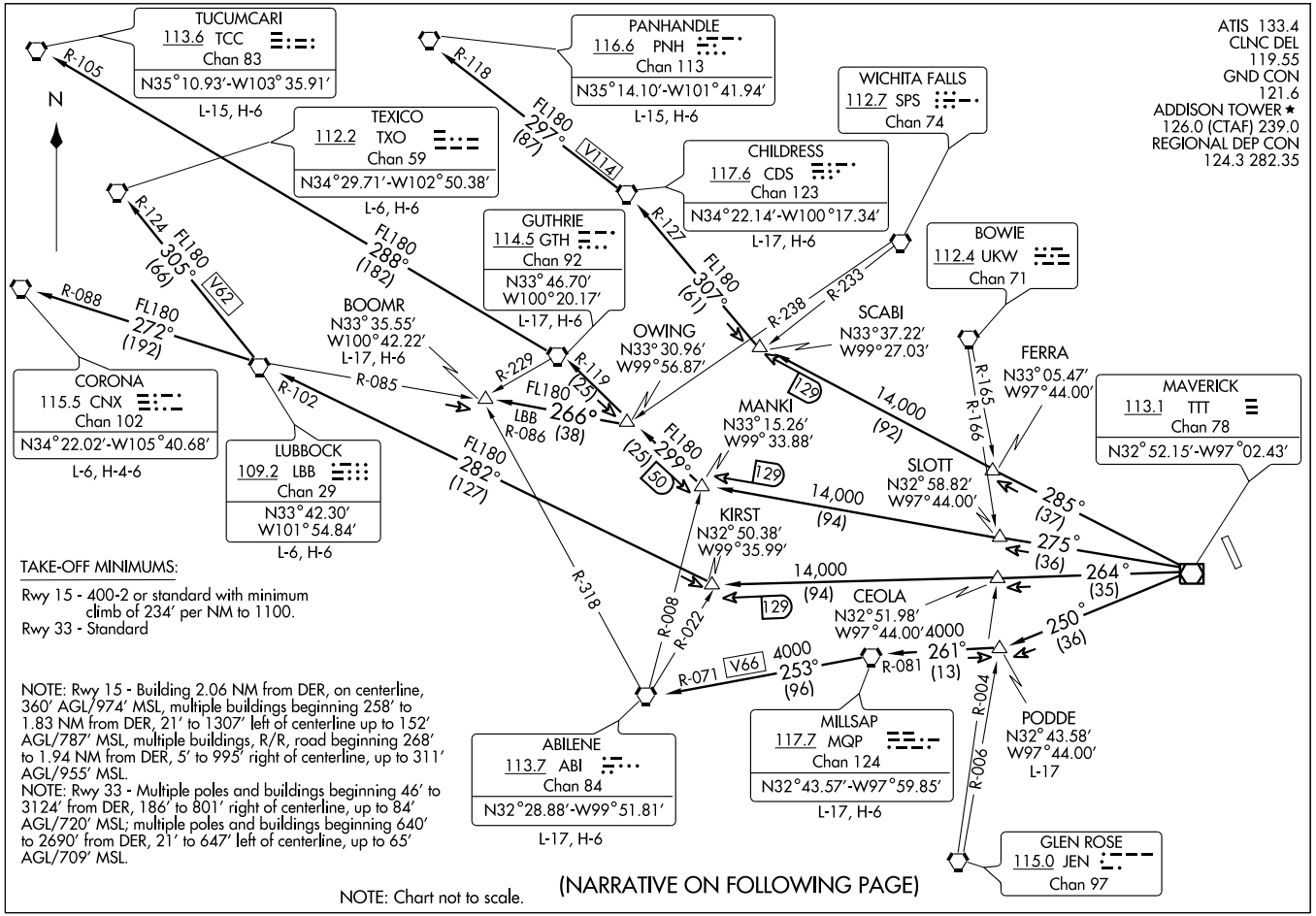
SC-2, 21 OCT 2010 to 18 NOV 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DALLAS/ADDISON (ADS)

DALLAS, TEXAS



TAKE-OFF MINIMUMS:

Rwy 15 - 400-2 or standard with minimum climb of 234' per NM to 1100.
Rwy 33 - Standard

NOTE: Rwy 15 - Building 2.06 NM from DER, on centerline, 360' AGL/974' MSL, multiple buildings beginning 258' to 1.83 NM from DER, 21' to 1307' left of centerline up to 152' AGL/787' MSL, multiple buildings, R/R, road beginning 268' to 1.94 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.
NOTE: Rwy 33 - Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL; multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WORTH FIVE DEPARTURE
(WORTH5.TTT) 08269
SL-768 (FAA)
DALLAS/ADDISON (ADS)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

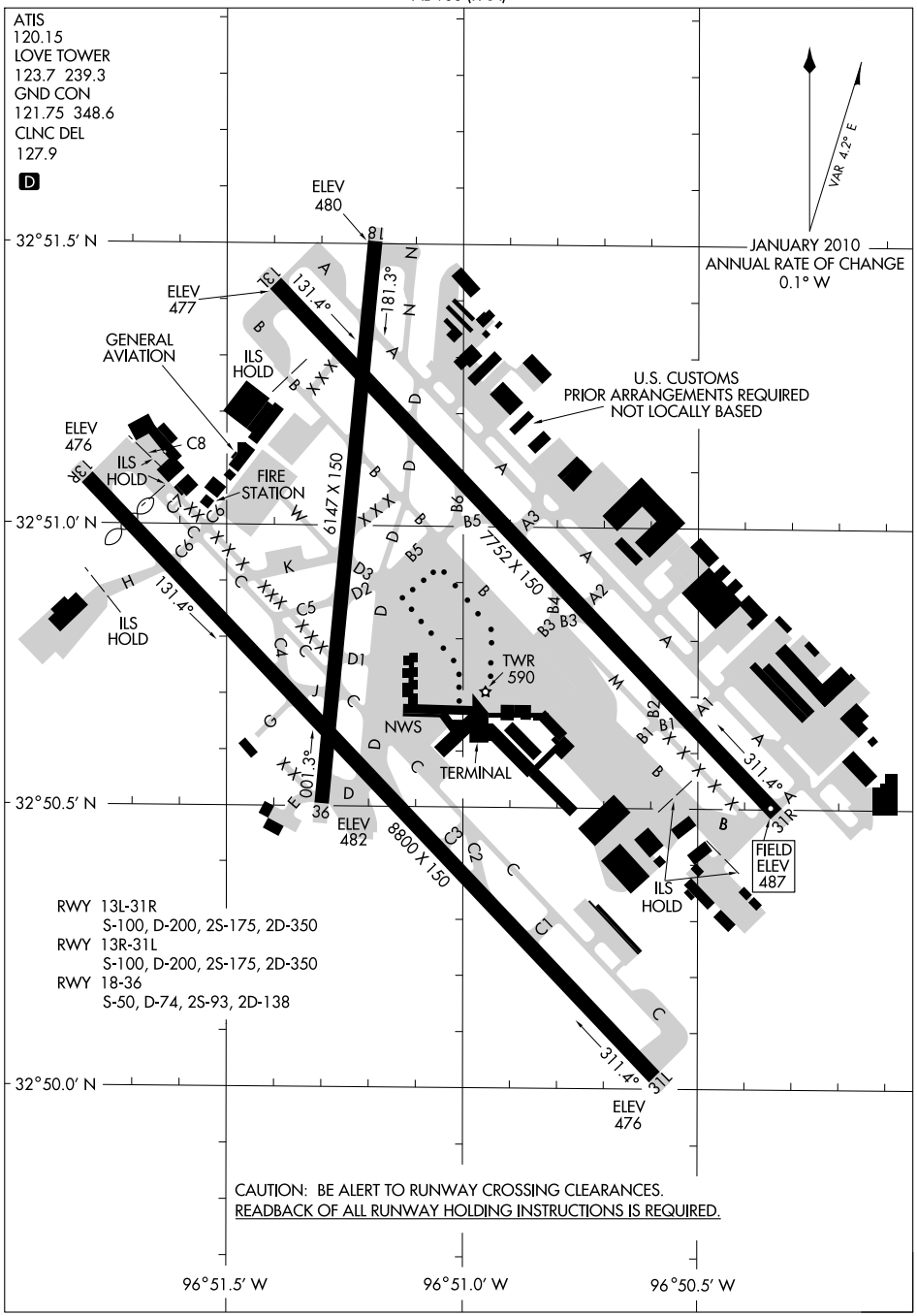
SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

AL-106 (FAA)



SC-2, 21 OCT 2010 to 18 NOV 2010

BACHMAN SIX DEPARTURE (OBSTACLE)

NOTE: This DP is to be used only upon assignment by Love Tower normally between 2100-0600 LCL time.

NOTE: 1368' MSL building 3.8 NM from DER 13R. 1049' MSL building 3.1 NM from DER 13R. 1194' MSL building 3.6 NM from DER 13R.

ATIS 120.15
CLNC DEL 127.9
GND CON 121.75 348.6
LOVE TOWER 123.7 239.3
REGIONAL DEP CON 118.55 290.35

LITTLE ROCK 113.9 LIT Chan 86 N34°40.66'-W92°10.83' L-18, H-6

TEXARKANA 116.3 TXK Chan 110 N33°30.83'-W94°04.39' L-17, H-6

EL DORADO 115.5 ELD Chan 102 N33°15.37'-W92°44.64' L-17, H-6

SIDON 114.7 SQS Chan 94 N33°27.83'-W90°16.64' L-18, H-6

MERIDIAN 117.0 MEI Chan 117 N32°22.71'-W88°48.26' L-18, H-6

QUITMAN 114.0 UIM Chan 87 N32°52.82'-W95°22.01' L-17, H-6

BELCHER 117.4 EIC Chan 121 N32°46.28'-W93°48.60' L-17, H-6

SAWMILL 113.75 SWB Chan 84 (Y) N31°58.39'-W92°40.63' L-22, H-6

GREGG COUNTY 112.3 GGG Chan 70

SULPHUR SPRINGS 109.0 SLR Chan 27

BONHAM 114.6 BYP Chan 93

COWBOY 116.2 CVE Chan 109

MAVERICK 113.1 TTT Chan 78 N32°52.15' W97°02.43'

LOCALIZER 111.1 I-DPX Chan 48

ORTRO N33°41.47' W94°12.75'

COBUG N33°17.38' W95°37.68'

SHERO N33°04.49' W95°33.78'

TRISS N32°58.20' W96°19.94'

SOLDO N32°51.92' W96°19.94'

CLARE N32°45.66' W96°19.93'

NOBLY N33°04.94' W96°19.96'

SHRLY N32°44.60' W94°18.17'

TEKBE N32°42.80' W94°47.73'

POTEN N32°39.33' W95°40.03'

R-235 R-320 R-244 R-187 R-254 R-262 R-281 R-259 R-346 R-291 R-312 R-261 R-183 R-324 R-180 R-181 R-182 R-184

FL230 (111) 095° 5000 (V1) 064° 5000 (V9) 14,000 012° (134) FL200 077° (125) FL200 097° (206) 14,000 111° (116) 9000 079° (44) 5000 081° (49) 5000 (34) 5000 (36) 084° (36) 5000 (36) 094° (36) 5000 (36) 074° (36) 5000 (36) 064° (36) 5000 (36) 5000 (36) 5000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than 0.7 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vectors to appropriate route. Maintain 5000' and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (BACH6.EIC): (For aircraft inbound to Jackson, Monroe and Shreveport terminal areas.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (BACH6.ELD): (For aircraft inbound to Memphis terminal area. Aircraft should file and/or expect the appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (BACH6.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (BACH6.MEI): (For aircraft inbound to the Atlanta terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (BACH6.UIM): (For aircraft inbound to the Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (BACH6.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (BACH6.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (BACH6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (BACH6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

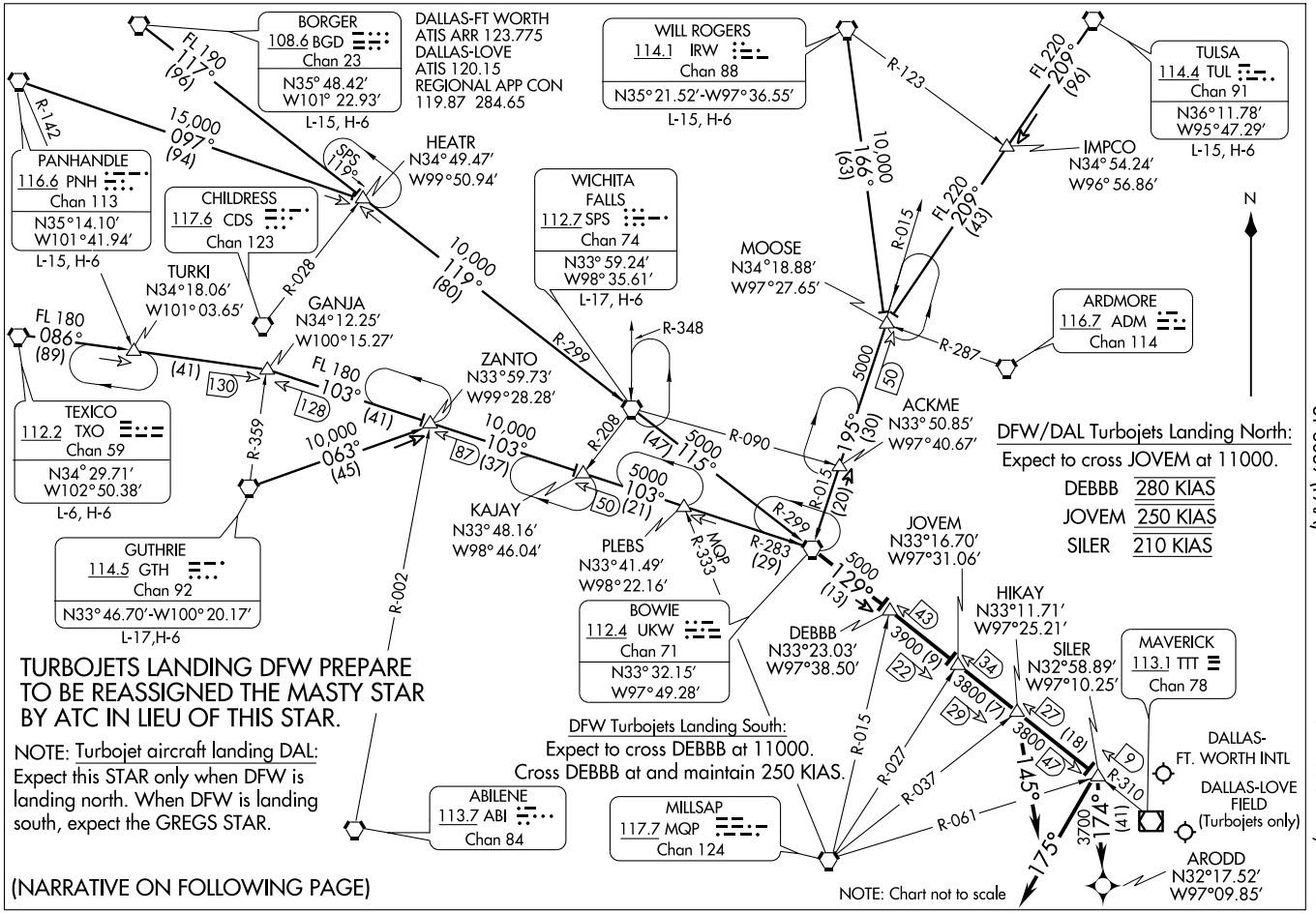
TAKE-OFF OBSTACLES

Rwy 13R: Pole 654' from DER, 614' right of centerline, 23' AGL/500' MSL.
Trees 1122' from DER, 719' right of centerline, 37' AGL/514' MSL.
Multiple signs and trees beginning 779' from DER, 669' left of centerline, up to 60' AGL/537' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

BOWIE ONE ARRIVAL (UKW.UKW1) 10098

DALLAS-FORT WORTH, TEXAS



BOWIE ONE ARRIVAL (UKW.UKW1) 10098

ST-6039 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

BORGER TRANSITION (BGD.UKW1): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
GUTHRIE TRANSITION (GTH.UKW1): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
PANHANDLE TRANSITION (PNH.UKW1): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
TEXICO TRANSITION (TXO.UKW1): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
TULSA TRANSITION (TUL.UKW1): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW1): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
WILL ROGERS TRANSITION (IRW.UKW1): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over UKW VORTAC via UKW R-129 and TTT R-310. Thence. . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.
. . . . RNAV CAPABLE JETS LANDING NORTH: From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP. If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B.
. . . . PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
. . . . ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector to final approach course.

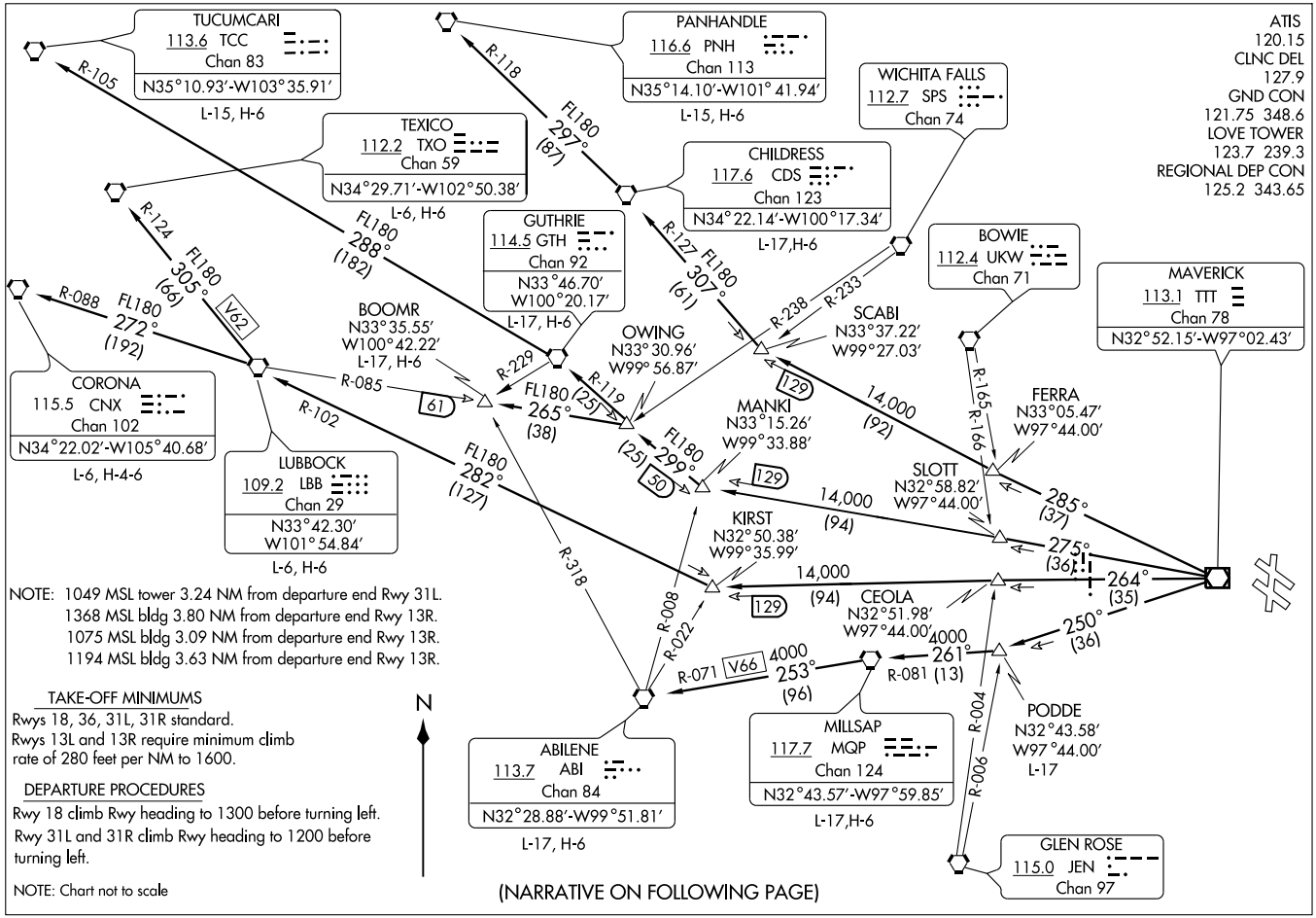
SC-2, 21 OCT 2010 to 18 NOV 2010

COYOTE FIVE DEPARTURE

(COYOTE5.TTT) 08269

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



NOTE: 1049 MSL tower 3.24 NM from departure end Rwy 31L.
1368 MSL bldg 3.80 NM from departure end Rwy 13R.
1075 MSL bldg 3.09 NM from departure end Rwy 13R.
1194 MSL bldg 3.63 NM from departure end Rwy 13R.

TAKE-OFF MINIMUMS

Rwys 18, 36, 31L, 31R standard.
Rwys 13L and 13R require minimum climb rate of 280 feet per NM to 1600.

DEPARTURE PROCEDURES

Rwy 18 climb Rwy heading to 1300 before turning left.
Rwy 31L and 31R climb Rwy heading to 1200 before turning left.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

COYOTE FIVE DEPARTURE
(COYOTE5.TTT) 08269
DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

JETS

Expect the WORTH DEPARTURE

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

ABILENE TRANSITION (CYOTE5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

PANHANDLE TRANSITION (CYOTE5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

BOOMR TRANSITION (CYOTE5.BOOMR): (For aircraft inbound to Lubbock Terminal area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.

CHILDRESS TRANSITION (CYOTE5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (CYOTE5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (CYOTE5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (CYOTE5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, the via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (CYOTE5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC

PODDE TRANSITION (CYOTE5.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (CYOTE5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (CYOTE5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
118.55 290.35

TAKE-OFF MINIMUMS:
Rwys 18,36,31L/R, Standard.
Rwys 13L/R requires minimum climb of 280′ per NM to 1600′.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

LOCALIZER 111.5
I-OVW
Chan 52

LOCALIZER 111.1
I-LVF
Chan 48

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHERO
N33°04.49′
W95°33.78′

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

055° (117) R-235
FL230 064° (75)
R-320
151
R-244
6500 064° (79)
R-324
5000 (38) 76
R-184
R-182
R-181
5000 (39) 76
R-312
5000 081° (49)
R-261
R-183
14000 072° (134)
R-187
FL200 077° (125)
R-262
FL200 097° (206)
R-281
R-254
010°
I-OVW 55
310°
360°
064° (38)
074° (36)
I-LVF 55
084° (36)
094° (36)
130°
180°
1300
6000 (34)
94
10000 079° (44)
71
R-180
R-259
(25) (25)
R-346
14000 111° (116)
R-291

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD DEPARTURE

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 010° for vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left, climb via heading 180° TO 1300'), expect vector to appropriate route.
TAKE-OFF RUNWAY 36: Climb via heading 360°and assigned altitude, expect vector to appropriate route.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to the Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

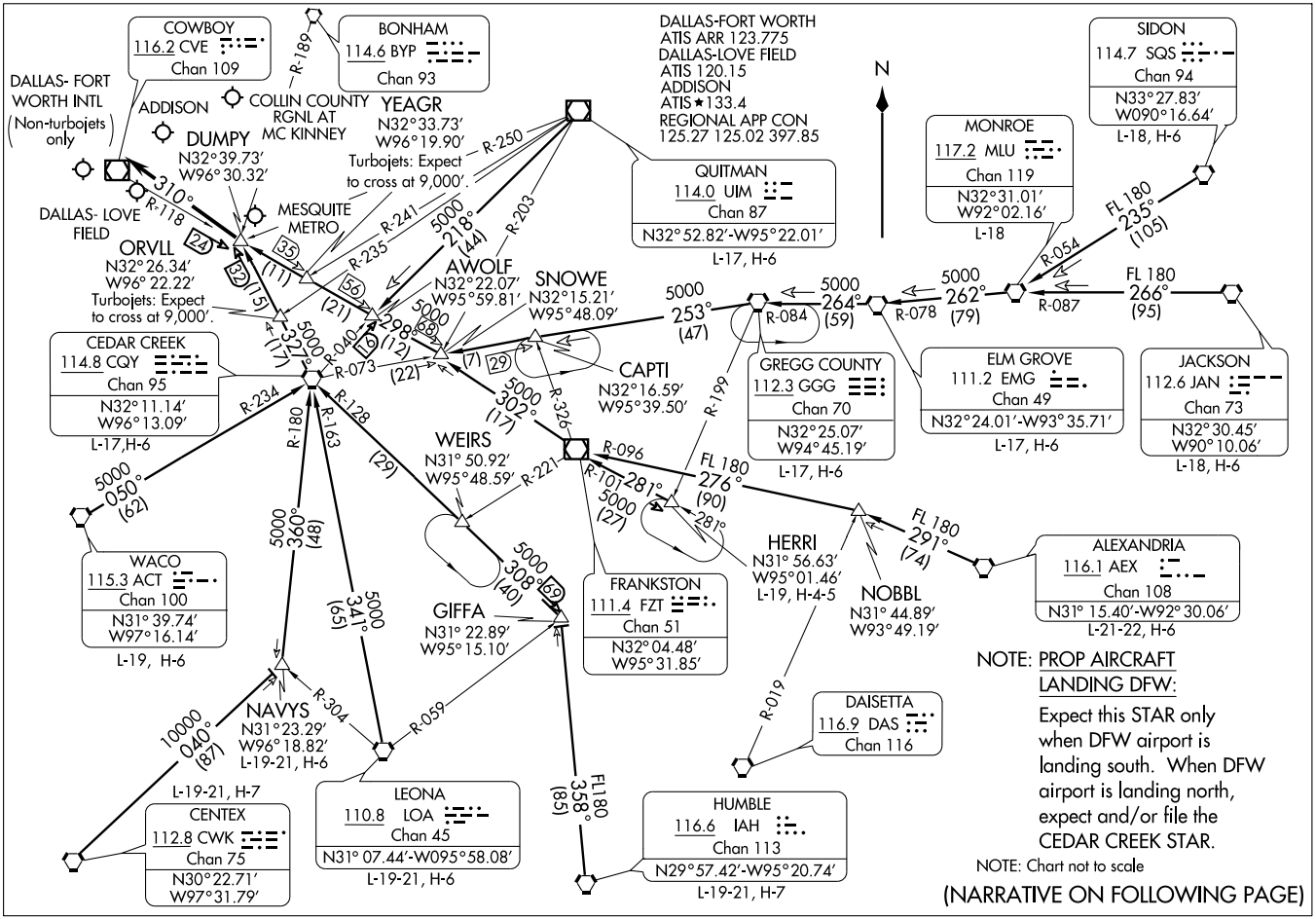
TAKE-OFF OBSTACLES:
Rwy 13L: Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL.
Rwy 13R: Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL.
Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building, and obstruction light on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.
Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/ 486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.
Rwy 31R: Multiple trees and pole beginning 38' from DER, 329' to 524' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

DUMPY THREE ARRIVAL

(DUMPY.DUMPY3) 09351

DALLAS-FT. WORTH, TEXAS



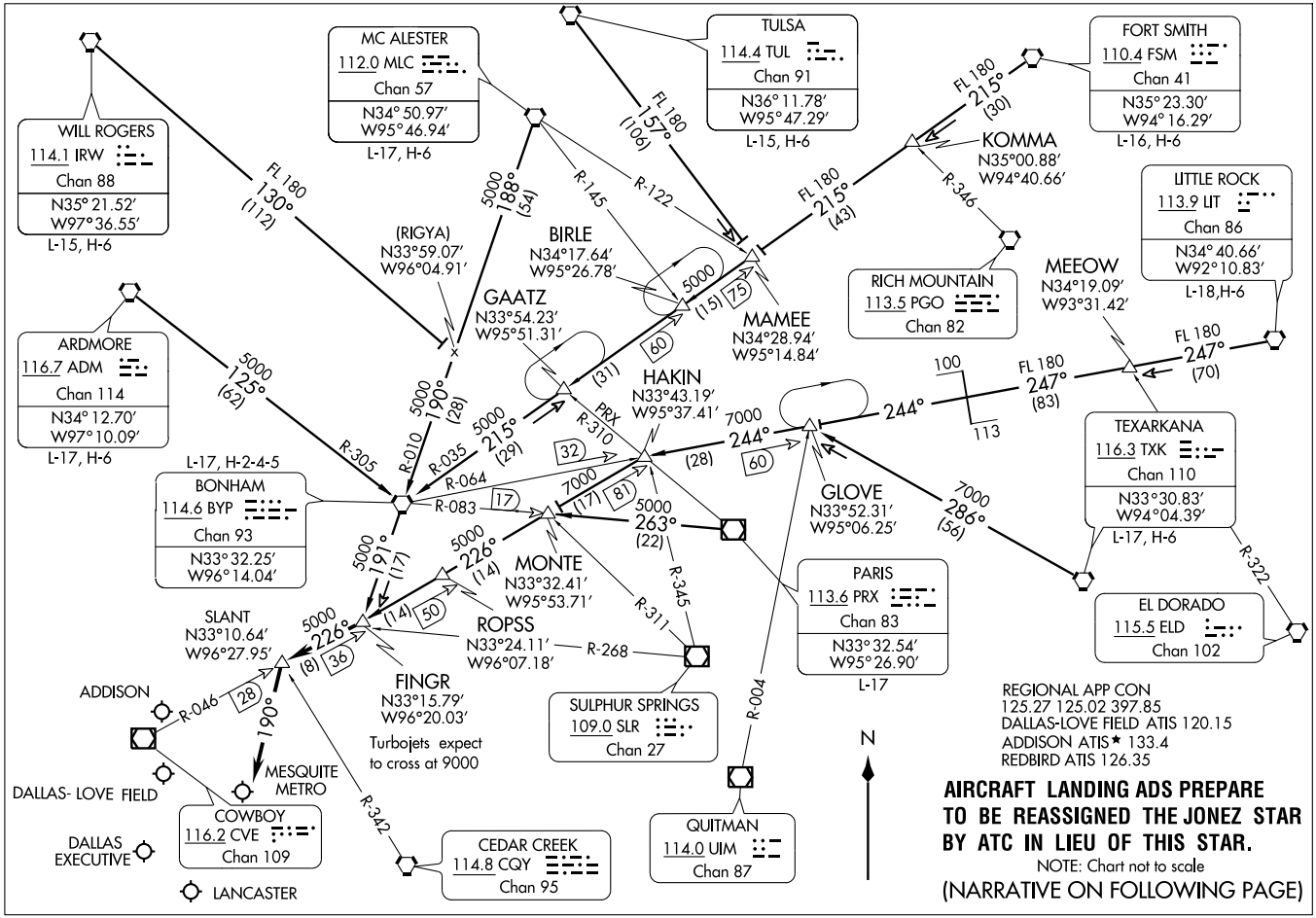
ST-6039 (FAA)

DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
DALLAS-FT. WORTH, TEXAS

FINGR THREE ARRIVAL

(FINGR.FINGR3) 09351

DALLAS-FT. WORTH, TEXAS



ST-106 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

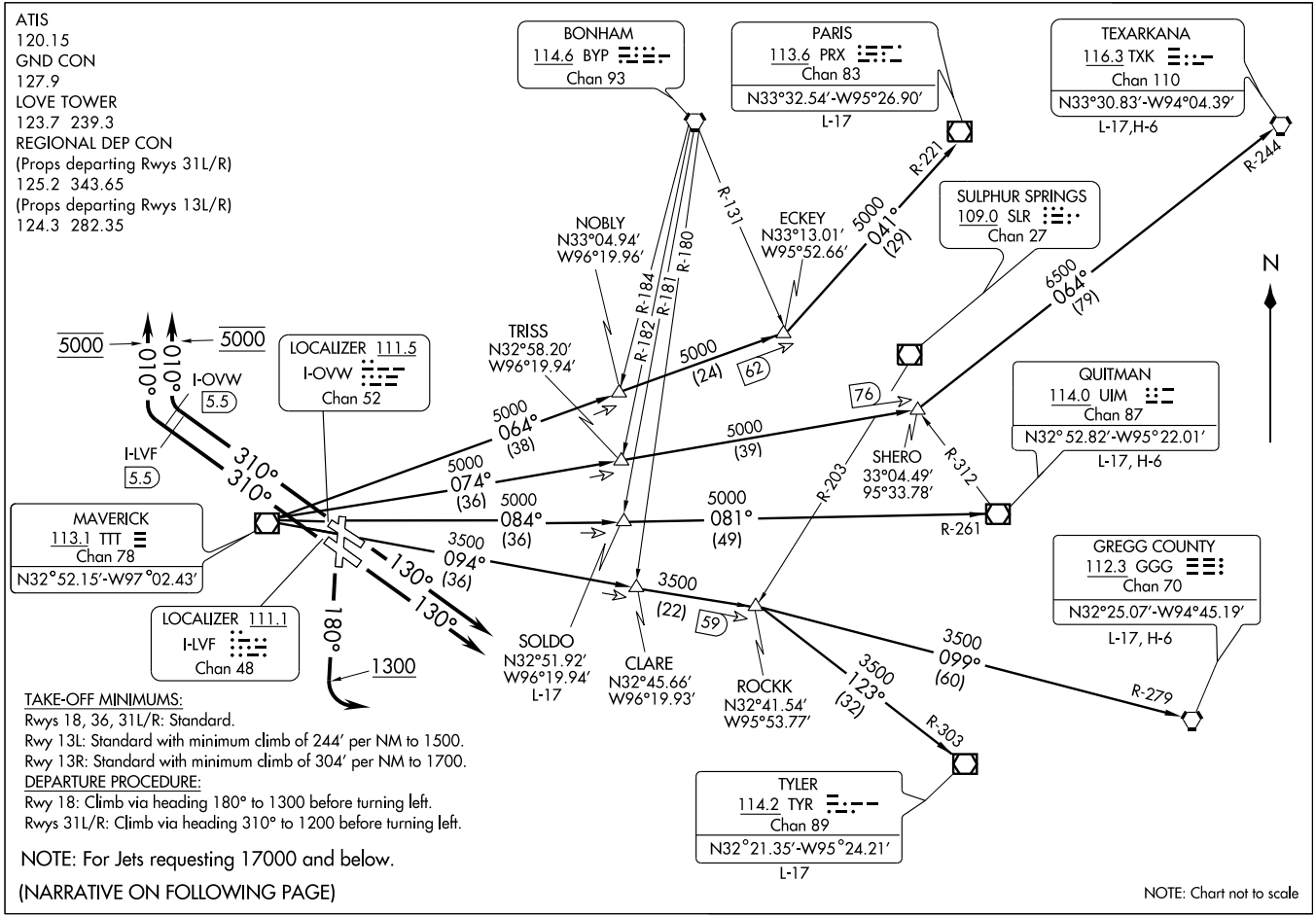
SC-2, 21 OCT 2010 to 18 NOV 2010

GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

SL-106 (FAA)

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD departure.

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors, Thence. . . .
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then turn right heading 010° for vector to appropriate route, maintain 5000' and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via heading 180° to 1300 feet before turning left, then fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAY 36: Fly assigned heading and altitude expect vector to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13L: Floodlight, 965' from DER, 743' right of centerline, 31' AGL/514' MSL.
Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL.
Rwy 13R: Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL.
Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL.
Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL.
Multiple trees, building, and obstruction light on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.
Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/486' MSL.
Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.
Rwy 31R: Multiple trees and pole beginning 38' from DER, 392' to 524' left of centerline, up to 13' AGL/490' MSL.
Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

GLEN ROSE NINE ARRIVAL (JEN.JEN9) 09351

DALLAS-FT. WORTH, TEXAS

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.

TEVON
N33° 26.82′
W97° 09.30′

COLLIN COUNTY RGNL AT MCKINNEY

RANGER
115.7 FUZ
Chan 104

HURBS
N32° 56.55′
W97° 00.38′

DALLAS-FT WORTH INTL

ADDISON

MILLSAP
117.7 MQP
Chan 124

DELMO
N32°44.97′
W97°10.17′

DALLAS-LOVE FIELD

COWBOY
116.2 CVE
Chan 109

WINK
112.1 INK
Chan 58
N31° 52.49′-W103° 14.63′
L-6, H-6

ABILENE
113.7 ABI
Chan 84
N32° 28.88′-W99° 51.81′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97
N32° 09.58′
W97° 52.66′

CURLE
N32° 33.76′
W97° 23.72′

ISABL
N32° 28.14′
W97° 30.47′

MAVERICK
113.1 TTT
Chan 78

CADES
N32° 11.64′
W98° 39.73′

PHILS
N32° 11.41′
W100° 18.30′

GEENI
N32° 12.33′
W98° 57.18′

SICUM
N32° 10.23′
W98° 06.78′

FEVER
N32° 20.41′
W97° 39.74′

BRIAN
N32° 01.87′
W97° 43.17′

SITNA
N32° 12.55′
W99° 03.07′

CHECK
N31° 55.69′
W97° 59.43′

TUSCOLA
111.6 TQA
Chan 53
N32° 14.14′-W99° 49.01′

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97° 16.14′
L-19, H-6

JUMBO
N31° 32.17′
W98° 10.81′
H-6

SAN ANGELO
115.1 SJT
Chan 98

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98° 57.45′

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29° 38.64′
W98° 27.68′
L-19, H-7

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97° 31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GLEN ROSE NINE ARRIVAL (JEN.JEN9) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

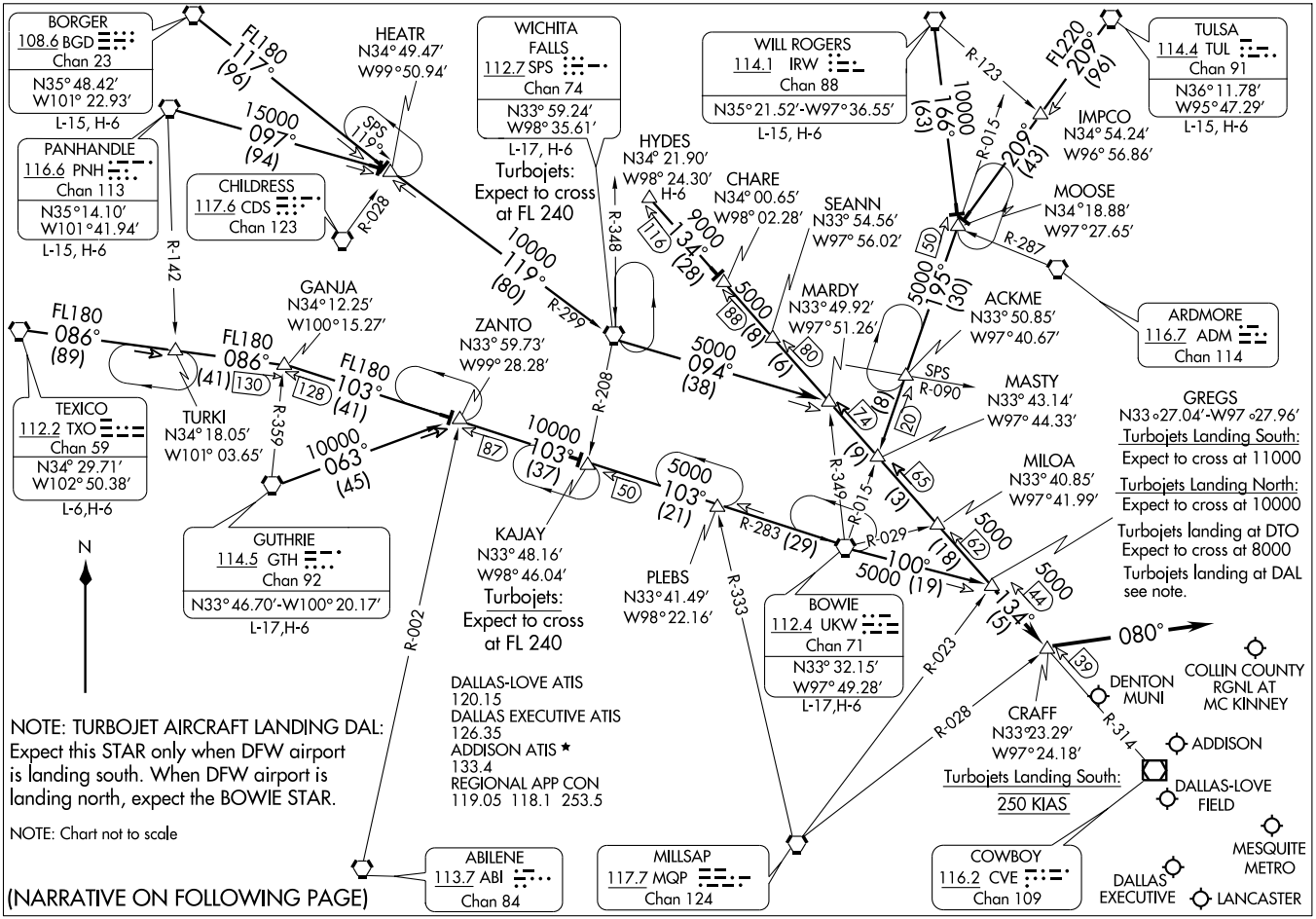
AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



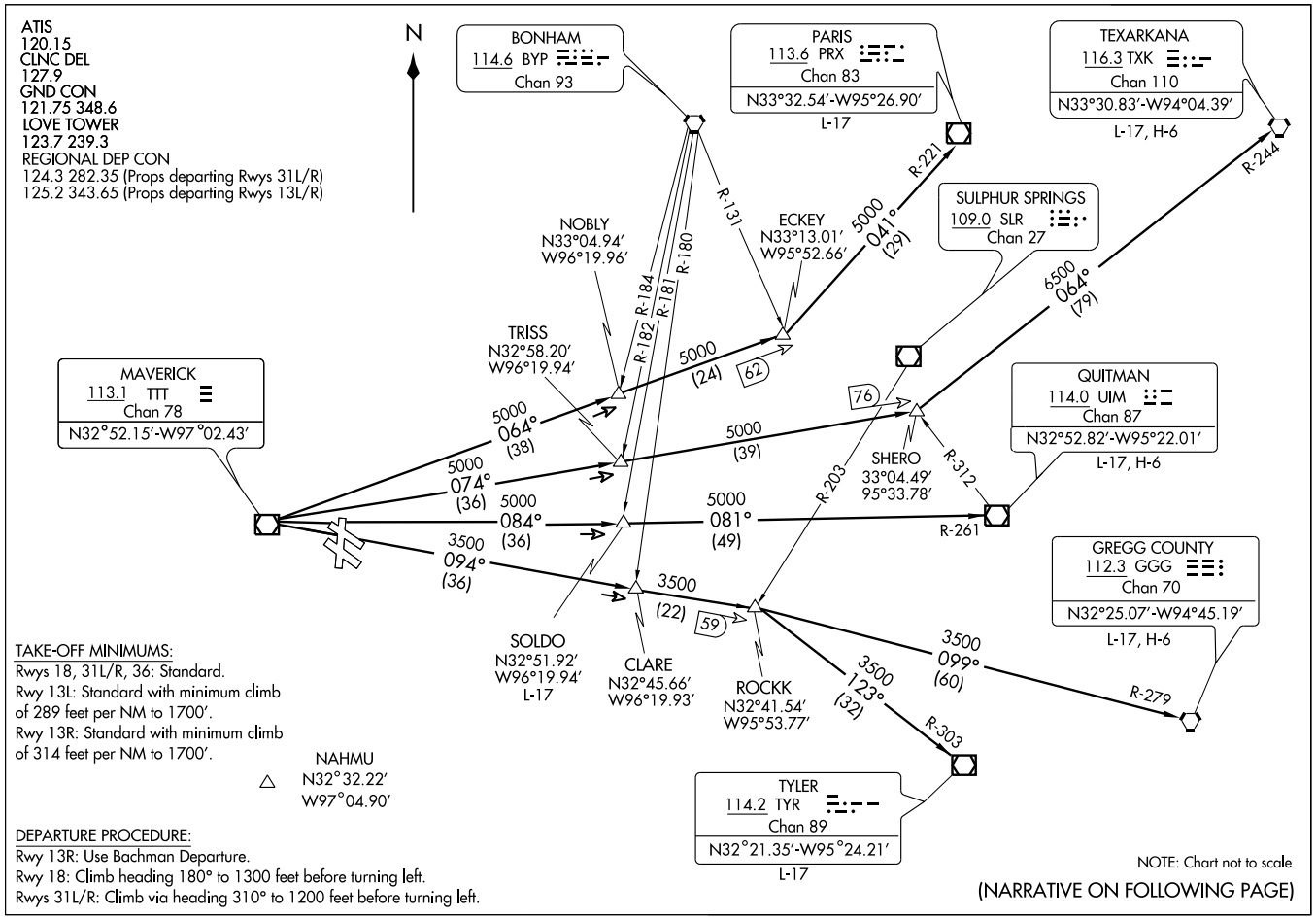
ST-106 (FAA)

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



TAKE-OFF MINIMUMS:
Rwys 18, 31L/R, 36: Standard.
Rwy 13L: Standard with minimum climb of 289 feet per NM to 1700'.
Rwy 13R: Standard with minimum climb of 314 feet per NM to 1700'.

DEPARTURE PROCEDURE:
Rwy 13R: Use Bachman Departure.
Rwy 18: Climb heading 180° to 1300 feet before turning left.
Rwys 31L/R: Climb via heading 310° to 1200 feet before turning left.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13L:
Multiple poles and trees beginning 844' from the departure end of runway, 515' left of centerline, up to 54'AGL/541' MSL. Crane 5,270' from departure end of runway, 568' left of centerline, 130' AGL/630' MSL. Antenna on tank 1.5 NM from departure end of runway, 369' left of centerline, 208 AGL/712' MSL.
Rwy 13R:
Pole 654' from departure end of runway, 614' right of centerline, 23' AGL/500' MSL. Trees 1,122' from the departure end of runway, 719' right of centerline, 37' AGL/514' MSL. Multiple signs and trees beginning 779' from departure end of runway, 669' left of centerline, up to 60' AGL/537' MSL.
Rwy 18:
Building 303' from departure end of runway, 354' right of centerline, 47' AGL/ 507' MSL. Tree 775' from Departure end of runway, 138' right of centerline, 32' AGL/ 513' MSL. Tree 821' from departure end of runway, 329' right of centerline, 39' AGL/519' MSL. Tree 1,031' from departure end of runway, 107' right of centerline, 49' AGL/530' MSL. Tree 1,254' from departure end of runway, 399' left of centerline, 50' AGL/531' MSL. Tree 2,004' from departure end of runway 413' right of centerline, 55' AGL/536' MSL.
Rwy 31L:
Multiple trees beginning 327' from departure end of runway, 374' right of centerline, up to 22' AGL/501' MSL.
Rwy 31R:
Multiple trees beginning 366' from departure end of runway, 552' right of centerline, up to 29' AGL/505' MSL.. Pole 39' from departure end of runway, 501' left of centerline, 27' AGL/487' MSL. Pole 1,531' from departure end of runway, 717' right of centerline, 61' AGL/521' MSL. Trees 2,080' from departure end of runway, 644' right of centerline, 54' AGL/530' MSL.
Rwy 36:
Tree 52' from departure end of runway, 390' left of centerline, 43' AGL/523 MSL. OL on blast fence, 56' from departure end of runway, 298' right of centerline, 7' AGL/487' MSL. Trees 433' from departure end of runway, 357' right of centerline, 16' AGL/496' MSL. Trees 661' from departure end of runway, 95' left of centerline, 25' AGL/505' MSL. Building 898' from departure end of runway, 223' right of centerline, 25' AGL/505' MSL. Tree 1,773' from departure end of runway, 240' right of centerline, 79' AGL/559' MSL. Multiple T-L towers beginning 2,577 from departure end of runway, 116' left of centerline, up to 68' AGL/556' MSL. T-L tower 2,701' from departure end of runway, 818' right of centerline, 68' AGL/572' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LVF	APP CRS	Rwy Idg	8800
111.1	310°	TDZE	476
Chan 48		Apt Elev	487

ILS or LOC RWY 31L

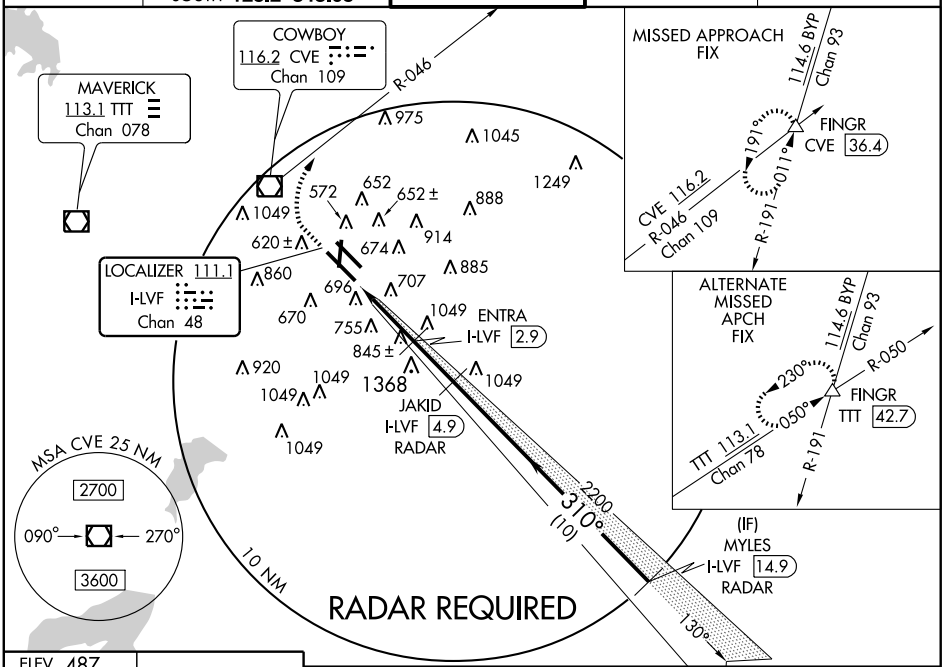
DALLAS-LOVE FIELD (DAL)

DME or RADAR required.

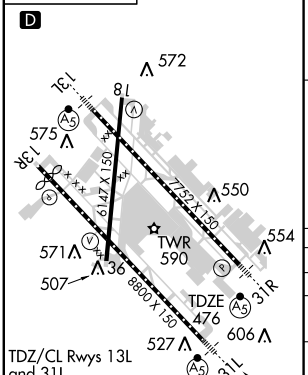
MALSR

MISSED APPROACH: Climb to 900 then climbing right turn 5000 via heading 042° and CVE R-046 to FINGR/ CVE 36.4 DME and hold.

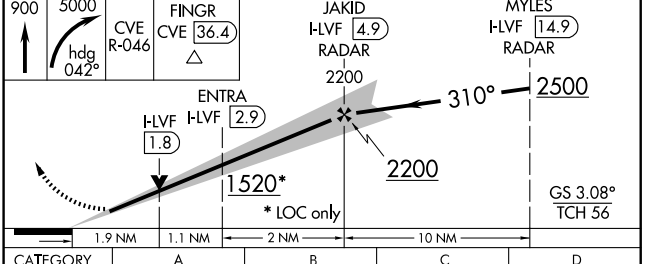
ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9



ELEV 487



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 31L	676/18 200 (200-½)			
S-LOC 31L	1520/40 1044 (1100-¾)	1520/50 1044 (1100-1)	1520-2½ 1044 (1100-2½)	
CIRCLING	1520-1¼ 1033 (1100-1¼)	1520-1½ 1033 (1100-1½)	1520-3 1033 (1100-3)	
ENTRA FIX MINIMUMS				
S-LOC 31L	1160/24 684 (700-½)		1160-1½ 684 (700-1½)	1160-1¾ 684 (700-1¾)
CIRCLING	1160-1 673 (700-1)		1160-2 673 (700-2)	1160-2¼ 673 (700-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-OVW	APP CRS	Rwy Idg	7752
111.5	310°	TDZE	487
Chan 52		Apt Elev	487

ILS or LOC RWY 31R

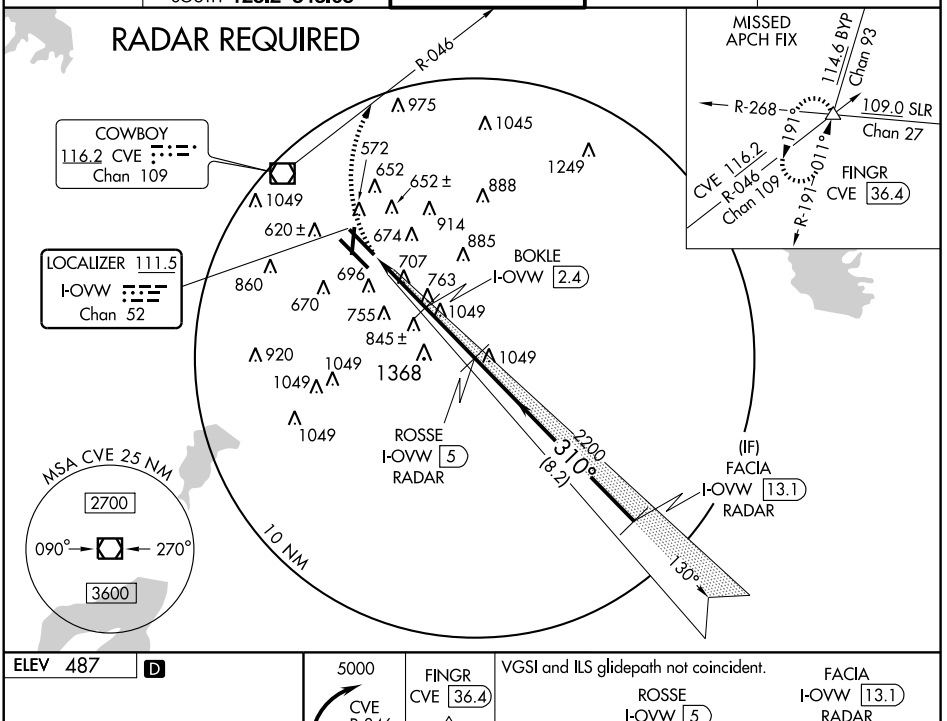
DALLAS-LOVE FIELD (DAL)

DME or RADAR required.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

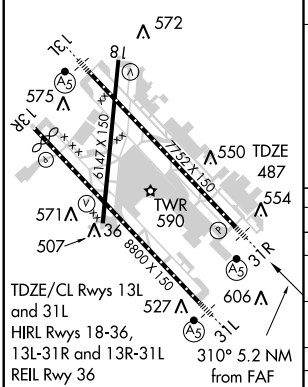
MALSR

MISSED APPROACH: Climbing right turn to 5000 via CVE VOR/DME R-046 to FINGR/CVE 36.4 DME and hold.

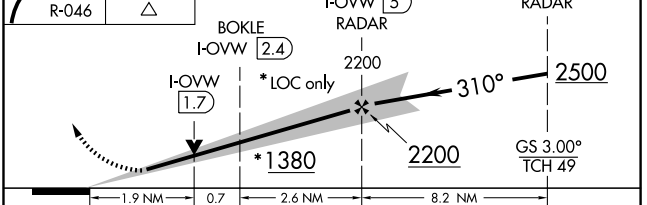
ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9



ELEV 487 D



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 31R	** 687/24 200 (200- ½)			
S-LOC 31R	1380/40 893 (900-¾)		1380-2¼ 893 (900-2¼)	1380-2½ 893 (900-2½)
CIRCLING	1380-1¼ 893 (900-1¼)		1380-2¾ 893 (900-2¾)	1380-3 893 (900-3)
BOKLE FIX MINIMUMS				
S-LOC 31R	1140/24 653 (700- ½)		1140/60 653 (700-1¼)	1140-1½ 653 (700-1½)
CIRCLING	1140-1 653 (700-1)		1140-1¾ 653 (700-1¾)	1160-2¼ 673 (700-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-DAL	APP CRS	Rwy Idg	7752
111.5	130°	TDZE	485
Chan 52		Apt Elev	487

ILS RWY 13L
DALLAS-LOVE FIELD (DAL)

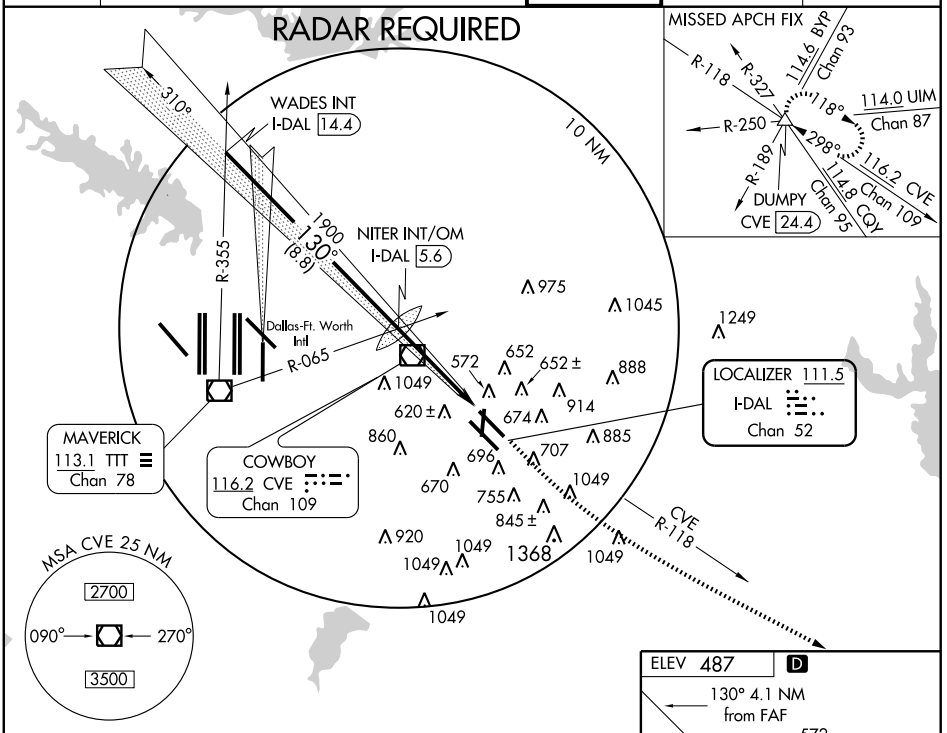
Simultaneous approaches authorized with DFW Rwy 17L.

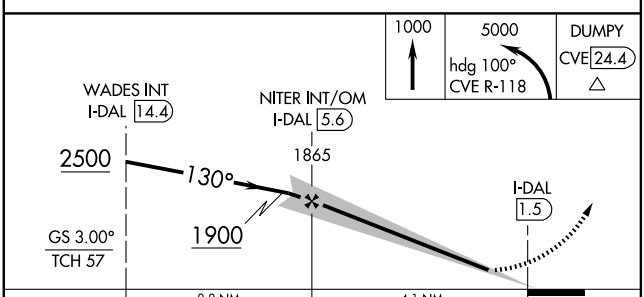
MALSR

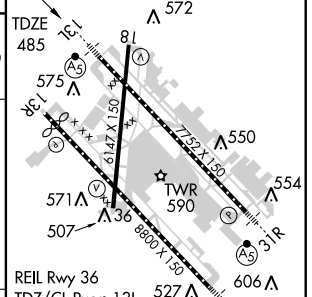
MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE R-118 to DUMPY Int/CVE 24.4 DME and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 13L	685/18 200 (200-½)			
S-LOC 13L	840/24 355 (400-½)			840/40 355 (400-¾)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

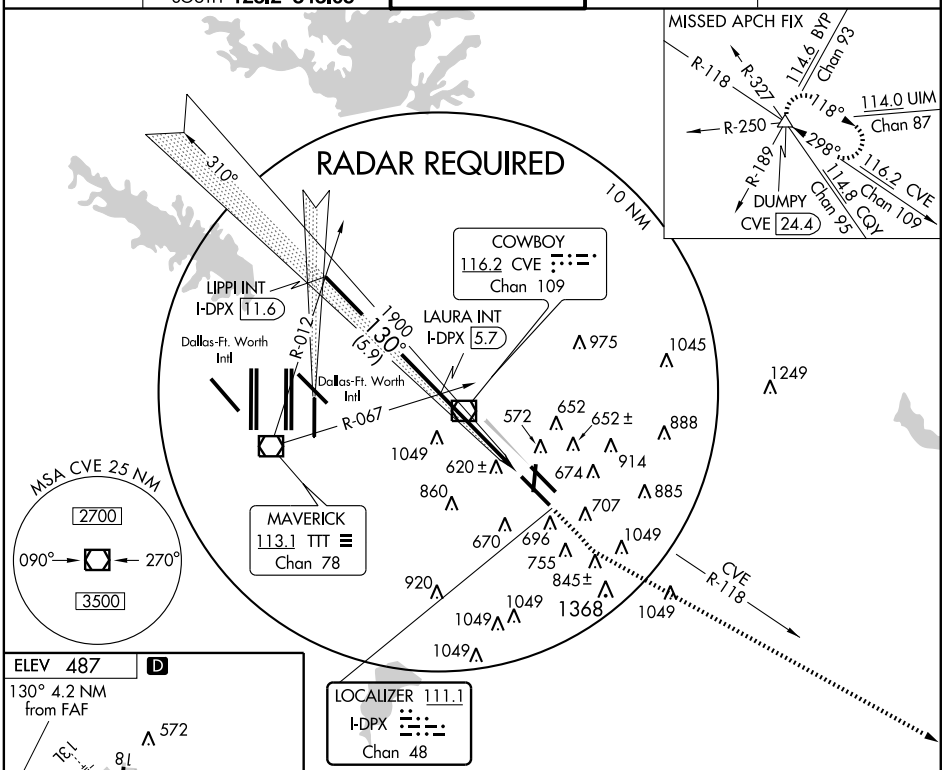
LOC I-DPX	APP CRS	Rwy Idg	8310
111.1	130°	TDZE	478
Chan 48		Apt Elev	487

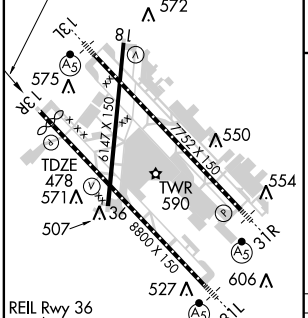
ILS RWY 13R
DALLAS-LOVE FIELD (DAL)

Simultaneous approaches authorized with DFW Rwy 17L.
Disregard outer marker indication.

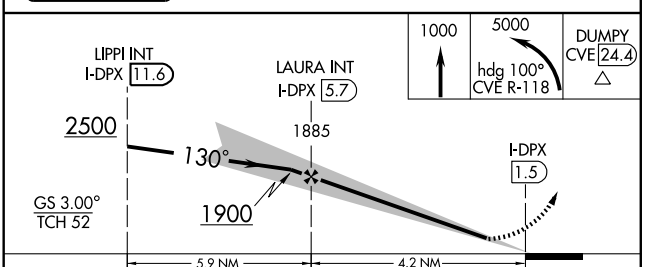
MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE R-118 to DUMPY Int/CVE 24.4 DME and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

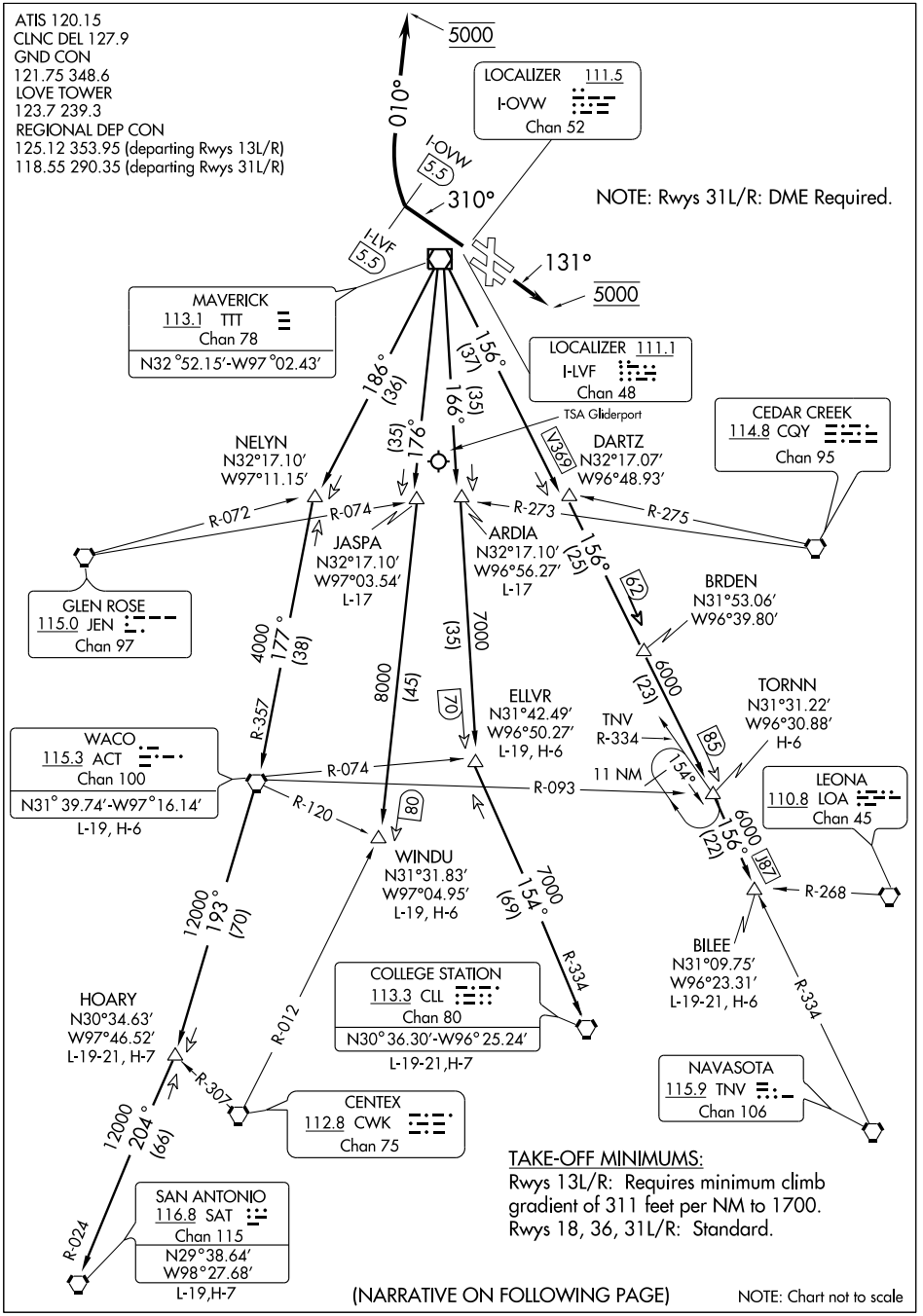


CATEGORY	A	B	C	D
S-ILS 13R	678-¾ 200 (200-¾)			
S-LOC 13R	960-1 482 (500-1)		960-1¼ 482 (500-1¼)	960-1½ 482 (500-1½)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

JOE POOL FOUR DEPARTURE

SL-106 (FAA)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

JOE POOL FOUR DEPARTURE
DALLAS, TEXAS

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

JETS

TAKEOFF RWY 13L/R: Climb via heading 131°, expect vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.

TAKEOFF RWY 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 010° for vector to the appropriate route. Maintain 5000 and expect filed altitude 10 minutes after departure.

TAKEOFF RWY 18: Climb via assigned heading and altitude (before turning left, climb heading 180° to 1300), expect vector to appropriate route.

TAKEOFF RWY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/ Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 13L: Floodlight 965′ from DER, 743′ right of centerline, 31′ AGL/514′ MSL. Multiple trees and poles beginning 1166′ from DER, 516′ to 759′ left of centerline, up to 60′ AGL/547′ MSL.

Rwy 13R: Road, tree and pole beginning 203′ from DER, 480′ to 721′ right of centerline, up to 38′ AGL/514′ MSL. Light standard, sign, rod on stack beginning 691′ from DER, 555′ to 991′ left of centerline, up to 61′ AGL/537′ MSL.

Rwy 18: Multiple trees and pipe beginning 605′ from DER, 93′ to 415′ left of centerline, up to 41′ AGL/523′ MSL. Multiple trees, bldg, and OL on hangar beginning 300′ from DER, 90′ to 572′ right of centerline, up to 48′ AGL/530′ MSL.

Rwy 31L: Tree 340′ from DER, 408′ right of centerline, 10′ AGL/486′ MSL. Tree 253′ from DER, 429′ left of centerline, 7′ AGL/483′ MSL.

Rwy 31R: Multiple trees and pole beginning 38′ from DER, 392′ to 524′ left of centerline, up to 13′ AGL/490′ MSL. Multiple trees and poles beginning 366′ from DER, 553′ to 720′ right of centerline 48′ AGL/525′ MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 13R, Pole 654′ from departure end of runway, 614′ right of centerline, 23′ AGL/500′ MSL. Trees 1122′ from departure end of runway, 719′ right of centerline, 37′ AGL/514′ MSL. Multiple signs and trees beginning 779′ from departure end of runway, 669 feet left of centerline, 38′ AGL/503′ MSL up to 45′ AGL/537′ MSL.
Note: Rwy 13L, Multiple poles and trees beginning 844′ from DER, 515′ left of centerline, up to 54′ AGL/541′ MSL. Crane 5270′ from DER, 568′ left of centerline, 130′ AGL/630 MSL. Antenna on tank 1.5 NM from DER, 369′ left of centerline, 208′ AGL/712′ MSL
Note: Rwy 18, Building 303′ from DER, 354′ right of centerline, 47′ AGL/507′ MSL. Tree 775′ from DER, 138′ right of centerline, 32′ AGL/513′ MSL. Tree 821′ from DER, 329′ right of centerline, 39 AGL/519′ MSL. Tree 1031′ from DER, 107′ right of centerline, 49′ AGL/530′ MSL. Tree 1254′ from DER, 399′ left of centerline, 50′ AGL/531′ MSL. Tree 2004′ from DER, 413′ right of centerline, 55′ AGL/536′ MSL.
Note: Rwy 31L, Multiple trees beginning 327′ from DER, 374′ right of centerline, up to 22′ AGL/501′ MSL.
Note: Rwy 31R, Multiple trees beginning 366′ from DER, 552′ right of centerline, up to 29′ AGL/505′ MSL. Pole 39′ from DER, 501′ left of centerline, 27′ AGL/487′ MSL. Pole 1531′ from DER, 717′ right of centerline, 61′ AGL/521′ MSL. Trees 2080′ from DER, 644′ right of centerline, 54′ AGL/530′ MSL.
Note: Rwy 36, Tree 52′ from DER, 390′ left of centerline, 43′ AGL/523′ MSL. OL on blast fence, 56′ from DER, 298′ right of centerline, 7′ AGL/487′MSL. Trees 433′ from DER, 357′ right of centerline, 16′ AGL/496′ MSL. Trees 661′ from DER, 95′ left of centerline, 25′ AGL/505′ MSL. Building 898′ from DER, 223′ right of centerline, 25′ AGL/505′ MSL. Tree 1773′ from DER, 240′ right of centerline, 79′ AGL/559′ MSL. Multiple T-L towers beginning 2577′ from DER, 116′ left of centerline up to 68′ AGL/556′ MSL. T-L tower 2701′ from DER, 818′ right of centerline, 68′ AGL/572′ MSL.

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

4000
099°
(49)

FL190
071°
(151)

130

R-254
(25)

4000
082°
(39)

44

(5)

087°
(15)

4000

40

(28)

R-267
(12)

4000
064°
(21)

4000
033°
(19)

3000

47

151

075°

42

R-213

R-218

R-181

R-119

R-127

46

254°

267°

55

SITNA
N32°12.55′
W99°03.07′

R-338

R-353

R-359

R-128

R-207

CVE

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

17

66

128°

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

GAINS
N31° 57.12′
W97°37.34′

18

5000
033°
(38)

5000
334°
(51)

5000
305°
(25)

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

060°

R-240

R-110

R-197

R-213

104

BRIAN
N32°01.87′
W97°43.17′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

SAN ANGELO
115.1 SJT
Chan 98

JUMBO
N31° 32.17′
W98° 10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

FL180
(21)

350°

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

FL180
359°
(114)

R-142

FL180
321°
(58)

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

KNEAD SIX ARRIVAL
(KNEAD.KNEAD6) 09351

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

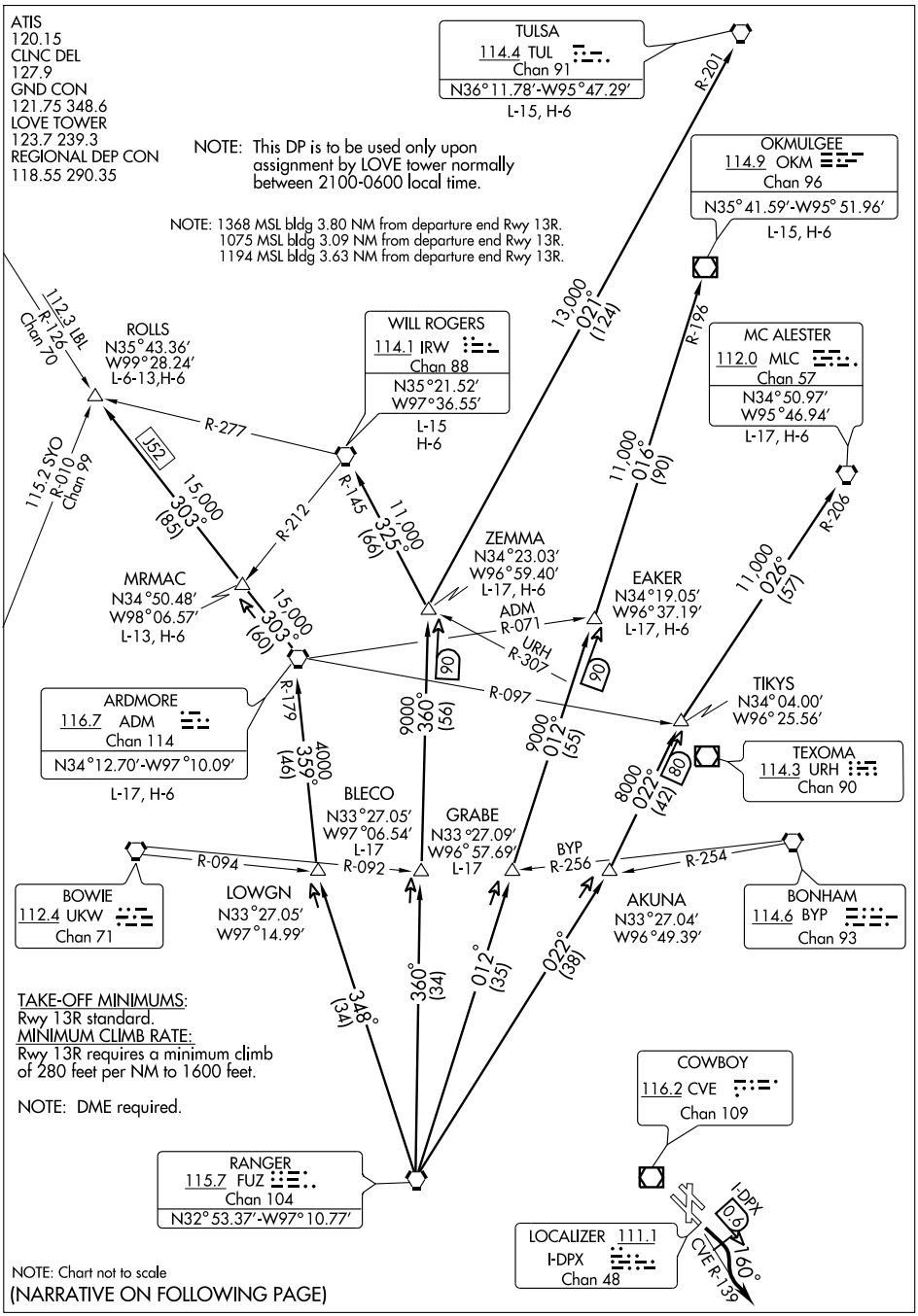
WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

KRUMM FOUR DEPARTURE

SL-106 (FAA)



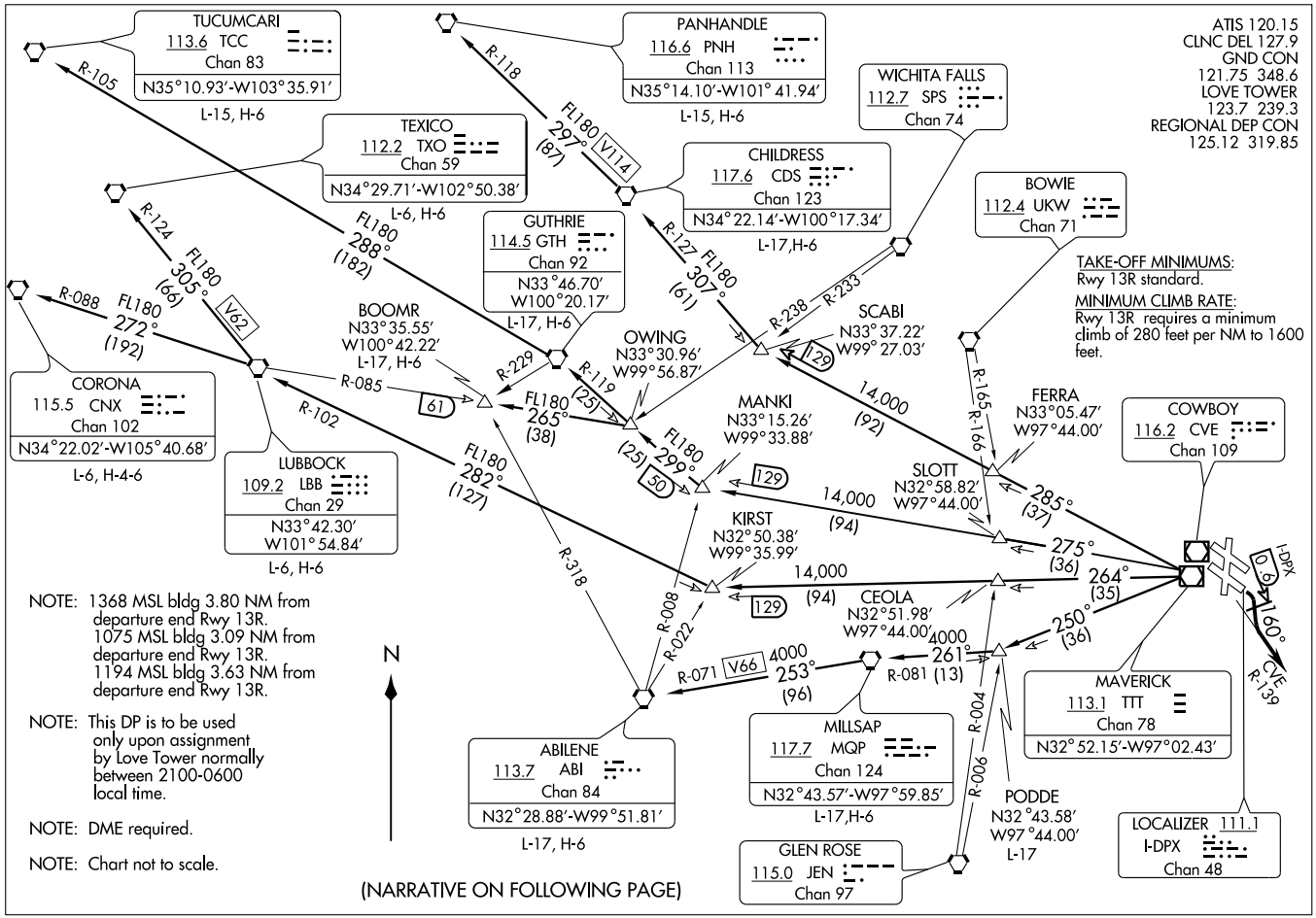
SC-2, 21 OCT 2010 to 18 NOV 2010

LOVE TWO DEPARTURE

(LOVE2.TTT) 07298

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



LOVE TWO DEPARTURE

(LOVE2.TTT) 07298

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

SI-106 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off, but no later than 0.6 DME outbound on the I-DPX Localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (LOVE2.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (LOVE2.BOOMR): (For aircraft inbound to Lubbock Terminal Area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.

CHILDRESS TRANSITION (LOVE2.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (LOVE2.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (LOVE2.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (LOVE2.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (LOVE2.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC

PANHANDLE TRANSITION (LOVE2.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (LOVE2.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (LOVE2.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (LOVE2.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

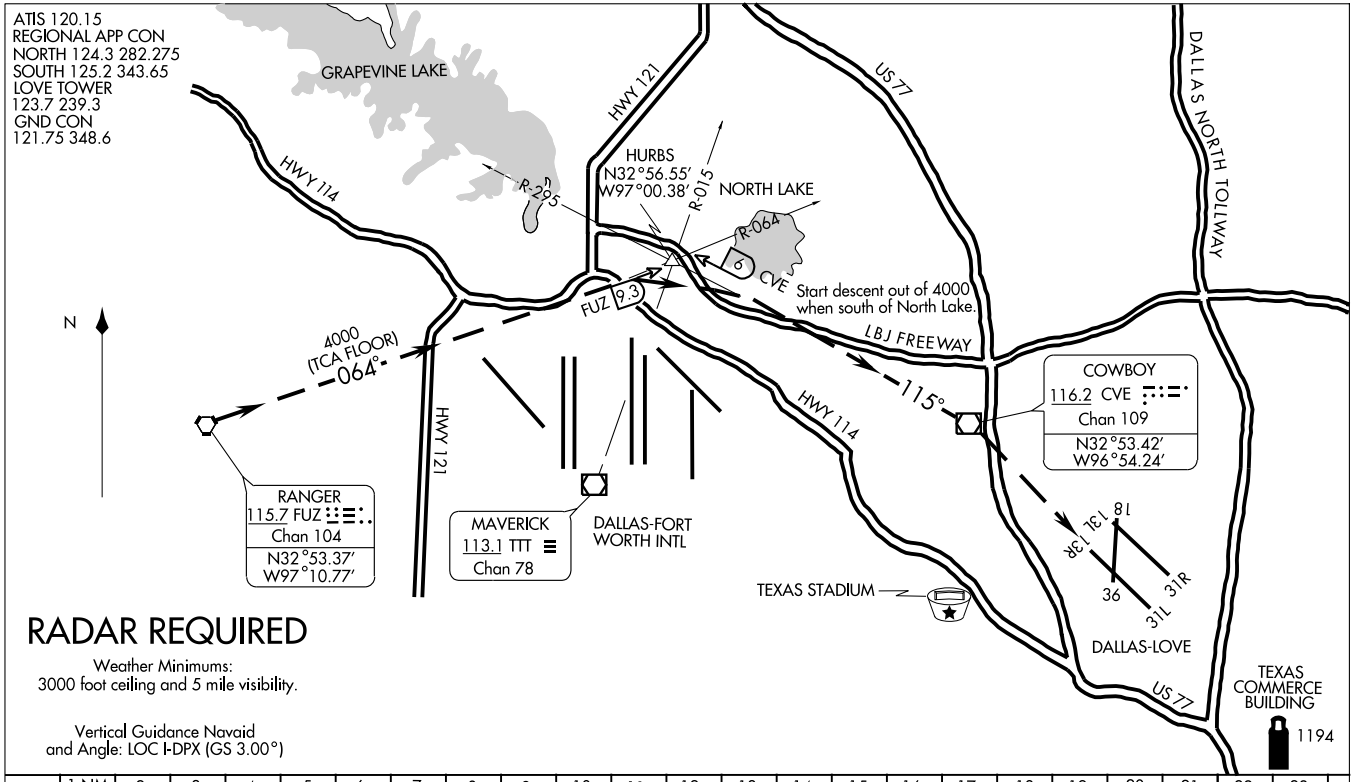
LOVE WEST VISUAL RWY 13R

Orig 05076

32°51'N-96°51'W

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



LOVE-WEST VISUAL APPROACH RWY 13R

PROCEDURE NOT AUTHORIZED AT NIGHT.

LOVE WEST VISUAL RWY 13R

Orig 05076

AL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

WAAS	APP CRS	Rwy Idg	8800
CH 72808	310°	TDZE	476
W31A		Apt Elev	487

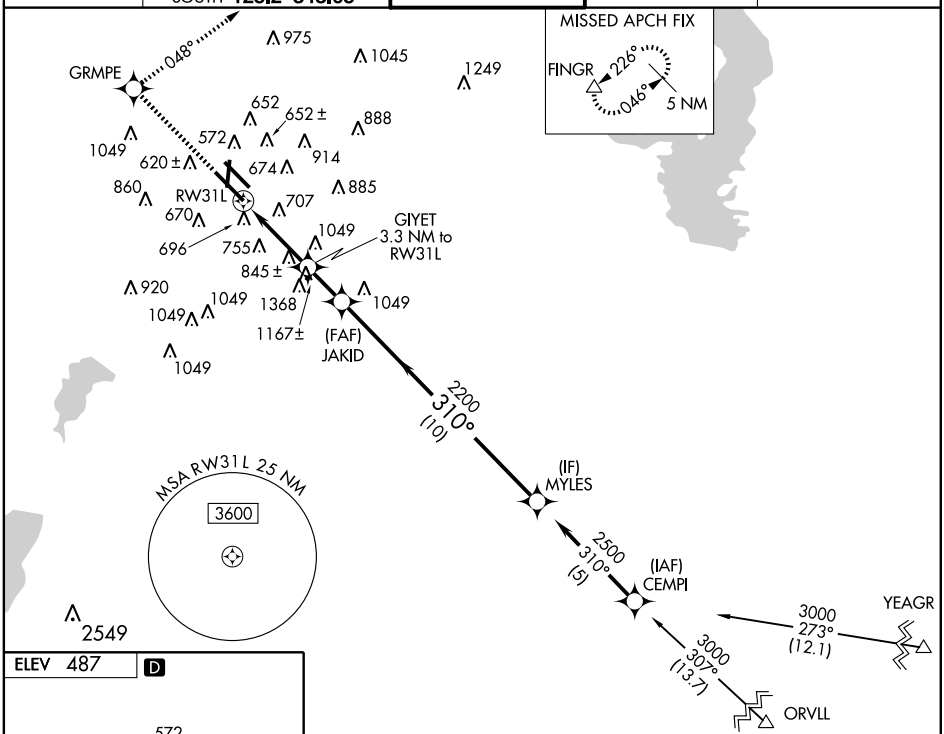
RNAV (GPS) RWY 31L
DALLAS-LOVE FIELD (DAL)

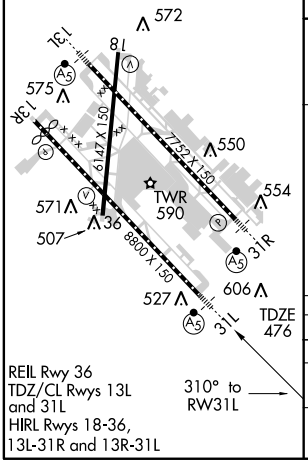
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

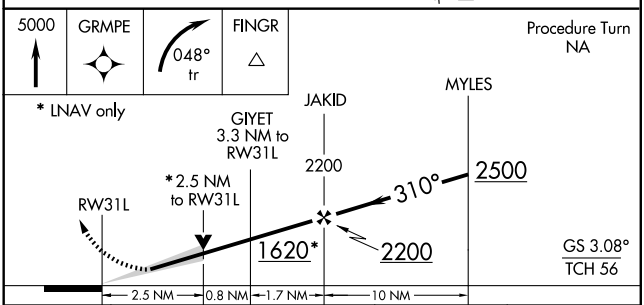
MALSR

MISSED APPROACH: Climb to 5000 direct GRMPE and right turn via 048° track to FINGR and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







CATEGORY	A	B	C	D
LPV DA	769/24 293 (300-½)			
LNAV MDA	1360/40 884 (900-¾)		1360-2¼ 884 (900-2¼)	1360-2½ 884 (900-2½)
CIRCLING	1360-1¼ 873 (900-1¼)		1360-2¾ 873 (900-2¾)	1360-3 873 (900-3)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31R

DALLAS-LOVE FIELD (DAL)

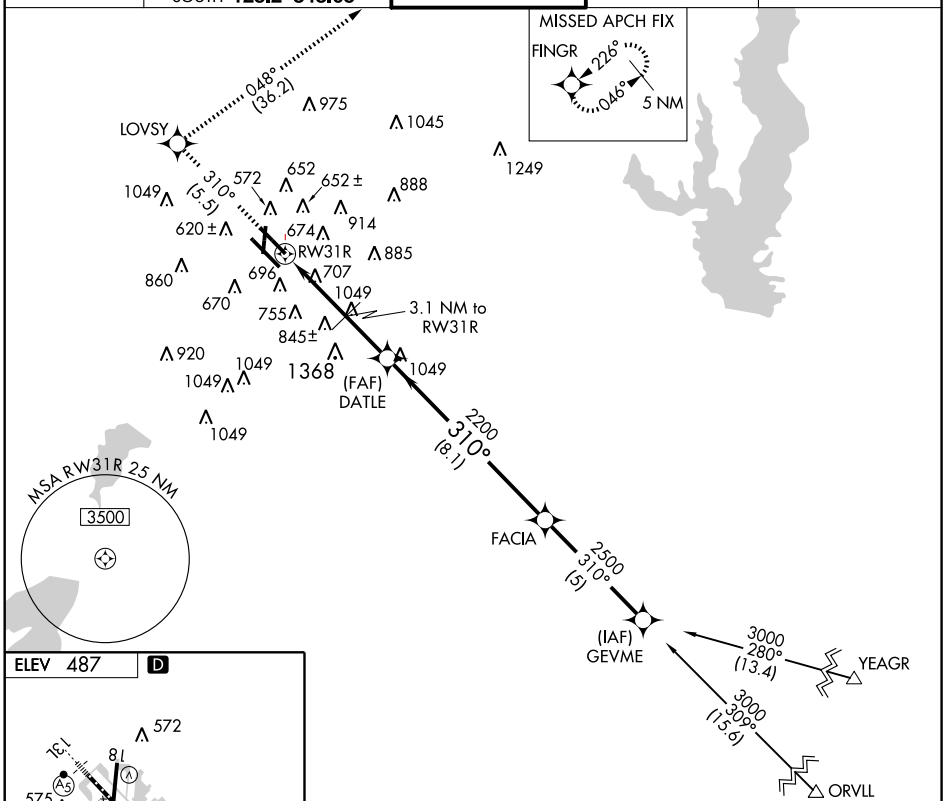
APP CRS	Rwy Idg	7752
310°	TDZE	487
	Apt Elev	487

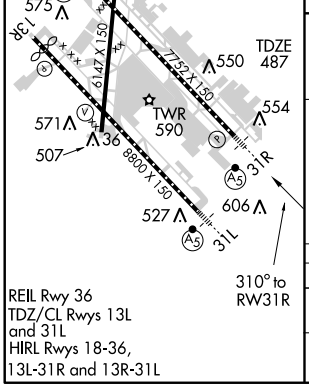
GPS or RNP-0.3 REQUIRED.
NA DME/DME RNP-0.3 NA.

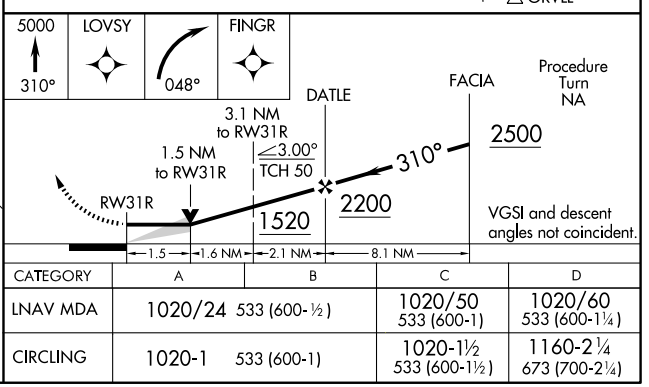
MALSR

MISSED APPROACH: Climb to 5000 via 310° course to LOVSY WP then right turn via 048° course to FINGR WP and hold.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







CATEGORY	A	B	C	D
LNAV MDA	1020/24 533 (600-½)		1020/50 533 (600-1)	1020/60 533 (600-1¼)
CIRCLING	1020-1 533 (600-1)		1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7752
132°	TDZE	485
	Apt Elev	487

RNAV (GPS) Y RWY 13L

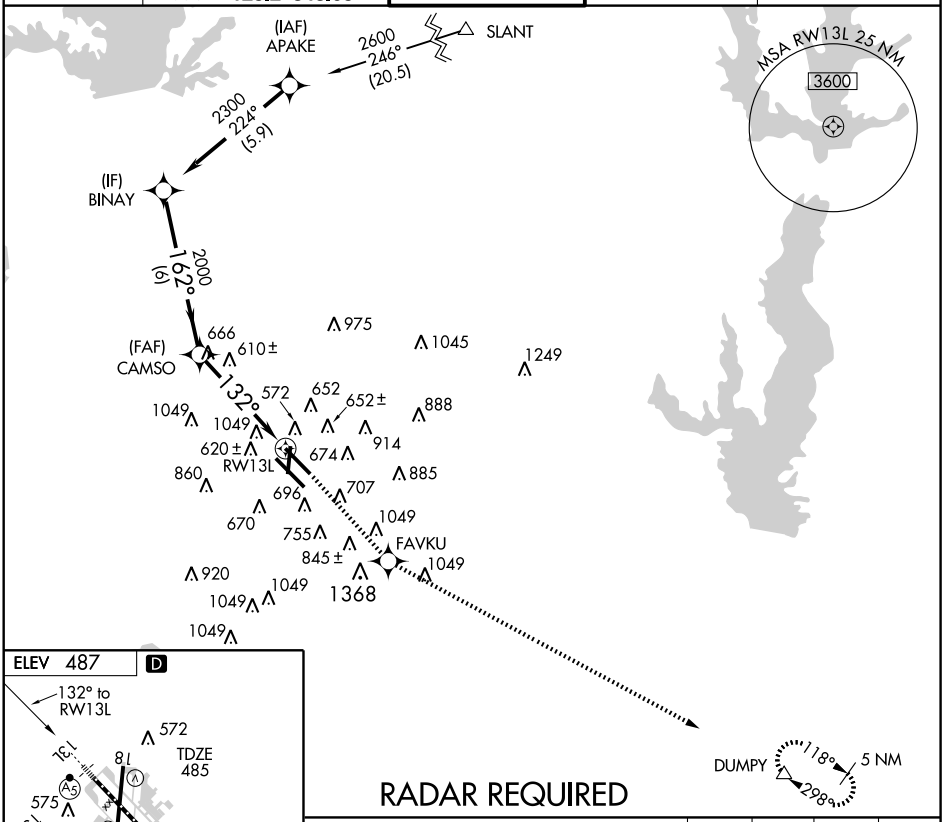
DALLAS-LOVE FIELD (DAL)

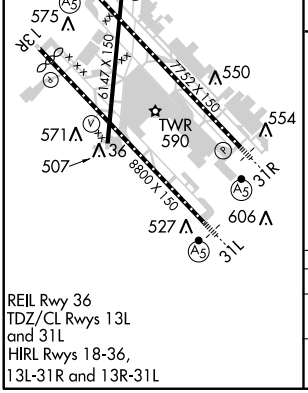
DME/DME RNP-0.3 NA.

MALSR

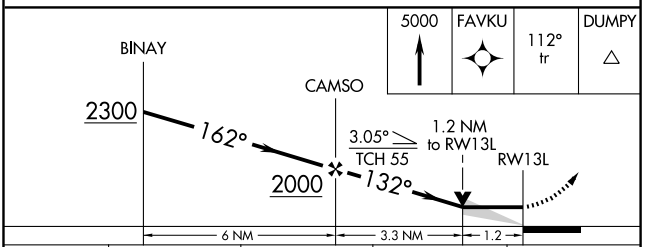
MISSED APPROACH: Climb to 5000 direct FAVKU and via 112° TRK to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L



CATEGORY	A	B	C	D
LNAV MDA	920/24	435 (500-½)	920/40 435 (500-¾)	920/50 435 (500-1)
CIRCLING	1020-1	533 (600-1)	1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8310
139°	TDZE	478
	Apt Elev	487

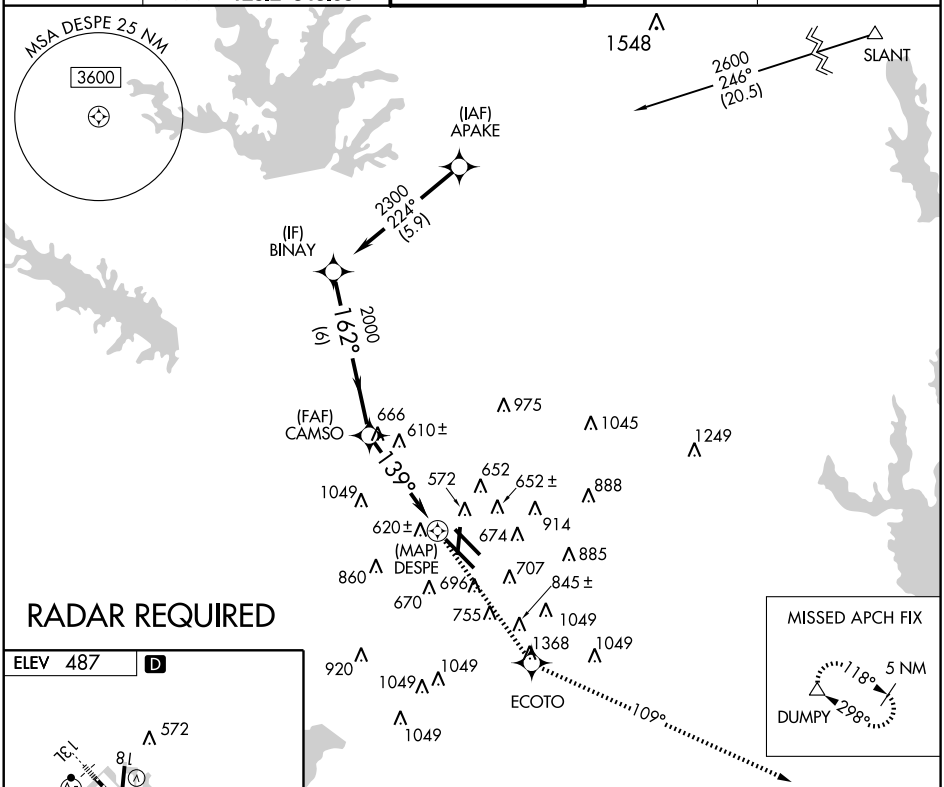
RNAV (GPS) Y RWY 13R

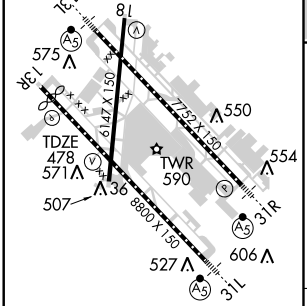
DALLAS-LOVE FIELD (DAL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

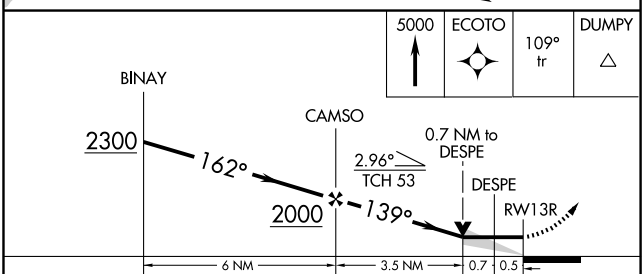
MISSED APPROACH: Climb to 5000 direct ECOTO and via 109° track to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L



CATEGORY	A	B	C	D
LNAV MDA	920-1	442 (500-1)	920-1¼ 442 (500-1¼)	920-1½ 442 (500-1½)
CIRCLING	1020-1	533 (600-1)	1020-1½ 533 (600-1½)	1160-2¼ 673 (700-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	7752
W13A	130°	TDZE	485
		Apt Elev	487

RNAV (GPS) Z RWY 13L

DALLAS-LOVE FIELD (DAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

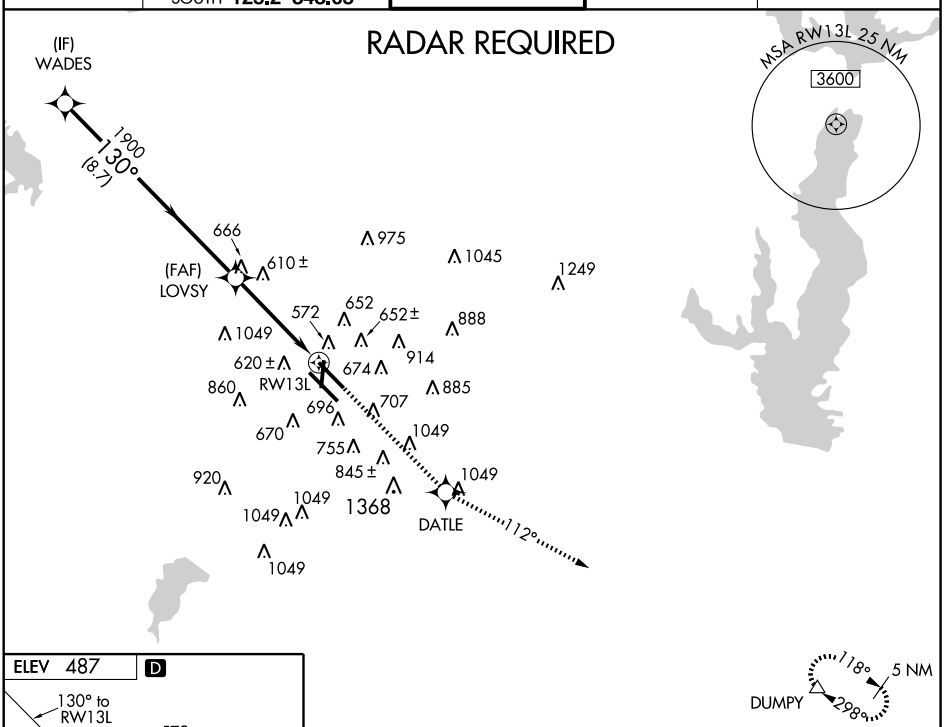
MALSR

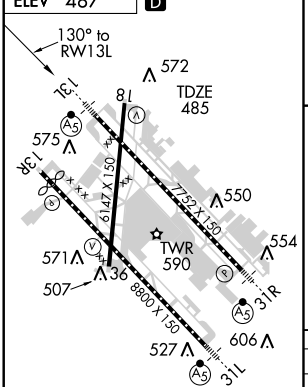
MISSED APPROACH: Climb to 5000 direct DATLE and via 112° TRK to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9

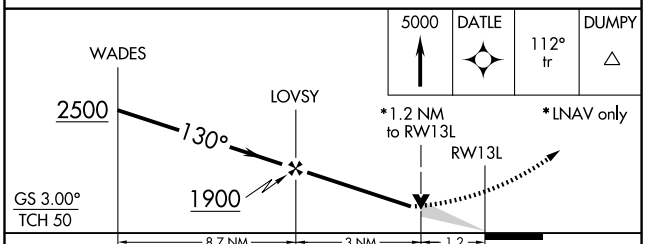
SC-2, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L



CATEGORY	A	B	C	D
LNAV/VNAV DA	946/60 461 (500-1¼)			
LNAV MDA	920/24 435 (500-½)		920/40 435 (500-¾)	920/50 435 (500-1)
CIRCLING	1020-1½ 533 (600-1½)			1160-2¼ 673 (700-2¼)

32°51'N- 96°51'W

DALLAS-LOVE FIELD (DAL)
RNAV (GPS) Z RWY 13L

RNAV (GPS) Z RWY 13R

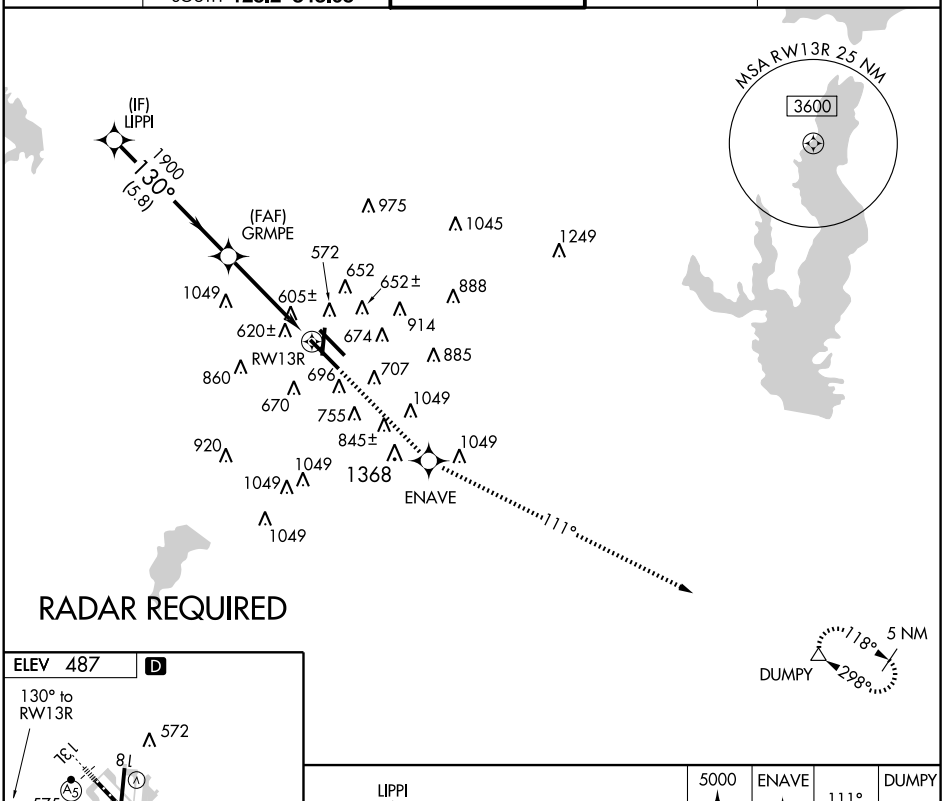
DALLAS-LOVE FIELD (DAL)

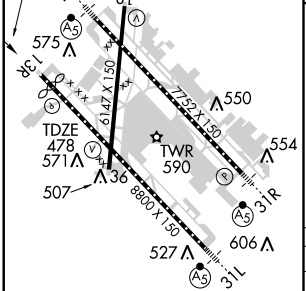
APP CRS	Rwy Idg	8310
130°	TDZE	478
	Apt Elev	487

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

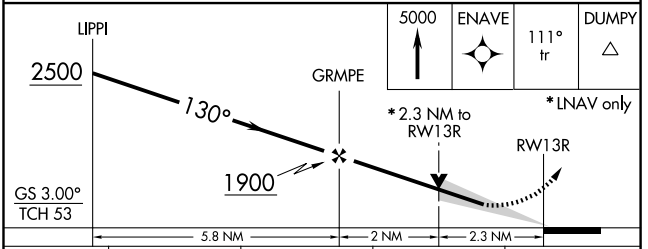
MISSED APPROACH: Climb to 5000 direct ENAVE and via 111° track to DUMPY and hold, continue climb-in-hold to 5000.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9





REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L

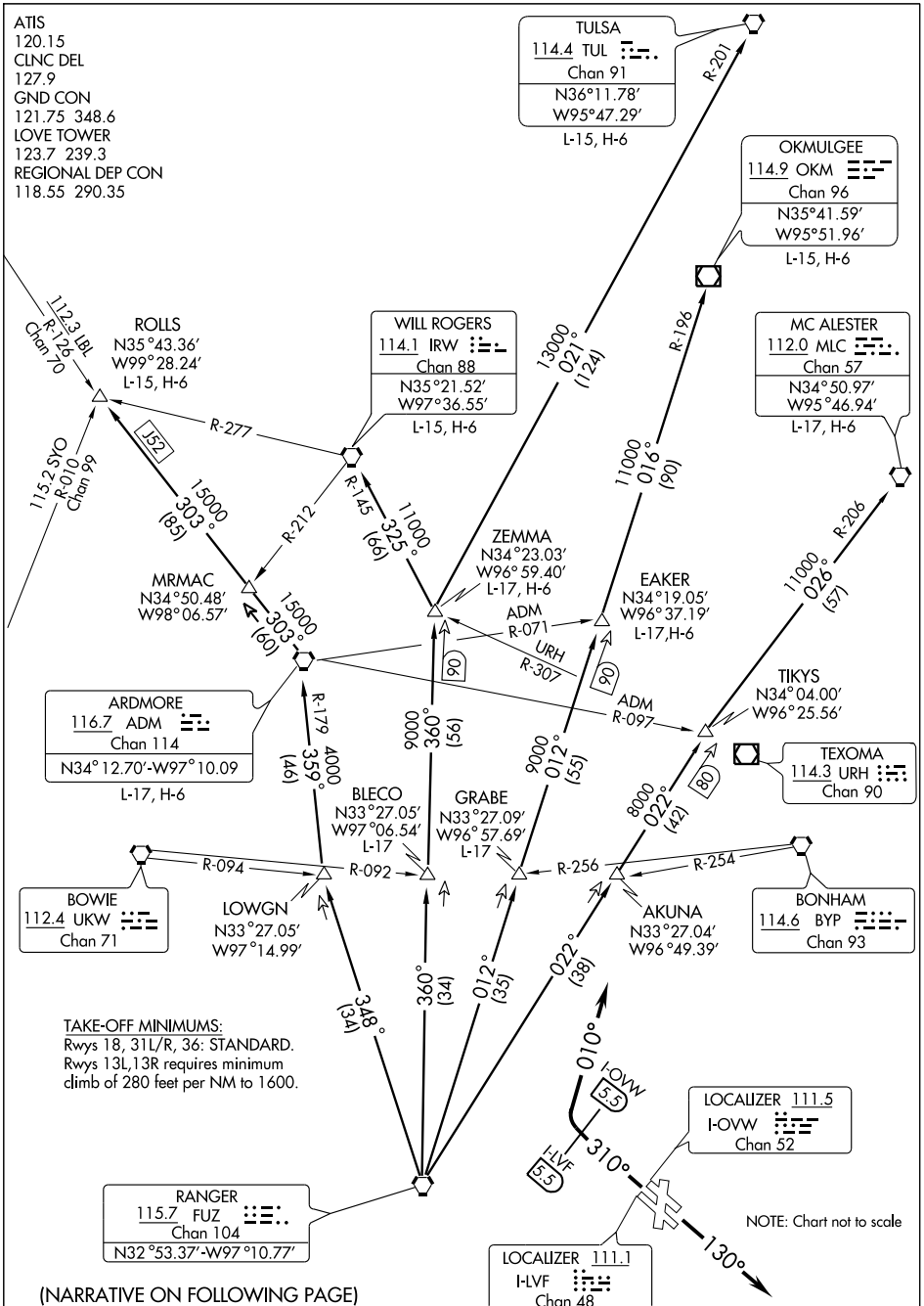


CATEGORY	A	B	C	D
LNAV/VNAV DA	946-1¾ 468 (500-1¾)			
LNAV MDA	1260-1 782 (800-1)	1260-1¼ 782 (800-1¼)	1260-2¼ 782 (800-2¼)	1260-2½ 782 (800-2½)
CIRCLING	1260-1½ 773 (800-1½)		1260-2¼ 773 (800-2¼)	1260-2½ 773 (800-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

TEXOMA ONE DEPARTURE

SL-106 (FAA)



SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

Props departing DAL must contact Clearance Delivery for departure instructions.

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route.
TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left, climb via heading 180° to 1300), expect vector to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW localizer 5.5 DME, then turn right heading 010° for vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.
EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.
GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.
MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.
OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

TAKE-OFF OBSTACLES:
Rwy 13L: Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL.
Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL.
Rwy 13R: Road, tree and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL.
Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, bldg and OL on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.
Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/486' MSL.
Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.
Rwy 31R: Multiple trees and pole beginning 38' from DER, 392' to 524' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline 48' AGL/525' MSL.

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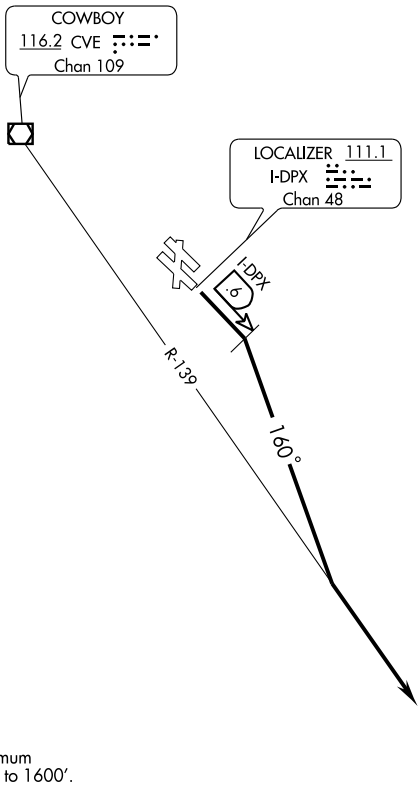
ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
125.12 353.95 (South and West)
118.55 290.35 (North and East)



NOTE: DME required.

NOTE: This SID requires a minimum climb of 280 ' per NM to 1600'.

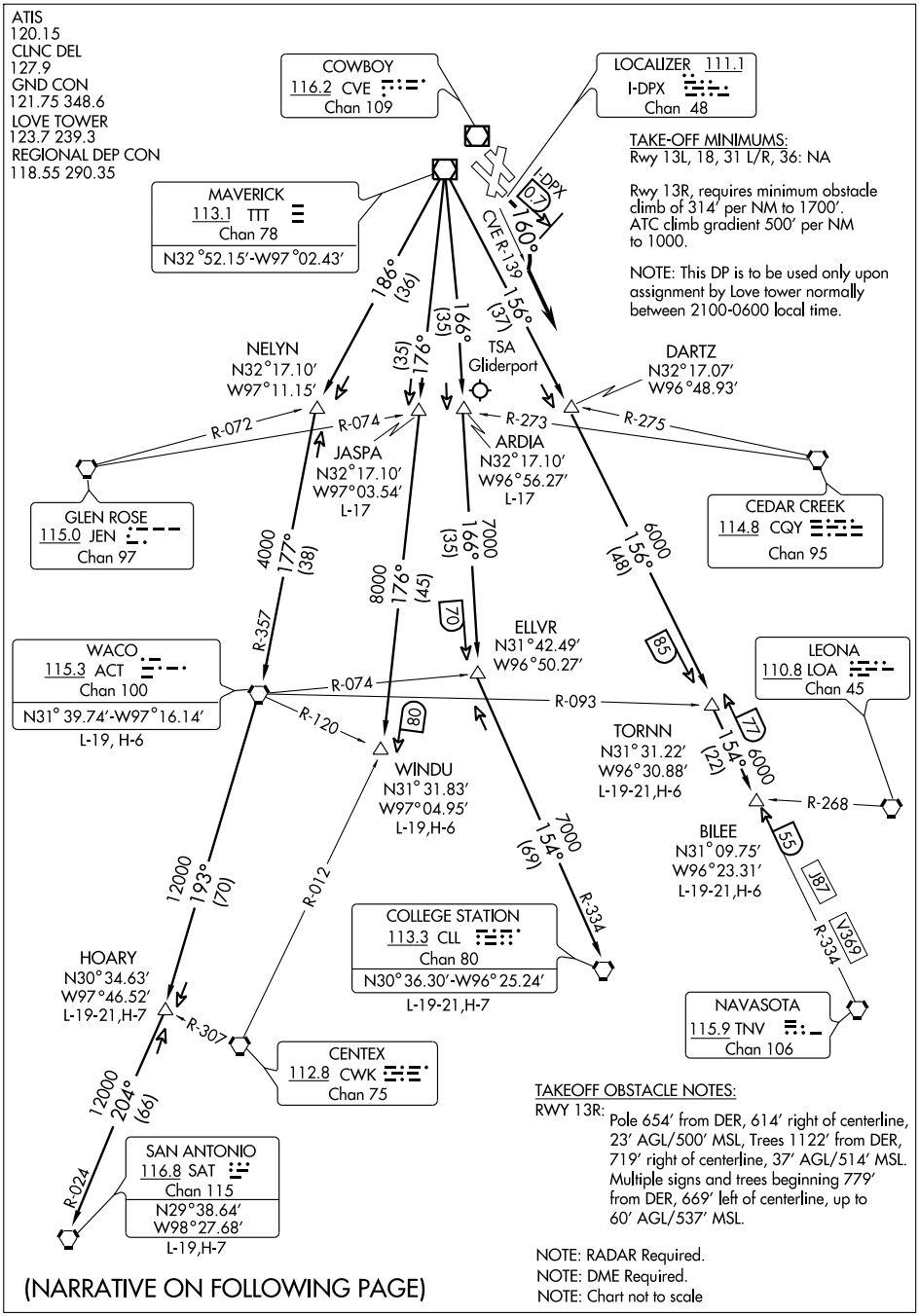
NOTE: To be used by assignment by Love Tower only, normally used between 2100-0600 local time.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than .6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010



(NARRATIVE ON FOLLOWING PAGE)

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° not later than 0.7 DME outbound on the I-DPX localizer southeast course, to intercept and climb via the CVE R-139 outbound. Expect vector to appropriate route. Maintain 5000 feet, expect filed altitude 10 minutes after departure.

ARDIA TRANSITION (VENUS7.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (VENUS7.BILEE): (For aircraft overflying the BILEE INT) Thence . . . .

. . . . via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports.) From over TTT VOR/DME via TTT R-156 and TNV R-334 to BILEE INT.

COLLEGE STATION TRANSITION (VENUS7.CLL): (For aircraft inbound to Houston Hobby and West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (VENUS7.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (VENUS7.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (VENUS7.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (VENUS7.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (VENUS7.TORNN): (For aircraft landing at Lafayette, Lake Charles, or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (VENUS7.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (VENUS7.WINDU): (For aircraft inbound to Austin or San Antonio terminal area airports, aircraft should file and/or expect the BLEWE or MARCS ARRIVAL at WINDU INT). From over TTT VOR/DME via TTT R-176 to WINDU INT.

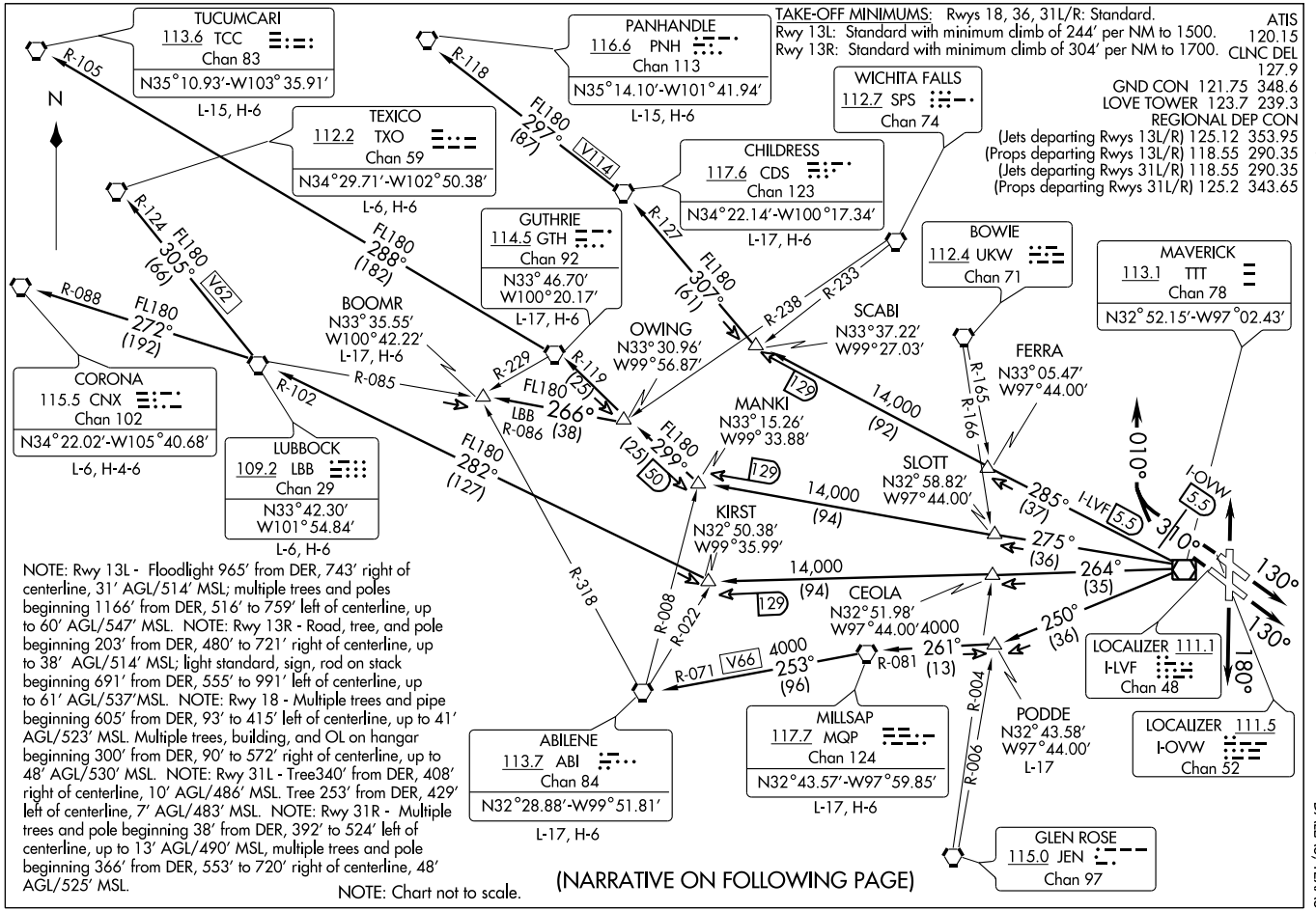
SC-2, 21 OCT 2010 to 18 NOV 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

SL-106 (FAA)

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
(Props departing Rwys 13L/R)
125.2 343.65
(Props departing Rwys 31L/R)
124.3 282.35

NOTE: 1049′ MSL tower 3.24 NM from departure end Rwy 31L.
1368′ MSL bldg 3.80 NM from departure end Rwy 13R.
1049′ MSL bldg 3.09 NM from departure end Rwy 13R.
1194′ MSL bldg 3.63 NM from departure end Rwy 13R.

TAKE-OFF MINIMUMS:
Rwy 13L, Standard with minimum climb of 244 feet per NM to 1500.
Rwy 13R, Standard with minimum climb of 311 feet per NM to 1700.
Rwys 18, 36, 31L/R, Standard.

DEPARTURE PROCEDURE:
Rwy 18: Climb heading 180° to 1300 before turning left.
Rwy 31L: Climb heading 310° to 1200 before turning left.
Rwy 31R: Climb heading 310° to 1200 before turning left.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47′
W94°12.75′

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

SHRLY
N32°44.60′
W94°18.17′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

FL230 055° (117) R-235
R-320
FL230 (75)
6500 064° (79)
R-244
R-187
5000 (38)
R-324
5000 (39)
R-312
14,000 072° (134) R-254
FL200 077° (125) R-262
FL200 097° (206)
R-281
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
R-184
R-182
R-181
R-180
5000 081° (49)
R-261
R-183
5000 (34)
9000 079° (44)
R-259
(25) (25)
14,000 111° (116)
R-346
R-291

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

(WYLIE5.TTT) 07298
WYLIE FIVE DEPARTURE
SL-106 (FAA)
DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS DEPARTURE

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13L, Floodlight, 965′ from departure end of runway, 743′ right of centerline, 31′ AGL/514′ MSL. Multiple trees and poles beginning 1166′ from departure end of runway, 516′ left of centerline, up to 60′ AGL/547′ MSL.

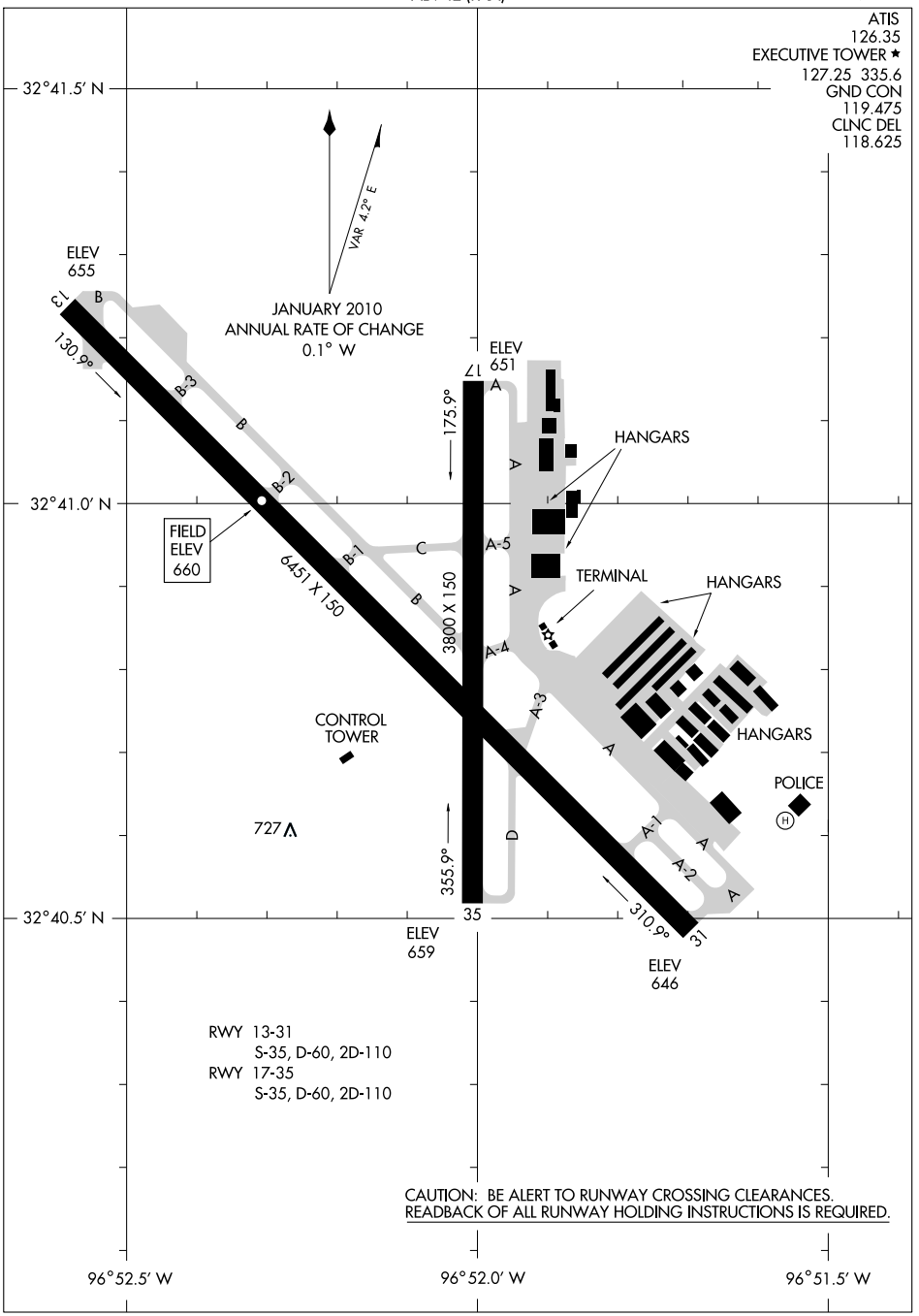
Rwy 13R, Road, tree and pole beginning 203′ from departure end of runway, 480′ right of centerline, up to 38′ AGL/514′ MSL. Light standard, sign, rod on stack beginning 691′ from departure end of runway, 555′ left of centerline, up to 61′ AGL/537′ MSL.

Rwy 18, Multiple trees and pipe beginning 605′ from departure end of runway, 93′ left of centerline, up to 41′ AGL/523′ MSL. Multiple trees, building and obstruction light on hangar beginning 300′ from departure end of runway, 90′ right of centerline, up to 48′ AGL/530′ MSL.

Rwy 31L, Tree, 340′ from departure end of runway, 408′ right of centerline, 10′ AGL/486′ MSL. Tree, 253′ from departure end of runway, 429′ left of centerline, 7′ AGL/483′ MSL.

Rwy 31R, Multiple trees and pole beginning 38′ from departure end of runway, 392′ left of centerline, up to 13′ AGL/490′ MSL. Multiple trees and poles beginning 366′ from departure end of runway, 553′ right of centerline, up to 48′ AGL/525′ MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010



SC-2, 21 OCT 2010 to 18 NOV 2010

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

DALLAS, TEXAS

DALLAS/ DALLAS EXECUTIVE (RBD)

ATIS 126.35
CLNC DEL 118.625
GND CON 119.475
EXECUTIVE TOWER ★ 127.25 (CTAF) 335.6
REGIONAL DEP CON 125.2 343.65
CTAF 120.3

DEPARTURE PROCEDURE:
Rwy 13: Climb via heading 129° to 2400 before turning westbound.
Rwy 17: Climb via heading 174° to 2400 before turning westbound.
Rwy 31: Climb via heading 309° to 1600 before turning southbound.
Rwy 35: Climb via heading 354° to 1600 before turning southbound.

TAKE-OFF MINIMUMS:
All runways standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

ORTRO
N33°41.47′
W94°12.75′

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

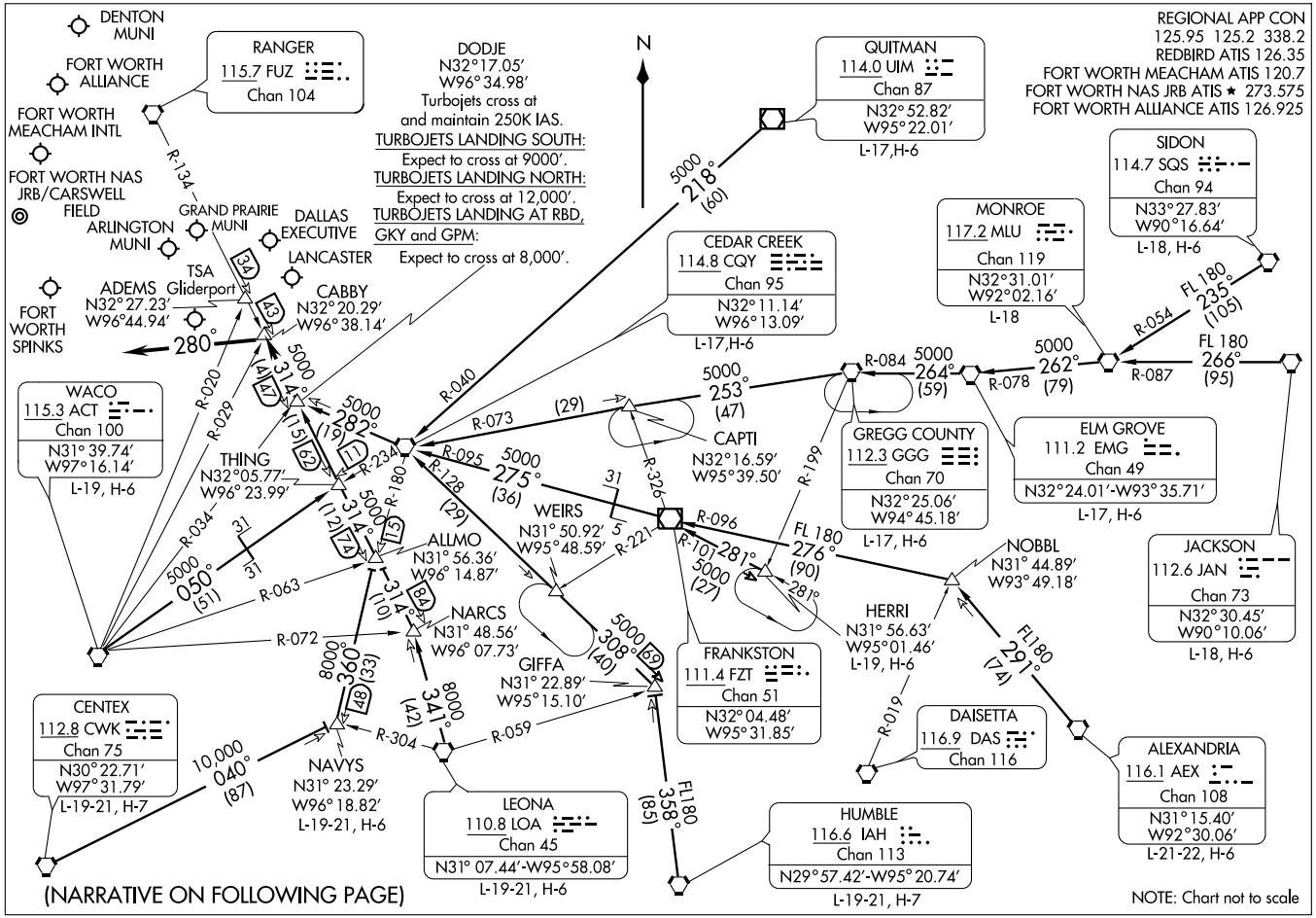
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

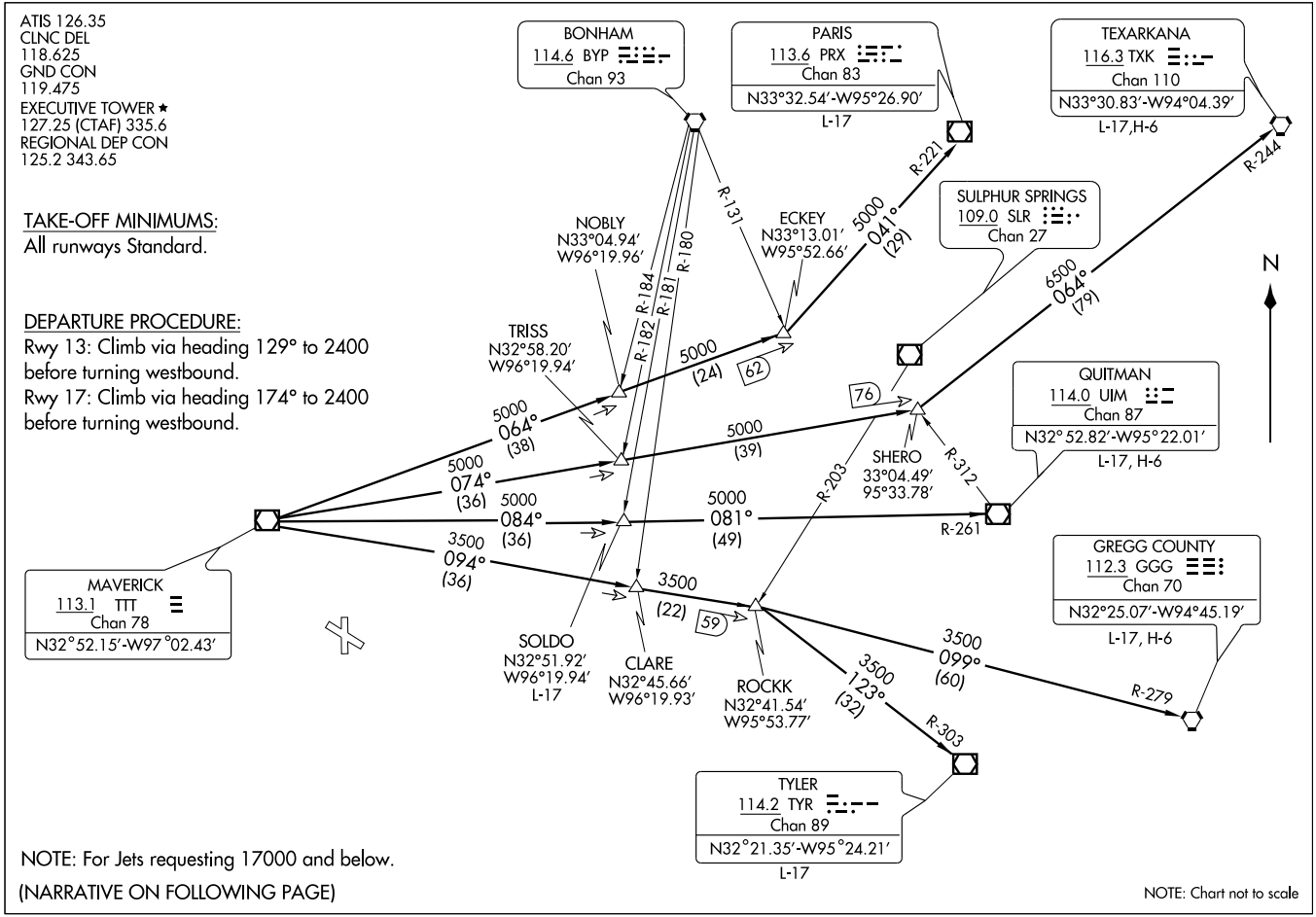
SC-2, 21 OCT 2010 to 18 NOV 2010

GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS



GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS

SL-742 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

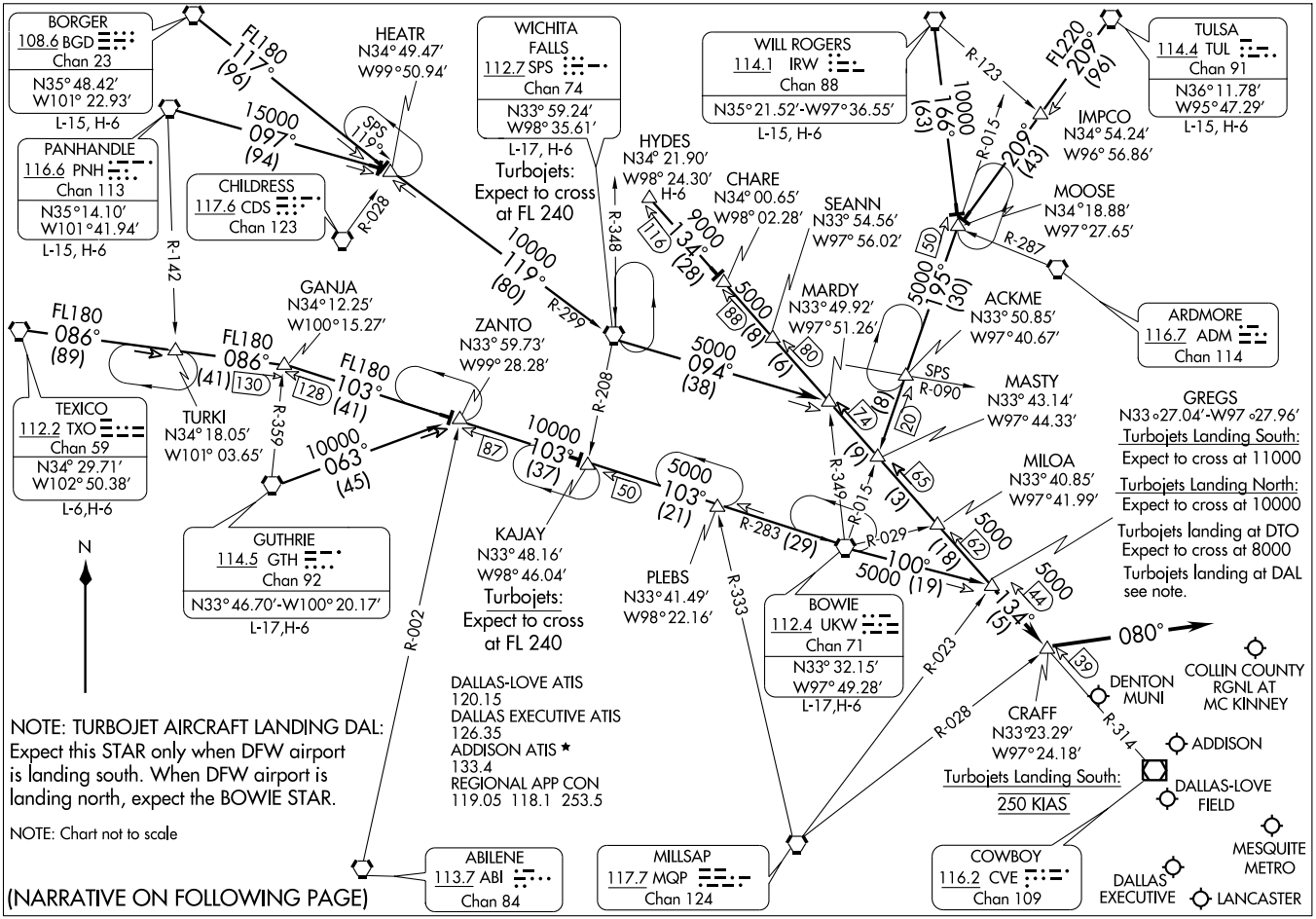
LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 21 OCT 2010 to 18 NOV 2010

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ST-106 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

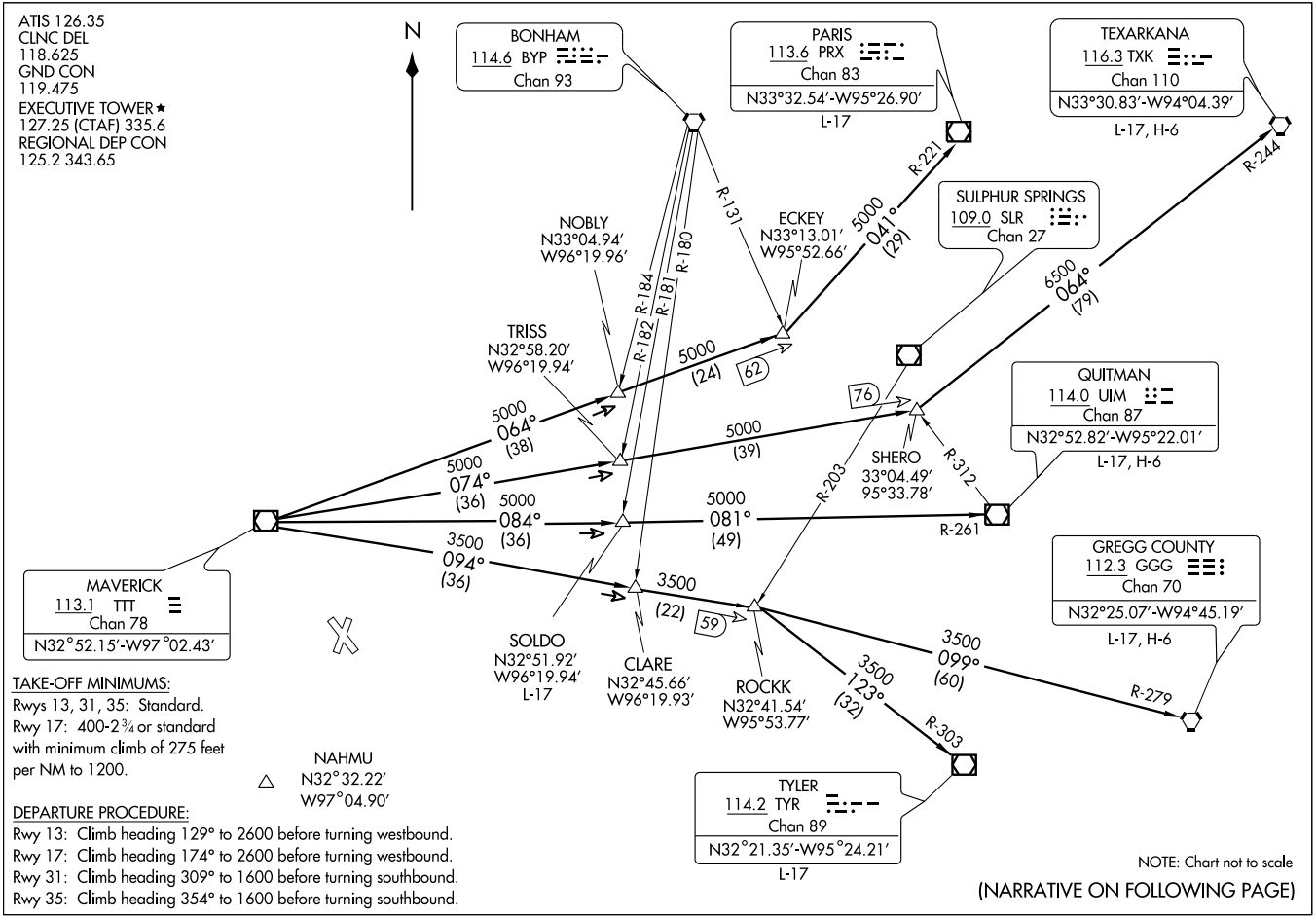
SC-2, 21 OCT 2010 to 18 NOV 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS



TAKE-OFF MINIMUMS:
Rwys 13, 31, 35: Standard.
Rwy 17: 400-2¾ or standard with minimum climb of 275 feet per NM to 1200.

DEPARTURE PROCEDURE:
Rwy 13: Climb heading 129° to 2600 before turning westbound.
Rwy 17: Climb heading 174° to 2600 before turning westbound.
Rwy 31: Climb heading 309° to 1600 before turning southbound.
Rwy 35: Climb heading 354° to 1600 before turning southbound.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
SL-742 (FAA)
DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13:
OL on blast fence 109′ from departure end of runway, 347′ left of centerline, 6′ AGL/658′ MSL.
Rwy 17:
Tree 468′ from departure end of runway, 454′ left of centerline, 35′ AGL/699′ MSL.
Tree 113′ from departure end of runway, 516′ right of centerline, 30′ AGL/679′ MSL.
Tree 871′ from departure end of runway, 405′ left of centerline, 35′ AGL/685′ MSL.
Tree 651′ from departure end of runway, 303′ right of centerline, 35′ AGL/699′ MSL.
Rwy 31:
Tree 481′ from departure end of runway, 552′ right of centerline, 30′ AGL/677′ MSL.
Tree 2,978′ from departure end of runway, 802′ left of centerline, 46′ AGL/732′ MSL.
Rwy 35:
Tree 534′ from departure end of runway, 302′ left of centerline, 34′ AGL/671′ MSL.
Tree 745′ from departure end of runway, 371′ left of centerline, 35′ AGL/672′ MSL.
Tree 972′ from departure end of runway, 405′ right of centerline, 35′ AGL/675′ MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

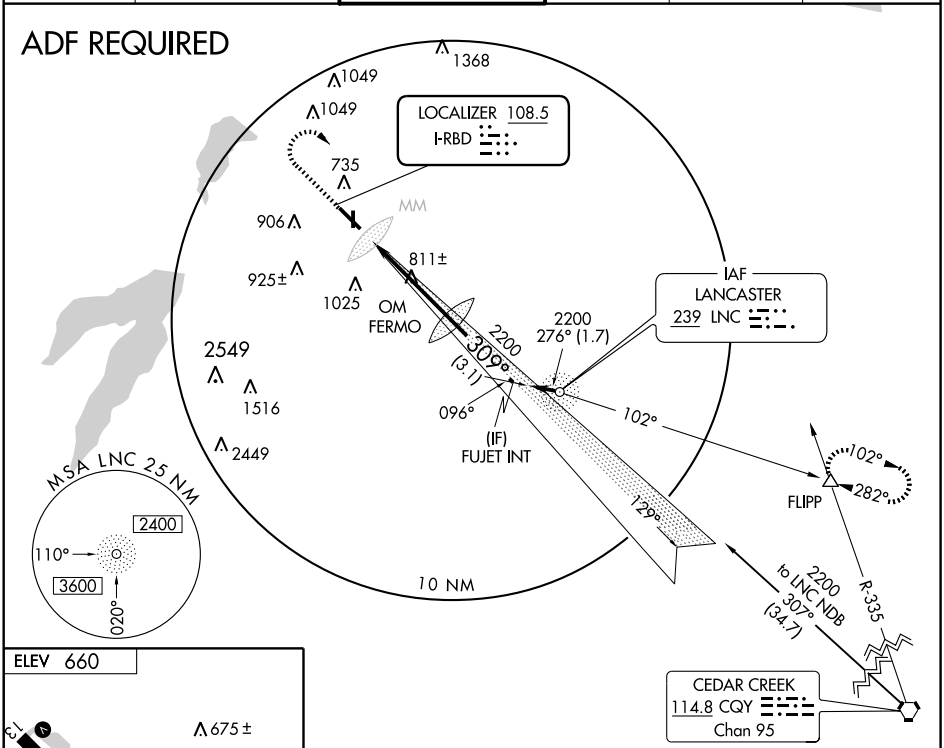
LOC I-RBD	APP CRS	Rwy Idg	6451
108.5	309°	TDZE	658
		Apt Elev	660

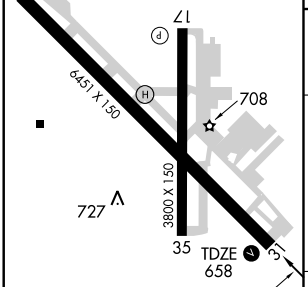
ILS or LOC RWY 31
DALLAS EXECUTIVE (RBD)

When local altimeter setting not received use Dallas Love Field altimeter setting and increase DA to 906 feet and all MDA 60 feet, increase S-LOC 31 Cat C visibility ¼ mile.

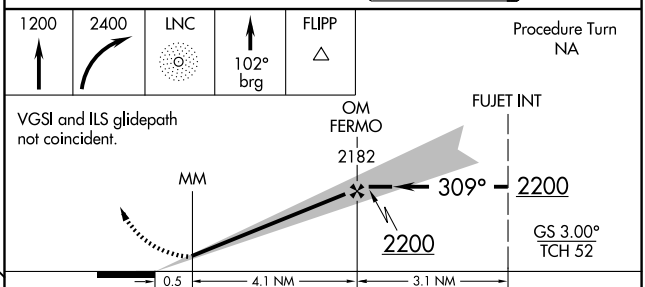
MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct LNC NDB and via bearing 102° from LNC NDB to FLIPP INT and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 31	858-¾ 200 (200-¾)			
S-LOC 31	1100-1 442 (500-1)		1100-1¼ 442 (500-1¼)	1100-1½ 442 (500-1½)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1340-2¼ 680 (700-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

JOE POOL FOUR DEPARTURE

SL-742 (FAA)

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS: All runways standard.

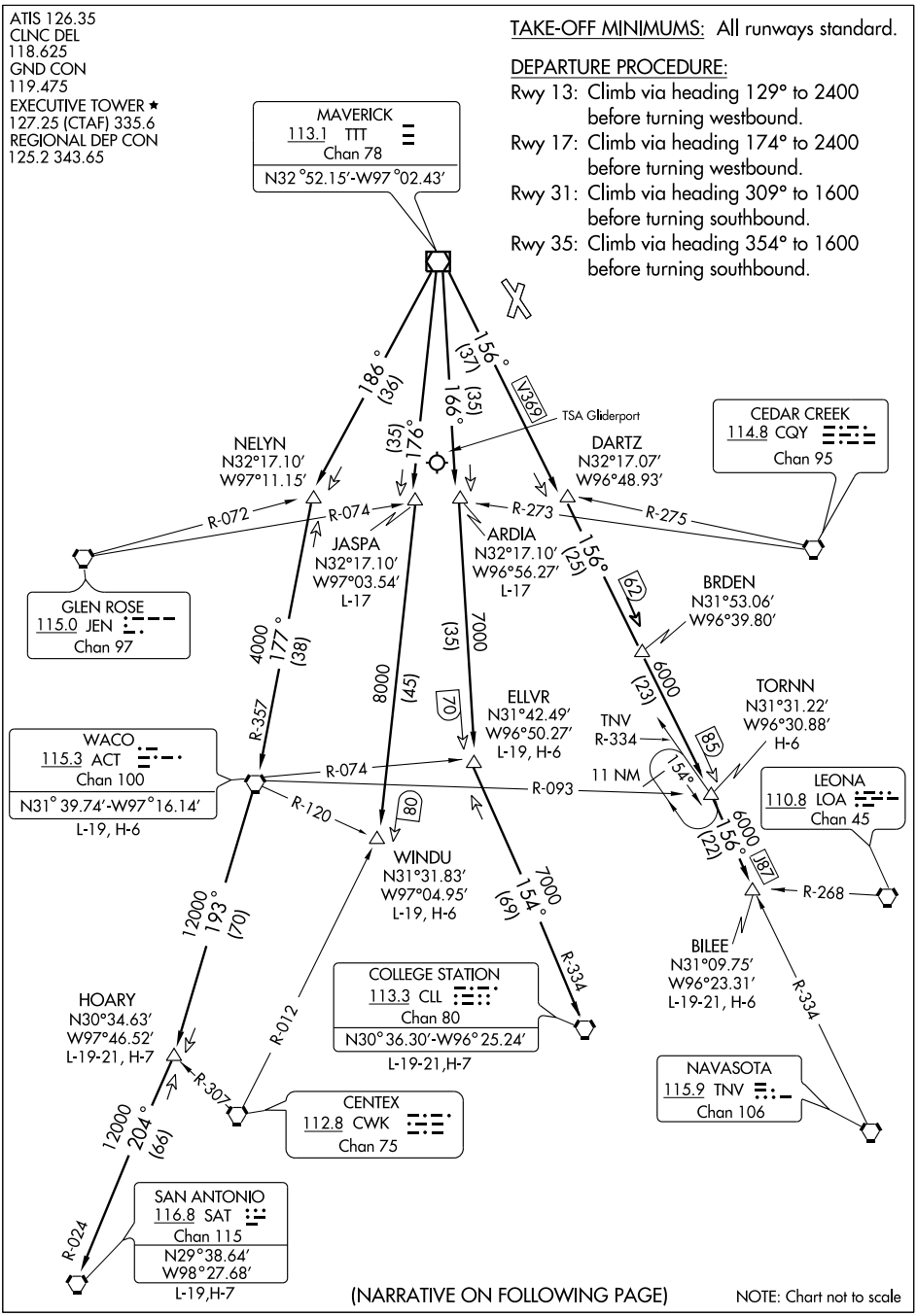
DEPARTURE PROCEDURE:

Rwy 13: Climb via heading 129° to 2400 before turning westbound.

Rwy 17: Climb via heading 174° to 2400 before turning westbound.

Rwy 31: Climb via heading 309° to 1600 before turning southbound.

Rwy 35: Climb via heading 354° to 1600 before turning southbound.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 21 OCT 2010 to 18 NOV 2010

KINGDOM SEVEN DEPARTURE
(KING7.TTT) 08213
DALLAS, TEXAS
DALLAS EXECUTIVE (RBD)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 13, OL on blast fence 109′ from DER, 347′ left of centerline, 6′ AGL/658′ MSL.
Note: Rwy 17, Tree 468′ from DER, 454′ left of centerline, 35′ AGL/699′ MSL. Tree 113′ from DER, 516′ right of centerline, 30′ AGL/679′ MSL. Tree 871′ from DER, 405′ left of centerline, 35′ AGL/685′ MSL. Tree 651′ from DER, 303′ right of centerline, 35′ AGL/699′ MSL.
Note: Rwy 31, Tree 481′ from DER, 552′ right of centerline, 30′ AGL/677′ MSL. Tree 2978′ from DER, 802′ left of centerline, 46′ AGL/732′ MSL.
Note: Rwy 35, Tree 534′ from DER, 302′ left of centerline, 34′ AGL/671′ MSL. Tree 745′ from DER, 371′ left of centerline, 35′ AGL/672′ MSL. Tree 972′ from DER, 405′ right of centerline, 35′ AGL/675′ MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

4000
099°
(49)

FL190
071°
(151)

130

R-254
(25)

4000
082°
(39)

44

(5)

087°
(15)

4000

40

(28)

R-267
(12)

4000
064°
(21)

4000
033°
(19)

3000

47

151

075°

42

R-213

R-218

R-181

R-119

R-127

46

254°

267°

55

SITNA
N32°12.55′
W99°03.07′

R-338

R-353

R-359

R-128

R-207

CVE

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

17

66

128°

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

GAINS
N31° 57.12′
W97°37.34′

18

5000
033°
(38)

5000
334°
(51)

5000
305°
(25)

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

060°

R-240

R-110

R-197

R-213

104

BRIAN
N32°01.87′
W97°43.17′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

SAN ANGELO
115.1 SJT
Chan 98

JUMBO
N31° 32.17′
W98° 10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

FL180
(21)

350°

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

FL180
359°
(114)

R-142

FL180
321°
(58)

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

KNEAD SIX ARRIVAL
(KNEAD.KNEAD6) 09351

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

DALLAS EXECUTIVE (RBD)

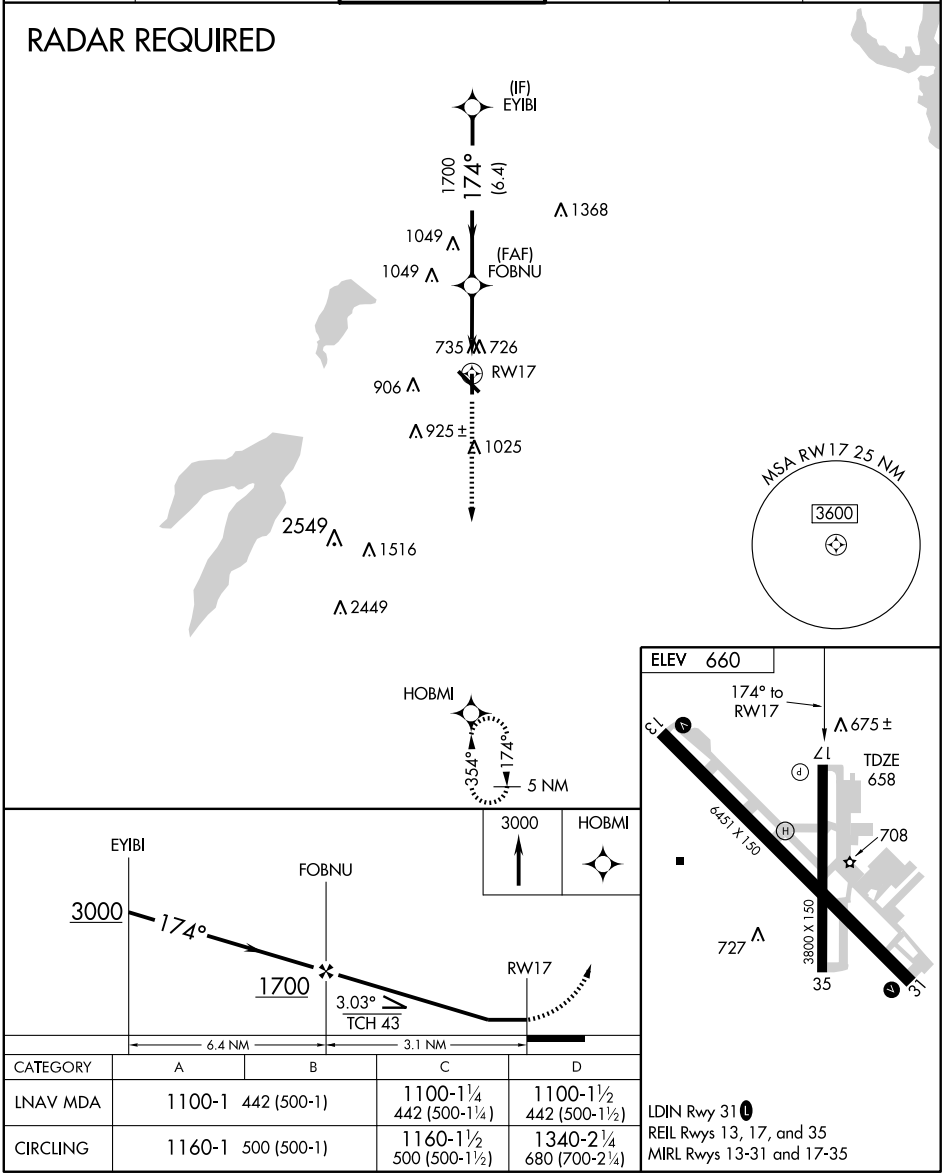
APP CRS	Rwy Idg	3801
174°	TDZE	658
	Apt Elev	660

TA If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HOBMI and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95

RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	1100-1 442 (500-1)		1100-1¼ 442 (500-1¼)	1100-1½ 442 (500-1½)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1340-2¼ 680 (700-2¼)

LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6451
Ch 42699	309°	TDZE	658
W31A		Apt Elev	660

AL-742 (FAA)

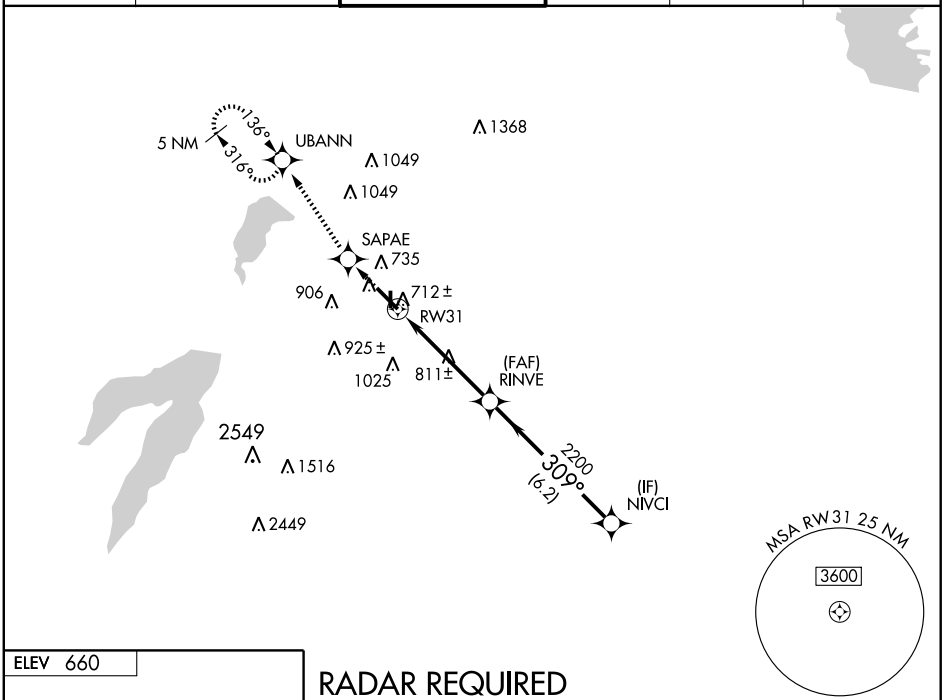
RNAV (GPS) RWY 31

DALLAS EXECUTIVE (RBD)

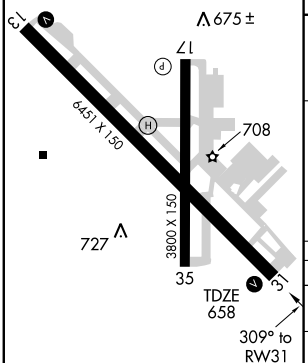
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 2500 direct SAPAE and via 320° track to UBANN and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95

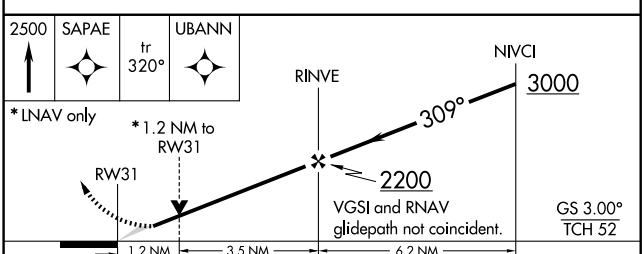


ELEV 660



LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	908-1 250 (300-1)			
LNAV/VNAV DA	1073-1½ 415 (500-1½)			
LNAV MDA	1080-1 422 (500-1)		1080-1¼ 422 (500-1¼)	
CIRCLING	1160-1½ 500 (500-1½)			1340-2¼ 680 (700-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

DALLAS EXECUTIVE (RBD)

APP CRS	Rwy Idg	3801
354°	TDZE	659
	Apt Elev	660

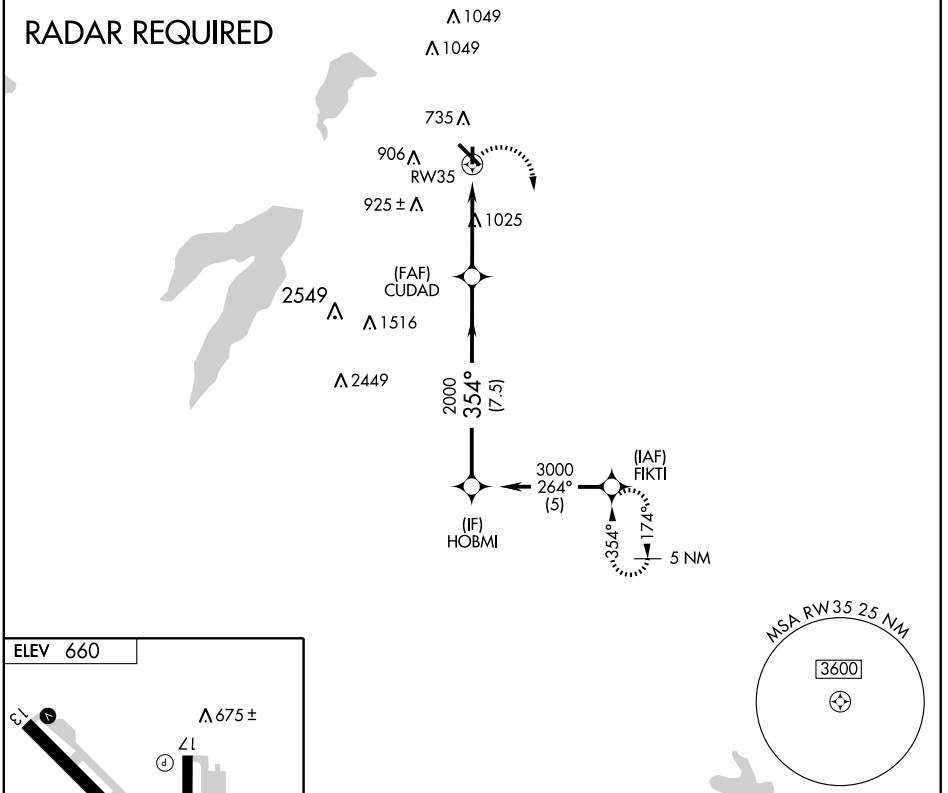
T A If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Dallas-Love Field altimeter setting. DME/DME RNP 0.3 NA.

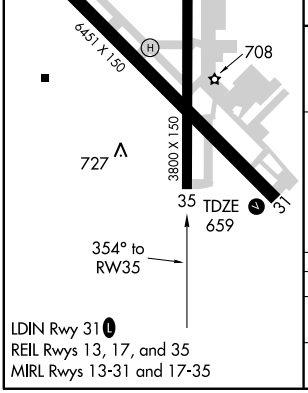
MISSED APPROACH: Climbing right turn to 3000 direct FIKTI and hold.

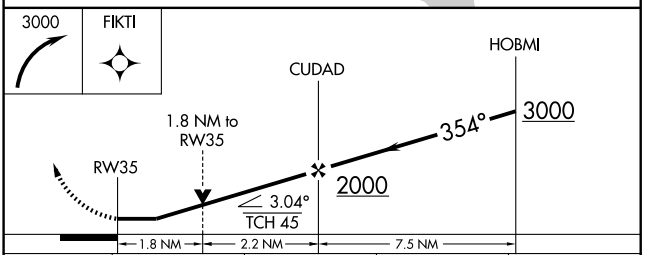
ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95

SC-2, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	1280-1	621 (700-1)	1280-1¾ 621 (700-1¾)	1280-2 621 (700-2)
CIRCLING	1280-1	620 (700-1)	1280-1¾ 620 (700-1¾)	1340-2¼ 680 (700-2¼)

TEXOMA ONE DEPARTURE

SL-742 (FAA)

SC-2, 21 OCT 2010 to 18 NOV 2010

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

112.3 LBL R-176 Chan 70
115.2 SYO R-010 Chan 99
J52
R-277
R-212
R-145
R-201
R-196
R-206
R-179
R-094
R-092
R-256
R-254
ADM R-071
URH R-307
ADM R-097
13000 021° (124)
11000 016° (90)
11000 026° (57)
15000 303° (85)
11000 325° (66)
15000 303° (60)
4000 359° (46)
9000 360° (56)
9000 012° (55)
8000 022° (42)
348° (34)
360° (34)
012° (35)
022° (38)

TAKE-OFF MINIMUMS:
All runways STANDARD.
DEPARTURE PROCEDURE:
Rwy 13: Climb via heading 129° to 2400′ before turning westbound.
Rwy 17: Climb via heading 174° to 2400′ before turning westbound.
Rwy 31: Climb via heading 309° to 1600′ before turning southbound.
Rwy 35: Climb via heading 354° to 1600′ before turning southbound.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

VOR/DME CVE	APP CRS	Rwy Idg 3801
116.2	165°	TDZE 658
Chan 109		Apt Elev 660

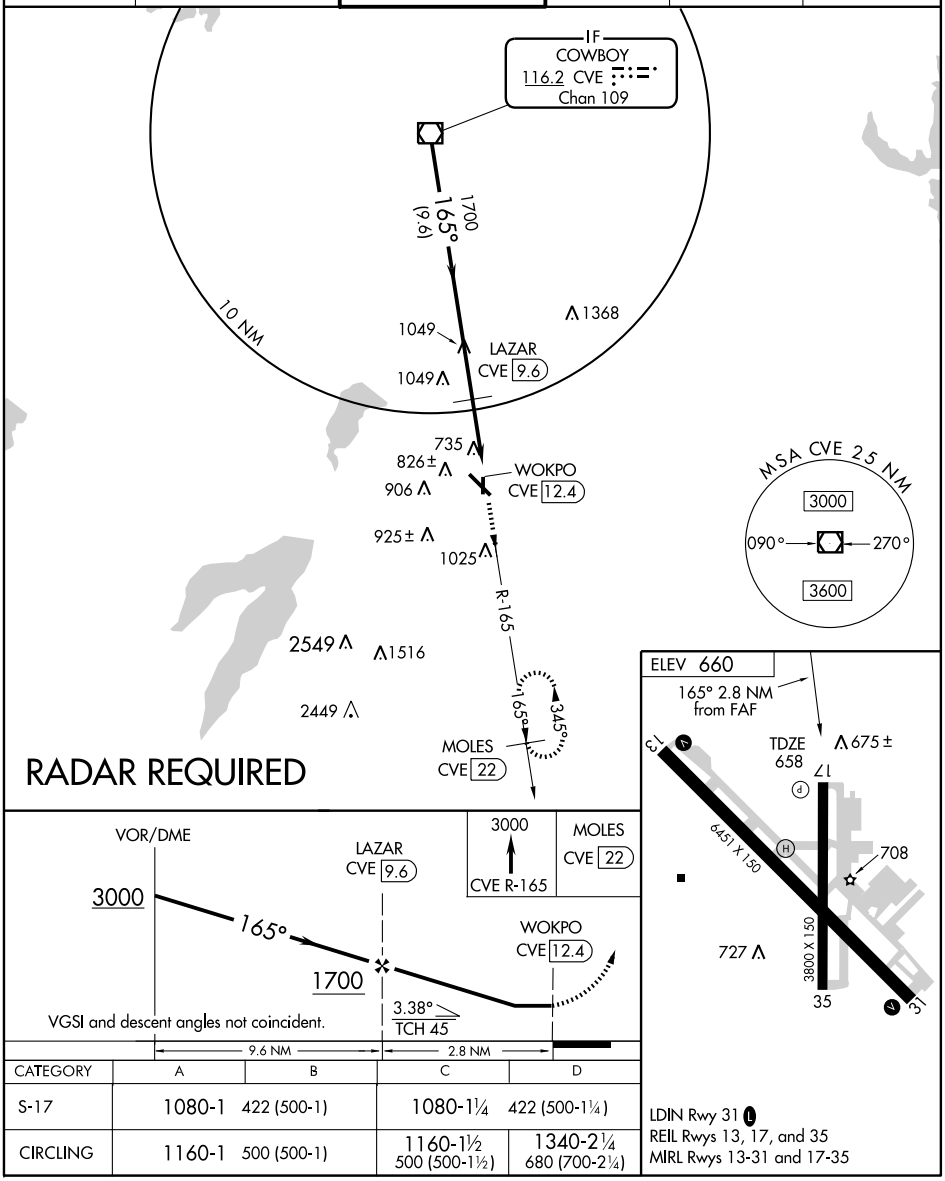
VOR/DME RWY 17

DALLAS EXECUTIVE (RBD)

T A If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via CVE R-165 to MOLES 22 DME and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95



CATEGORY	A	B	C	D
S-17	1080-1	422 (500-1)	1080-1¼	422 (500-1¼)
CIRCLING	1160-1	500 (500-1)	1160-1½	1340-2¼
			500 (500-1½)	680 (700-2¼)

LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

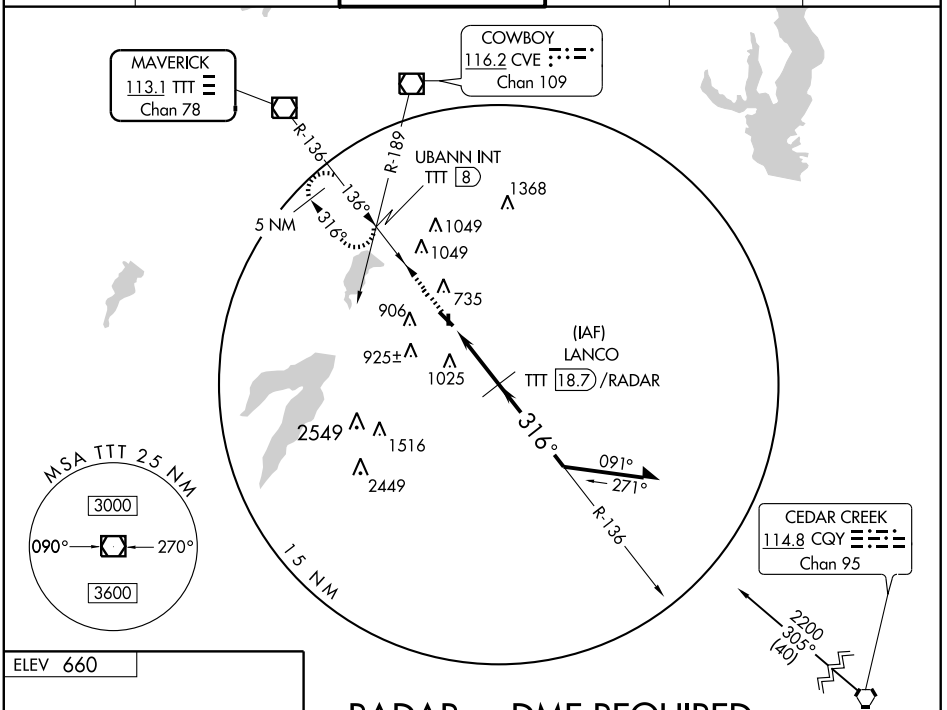
VOR/DME TTT	APP CRS	Rwy Idg	6451
113.1	316°	TDZE	658
Chan 78		Apt Elev	660

VOR RWY 31
DALLAS EXECUTIVE (RBD)

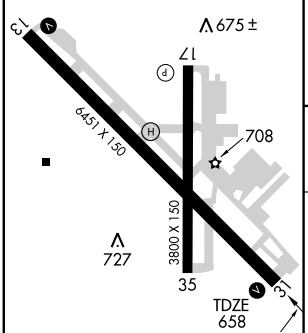
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Dallas-Love Field altimeter setting. Radar or DME required.

MISSED APPROACH: Climb to 2500 via TTT R-136 to UBANN INT/TTT 8 DME and hold.

ATIS	REGIONAL APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L 335.6	119.475	118.625	122.95

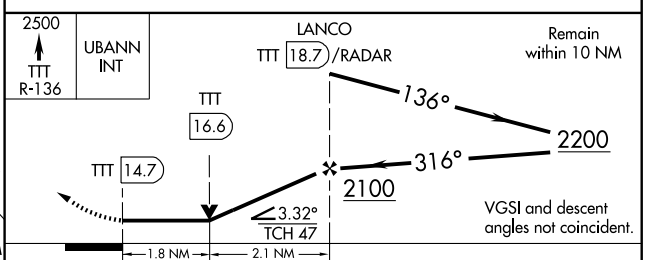


RADAR or DME REQUIRED



LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S- 31	1280-1 622 (700-1)		1280-1¾ 622 (700-1¾)	1280-2 622 (700-2)
CIRCLING	1280-1 620 (700-1)		1280-1¾ 620 (700-1¾)	1340-2¼ 680 (700-2¼)

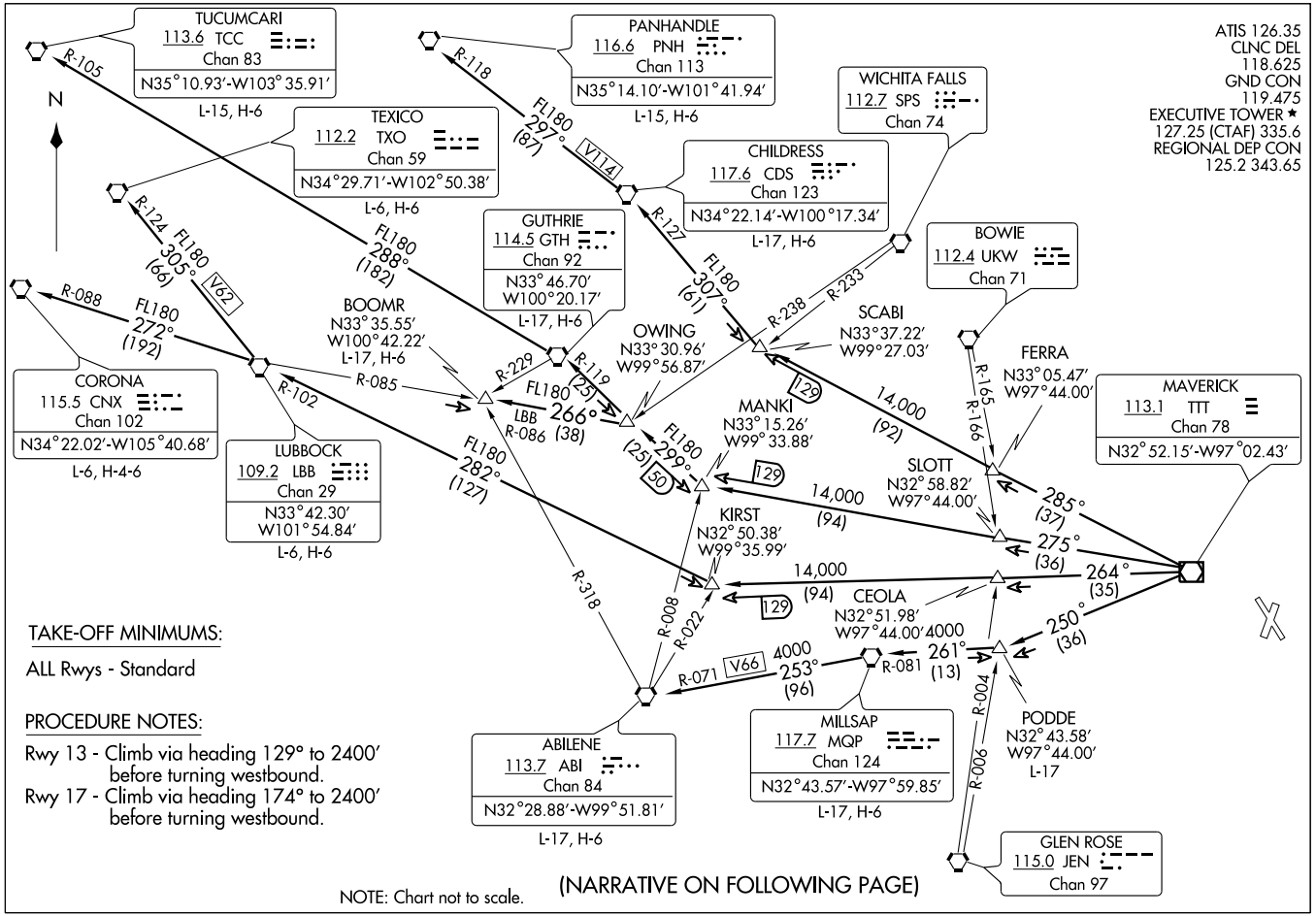
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS



WORTH FIVE DEPARTURE
(WORTH5.TTT) 08269
DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS

SL-742 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

DALLAS/ DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS

ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, Standard.
Rwy 17, 400-2¾ or standard with minimum climb of 275 feet per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 2200 ft prior to departure end of runway.

DEPARTURE PROCEDURE:
Rwy 13: climb heading 129° to 2600 before turning westbound.
Rwy 17: Climb heading 174° to 2600 before turning westbound.
Rwy 31: Climb heading 309° to 1600 before turning southbound.
Rwy 35: climb heading 354° to 1600 before turning southbound.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

ORTRO
N33°41.47′
W94°12.75′

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

SHRLY
N32°44.60′
W94°18.17′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

(WYLIE5.TTT) 07298
WYLIE FIVE DEPARTURE
SL-742 (FAA)
DALLAS/ DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

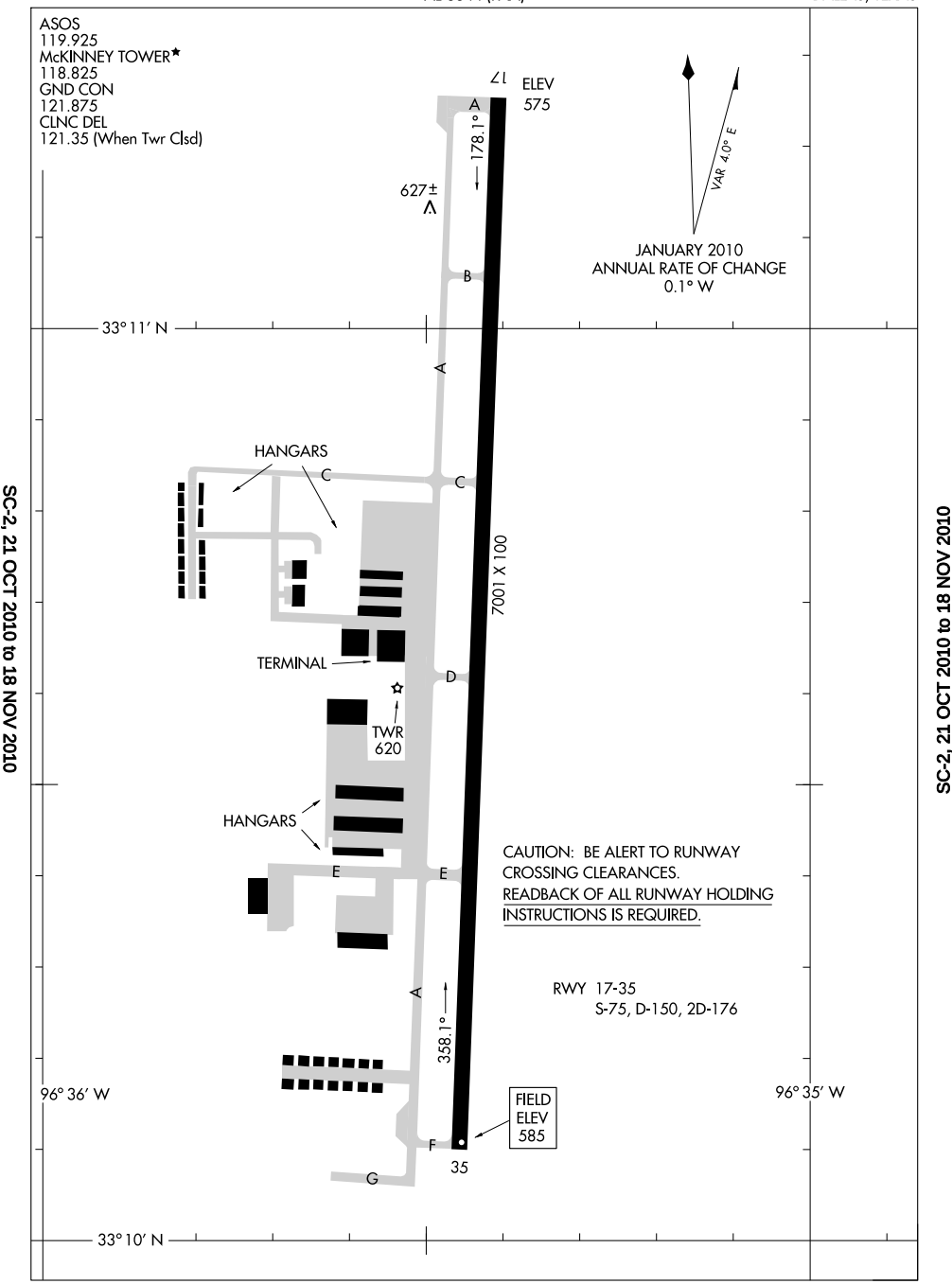
TAKE-OFF OBSTACLES:
Rwy 13, obstruction light on blast fence 109′ from departure end of runway, 347′ left of centerline, 6′ AGL/658′ MSL.
Rwy 17, tree 468′ from departure end of runway, 454′ left of centerline, 35′ AGL/699′ MSL. Tree 113′ from departure end of runway, 516′ right of centerline, 30′ AGL/679′ MSL. Tree 871′ from departure end of runway, 405′ left of centerline, 35′ AGL/685′ MSL. Tree 651′ from departure end of runway, 303′ right of centerline, 35′ AGL/699′ MSL.
Rwy 31, Tree 481′ from departure end of runway, 552′ right of centerline, 30′ AGL/677′ MSL. Tree 2978′ from departure end of runway, 802′ left of centerline, 46′ AGL/732′ MSL.
Rwy 35, Tree 534′ from departure end of runway, 302′ left of centerline, 34′ AGL/671′ MSL. Tree 745′ from departure end of runway, 371′ left of centerline, 35′ AGL/672′ MSL. Tree 972′ from departure end of runway, 405′ right of centerline, 35′ AGL/675′ MSL.

AIRPORT DIAGRAM

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

AL-6644 (FAA)

DALLAS, TEXAS



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

DALLAS, TEXAS

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

DALLAS NINE DEPARTURE

(DALL9.TTI) 09351

DALLAS/COLLIN COUNTY RGNL AT MC KINNEY (TKI)

DALLAS, TEXAS

GND CON 121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.275

TAKE-OFF MINIMUMS:
Rwys 17,35: Standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SOLDO
N32°51.92′
W96°19.94′
L-17

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

SHERO
N33°04.49′
W95°33.78′

SHRLY
N32°44.60′
W94°18.17′

TEKBE
N32°42.80′
W94°47.73′

055° (117) R-235
FL230 064° (75)
151
R-320
R-244
5000 (38) 76
R-324
6500 064° (79)
R-184
R-182
R-181
064° (38)
074° (36)
084° (36)
094° (36)
R-180
6000 (34)
5000 081° (49)
R-261
R-312
R-183
14000 072° (134)
R-254
FL200 077° (125)
R-262
FL200 097° (206)
R-281
R-187
R-259
(25) (25)
94 10000 079° (44)
71
R-346
14000 111° (116)
R-291

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

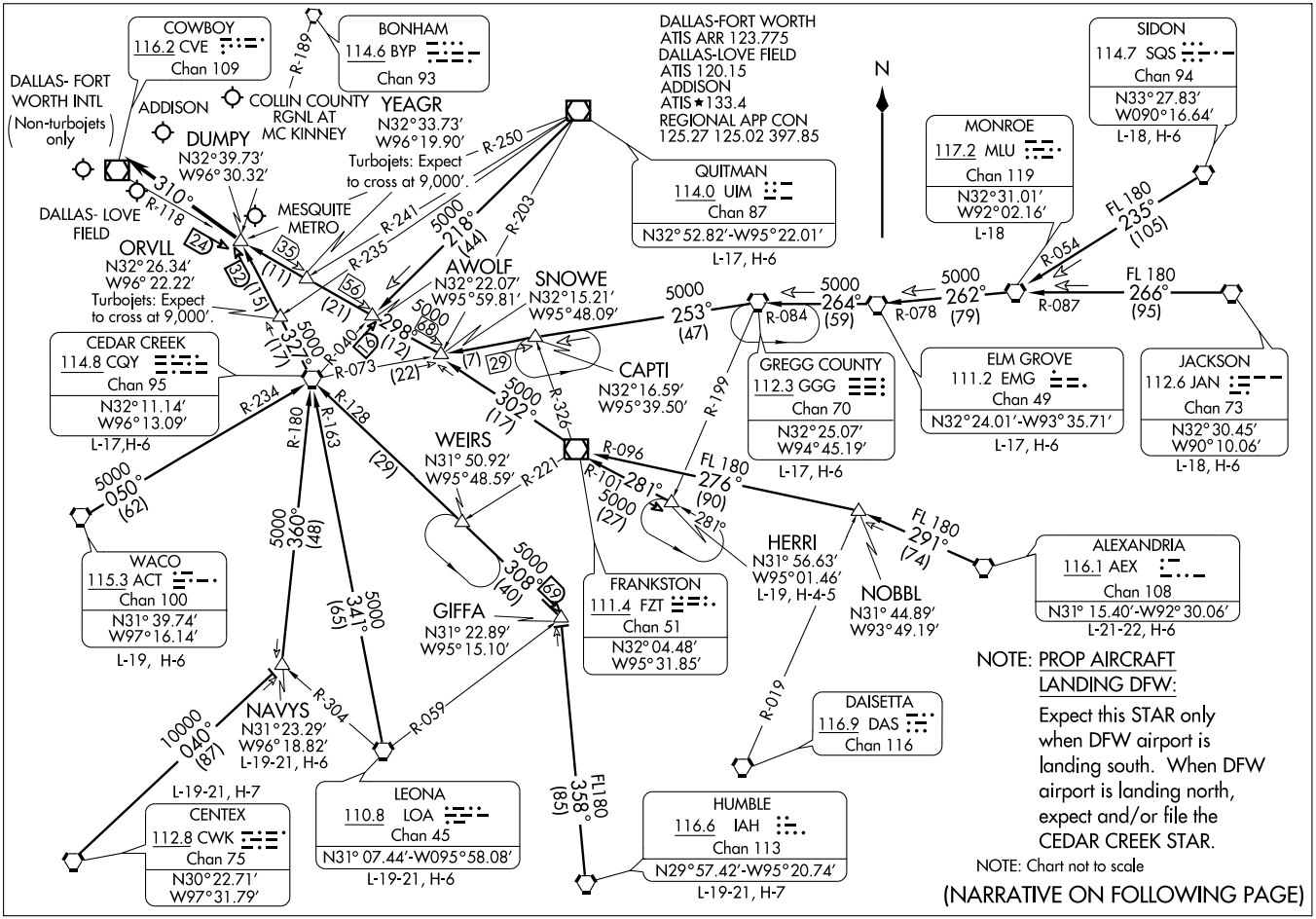
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

DUMPY THREE ARRIVAL

(DUMPY.DUMPY3) 09351

DALLAS-FT. WORTH, TEXAS



ST-6039 (FAA)

DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

GLEN ROSE NINE ARRIVAL (JEN.JEN9) 09351

DALLAS-FT. WORTH, TEXAS

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.

TEVON
N33° 26.82′
W97° 09.30′

COLLIN COUNTY RGNL AT MCKINNEY

RANGER
115.7 FUZ
Chan 104

HURBS
N32° 56.55′
W97° 00.38′

DALLAS-FT WORTH INTL

ADDISON

MILLSAP
117.7 MQP
Chan 124

DELMO
N32°44.97′
W97°10.17′

DALLAS-LOVE FIELD

COWBOY
116.2 CVE
Chan 109

WINK
112.1 INK
Chan 58
N31° 52.49′-W103° 14.63′
L-6, H-6

ABILENE
113.7 ABI
Chan 84
N32° 28.88′-W99° 51.81′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97
N32° 09.58′
W97° 52.66′

CURLE
N32° 33.76′
W97° 23.72′

ISABL
N32° 28.14′
W97° 30.47′

MAVERICK
113.1 TTT
Chan 78

CADES
N32° 11.64′
W98° 39.73′

PHILS
N32° 11.41′
W100° 18.30′

GEENI
N32° 12.33′
W98° 57.18′

SICUM
N32° 10.23′
W98° 06.78′

FEVER
N32° 20.41′
W97° 39.74′

BRIAN
N32° 01.87′
W97° 43.17′

SITNA
N32° 12.55′
W99° 03.07′

CHECK
N31° 55.69′
W97° 59.43′

TUSCOLA
111.6 TQA
Chan 53
N32° 14.14′-W99° 49.01′

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97° 16.14′
L-19, H-6

JUMBO
N31° 32.17′
W98° 10.81′
H-6

SAN ANGELO
115.1 SJT
Chan 98

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98° 57.45′

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29° 38.64′
W98° 27.68′
L-19, H-7

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97° 31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GLEN ROSE NINE ARRIVAL (JEN.JEN9) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

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ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 09351

MC KINNEY/ COLLIN COUNTY RGNL AT Mc KINNEY (TKI)

Mc KINNEY, TEXAS

GND CON 121.875
MC KINNEY TOWER★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.35
ASOS 119.925

N

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54′-W95°26.90′
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′-W94°45.19′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TYLER
114.2 TYR
Chan 89
N32°21.35′-W95°24.21′
L-17

NOBLY
N33°04.94′
W96°19.96′

ECKEY
N33°13.01′
W95°52.66′

TRISS
N32°58.20′
W96°19.94′

SHERO
33°04.49′
95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

CLARE
N32°45.66′
W96°19.93′

ROCKK
N32°41.54′
W95°53.77′

NAHMU
N32°32.22′
W97°04.90′

R-131
R-180
R-184
R-181
R-182
R-221
R-244
R-203
R-312
R-261
R-279
R-303

5000
041°
(29)

6500
064°
(79)

5000
(24)
62

5000
064°
(38)

5000
(39)

76

5000
074°
(36)

5000
084°
(36)

5000
081°
(49)

3500
094°
(36)

3500
(22)
59

3500
099°
(60)

3500
123°
(32)

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 09351
MC KINNEY/ COLLIN COUNTY RGNL AT Mc KINNEY (TKI)
Mc KINNEY, TEXAS

SL-6644 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Bush 29' from departure end of runway, 499' right of centerline, 5' AGL/591' MSL.
OL on DME 400' from departure end of runway, 266' right of centerline, 16' AGL/602' MSL.
Trees 784' from departure end of runway, 574' right of centerline, 39' AGL/625' MSL.
Rwy 35:
Trees 1,060' from departure end of runway, 634' right of centerline, 65' AGL/605' MSL.
Multiple trees beginning 1,532' from departure end of runway, 632' left of centerline, up to 79' AGL/626' MSL.

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LOC I-EFE	APP CRS	Rwy Idg	7001
109.35	176°	TDZE	575
Chan 30 (Y)		Apt Elev	585

ILS or LOC RWY 17

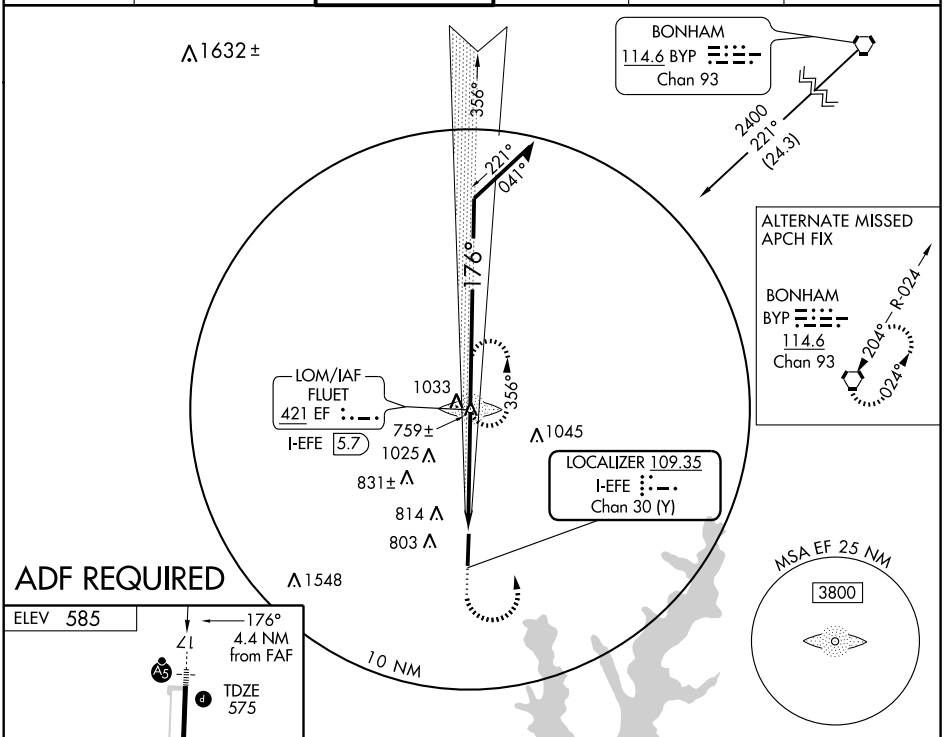
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

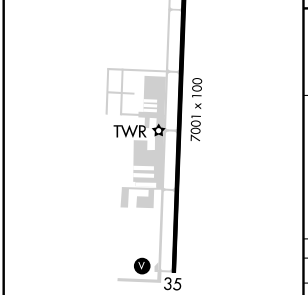
When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase S-LOC 17 and Circling Cats C/D visibility ¼ mile.
VDP NA when using Dallas Love Field altimeter setting.
For inoperative MALSR when using Dallas Love Field altimeter setting, increase S-ILS 17 all Cats visibility to 1 mile.

MALSR

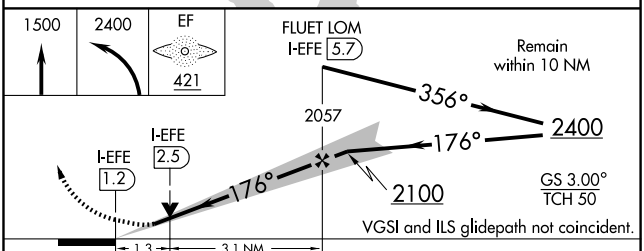
MISSED APPROACH: Climb to 1500, then climbing left turn to 2400 direct FLUET LOM and hold.

ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35	122.95





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 17	775-½ 200 (200-½)			
S-LOC 17	1020-½ 445 (500-½)		1020-¾ 445 (500-¾)	1020-1 445 (500-1)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

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SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

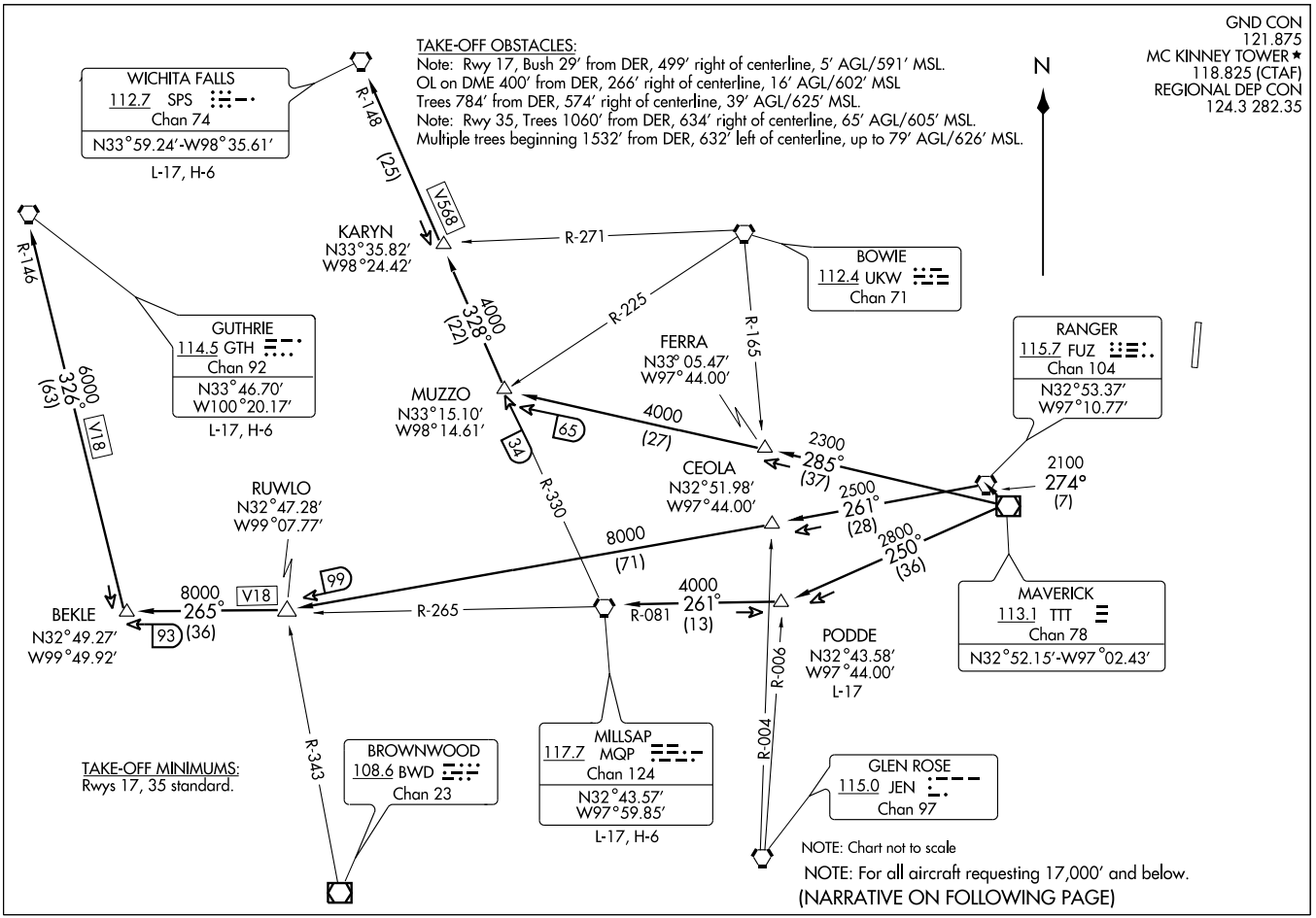
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 09351

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

MC KINNEY, TEXAS



KINGDOM SEVEN DEPARTURE
(KING7.TTT) 09351
MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)
MC KINNEY, TEXAS

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

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KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

4000
099°
(49)

FL190
071°
(151)

130

R-254
(25)

4000
082°
(39)

44

(5)

087°
(15)

4000

40

(28)

R-267
(12)

4000
064°
(21)

4000
033°
(19)

3000

47

151

075°

42

R-213

R-218

R-181

R-119

R-127

46

254°

267°

55

SITNA
N32°12.55′
W99°03.07′

R-338

R-353

R-359

R-128

R-207

CVE

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

17

66

128°

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

GAINS
N31° 57.12′
W97°37.34′

18

5000
033°
(38)

5000
334°
(51)

5000
305°
(25)

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

060°

R-240

R-110

R-197

R-213

104

BRIAN
N32°01.87′
W97°43.17′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

SAN ANGELO
115.1 SJT
Chan 98

JUMBO
N31° 32.17′
W98° 10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

FL180
(21)

350°

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

FL180
359°
(114)

R-142

FL180
321°
(58)

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

KNEAD SIX ARRIVAL
(KNEAD.KNEAD6) 09351

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7001
CH 87102	176°	TDZE	575
W17A		Apt Elev	585

RNAV (GPS) RWY 17

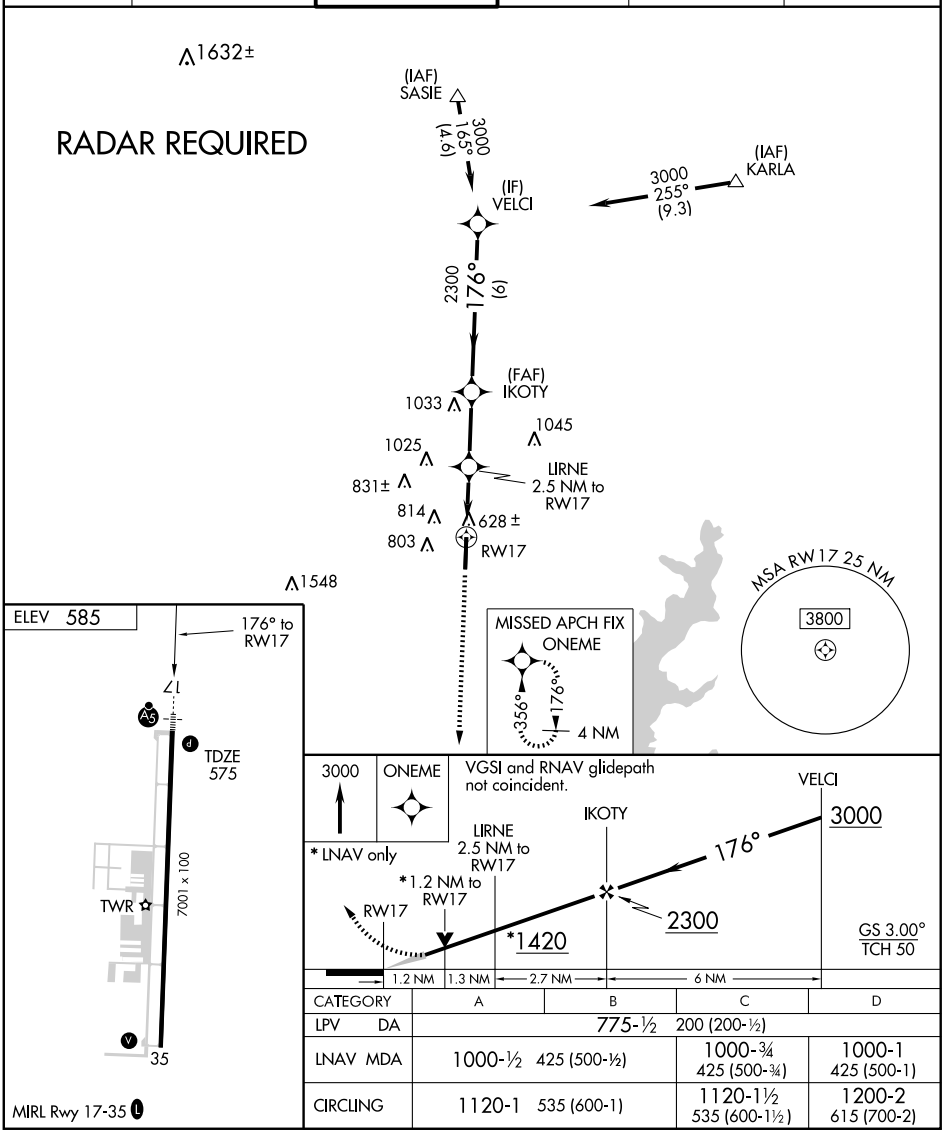
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LNAV Cat C, and Circling Cats C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dallas Love Field altimeter setting increase LPV all Cats visibility to 1 mile. VDP NA when using Dallas Love Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct ONEME and hold.

ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35	122.95



CATEGORY	A	B	C	D
LPV DA	775-½ 200 (200-½)			
LNAV MDA	1000-½ 425 (500-½)		1000-¾ 425 (500-¾)	1000-1 425 (500-1)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7001
CH 49202	356°	TDZE	585
W35A		Apt Elev	585

RNAV (GPS) RWY 35

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase LPV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct VELCI and hold.

ASOS	REGIONAL APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL ★	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35	122.95

MISSED APCH FIX
4 NM
356°
176°
VELCI

1033
1025
1045
831±
814
803
1548
RW35
798
(FAF)
ILEZY
2000
356° (6)
(IF)
ONEME

MSA RW35 25 NM
3800

RADAR REQUIRED

3000
001° (26.3)
3000
337° (28.8)
(IAF)
TACKE
(IAF)
BACKS

ELEV 585
TWR
7001 x 100
TDZE
35
585
356° to RW35
MIRL Rwy 17-35 L

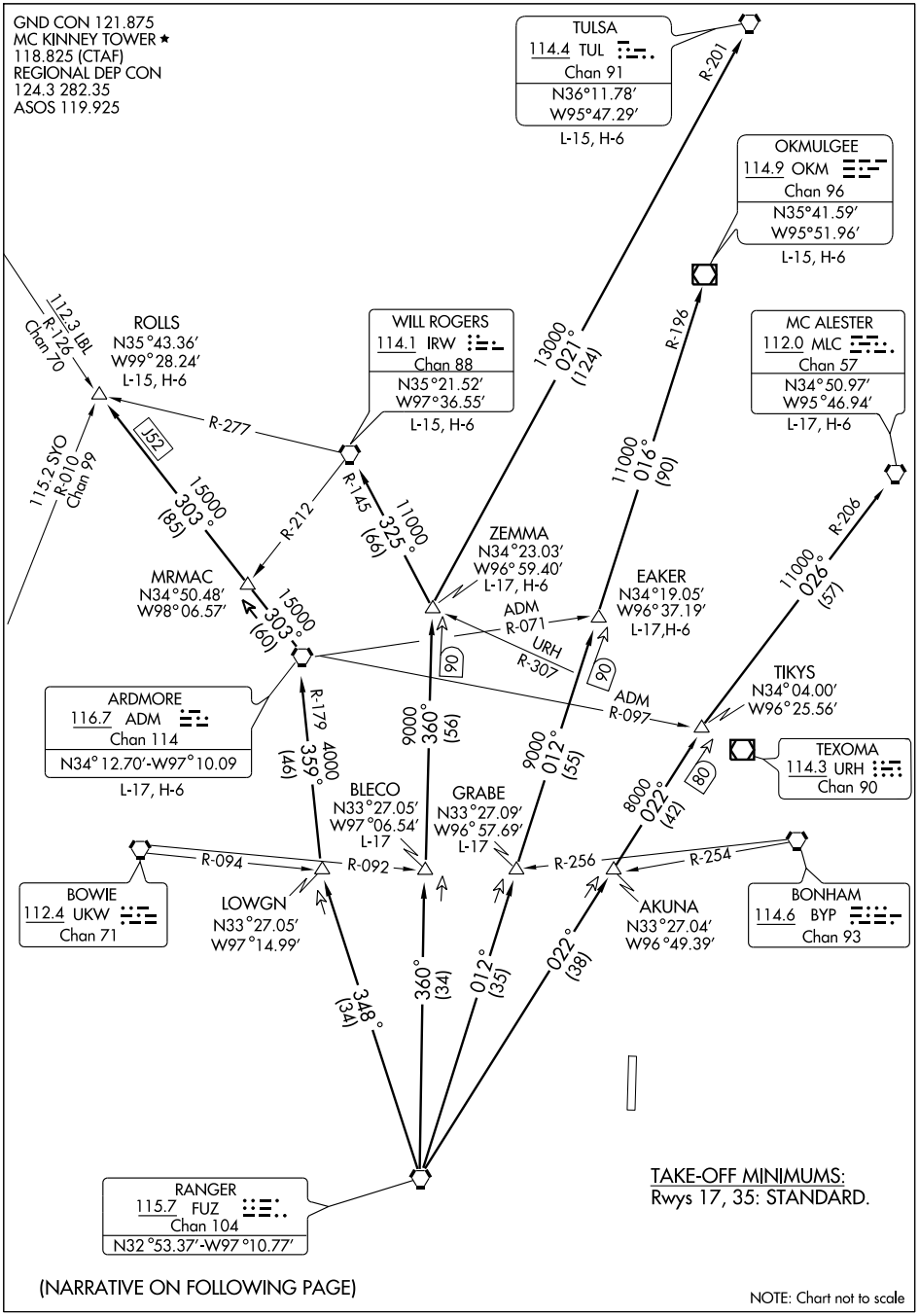
VGSI and RNAV glidepath not coincident.
3000
VELCI

ONEME
3000
356°
ILEZY
RW35
GS 3.00°
TCH 45
2000
6 NM
4.3 NM

CATEGORY	A	B	C	D
LPV DA		867-1	282 (300-1)	
LNAV MDA	1060-1 475 (500-1)		1060-1¼ 475 (500-1¼)	1060-1½ 475 (500-1½)
CIRCLING	1120-1 535 (600-1)		1120-1½ 535 (600-1½)	1200-2 615 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

TEXOMA ONE DEPARTURE



TEXOMA ONE DEPARTURE
(TEX1.FUZ) 09351
DALLAS, TEXAS
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BYP	APP CRS	Rwy Idg	N/A
114.6	214°	TDZE	N/A
Chan 93		Apt Elev	585

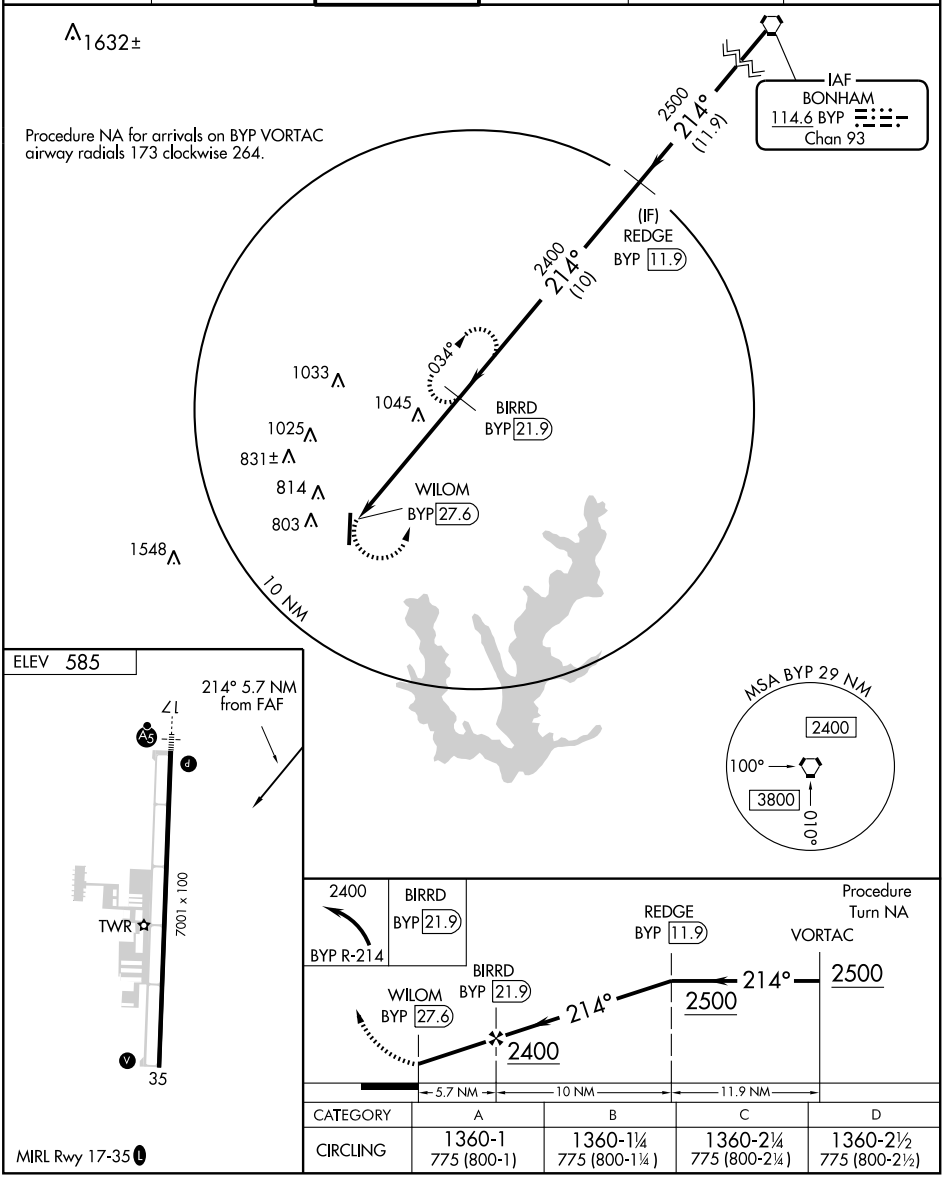
VOR/DME-A

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

When local altimeter setting not received use Dallas Love Field altimeter setting and increase all MDA 80 feet and Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2400 via BYP VORTAC R-214 to BIRRD/BYP 21.9 DME and hold.

ASOS	REGIONAL APP CON	McKINNEY TOWER★	GND CON	CLNC DEL	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35 ★	122.95



CATEGORY	A	B	C	D
CIRCLING	1360-1 775 (800-1)	1360-1¼ 775 (800-1¼)	1360-2¼ 775 (800-2¼)	1360-2½ 775 (800-2½)

MIRL Rwy 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 09351

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

MC KINNEY, TEXAS

WORTH FIVE DEPARTURE

(WORTH5.TTT) 09351

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

MC KINNEY, TEXAS

GND CON 121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.35

N

TUCUMCARI
113.6 TCC
Chan 83
N35°10.93′-W103°35.91′
L-15, H-6

PANHANDLE
116.6 PNH
Chan 113
N35°14.10′-W101°41.94′
L-15, H-6

WICHITA FALLS
112.7 SPS
Chan 74

TEXICO
112.2 TXO
Chan 59
N34°29.71′-W102°50.38′
L-6, H-6

CHILDRESS
117.6 CDS
Chan 123
N34°22.14′-W100°17.34′
L-17, H-6

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

BOWIE
112.4 UKW
Chan 71

CORONA
115.5 CNX
Chan 102
N34°22.02′-W105°40.68′
L-6, H-4-6

LUBBOCK
109.2 LBB
Chan 29
N33°42.30′
W101°54.84′
L-6, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

ABILENE
113.7 ABI
Chan 84
N32°28.88′-W99°51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124
N32°43.57′-W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

R-105
R-118
FL180 297° (87)
V114
R-127
FL180 307° (61)
R-124 FL180 305° (66)
V62
FL180 288° (182)
R-088 FL180 272° (192)
R-102
R-085
R-229
R-119
FL180 266° (25) (38)
LBB R-086
FL180 282° (127)
R-318
R-238
R-233
SCABI
N33°37.22′
W99°27.03′
OWING
N33°30.96′
W99°56.87′
BOOMR
N33°35.55′
W100°42.22′
L-17, H-6
MANKI
N33°15.26′
W99°33.88′
FL180 299° (25)
50
129
14,000 (92)
14,000 (94)
FERRA
N33°05.47′
W97°44.00′
R-165
R-166
SLOTT
N32°58.82′
W97°44.00′
285° (37)
275° (36)
264° (35)
250° (36)
KIRST
N32°50.38′
W99°35.99′
14,000 (94)
CEOLA
N32°51.98′
W97°44.00′
4000
261° (13)
R-008
R-022
R-071
V66
4000
253° (96)
R-081
R-004
R-006
PODDE
N32°43.58′
W97°44.00′
L-17

TAKE-OFF MINIMUMS:
Rwys 17, 35 - Standard

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

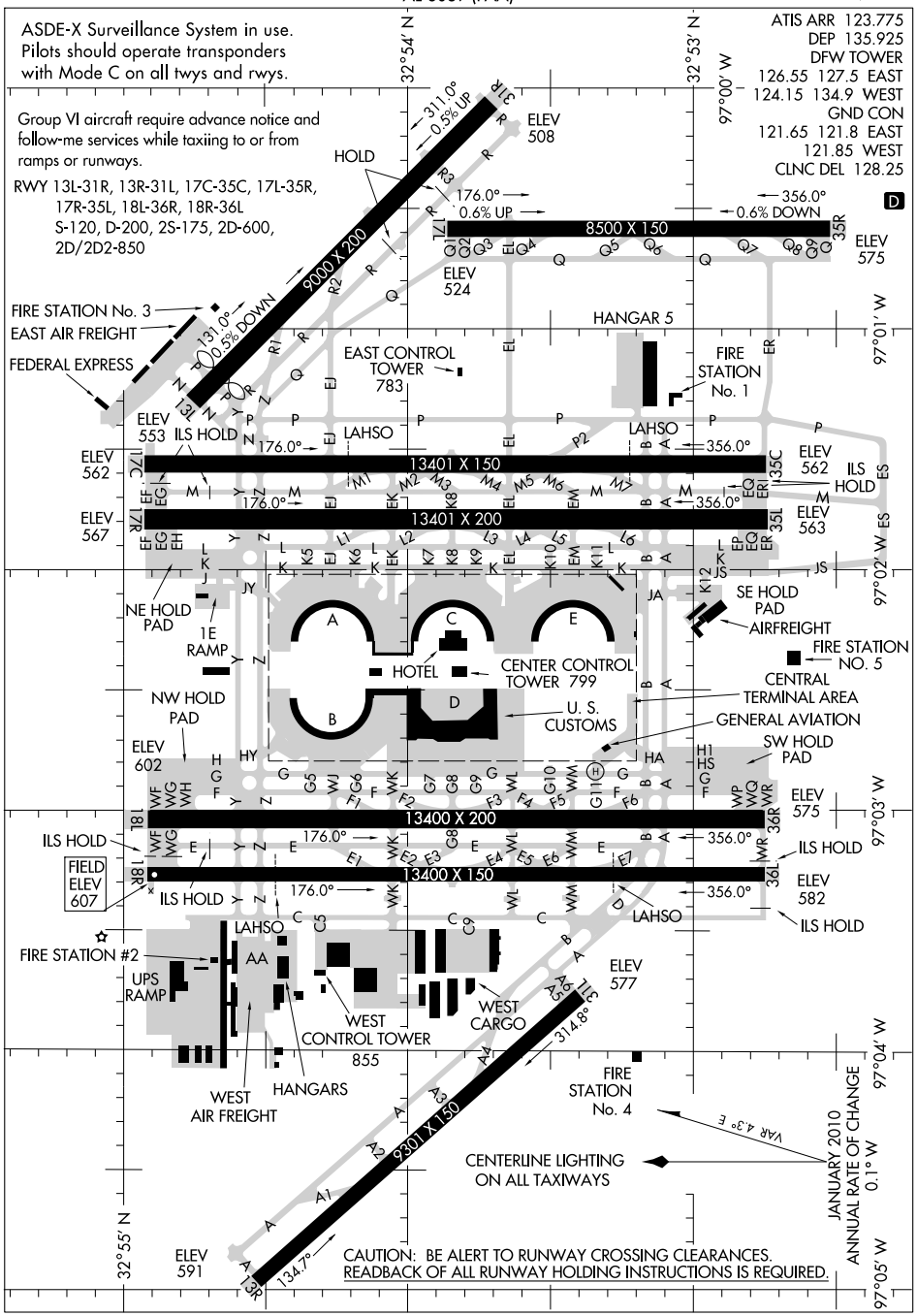
SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

10210

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to AKUNA, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000. Then on depicted route to AKUNA, Thence . . . .

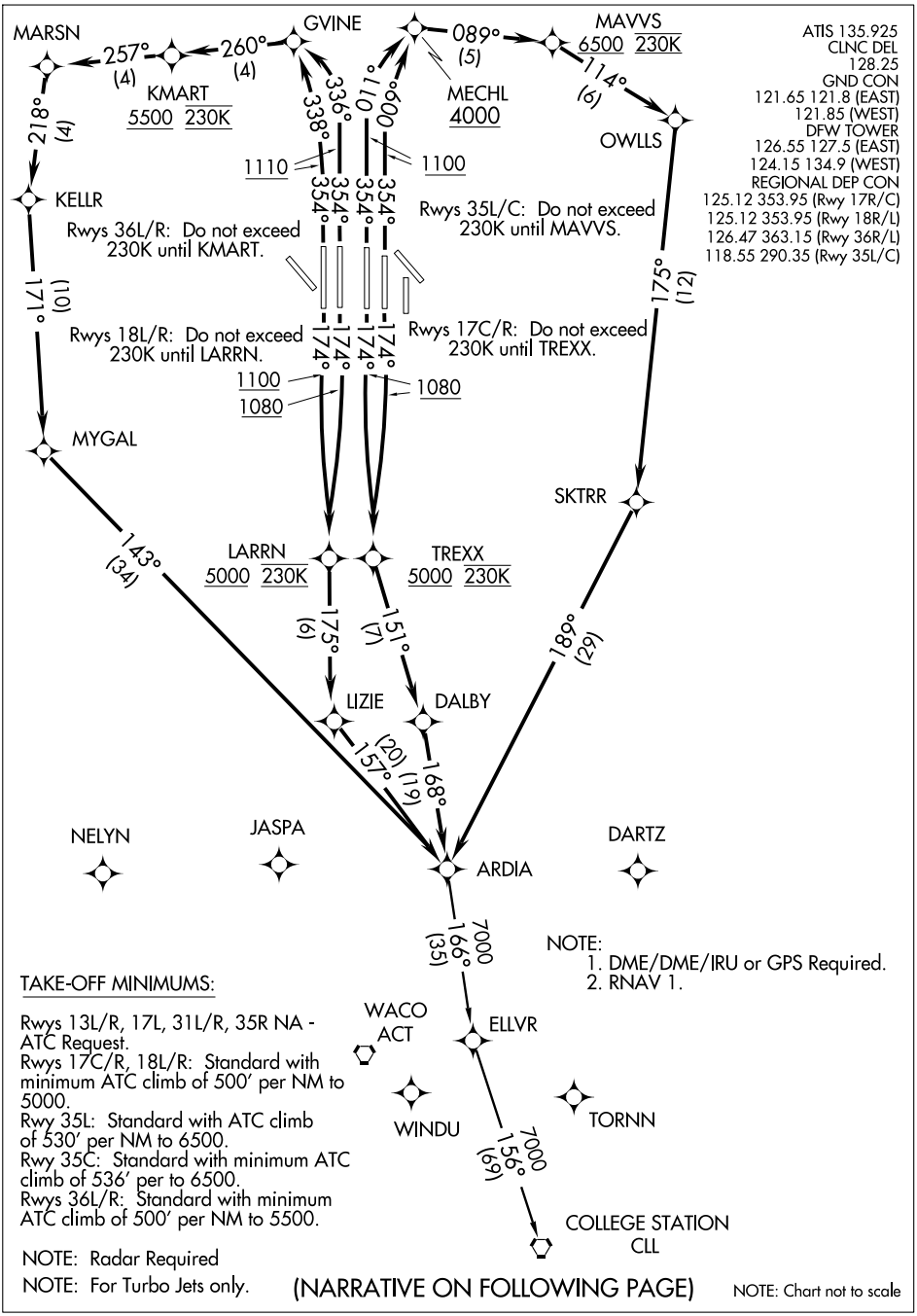
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to AKUNA, Thence . . . .

. . . . on (transition). Maintain 10,000′, expect filed altitude ten minutes after departure.

MC ALESTER TRANSITION (AKUNA3.MLC): For aircraft overflying the MLC VORTAC or intercepting J105.

SC-2, 21 OCT 2010 to 18 NOV 2010

ARDIA THREE DEPARTURE (RNAV)



ARDIA THREE DEPARTURE (RNAV)
DALLAS-FORT WORTH, TEXAS
(ARDIA3.ARDIA) 08045
DALLAS-FORT WORTH INTL (DFW)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

File and expect KEENE or TRI-GATE DP.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then left turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN cross LARRN at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS. Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS. Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART. Cross KMART at or above 5500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART. Cross KMART at or above 5500, then via depicted route to ARDIA, Thence . . . .

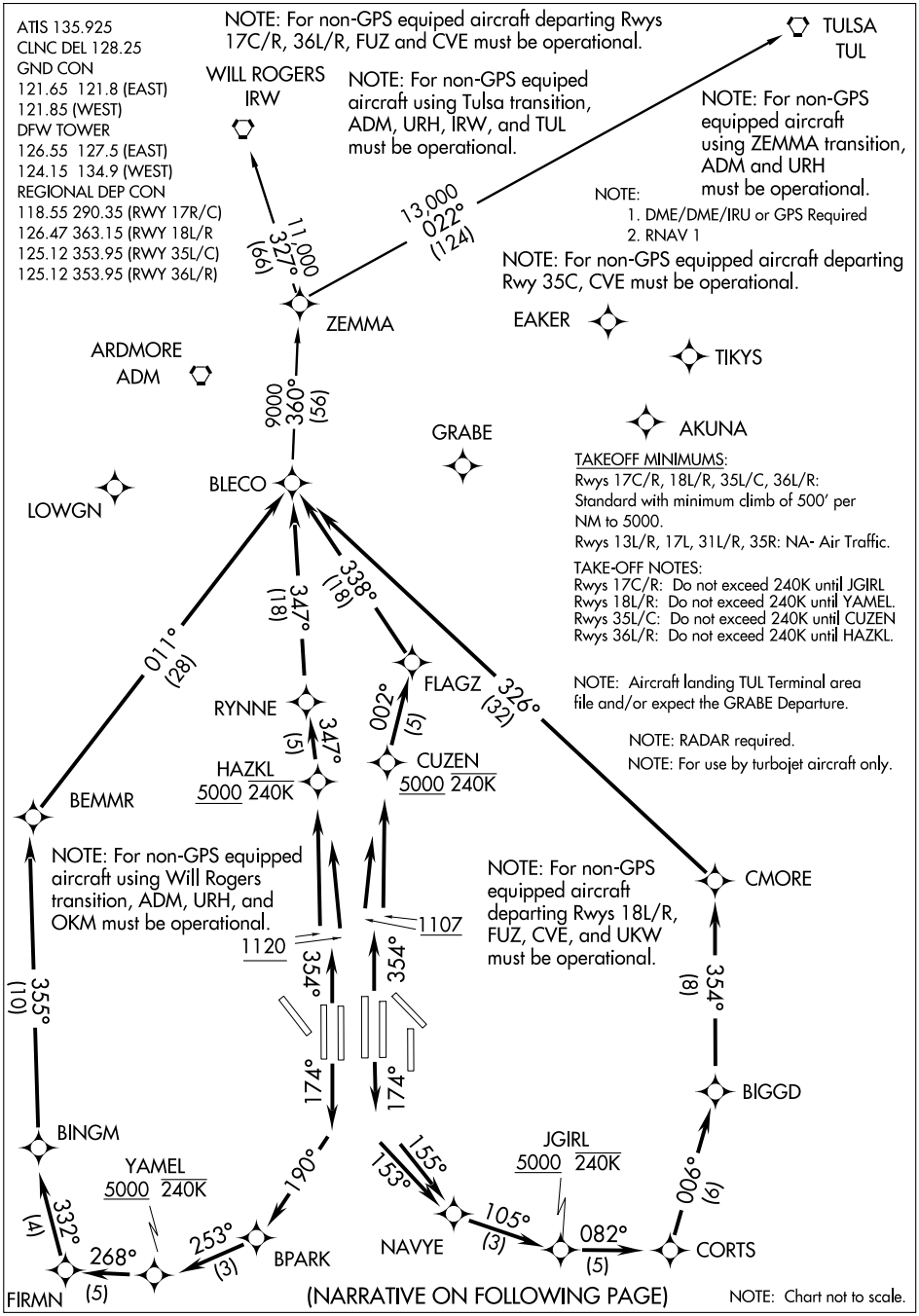
. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

COLLEGE STATION TRANSITION (ARDIA3.CLL): (For turbojet aircraft inbound to West Houston terminal area airports.)

ELLVR TRANSITION (ARDIA3.ELLVR): (For turbojet aircraft inbound to Houston Hobby, EFD, GLS, and LBX.

SC-2, 21 OCT 2010 to 18 NOV 2010

BLECO THREE DEPARTURE (RNAV)



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

BLECO THREE DEPARTURE (RNAV)
(BLECO3.BLECO) 10098
DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to BLECO. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to BLECO. Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

TULSA TRANSITION (BLECO3.TUL): (For all aircraft overflying the TUL VORTAC).
WILL ROGERS TRANSITION (BLECO3.IRW): (For all aircraft inbound to Oklahoma City area or overflying the IRW VORTAC).
ZEMMA TRANSITION (BLECO3.ZEMMA): (ATC assigned).

SC-2, 21 OCT 2010 to 18 NOV 2010

BONHAM FIVE ARRIVAL

(BYP.BYP5) 10266

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL

ATIS ARR 123.775
REGIONAL APP CON
125.02 133.52 263.025

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′ -W95°46.94′
L-17, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ -W95°47.29′
L-15, H-6

FORT SMITH
110.4 FSM
Chan 41
N35°23.30′ -W94°16.29′
L-16, H-6

ARDMORE
116.7 ADM
Chan 114

† Parachute Jumping Area
for Trenton,
Tri-County Air Estates

LOSZY
N35°23.39′
W95°31.46′

KOMMA
N35°00.88′
W94°40.66′

BIRLE
N34°17.64′
W95°26.78′

MAMEE
N34°28.94′
W95°14.84′

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′ -W92°10.83′
L-18, H-6

RICH MOUNTAIN
113.5 PGO
Chan 82

GAATZ
N33°54.23′
W95°51.31′

BONHAM
114.6 BYP
Chan 93
N33°32.25′ -W96°14.05′
L-17, H-6

ROBEY
N33°42.02′
W95°41.34′

MEEOW
N34°19.09′
W93°31.42′

GLOVE
N33°52.31′
W95°06.25′

EL DORADO
115.5 ELD
Chan 102

LEMYN
N33°11.89′
W96°38.25′

MONTE
N33°32.41′
W95°53.71′

KARLA
N33°23.96′
W96°23.93′

PARIS
113.6 PRX
Chan 83
N33°32.54′ -W95°26.90′
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′ -W94°04.39′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

STONZ
N32°58.37′
W96°54.17′

COVIE
N33°17.57′
W96°31.52′

QUITMAN
114.0 UIM
Chan 87

DIRKK
N32°17.33′
W96°55.03′

TURBOJETS LANDING NORTH:
KARLA 280 KIAS
LEMYN 250 KIAS expect to cross at 11000
STONZ 220 KIAS

TURBOJETS LANDING SOUTH:
KARLA 250 KIAS expect to cross at 11000

NOTE: Chart not to scale.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JONEZ STAR BY ATC IN LIEU OF THIS STAR.
(NARRATIVE ON FOLLOWING PAGE)

ST-6039 (FAA)

ARRIVAL DESCRIPTION

FORT SMITH TRANSITION (FSM.BYP5): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC. Thence. . . .
LITTLE ROCK TRANSITION (LIT.BYP5): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . .
MC ALESTER TRANSITION (MLC.BYP5): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC. Thence. . . .
PARIS TRANSITION (PRX.BYP5): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC. Thence. . . .
TEXARKANA TRANSITION (TXK.BYP5): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . .
TULSA TRANSITION (TUL.BYP5): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC. Thence. . . .

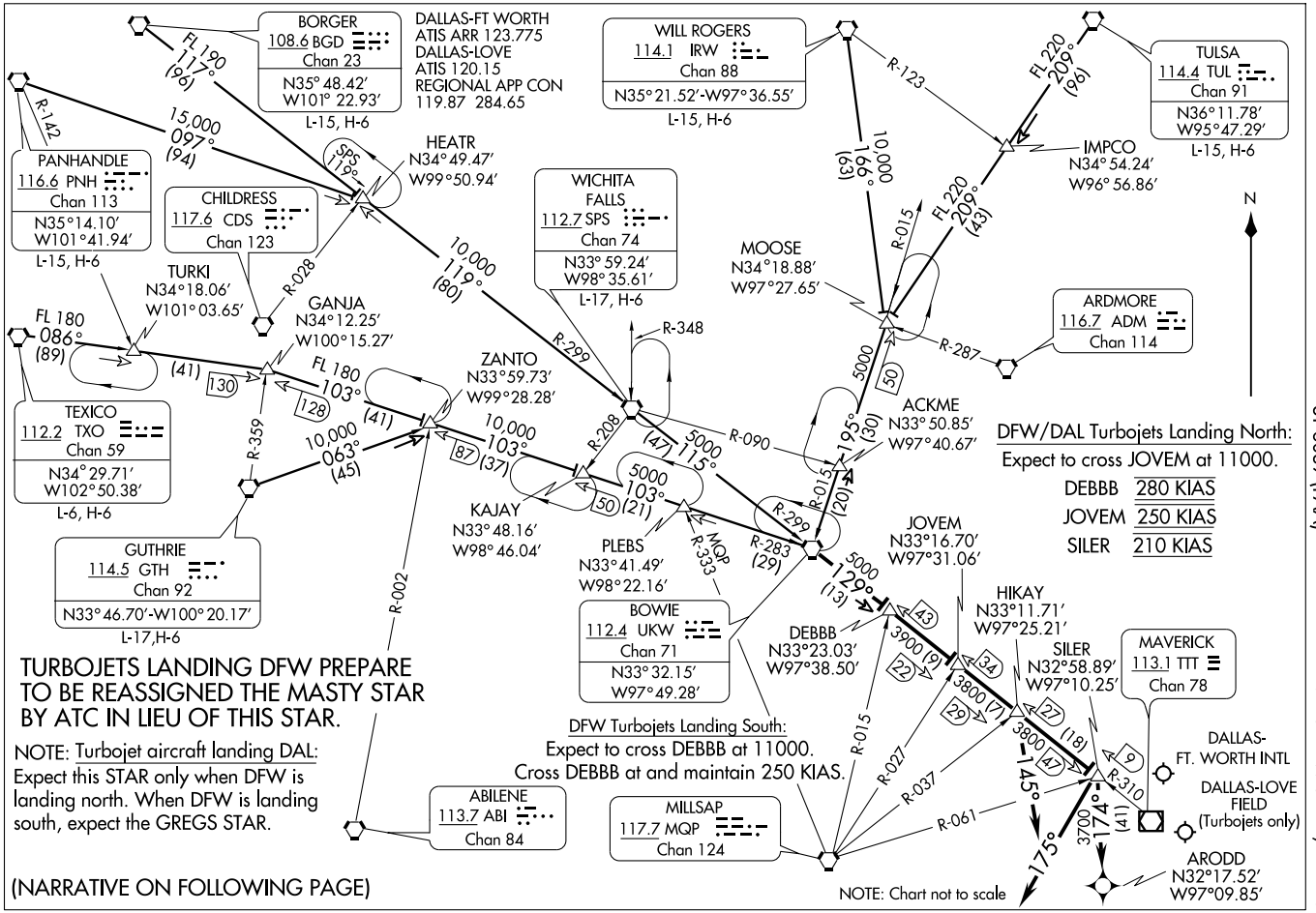
. . . . ALL AIRCRAFT: From over BYP VORTAC via BYP R-219, thence. . . .

ALL AIRCRAFT LANDING SOUTH: To LEMYN, Expect vectors to final approach course.
JETS LANDING NORTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over STONZ INT direct DIRKK WP, expect vector to final approach course prior to DIRKK WP. If not received by DIRKK WP fly present heading. All others to STONZ depart STONZ heading 175° for vector to final approach course.
PROPS LANDING NORTH: Depart LEMYN INT heading 190°. Expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

BOWIE ONE ARRIVAL (UKW.UKW1) 10098

DALLAS-FORT WORTH, TEXAS



BOWIE ONE ARRIVAL (UKW.UKW1) 10098

ST-6039 (FAA)

DALLAS-FORT WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

BORGER TRANSITION (BGD.UKW1): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
GUTHRIE TRANSITION (GTH.UKW1): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
PANHANDLE TRANSITION (PNH.UKW1): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
TEXICO TRANSITION (TXO.UKW1): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
TULSA TRANSITION (TUL.UKW1): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW1): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
WILL ROGERS TRANSITION (IRW.UKW1): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over UKW VORTAC via UKW R-129 and TTT R-310. Thence. . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.
. . . . RNAV CAPABLE JETS LANDING NORTH: From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP. If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B.
. . . . PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
. . . . ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

CEDAR CREEK SIX ARRIVAL

(CQY.CQY6) 08101

DALLAS-FORT WORTH INTL

DALLAS-FORT WORTH, TEXAS

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JAGGO STAR BY ATC IN LIEU OF THIS STAR.

REGIONAL APP CON
125.02 133.52 263.025
ATIS ARR 123.775

HORNZ
N33°26.80′
W96°54.72′

DIETZ
N32°45.66′
W96°54.11′
Turbojets landing south:
210 KIAS

HOWDY
N32°22.89′
W96°26.96′
Turbojets landing north:
250 KIAS
Expect to cross at 11,000′.
Turbojets landing south:
280 KIAS

TACKE
N32°33.69′
W96°39.79′
Turbojets landing south:
250 KIAS
Expect to cross at 11,000′.

BELLS
N32°28.04′
W96°33.07′

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6

MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18

CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6

GLEN ROSE
115.0 JEN
Chan 97

CAPTI
N32°16.59′
W95°39.50′

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6

ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6

WEIRS
N31°50.92′
W95°48.59′

JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6

WACO
115.3 ACT
Chan 100
N31°39.74′
W97°16.14′
L-19, H-6

L-19-21, H-5

CENTEX
112.8 CWK
Chan 75
N30°22.71′
W97°31.79′

GIFFA
N31°22.89′
W95°15.10′

FRANKSTON
111.4 FZT
Chan 51
N32°04.48′
W95°31.85′

HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
Assigned by ATC

NOBBL
N31° 44.89′
W93°49.18′

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′-W92°30.06′
L-21-22, H-6

DAISETTA
116.9 DAS
Chan 116

NAVYS
N31°23.29′
W96°18.82′
L-19-21, H-6

LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095°58.08′
L-19-21, H-6

HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95°20.74′
L-19-21, H-7

NOTE: Prop aircraft landing DFW: Expect this STAR only when DFW airport is landing north. When DFW airport is landing south, expect and/or file the DUMPY STAR.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

CEOLA FOUR DEPARTURE (RNAV)

(CEOLA4.CEOLA) 08045

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

CEOLA FOUR DEPARTURE (RNAV)

(CEOLA4.CEOLA) 08045

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

SL-6039 (FAA)

TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L, 31L/R, 35R: NA. ATC request.
Rwys 17C/R, 18L/R: ATC climb of 500' per NM to 5000.
Rwys 35C/L, 36L/R: ATC climb of 500' per NM to 5500.

ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
126.47 363.15

SCABI
N
FERRA
MANKI
SLOTT
TEXICO
TXO
CORONA
CNX
LUBBOCK
LBB
KIRST
CEOLA
MARSN
GVINE
KMART
5500
230K
MILLSAP
MQP
PODDE
ABILENE
ABI
GIGEM
TANNO
LARRN
5000
230K

FL180
310°
(66)

FL180
277°
(192)

FL180
289°
(127)

10,000
264°
(94)

257°
(4)

260°
(4)

246°
(26)

338°
336°
325°
323°

1110
1080

354°
354°

174°
174°

1080
1100
1080

182°
183°

287°
(29)

268°
(6)

251°
(4)

NOTE:
Rwys 17C/R, 18L/R: Do not exceed 230K until LARRN.
Rwys 35C/L, 36L/R: Do not exceed 230K until KMART.

NOTE:
Aircraft landing LBB Terminal area file and/or expect the SLOTT DEPARTURE.

NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: For Turbo Jets only.
NOTE: Radar Required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183° course to LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARNN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
. . . . via (transition). Maintain 10,000 feet, expect filed altitude within ten minutes after departure.

CORONA TRANSITION (CEOLA4.CNX)

LUBBOCK TRANSITION (CEOLA4.LBB)

TEXICO TRANSITION (CEOLA4.TXO)

SC-2, 21 OCT 2010 to 18 NOV 2010

CLARE TWO DEPARTURE (RNAV)

(CLARE2.CLARE) 08045

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

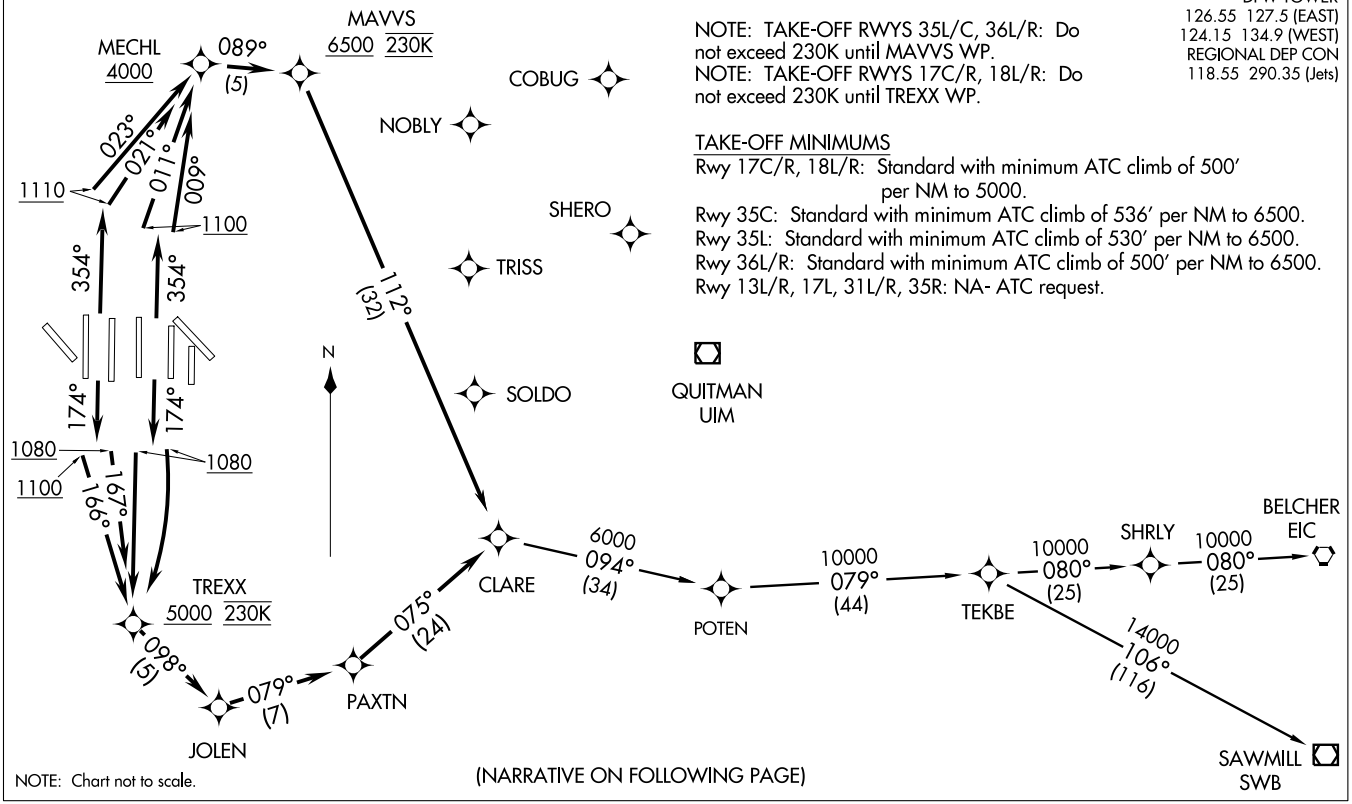
NOTE:
1. DME/DME/IRU or GPS Required
2. RNAV 1.

NOTE: For jets requesting FL180 or above.
NOTE: RADAR required.

ATIS 135.925
CLNC DEL 128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)

NOTE: TAKE-OFF RWYS 35L/C, 36L/R: Do not exceed 230K until MAVVS WP.
NOTE: TAKE-OFF RWYS 17C/R, 18L/R: Do not exceed 230K until TREXX WP.

TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwy 35C: Standard with minimum ATC climb of 536' per NM to 6500.
Rwy 35L: Standard with minimum ATC climb of 530' per NM to 6500.
Rwy 36L/R: Standard with minimum ATC climb of 500' per NM to 6500.
Rwy 13L/R, 17L, 31L/R, 35R: NA- ATC request.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

CLARE TWO DEPARTURE (RNAV)
(CLARE2.CLARE) 08045
DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

SL-6039 (FAA)

CLARE TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT WYLIE OR HUBBARD DEPARTURE

JETS

Jets requesting 17000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 021° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS at or above 6500, then via depicted route to CLARE WP. Thence....

....via (TRANSITION). Maintain 10000. Expect filed altitude within 10 minutes after departure.

BELCHER TRANSITION (CLARE2.EIC): For aircraft inbound to JAN and MLU TERMINAL AREAS only.

SAWMILL TRANSITION (CLARE2.SWB)

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LWN	APP CRS	Rwy Idg	9301
109.5	133°	TDZE	591
Chan 32		Apt Elev	607

CONVERGING ILS RWY 13R

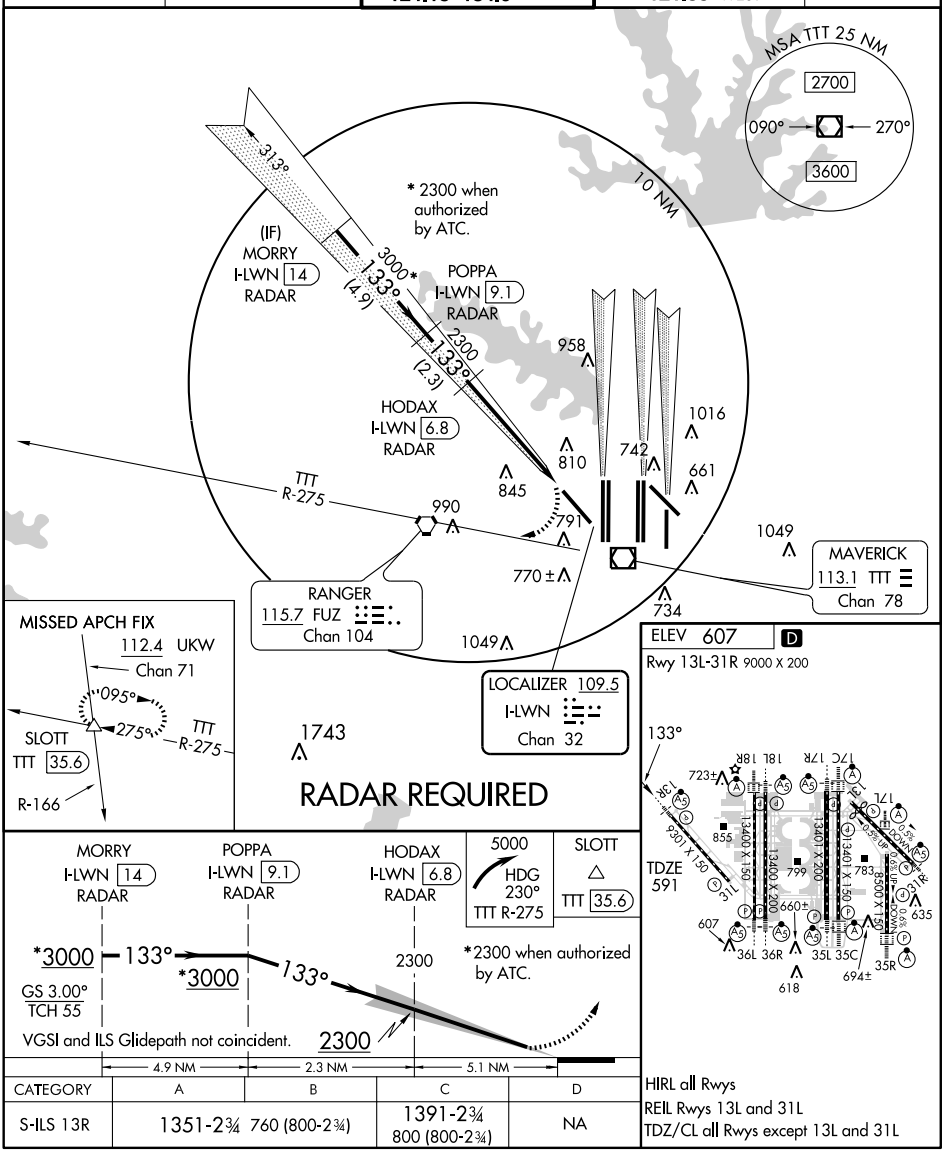
DALLAS-FORT WORTH INTL (DFW)

Simultaneous converging approach authorized with Converging ILS Rwy 18L/R and Converging ILS Rwy 17C/R. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 230° and TTT R-275 to SLOTT Int/TTT 35.6 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.1 133.15	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



CATEGORY	A	B	C	D
S-ILS 13R	1351-2¾ 760 (800-2¾)		1391-2¾ 800 (800-2¾)	NA

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FLQ	APP CRS	Rwy 17C Idg 13401
110.3	174°	TDZE 562
Chan 40		Apt Elev 607

CONVERGING ILS RWY 17C

DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 13 R, 18L/R.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 5000 via TTT VOR/DME R-128 to BELLS INT 34.5 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 5000.

(IF) BOSSI I-FLQ 19.2 RADAR — 354° — *5000 — 174° (3.2)

PENNY I-FLQ 16.1 RADAR — *3000 — 174° (6.3)

ZINGG I-FLQ 9.8 RADAR — 2300 — 174° (2.2)

OM JIFFY INT I-FLQ 7.6 RADAR

10 NM

1548

958 810 1016 845 855 742 661 990 791 1049 770± 734 1049

COWBOY 116.2 CVE Chan 109

LOCALIZER 110.3 I-FLQ Chan 40

MAVERICK 113.1 TTT Chan 78

R-139 TTT R-128

MSA TTT 25 NM: 2700 / 090° 270° / 3600

ALTERNATE MISSED APCH FIX: 116.2 CVE Chan 109 R-139 — BELLS CVE 31 — 139° 319° — 114.8 CQY Chan 95 R-309 — 115.3 ACT Chan 100 R-028

MISSED APCH FIX: 113.1 TTT Chan 78 R-128 — BELLS TTT 34.5 — 128° 308° — 114.8 CQY Chan 95 R-309 — 115.3 ACT Chan 100 R-028

ELEV 607 D

Rwy 13L-31R 9000 X 150

174° TDZE 562

Rwy 17C 13401 X 200 HIRL CL REIL

723± 855 799 783 660± 607 635 618 694±

36L 36R 35L 35C 35R

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

1300	5000	BELLS
	TTT R-128	TTT 34.5

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 5000.

BOSSI I-FLQ 19.2 RADAR — ZINGG I-FLQ 9.8 RADAR — PENNY I-FLQ 16.1 RADAR — JIFFY INT I-FLQ 7.6 RADAR

IM 763 — 2300 — *3000 — *5000 — 174° 6000

GS 3.00° TCH 58

0.1 — 5.1 NM — 2.2 NM — 6.3 NM — 3.2 NM

CATEGORY	A	B	C	D
S-ILS 17C	762/18	200 (200-½)		

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JHZ	APP CRS	Rwy Idg	13401
111.35	174°	TDZE	567
Chan 50 (Y)		Apt Elev	607

CONVERGING ILS RWY 17R

DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 13R, 18L/R.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via TTT VOR/DME R-128 to BELLS INT/TTT 34.5 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX

116.2 CVE R-139 Chan 109

139° 319°

BELLS CVE 31

(IF) NETTS I-JHZ 19.2 RADAR

R-354

*5000 174° (3.2)

GARZA I-JHZ 16.1 RADAR

*3000 174° (6.3)

YALTA I-JHZ 9.8 RADAR

2200 174° (2.5)

BBAKR INT I-JHZ 7.3 RADAR

10 NM

958

1016

810

742

661

845

R-043

990

791

770±

1049

734

R-128

1049

RANGER 115.7 FUZ Chan 104

COWBOY 116.2 CVE Chan 109

MAVERICK 113.1 TTT Chan 78

LOCALIZER 111.35 I-JHZ Chan 50 (Y)

* When assigned by ATC intercept glidepath at 3000 or 5000.

1548

MSA TTT 25 NM

2700

090° 270°

3600

MISSED APCH FIX

R-128 128° 308°

BELLS TTT 34.5

113.1 TTT Chan 78

RADAR REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200

174° TDZE 567

723±

855

799

783

660±

607

618

694±

635

36L 36R 35L 35C 35R

HIRL all Rwys

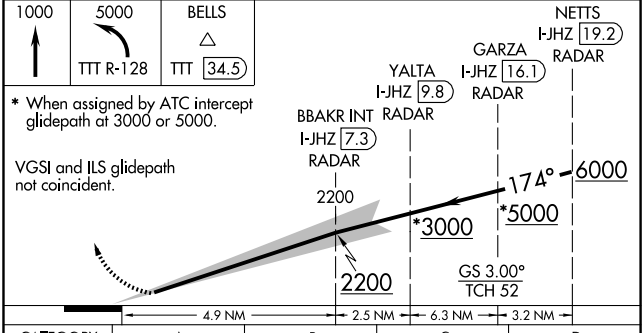
REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L and 31L

1000	5000	BELLS
	TTT R-128	TTT 34.5

* When assigned by ATC intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17R	767/18	200 (200-½)		

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CIX	APP CRS	Rwy Idg	13400
110.55	174°	TDZE	602
Chan 42 (Y)		Apt Elev	607

CONVERGING ILS RWY 18L

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 13R, 17C/R. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 5000 then left turn via heading 170° and TTT VOR/DME R-176 to JASPA INT/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

(IF) GRUCH I-CIX 16.7 RADAR

354°

*3000 174° (3.2)

* When assigned by ATC, intercept glidepath at 3000.

ALIGN I-CIX 13.5 RADAR

*3000 174° (6.3)

10 NM

ALTERNATE MISSED APCH FIX

090° 186°

115.0 JEN Chan 97

R-074 JASPA CVE 37.1 TTT R-176

CVE R-186

MISSED APCH FIX

356° 176°

115.0 JEN Chan 97

R-074 JASPA TTT 35 TTT R-176

CVE R-186

2300 (2.3)

UDALL I-CIX 7.2 RADAR

HASTY I-CIX 4.9 RADAR

958 1016 810 742 845 661 990 791 1049 770± 734

MSA TTT 25 NM

2700

090° 270°

3600

LOCALIZER 110.55 I-CIX Chan 42 (Y)

MAVERICK 113.1 TTT Chan 78

1743

ELEV 607 D

Rwy 13L-31R 9000 X 200

174° TDZE 602

723± 855 799 783 660± 607 618 694±

18R 18L 17R 17C 17L 13R 13L 31R 31L 35R 35L 35C 36L 36R

9000 X 150 13400 X 150 10400 X 200 7400 X 150 9000 X 150

5000

HDG 170° TTT R-176

JASPA TTT 35

UDALL I-CIX 7.2 RADAR

ALIGN I-CIX 13.5 RADAR

GRUCH I-CIX 16.7 RADAR

HASTY I-CIX 4.9 RADAR

VGSI and ILS glidepath not coincident.

2300 174° 4000

3000* 3000*

2300

* When assigned by ATC, intercept glidepath at 3000.

GS 3.00° TCH 55

5.1 NM 2.3 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 18L	802/18	200 (200-½)		

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L and 31L

SC-2, 21 OCT 2010 to 18 NOV 2010

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CONVERGING ILS RWY 18R

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

Simultaneous approach authorized with Rwy 13R, 17R and 17C. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climb to 5000 via heading 170° and TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

ALTERNATE MISSED APCH FIX

090° 186° 115.0 JEN Chan 97 R-074 JASPA INT CVE 37.1 CVE R-186 TTT R-176

* When assigned by ATC, intercept glidepath at 3000.

354° (IF) ICKEL I-VYN 19.2 RADAR

*3000 174° (3.2)

*3000 174° (6.3) YOHAN I-VYN 16.1 RADAR

1140

MSA TTT 25 NM 2700 090° 270° 3600

10 NM

RADAR REQUIRED

LEGRE I-VYN 9.8 RADAR

2400 (2.1)

NETEE INT I-VYN 7.7 RADAR

958

RANGER 115.7 FUZ Chan 104

COWBOY 116.2 CVE Chan 109

R-036 845 810 742 1016 661 IM 990 791 1049 734 770±

LOCALIZER 111.9 I-VYN Chan 56

MAVERICK 113.1 TTT Chan 78

1049

R-176

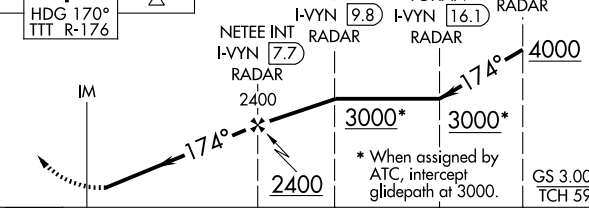
MISSED APCH FIX

356° 176° 115.0 JEN Chan 97 R-074 JASPA INT TTT 35 CVE R-186 TTT R-176

1100 5000 HDG 170° TTT R-176

JASPA TTT 35

VGSI and ILS glidepath not coincident.

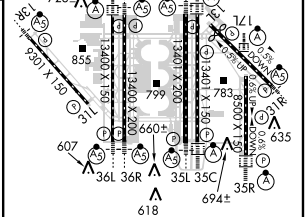


CATEGORY	A	B	C	D
S-ILS 18R	807/18 200 (200-½)			

ELEV 607 D

Rwy 13L-31R 9000 X 200

TDZE 607 174°



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

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SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RRA	APP CRS	Rwy Idg	8375
110.9	309°	TDZE	523
Chan 46		Apt Elev	607

CONVERGING ILS RWY 31R

DALLAS-FORT WORTH INTL (DFW)

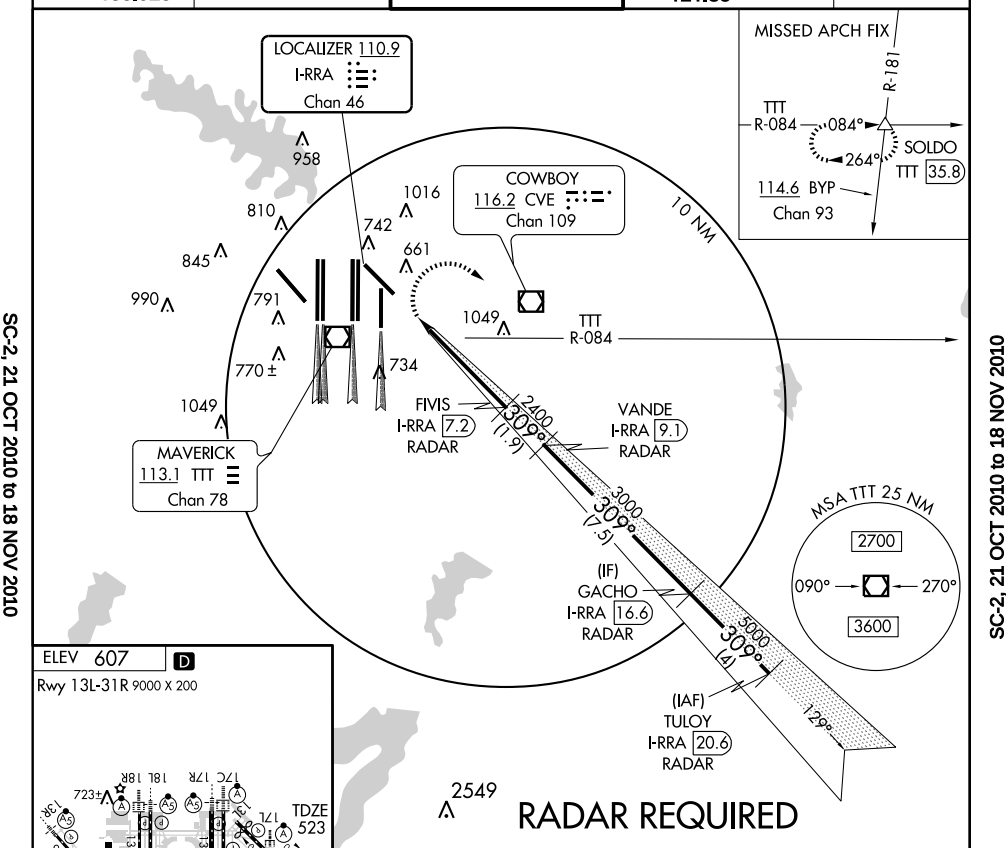
Simultaneous Converging approach authorized with Converging ILS Rwy 35L/C and Converging ILS Rwy 36L/R. Inoperative table does not apply.

NA

MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 125° and TTT R-084 to SOLDO Int/TTT 35.8 DME and hold.

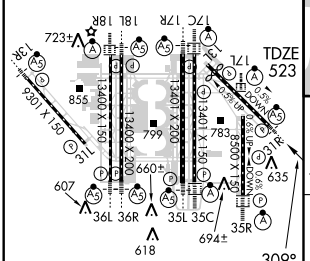
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	125.2 135.5	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



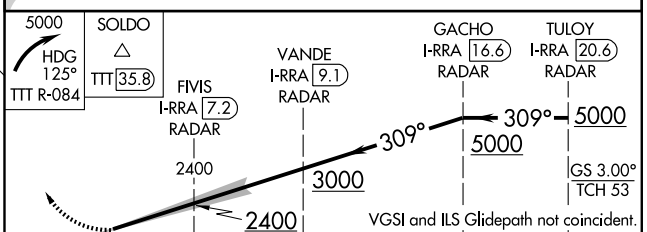
RADAR REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
S-ILS 31R	1463-3 940 (900-3)		1498-3 975 (900-3)	NA

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SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PKQ	APP CRS	Rwy 35C Idg 13401
110.3 Chan 40	354°	TDZE 563
		Apt Elev 607

CONVERGING ILS RWY 35C

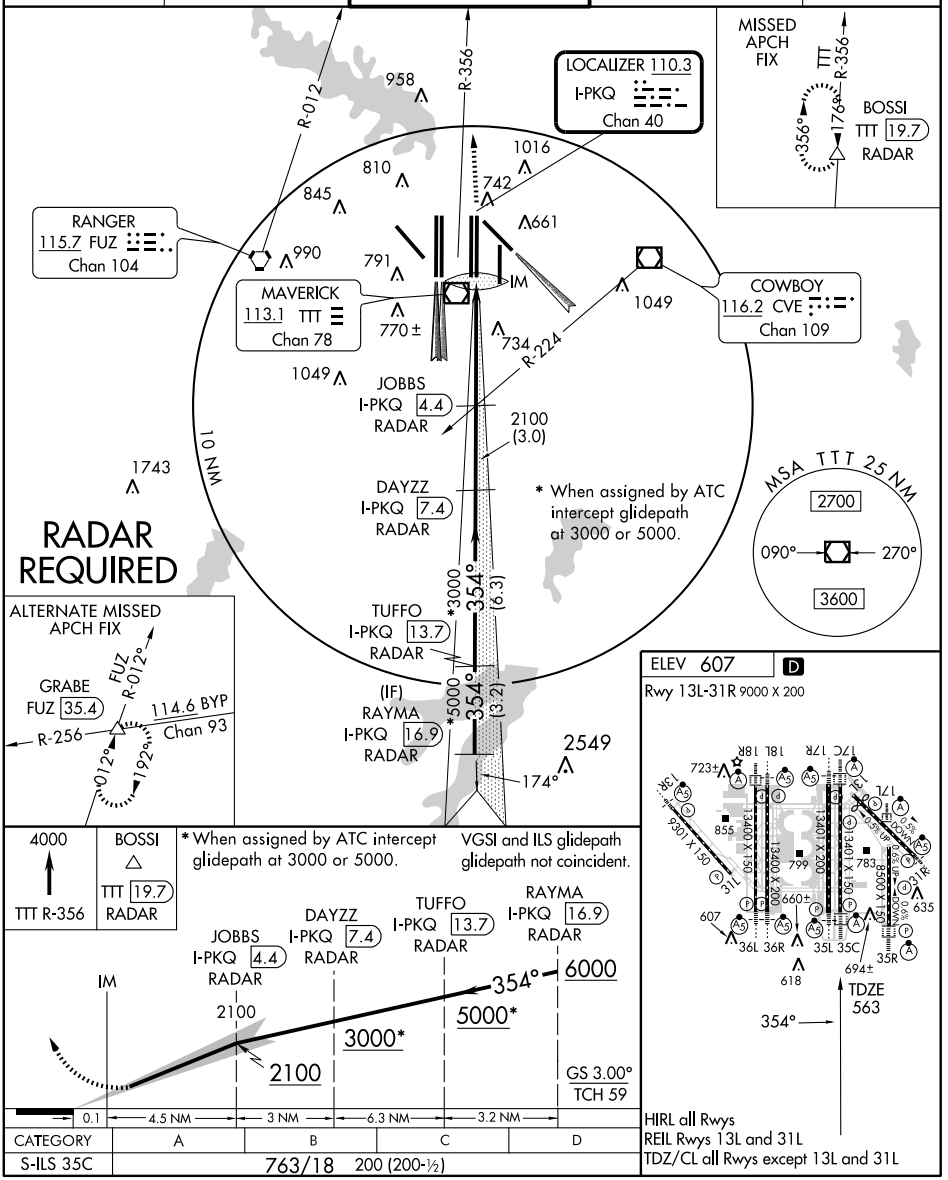
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 31R, 36L/R.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



ELEV 607 D

Rwy 13L-31R 9000 X 200

CATEGORY	A	B	C	D
S-ILS 35C	763/18	200 (200-½)		

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

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CONVERGING ILS RWY 35L

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-UWX	APP CRS	Rwy Idg 13401
111.35	354°	TDZE 564
Chan 50 (Y)		Apt Elev 607

DME or RADAR required. Simultaneous approach authorized with Rwy 31R, 36L/R. NA

MALSR

MISSED APPROACH: Climb to 4000 via TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

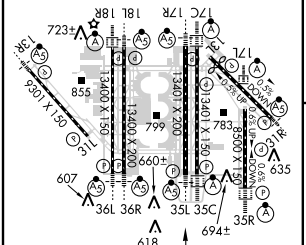
MISSED APCH FIX
TTT R-356
356°
176°
BOSSI
TTT 19.7
RADAR

ALTERNATE MISSED APCH FIX
GRABE
FUZ 35.4
012°
192°
FUZ R-012

TTT R-356
LOCALIZER 111.35
I-UWX
Chan 50 (Y)
958
MAVERICK
113.1 TTT
Chan 78
RANGER
115.7 FUZ
Chan 104
810
845
1016
742
661
10 NM
990
791
770±
1049
734
R-122
1049
BEGGO INT
I-UWX 5.1
RADAR
* When assigned by ATC, intercept glidepath at 3000′.
2300
354° (2.4)
1743
DALLN
I-UWX 7.4
RADAR
* 3000
(6.3)
CORMN
I-UWX 13.7
RADAR
354°
5000
(3.2)
(IF)
TANDE
I-UWX 16.9
RADAR
354°
R-174
2549

MSA TTT 25 NM
2700
090°
270°
3600

ELEV 607 D
Rwy 13L-31R 9000 X 200



TDZE 564
354°

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

* When assigned by ATC, intercept glidepath at 3000′.

4000
TTT R-356
BOSSI
TTT 19.7
RADAR

TANDE
I-UWX 16.9
RADAR
CORMN
I-UWX 13.7
RADAR
DALLN
I-UWX 7.4
RADAR
BEGGO INT
I-UWX 5.1
RADAR

6000
5000
354°
*3000
2300
2300
GS 3.00°
TCH 47
VGSI and ILS glidepath not coincident.

3.2 NM | 6.3 NM | 2.4 NM | 5.2 NM

CATEGORY	A	B	C	D
S-ILS 35L	764/18		200 (200-½)	

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CONVERGING ILS RWY 36L

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-BXN	APP CRS	Rwy 36L ldg	13400
111.9	354°	TDZE	588
Chan 56		Apt Elev	607

Simultaneous approach authorized with Rwy 31R, 35L/C. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 5000 via heading 285° and TTT VOR/DME R-306 to KAGLE Int/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

MISSED APCH FIX
TTT R-306
CVE R-298 126° 306° R-027
117.7 MQP Chan 124
KAGLE TTT 34.4

LOCALIZER 111.9
I-BXN
Chan 56

RADAR REQUIRED

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

BOBIN
I-BXN 5
RADAR

CHAAR
I-BXN 7.4
RADAR

HUTEN
I-BXN 13.7
RADAR

ALLIN
I-BXN 16.9
RADAR

(IF)

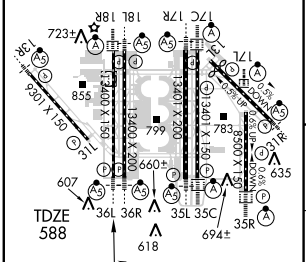
MSA TTT 25 NM
2700
090° 270°
3600
10 NM

354° (6.3)
354° (3.2)
174°
2300 (2.5)
*3000
*3000

* When assigned by ATC, intercept glidepath at 3000.

ALTERNATE MISSED APCH FIX
TTT R-306
CVE R-298 118° 298° R-027
117.7 MQP Chan 124
KAGLE CVE 39

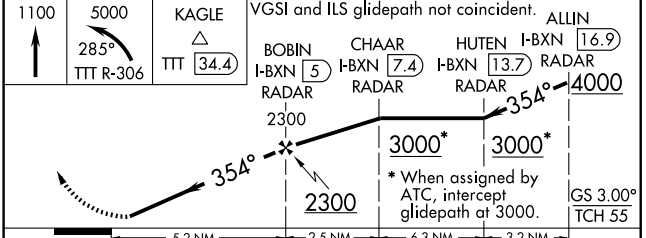
ELEV 607 D
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

1100 | 5000 285° TTT R-306 | KAGLE TTT 34.4

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 36L	788/18 200 (200-½)			

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SC-2, 21 OCT 2010 to 18 NOV 2010

CONVERGING ILS RWY 36R

DALLAS-FORT WORTH INTL (DFW)

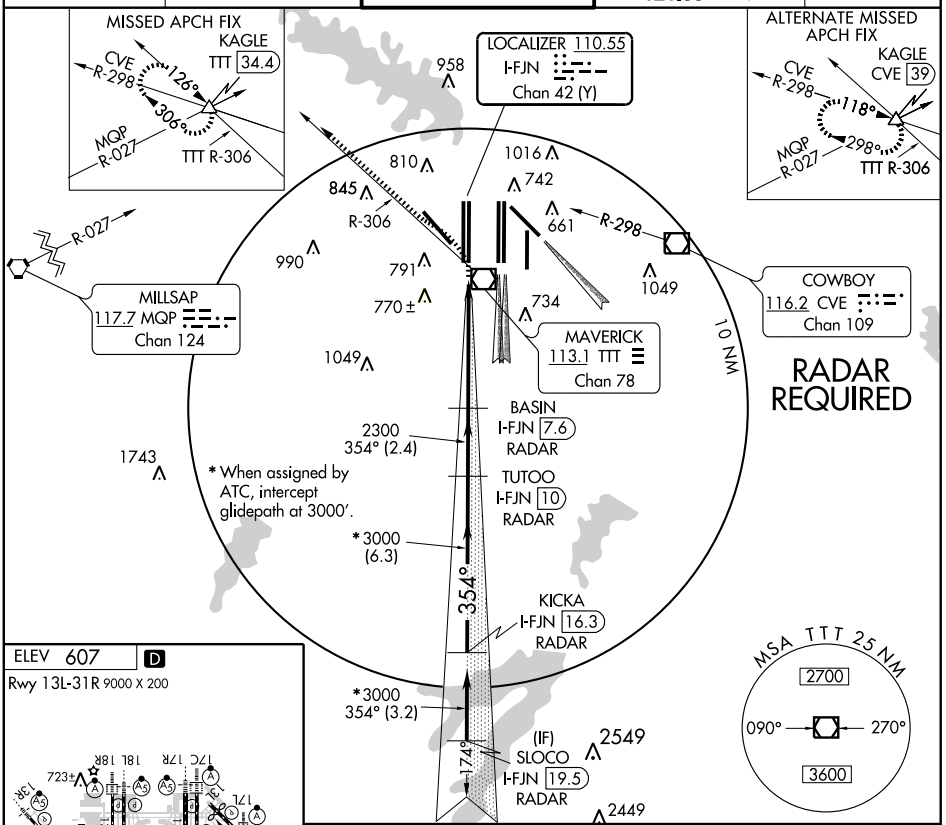
LOC/DME I-FJN	APP CRS	Rwy Idg	13400
110.55	354°	TDZE	581
Chan 42 (Y)		Apt Elev	607

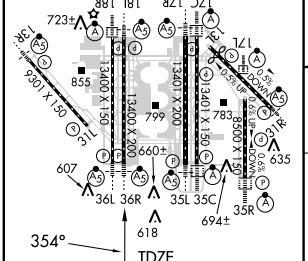
DME or RADAR required. Simultaneous approach authorized with Rwy 31R, 35L/C.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 295° and TTT VOR/DME R-306 to KAGLE INT/TTT 34.4 DME and hold.

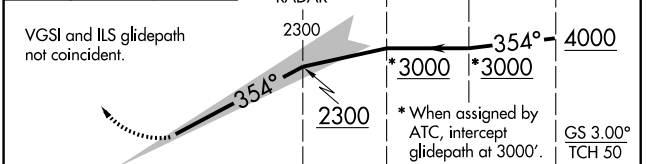
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	





1000	5000	KAGLE
	HDG 295° TTT R-306	TTT 34.4

BASIN I-FJN 7.6 RADAR | TUTOO I-FJN 10 RADAR | KICKA I-FJN 16.3 RADAR | SLOCO I-FJN 19.5 RADAR



CATEGORY	A	B	C	D
S-ILS 36R		781/18	200 (200-½)	

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

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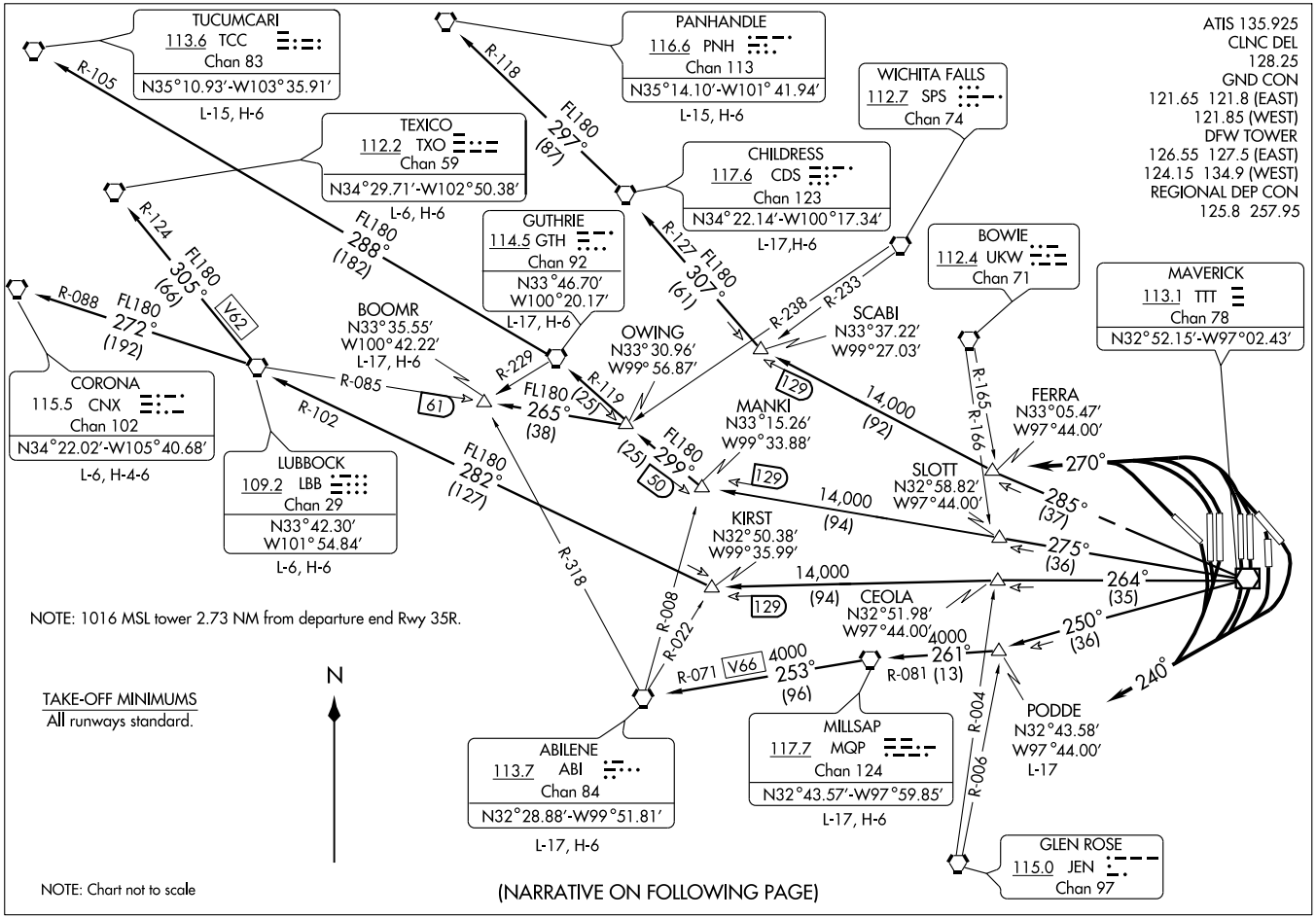
COYOTE FIVE DEPARTURE

(CYOTE5.TTT) 08269

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)



(CYOTE5.TTT) 08269

COYOTE FIVE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

ATIS 135.925
CLNC DEL 128.25 348.6
GND CON
(EAST) 121.65 121.8
(WEST) 121.85
DFW TOWER
(EAST) 126.55 127.5
(WEST) 124.15 134.9
REGIONAL DEP CON
118.55 290.35

TAKE-OFF MINIMUMS:

Rwys 13R, 13L, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: Standard.

Rwy 35R: 200-1½ or Standard with minimum climb of 221′ per NM to 800, or alternatively, with Standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

ORTRO
N33°41.47′
W94°12.75′

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD DEPARTURE.

JETS

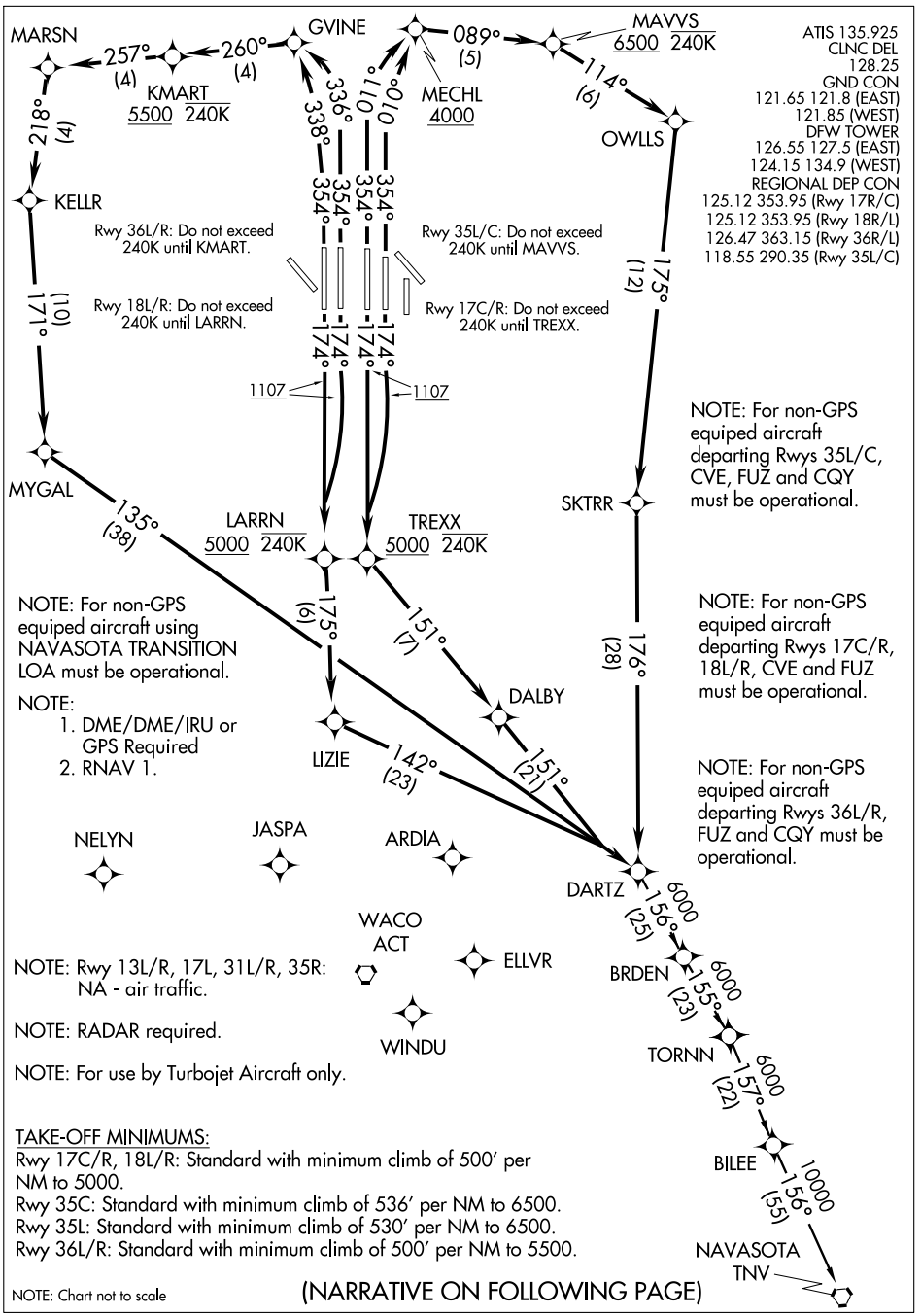
Jets requesting 17,000 and below expect GARLAND Departure. Unless otherwise advised, maintain 10,000 feet and expect filed altitude 10 minutes after departure. Maintain 240 KIAS until leaving 5,000 ft.

TAKE-OFF RUNWAYS 13L/R, 31L/R, 17L, 35R, 18L/R, 36L/R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

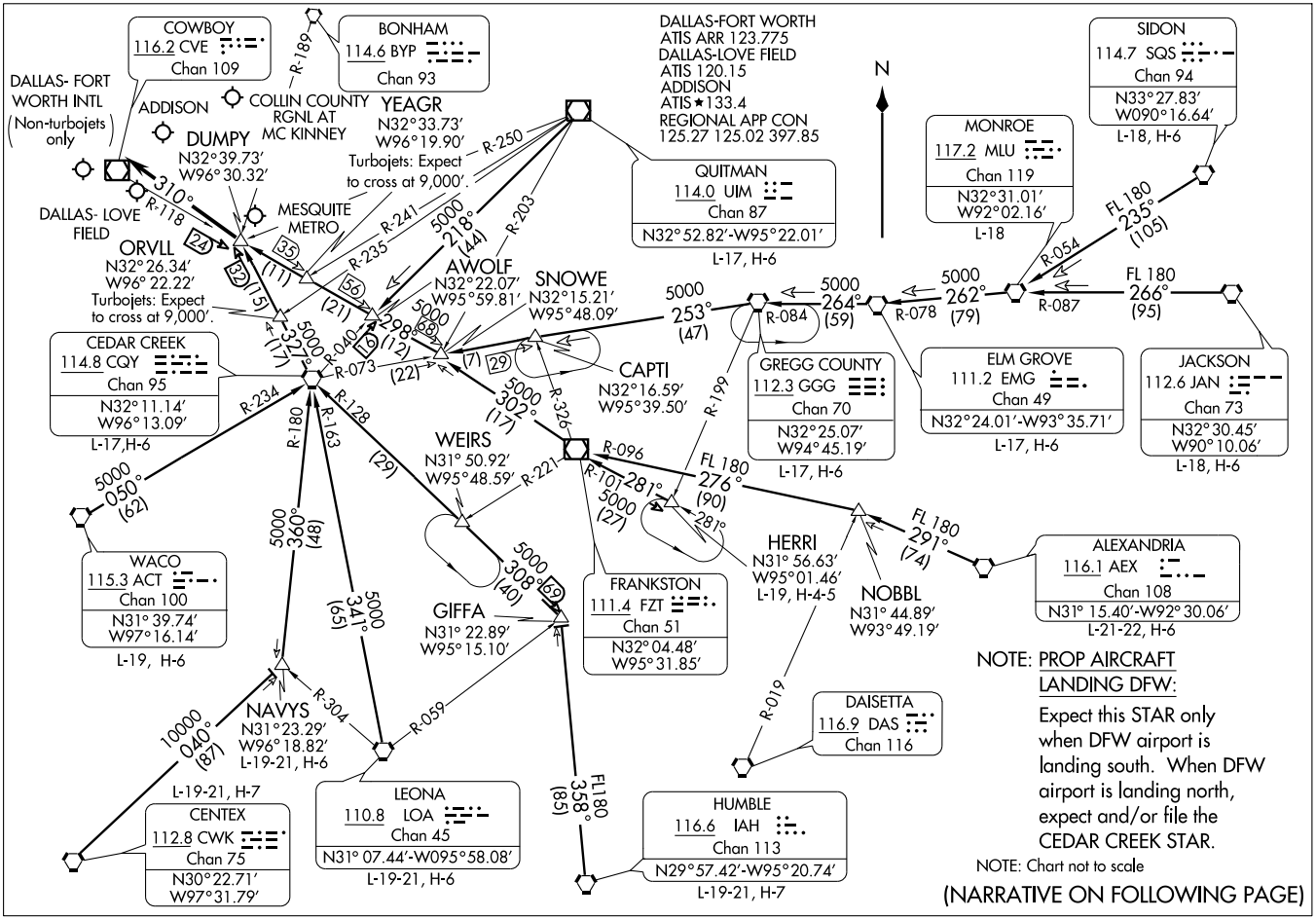


SC-2, 21 OCT 2010 to 18 NOV 2010

DUMPY THREE ARRIVAL

(DUMPY.DUMPY3) 09351

DALLAS-FT. WORTH, TEXAS



ST-6039 (FAA)

DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

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FERRA THREE DEPARTURE (RNAV)

(FERRA3.FERRA) 10098

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

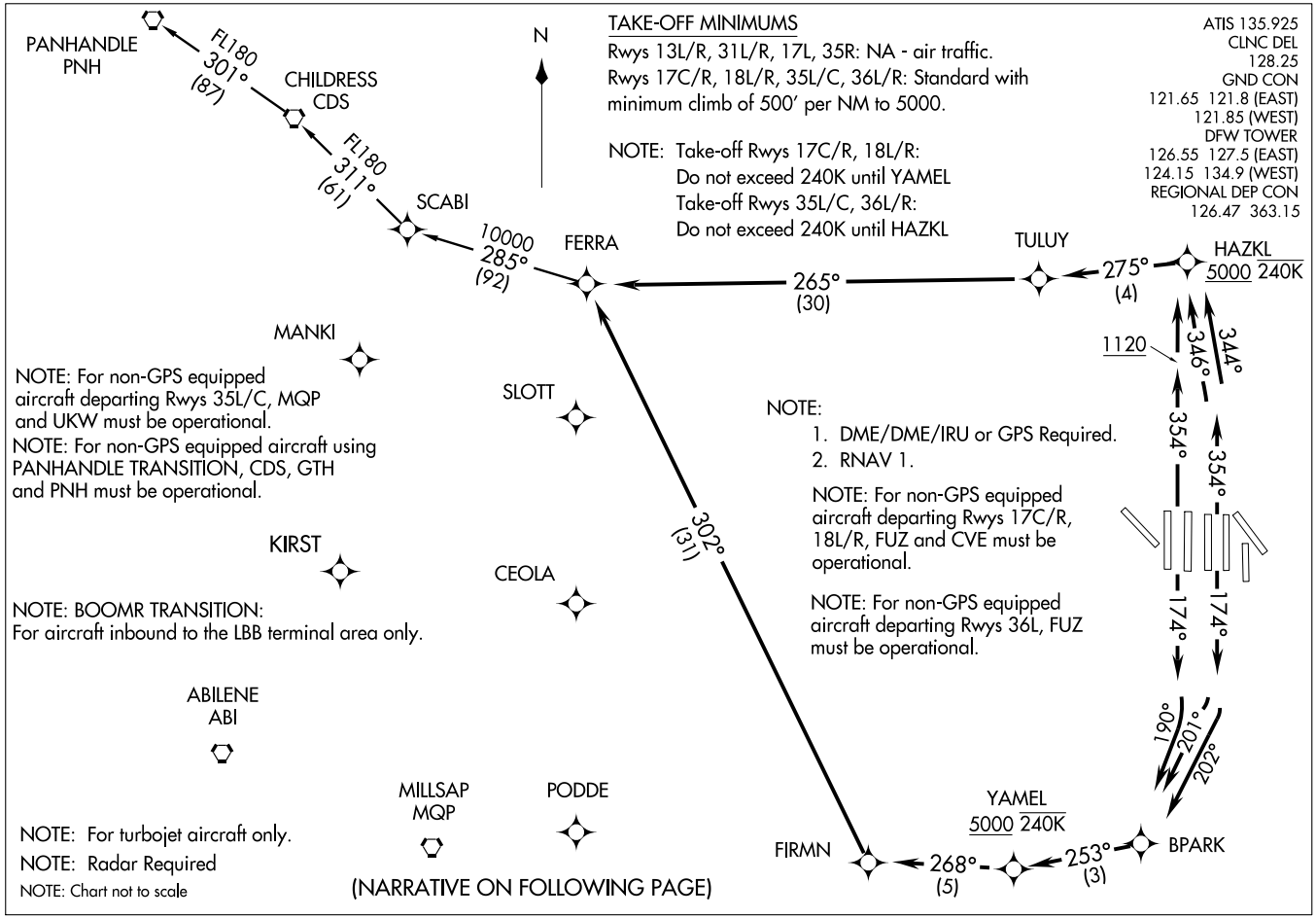
FERRA THREE DEPARTURE (RNAV)

(FERRA3.FERRA) 10098

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

SL-6039 (FAA)



DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE PROCEDURE

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 202° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 201° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to intercept course 344° to HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to intercept course 346° to HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to FERRA. Thence . . . .

. . . . on (transition). Maintain 10,000 feet, expect filed altitude ten minutes after departure.

CHILDRESS TRANSITION (FERRA3.CDS)

PANHANDLE TRANSITION (FERRA3.PNH)

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD Departure.

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000' AND
EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.
MAINTAIN 240 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAY 13L/R, 17L, 18L/R, 31L/R, 35R, 36L/R:
Fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAY 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAY 35C/L: Climb via heading 005°, expect vector to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

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GLEN ROSE NINE ARRIVAL (JEN.JEN9) 09351

DALLAS-FT. WORTH, TEXAS

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.

TEVON
N33° 26.82′
W97° 09.30′

COLLIN COUNTY RGNL AT MCKINNEY

RANGER
115.7 FUZ
Chan 104

HURBS
N32° 56.55′
W97° 00.38′

DALLAS-FT WORTH INTL

ADDISON

MILLSAP
117.7 MQP
Chan 124

DELMO
N32°44.97′
W97°10.17′

DALLAS-LOVE FIELD

COWBOY
116.2 CVE
Chan 109

WINK
112.1 INK
Chan 58
N31° 52.49′-W103° 14.63′
L-6, H-6

ABILENE
113.7 ABI
Chan 84
N32° 28.88′-W99° 51.81′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97
N32° 09.58′
W97° 52.66′

CURLE
N32° 33.76′
W97° 23.72′

ISABL
N32° 28.14′
W97° 30.47′

MAVERICK
113.1 TTT
Chan 78

CADES
N32° 11.64′
W98° 39.73′

PHILS
N32° 11.41′
W100° 18.30′

GEENI
N32° 12.33′
W98° 57.18′

SICUM
N32° 10.23′
W98° 06.78′

FEVER
N32° 20.41′
W97° 39.74′

BRIAN
N32° 01.87′
W97° 43.17′

SITNA
N32° 12.55′
W99° 03.07′

CHECK
N31° 55.69′
W97° 59.43′

TUSCOLA
111.6 TQA
Chan 53
N32° 14.14′-W99° 49.01′

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97° 16.14′
L-19, H-6

JUMBO
N31° 32.17′
W98° 10.81′
H-6

SAN ANGELO
115.1 SJT
Chan 98

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98° 57.45′

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31°11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29° 38.64′
W98° 27.68′
L-19, H-7

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97° 31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GLEN ROSE NINE ARRIVAL (JEN.JEN9) 09351
ST-6039 (FAA)
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

GRABE THREE DEPARTURE (RNAV)

ATIS 135.925
CLNC DEL 128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (RWY 17R/C)
126.47 363.15 (RWY 18L/R)
125.12 353.95 (RWYS 35L/C AND 36L/R)

TAKEOFF MINIMUMS:
Rwys 13L/R, 17L, 31L/R, 35R: NA - air traffic
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with a minimum climb of 500' per NM to 5000.

NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: For non-GPS equipped aircraft using EAKER TRANSITION, URH must be operational.

OKMULGEE
OKM
11,000
018°
(90)
EAKER
ZEMMA
ARDMORE
ADM
TIKYS
9000
012°
(55)
AKUNA
LOWGN
BLECO
GRABE
NOTE: For non-GPS equipped aircraft departing Rwy 36L, FUZ must be operated.

NOTE:
Rwys 17C/R: do not exceed 240K until JGIRL.
Rwys 18L/R: do not exceed 240K until YAMEL.
Rwys 35L/C: do not exceed 240K until CUZEN.
Rwys 36L/R: do not exceed 240K until HAZKL.

NOTE: RADAR required.
NOTE: For use by turbojet aircraft only.

010°
(19)
002°
(23)
024°
(31)
RYNNE
347°
(5)
CUZEN
5000 240K
HAZKL
5000 240K
339°
(29)
BEMMR
CMORE
1120
1107
NOTE: For non-GPS equipped aircraft using OKMULGEE TRANSITION, ADM, URH, OKM and MLC must be operational.
354°
354°
NOTE: For non-GPS equipped aircraft departing Rwys 17C/R, 18L/R, FUZ and CVE must be operational.
355°
(10)
354°
(8)
174°
174°
NOTE: For non-GPS equipped aircraft departing Rwy 35C, CVE must be operational.
BIGGD
BINGM
190°
155°
153°
JGIRL
5000 240K
090°
(6)
332°
(4)
YAMEL
5000 240K
105°
(3)
082°
(5)
268°
(5)
253°
(3)
BPARK
NAVYE
CORTS
FIRMN

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to GRABE. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to GRABE. Thence . . . .

. . . . on (transition). Maintain 10,000′, expect filed altitude ten minutes after departure.

EAKER TRANSITION (GRABE3.EAKER): (For aircraft inbound to the TUL Terminal Area).
OKMULGEE TRANSITION (GRABE3.OKM): (For all aircraft overflying the OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago Terminal Area and north).

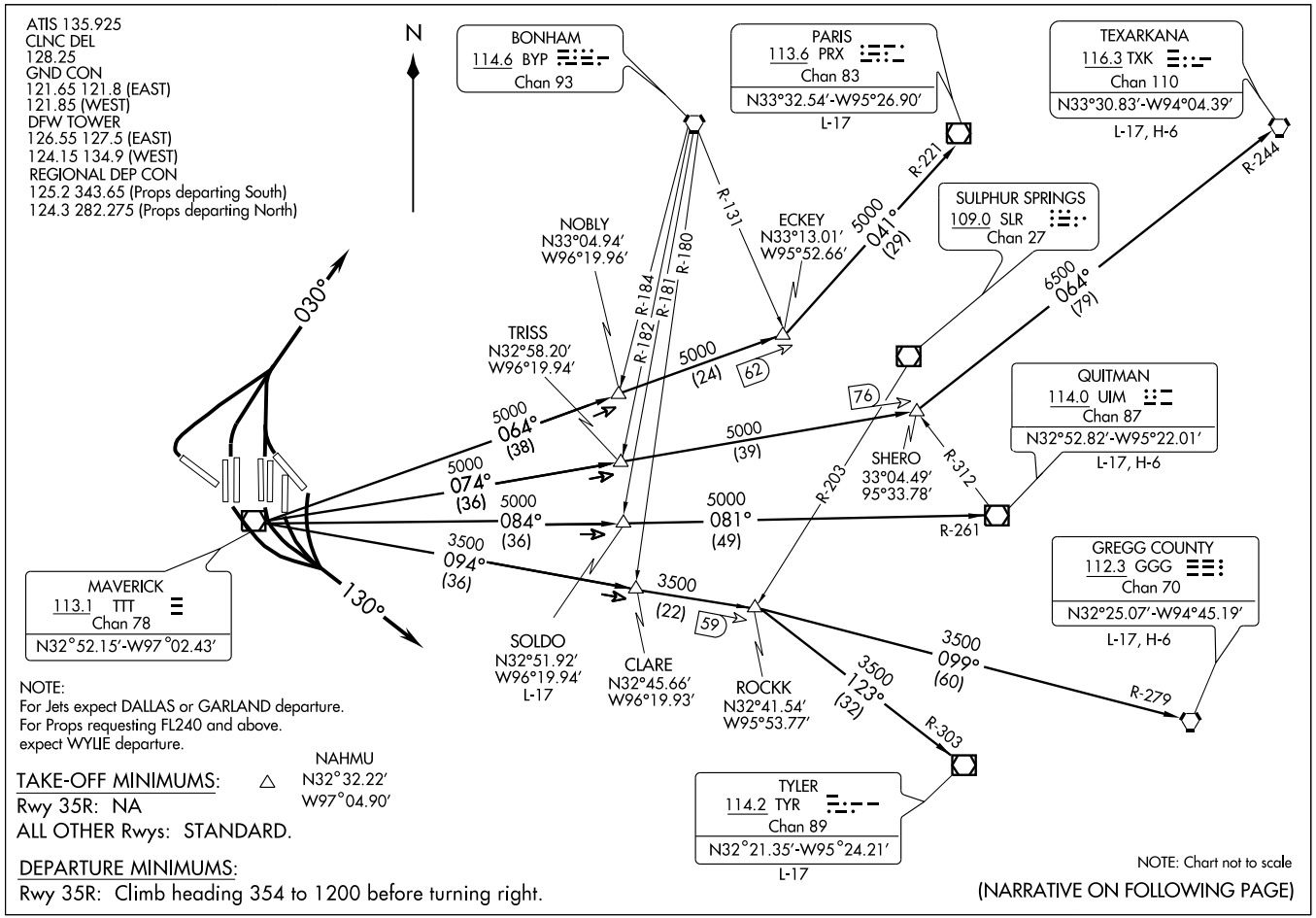
SC-2, 21 OCT 2010 to 18 NOV 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



NOTE:
For Jets expect DALLAS or GARLAND departure.
For Props requesting FL240 and above.
expect WYLIE departure.

TAKE-OFF MINIMUMS:

Rwy 35R: NA

ALL OTHER Rwys: STANDARD.

DEPARTURE MINIMUMS:

Rwy 35R: Climb heading 354 to 1200 before turning right.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

SL-6039 (FAA)

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS or GARLAND Departure.

PROPS

Requesting FL240 and above expect WYLIE Departure.

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate route, Thence. . . .
TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Fly heading 130°, expect vector to appropriate route, Thence. . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Fly heading 030°, expect vector to appropriate route, Thence. . . .

. . . . Maintain 2000' or as assigned by ATC, expect filed altitude 10 minutes after departure.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES
Rwy 31L: Tree, 1229' from DER, 730' right of centerline, 28' AGL/637'MSL.
Trmsn Pole, 3403' from DER, 1399' right of centerline, 86' AGL/708' MSL.
Multiple Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

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LOC/DME I-LWN	APP CRS	Rwy Idg 9301
109.5	133°	TDZE 591
Chan 32		Apt Elev 607

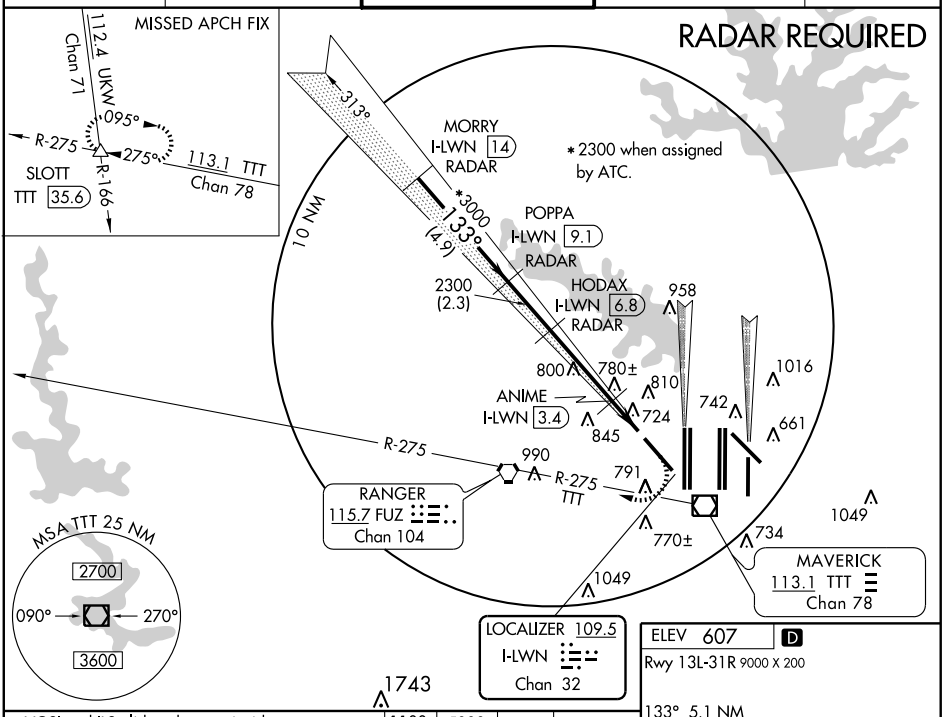
ILS or LOC RWY 13R
DALLAS-FORT WORTH INTL (DFW)

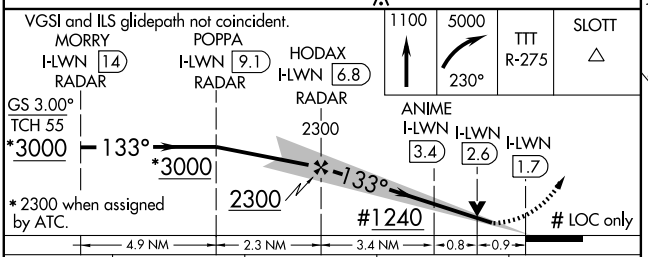
** DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 5000 via heading 230° and TTT R-275 to SLOTT Int/TTT 35.6 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.1 133.15	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

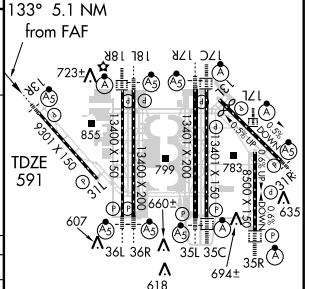




CATEGORY	A	B	C	D
S-ILS 13R	791/18 200 (200-½)			
S-LOC 13R**	1240/24 649 (700-½)		1240/60 649 (700-1¼)	1240-1½ 649 (700-1½)
ANIME FIX MINIMUMS				
S-LOC 13R	960/24 369 (400-½)			960/40 369 (400-¾)

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FLQ	APP CRS	Rwy 17C Idg	TDZE	Apt Elev	Rwy 17R Idg	TDZE	Apt Elev
110.3 Chan 40	174°	13401	562	607	13401	567	607

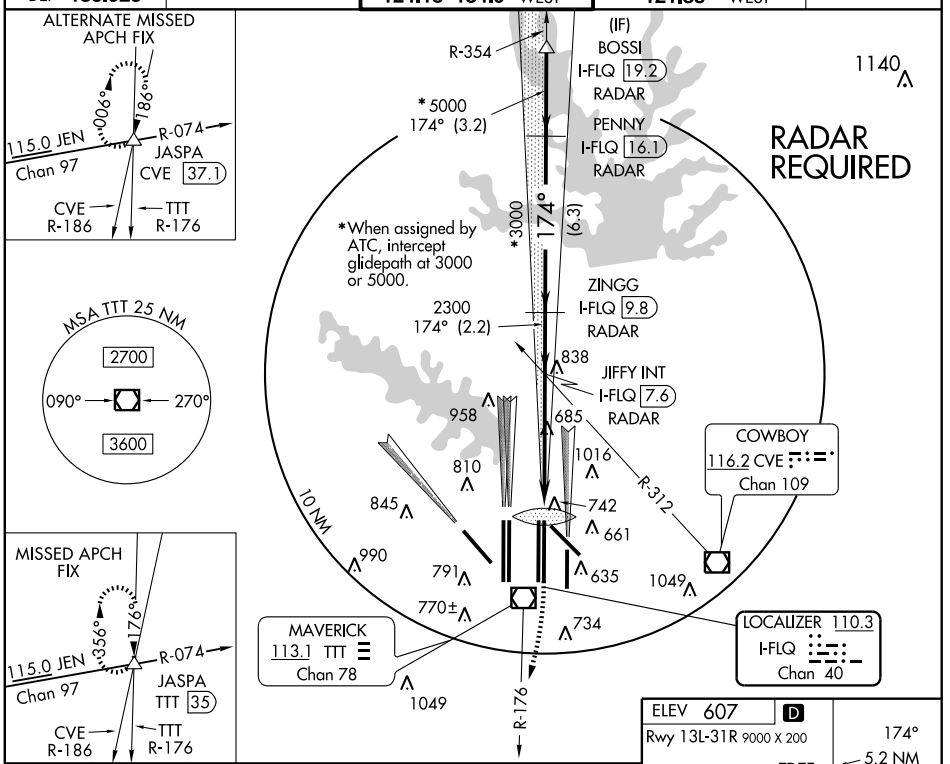
ILS or LOC RWY 17C
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. LOC procedure NA during simultaneous operations. DME or RADAR required.

Rwy 17C ALSF-2 (A) Rwy 17R MALSR (A5)

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



CATEGORY	A	B	C	D
S-ILS 17C	762/18 200 (200-½)			
S-LOC 17C	1000/24 438 (500-½)		1000/40 438 (500-¾)	1000/50 438 (500-1)
SIDESTEP 17R	1140-1 573 (600-1)			1140-1½ 573 (600-1½)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PPZ	APP CRS	Rwy Idg	8500
111.75	174°	TDZE	545
Chan 54 (Y)		Apt Elev	607

ILS or LOC RWY 17L

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. LOC procedure NA during simultaneous operations. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MSA TTT 25 NM
2700
090° 270°
3600

R-354°
(IF)
RIVET
I-PPZ 19.5
RADAR
*5000
174°
(3.2)
DRAAK
I-PPZ 16.3
RADAR
*3000
174°
(6.3)
INWOD
I-PPZ 10
RADAR
2300
174°
(3.1)
GBUSH INT
I-PPZ 6.9
RADAR

* When assigned by ATC, intercept glidepath at 3000 or 5000.

1548

958
1016
726
742
661
635
1049
845
R-050
810
791
990
770±
734
10 NM
100°
R-125

COWBOY
116.2 CVE
Chan 109

RANGER
115.7 FUZ
Chan 104

MAVERICK
113.1 TTT
Chan 78

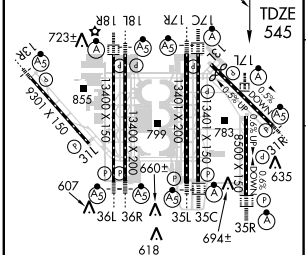
LOCALIZER 111.75
I-PPZ
Chan 54(Y)

ALTERNATE MISSED APCH FIX
BACKS
TTT 36.8
R-116
116°
114.0 UIM
Chan 87
296°
R-241
113.1 TTT
Chan 78

MISSED APCH FIX
116.2 CVE
Chan 109
125°
114.0 UIM
Chan 87
305°
R-241
BACKS
CVE 32
R-125

ELEV 607 D
Rwy 13L-31R 9000 X 200

174° 5.3 NM from FAF
TDZE 545



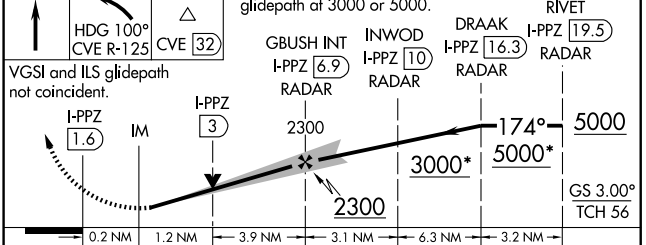
HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

1000	5000	BACKS
	HDG 100° CVE R-125	CVE 32

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17L	745/18 200 (200-½)			
S-LOC 17L	1040/24 495 (500-½)		1040/40 495 (500-¾)	1040/50 495 (500-1)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JHZ	APP CRS	Rwy 17R Idg	13401	Rwy 17C Idg	13401
111.35	174°	TDZE	567	TDZE	562
Chan 50 (Y)		Apt Elev	607	Apt Elev	607

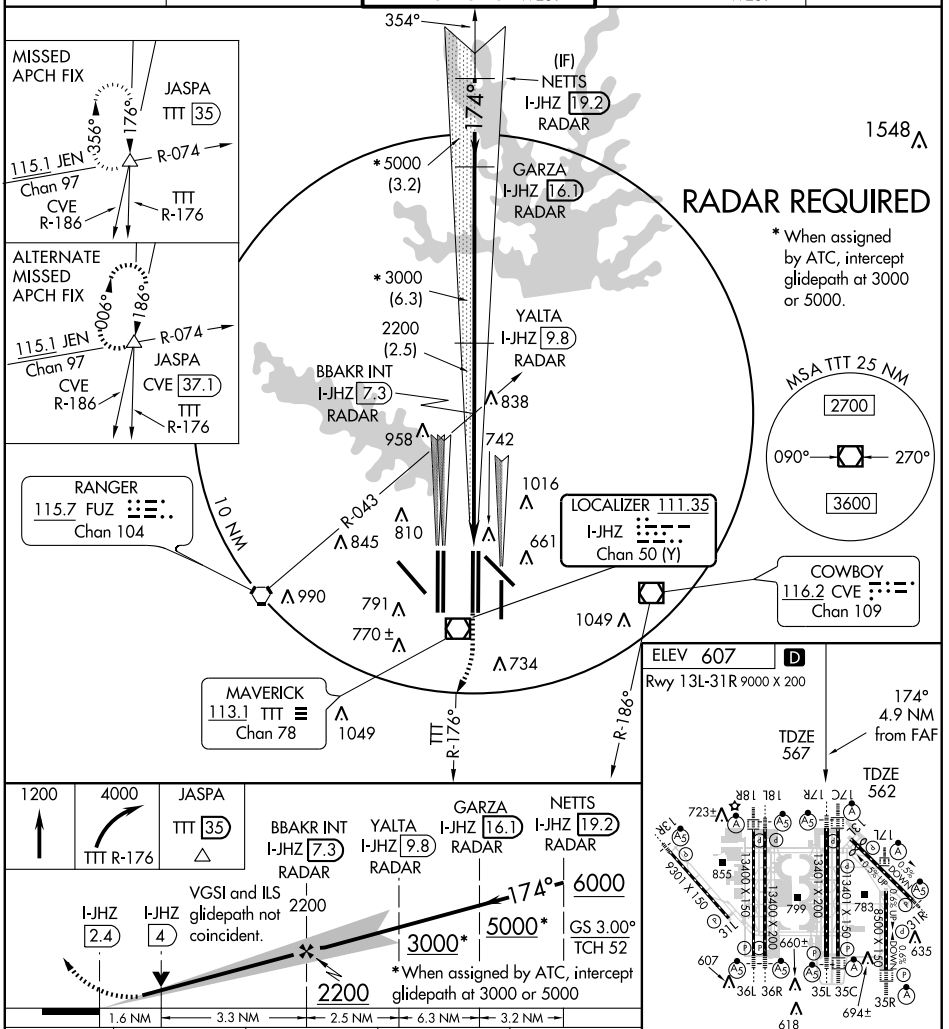
ILS or LOC RWY 17R
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17L and 18L/R. Inoperative table does not apply to sidestep Rwy 17C. DME or RADAR required. LOC procedure NA during simultaneous operations.

Rwy 17R MALSR · Rwy 17C ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via TTT R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



CATEGORY	A	B	C	D
S-ILS 17R	767/18 200 (200-½)			
S-LOC 17R	1140/24 573 (600-½)		1140/50 573 (600-1)	1140/60 573 (600-1¼)
SIDESTEP 17C	1140-1 578 (600-1)		1140-1½ 578 (600-1½)	1140-2 578 (600-2)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CIX	APP CRS	Rwy 18L ldg	13400	Rwy 18R ldg	13400
110.55	174°	TDZE	602	TDZE	603
Chan 42 (Y)		Apt Elev	607	Apt Elev	607

ILS or LOC RWY 18L

DALLAS-FORT WORTH INTL (DFW)

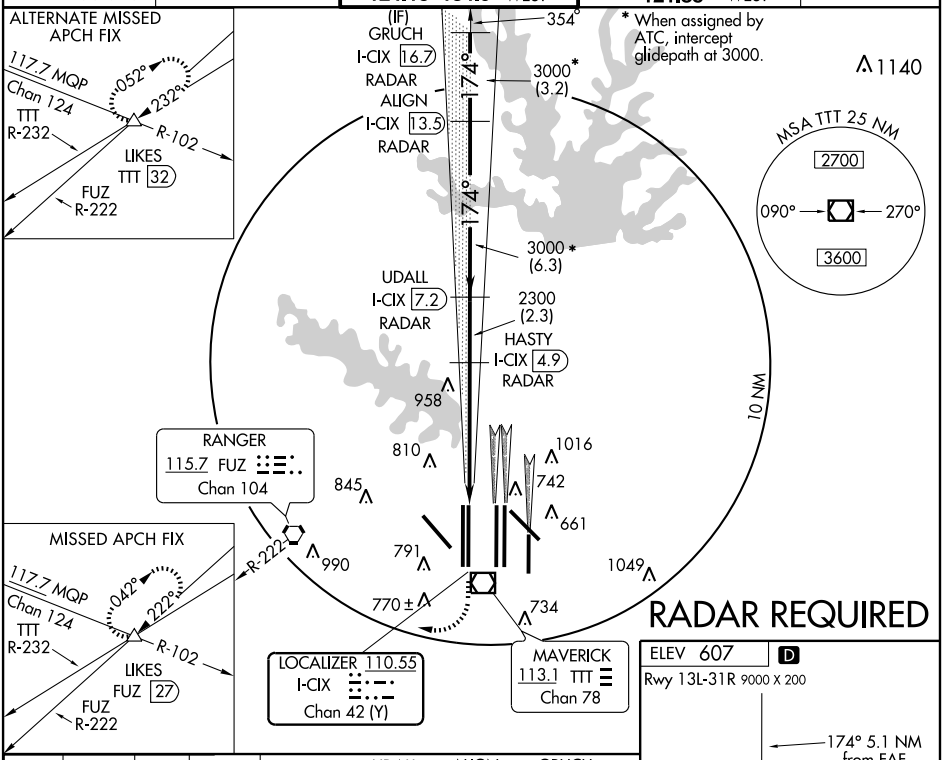
Simultaneous approach authorized with ILS Rwy 17L and 17C/R. Inoperative table does not apply to Sidestep 18R Cat A/B. DME or RADAR required. LOC procedure NA during simultaneous operations.

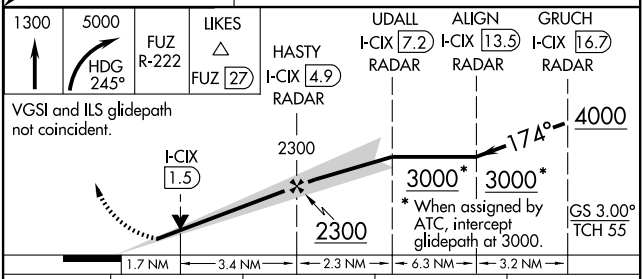
Rwy 18L MALSR

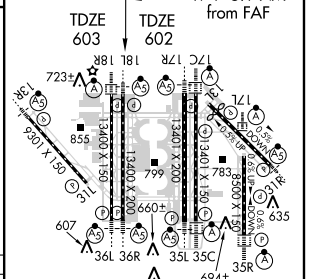
Rwy 18R ALSF-2

MISSED APPROACH: Climb to 1300, then climbing right turn to 5000 via heading 245° and FUZ R-222 to LIKES Int/FUZ 27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	







CATEGORY	A	B	C	D
S-ILS 18L	802/18	200 (200-½)		
S-LOC 18L	1220/24	618 (700-½)	1220/60 618 (700-1¼)	1220-1½ 618 (700-1½)
SIDESTEP 18R	1220-1	617 (700-1)	1220-1½ 617 (700-1½)	1220-2 617 (700-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 18R

DALLAS-FORT WORTH INTL (DFW)

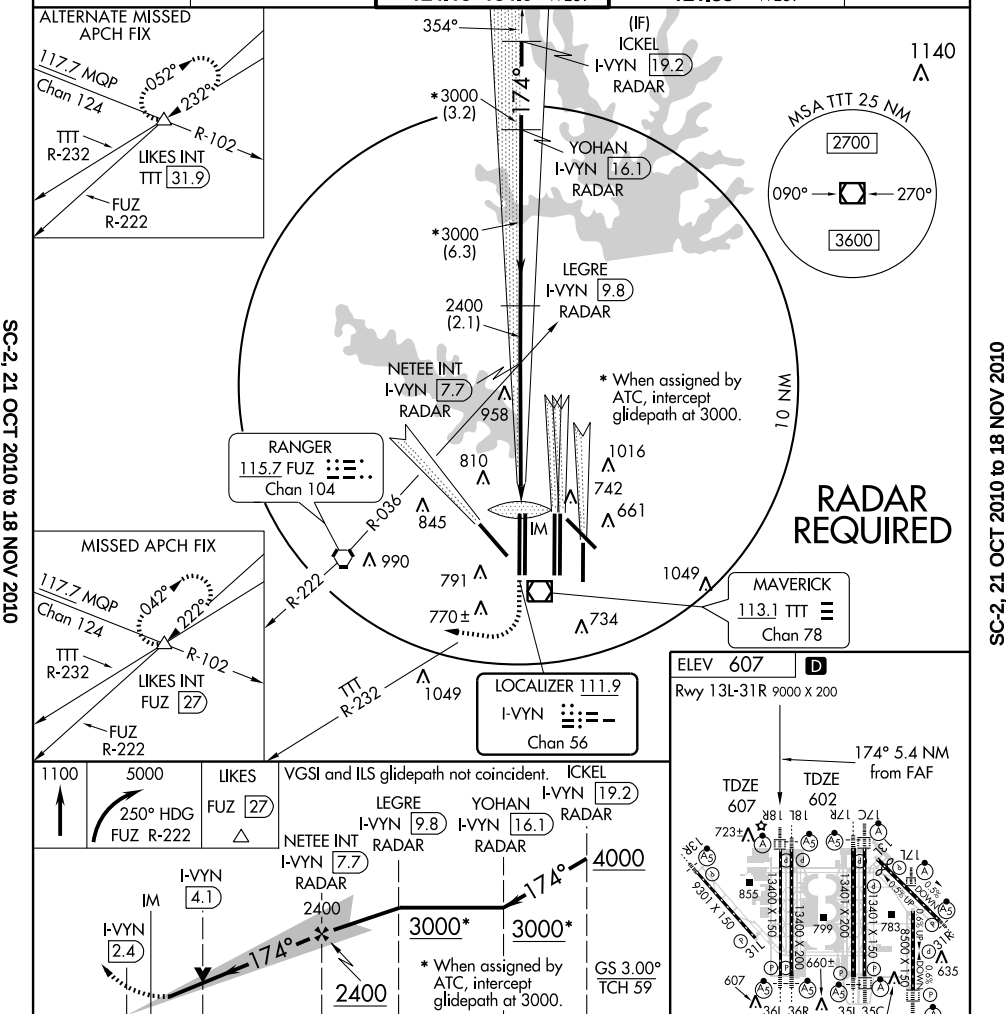
LOC/DME I-VYN	APP CRS	Rwy 18R ldg	13400	Rwy 18L ldg	13400
111.9 Chan 56	174°	TDZE	607	TDZE	602
		Apt Elev	607	Apt Elev	607

Simultaneous approaches authorized with Rwy 17R, 17L/C. Inoperative table does not apply to Sidestep 18L Cats A and B. DME or RADAR required.
LOC procedure NA during simultaneous operations.

Rwy 18R ALSF-2 (A) Rwy 18L MALSR (A5)

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/ 27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

CATEGORY	A	B	C	D
S-ILS 18R		807/18	200 (200-½)	
S-LOC 18R	1220/24	613 (700-½)	1220/60 613 (700-1¼)	1220-1½ 613 (700-1½)
SIDESTEP 18L	1220-1	618 (700-1)	1220-1¼ 618 (700-1¼)	1220-1½ 618 (700-1½)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

LOC/DME I-RRA	APP CRS	Rwy Idg 8375
110.9	309°	TDZE 523
Chan 46		Apt Elev 607

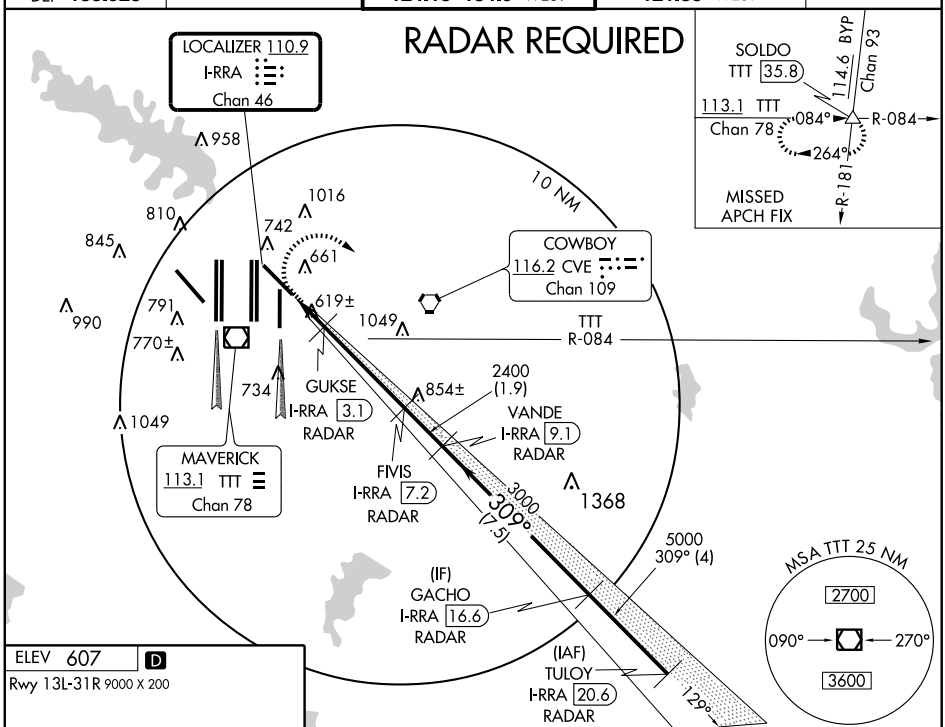
ILS or LOC RWY 31R
DALLAS-FORT WORTH INTL (DFW)

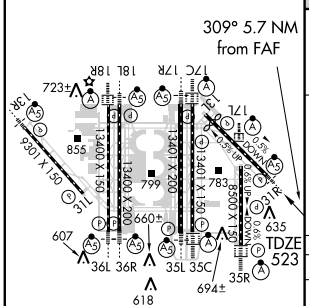
* DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 125° and TTT R-084 to SOLDO Int/TTT 35.8 DME and hold.

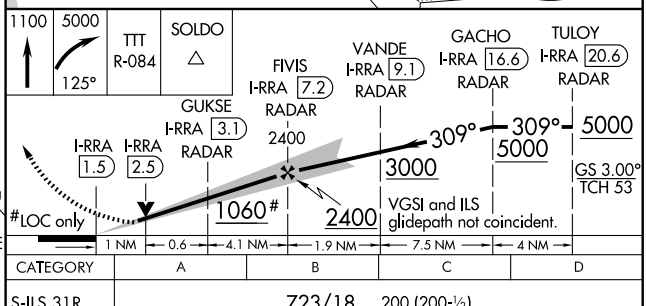
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	125.2 135.3	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 31R	723/18 200 (200-½)			
S-LOC 31R**	1060/24 537 (500-½)		1060/50 537 (500-1)	1060/60 537 (500-1¼)
GUKSE FIX MINIMUMS				
S-LOC 31R	880/24 357 (400-½)			880/40 357 (400-¾)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PKQ	APP CRS	Rwy 35C Idg 13401	Rwy 35L Idg 13401
110.3	354°	TDZE 563	TDZE 564
Chan 40		Apt Elev 607	Apt Elev 607

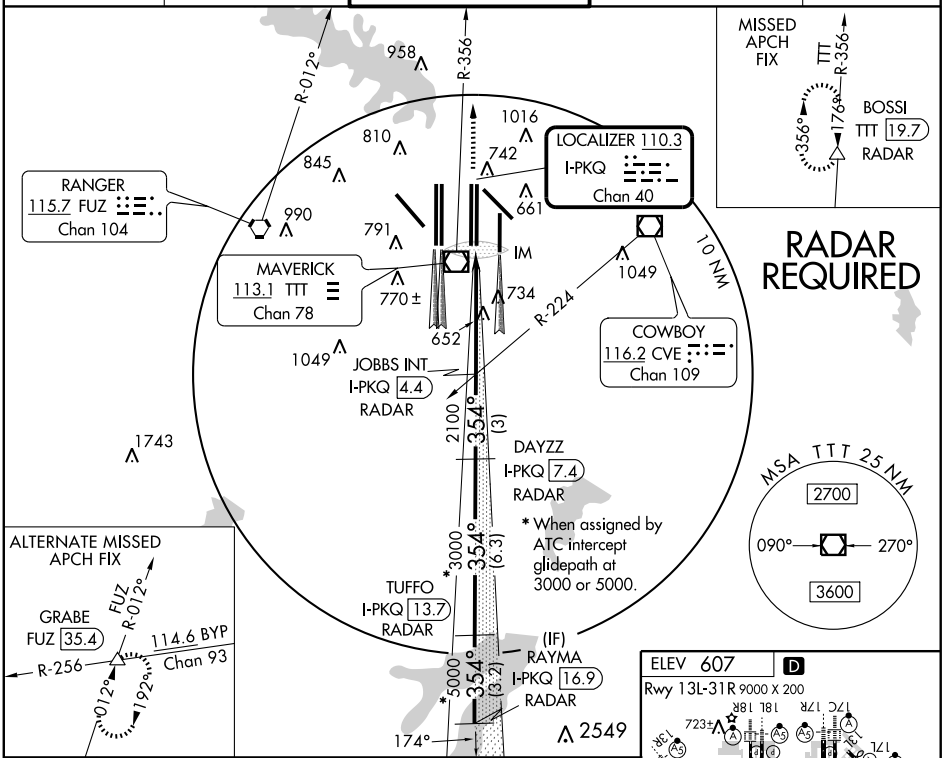
ILS or LOC RWY 35C
DALLAS-FORT WORTH INTL (DFW)

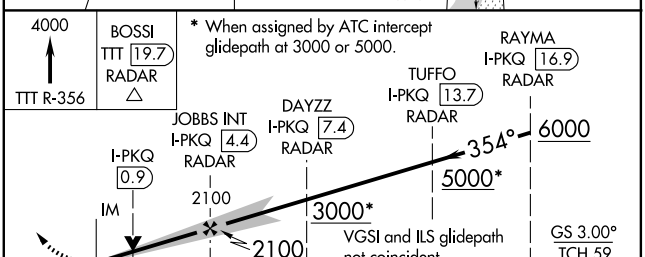
Inoperative table does not apply to Sidestep Rwy 35L Cats A and B. Simultaneous approach authorized with Rwy 35R, 36L and 36R. DME or RADAR required.
LOC procedure NA during Simultaneous operations.

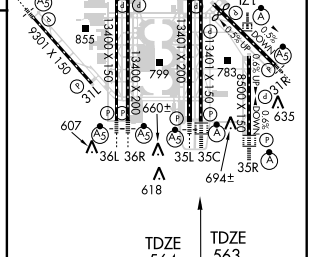
Rwy 35C ALSF-2 (A) | Rwy 35L MALSR (A5)

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	







CATEGORY	A	B	C	D
S-ILS 35C	763/18 200 (200-½)			
S-LOC 35C	960/24 397 (400-½)			960/40 397 (400-¾)
SIDESTEP 35L	960-1 396 (400-1)			960-1½ 396 (400-1½)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UWX	APP CRS	Rwy 35L Idg 13401	Rwy 35C Idg 13401
111.35	354°	TDZE 564	TDZE 563
Chan 50 (Y)		Apt Elev 607	Apt Elev 607

ILS or LOC RWY 35L

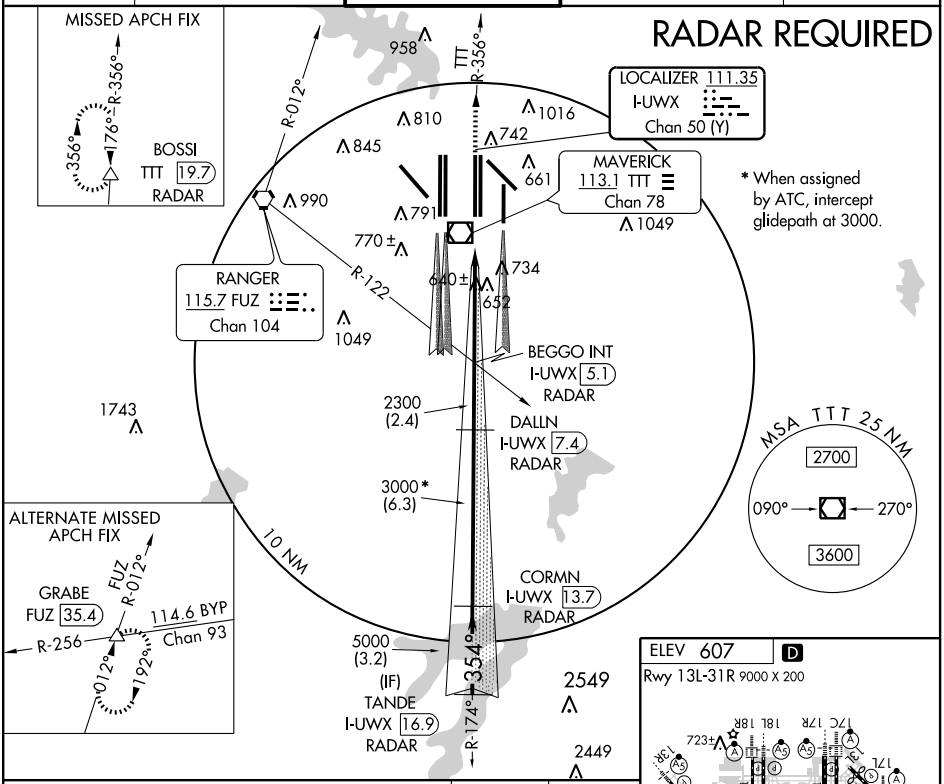
DALLAS-FORT WORTH INTL (DFW)

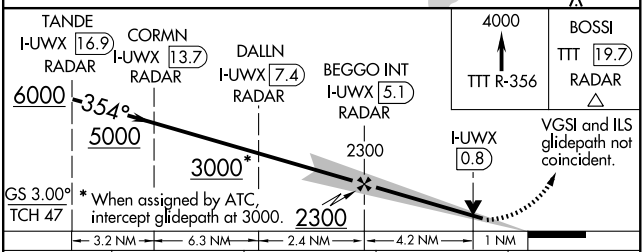
Simultaneous approach authorized with Rwy 35R, Rwy 36L/R. DME or Radar required. LOC procedure NA during simultaneous operations. Inoperative table does not apply to Sidestep 35C.

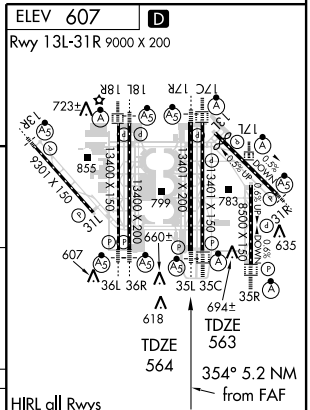
Rwy 35L MALSR | Rwy 35C ALSF-2

MISSED APPROACH: Climb to 4000 via TTT VOR/DME R-356 to BOSSI/ TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	







CATEGORY	A	B	C	D
S-ILS 35L	764/18 200 (200-½)			
S-LOC 35L	940/24 376 (400-½)			940/40 376 (400-¾)
SIDESTEP 35C	960-1 397 (400-1)		960-1½ 397 (400-1½)	960-2 397 (400-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

ILS or LOC RWY 35R

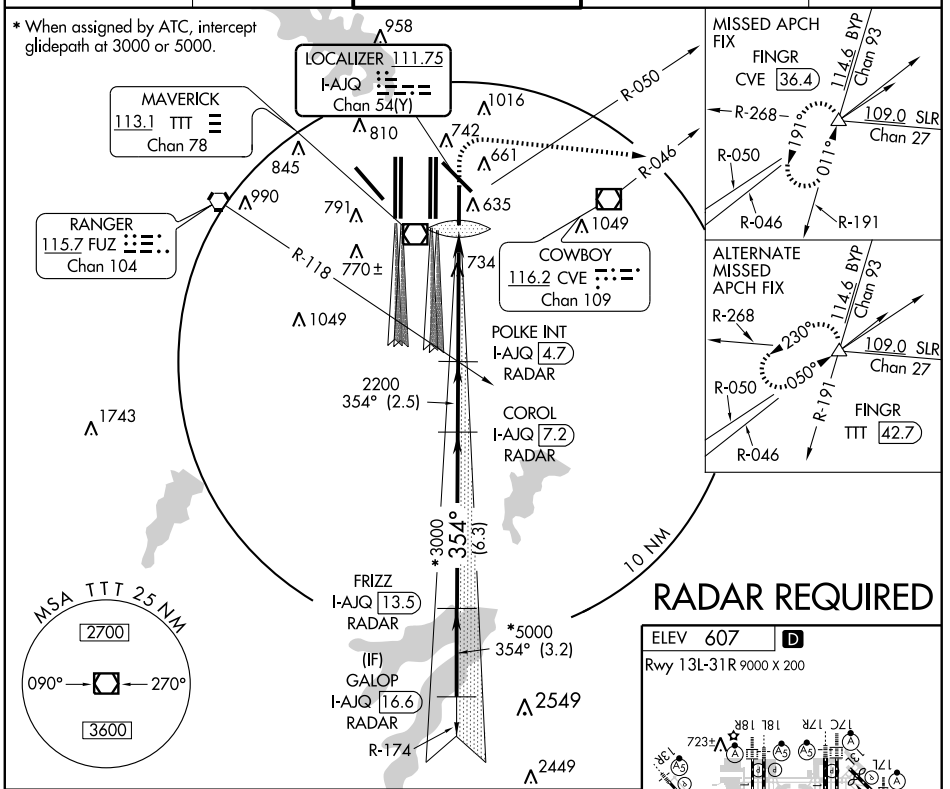
DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

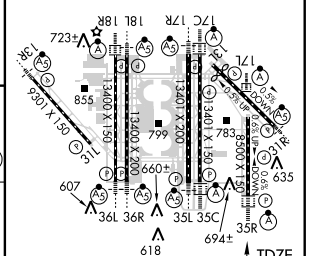
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



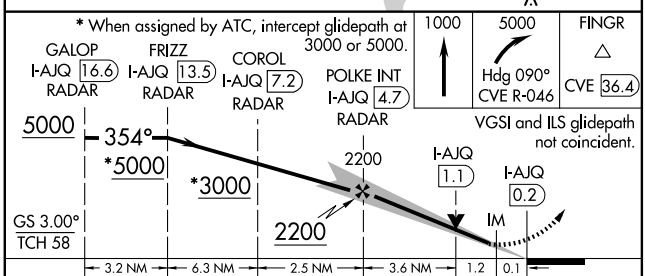
RADAR REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
S-ILS 35R	775/18 200 (200-½)			
S-LOC 35R	1040/24 465 (500-½)		1040/40 465 (500-¾)	1040/50 465 (500-1)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:52	3:14	2:26	1:57	1:37

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 36L
DALLAS-FORT WORTH INTL (DFW)

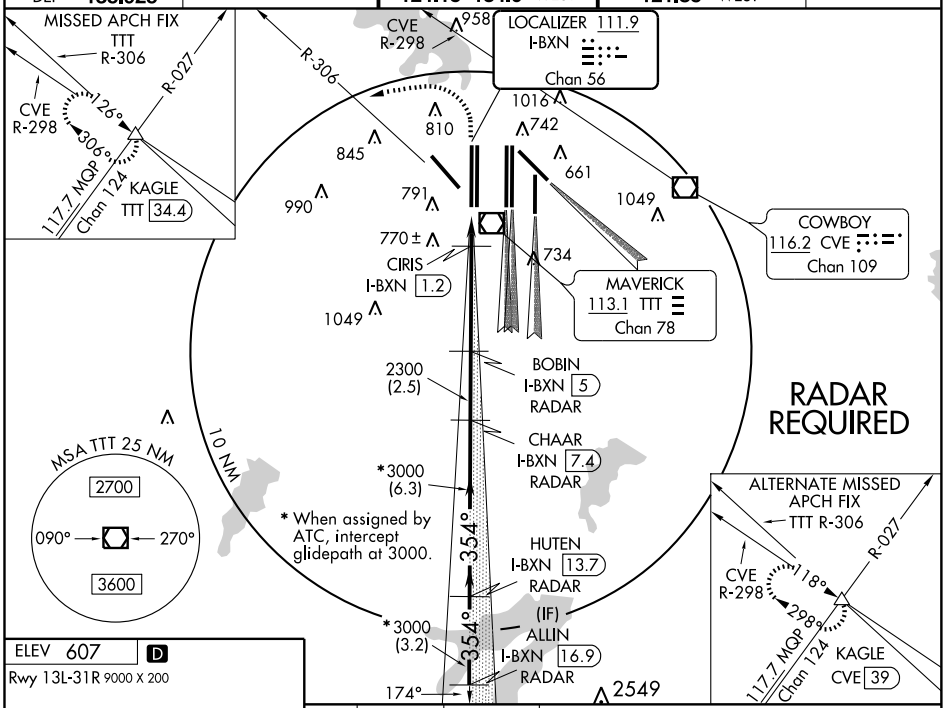
LOC/DME I-BXN	APP CRS	Rwy 36L ldg	TDZE	Rwy 36R ldg	TDZE
111.9 Chan 56	354°	13400	588	13400	581
		Apt Elev 607		Apt Elev 607	

Simultaneous approach authorized with Rwy 35R/L/C. LOC procedure NA during simultaneous operations. CIRIS Fix Minimums: For inoperative MALSR, increase Cat D visibility to RVR 5000. sidestep 36R: Inoperative table does not apply to sidestep 36R Cats A and B. DME or RADAR required.

MALSR

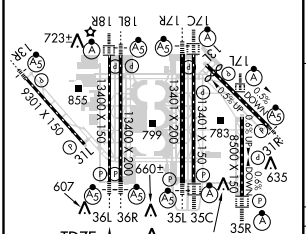
MISSED APPROACH: Climb to 1100, then climbing left turn to 5000 via heading 285° and TTT R-306 to KAGLE Int/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



ELEV 607 D

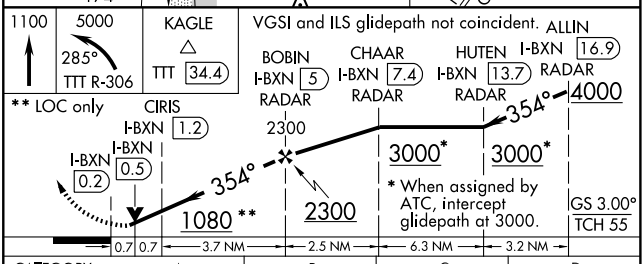
Rwy 13L-31R 9000 X 200



354° 5.2 NM from FAF

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 36L	788/18 200 (200-½)			
S-LOC 36L	1080/24 492 (500-½)		1080/40 492 (500-¾)	1080/50 492 (500-1)
SIDESTEP 36R	1080-1 499 (500-1)			1080-1½ 499 (500-1½)
CIRIS FIX MINIMUMS				
S-LOC 36L	880/24 292 (300-½)			880/40 292 (300-¾)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

DALLAS-FORT WORTH, TEXAS

LOC/DME I-FJN	APP CRS	Rwy 36R Idg	TDZE	Apt Elev	Rwy 36L Idg	TDZE	Apt Elev
110.55 Chan 42 (Y)	354°	13400	581	607	13400	588	607

ILS or LOC RWY 36R

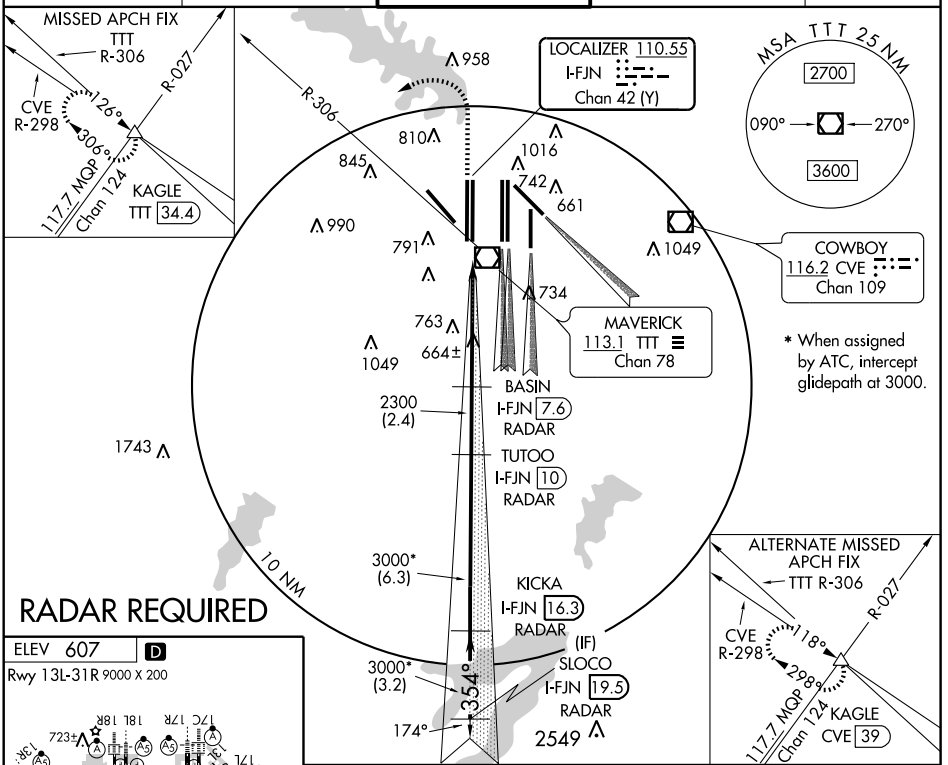
DALLAS-FORT WORTH INTL (DFW)

T Simultaneous approach authorized with Rwy 35L, 35C/R. Inoperative table does not apply to Sidestep 36L. DME or RADAR required. LOC procedure NA during simultaneous operations.

Rwys 36R/L MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 5000 via heading 295° and TTT VOR/DME R-306 to KAGLE Int/TTT 34.4 DME and hold.

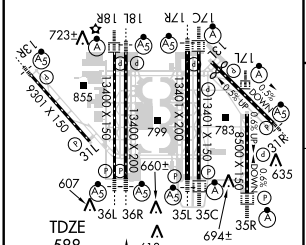
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



RADAR REQUIRED

ELEV 607 D

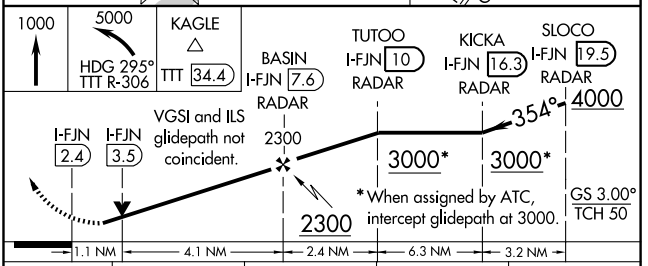
Rwy 13L-31R 9000 X 200



354° 5.2 NM from FAF

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 36R	781/18 200 (200-½)			
S-LOC 36R	980/24 399 (400-½)			980/40 399 (400-¾)
SIDESTEP 36L	1080-1 492 (500-1)		1080-1½ 492 (500-1½)	1080-2 492 (500-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FLQ	APP CRS	Rwy Idg	13401
110.3	174°	TDZE	562
Chan 40		Apt Elev	607

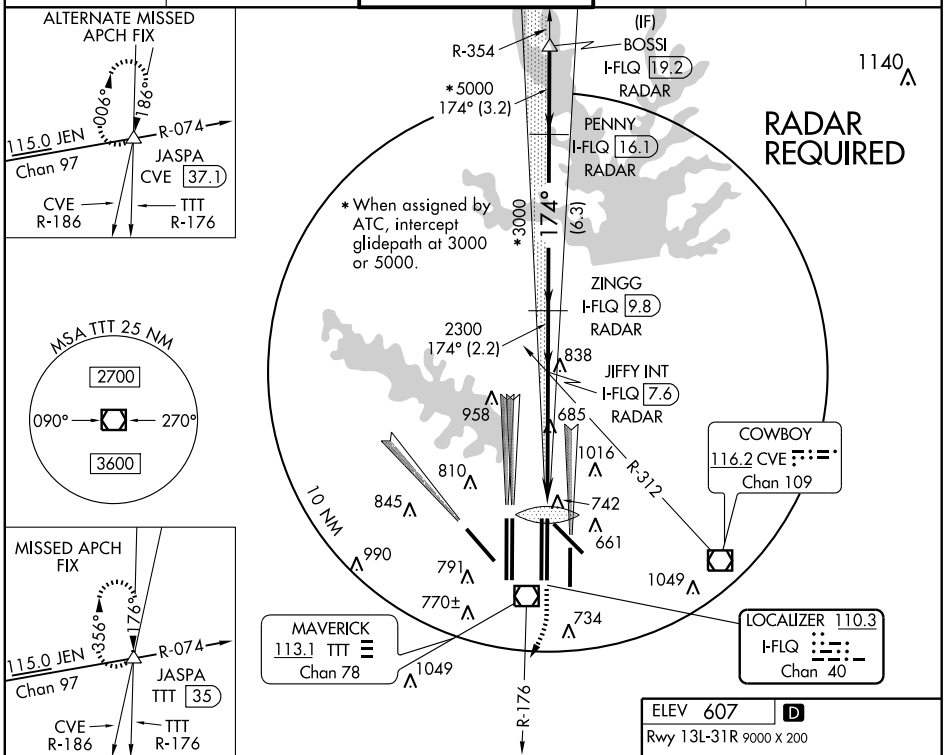
ILS RWY 17C (CAT II)
DALLAS-FORT WORTH INTL (DFW)

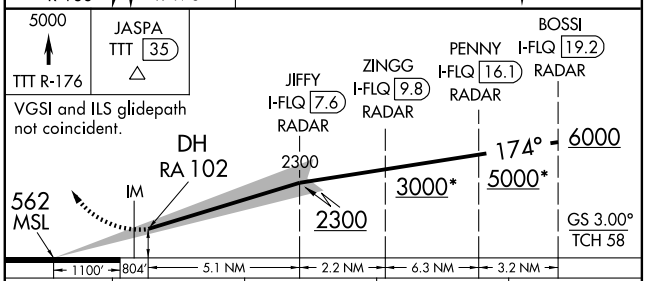
T Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. DME or RADAR required.

ALSF-2

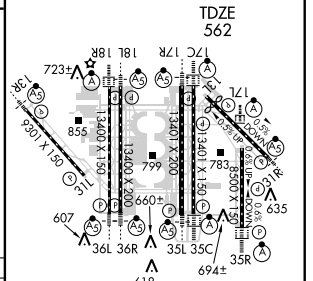
MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	





CATEGORY	A	B	C	D
S-ILS 17C	RA 102/12 100 DA 662			



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FLQ	APP CRS	Rwy Idg	13401
110.3	174°	TDZE	562
Chan 40		Apt Elev	607

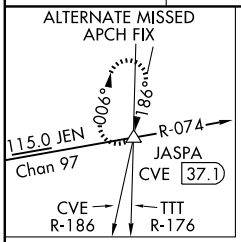
ILS RWY 17C (CAT III)
DALLAS-FORT WORTH INTL (DFW)

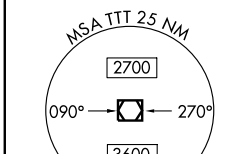
Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. DME or RADAR required.

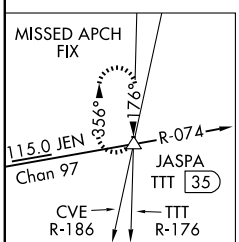
ALSF-2

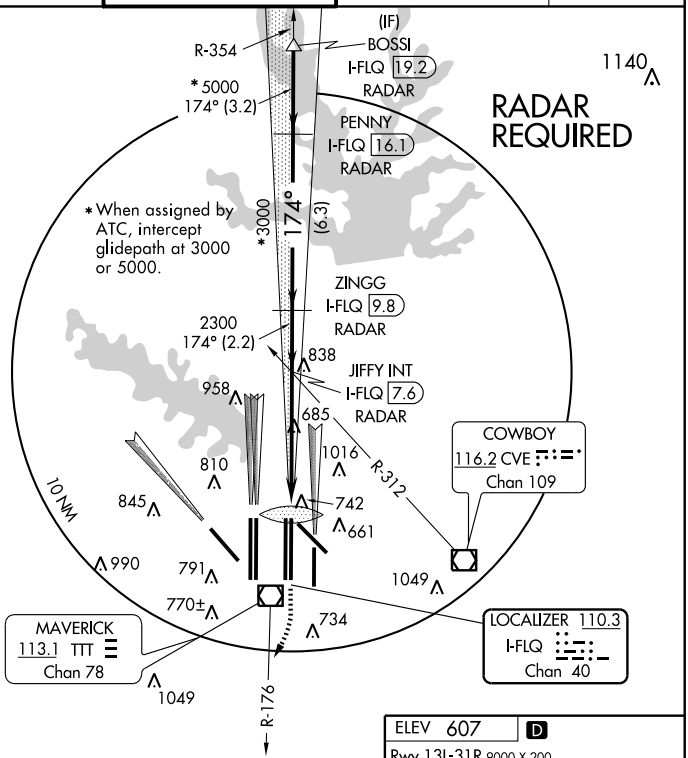
MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

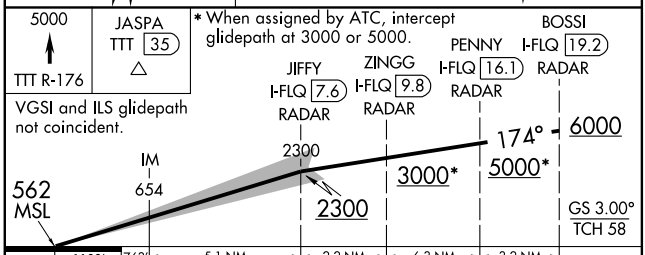
ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25









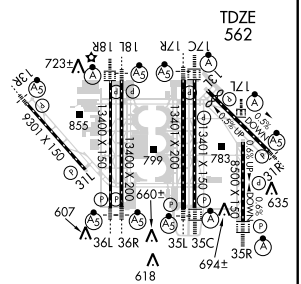


CATEGORY	A	B	C	D
S-ILS 17C	CAT IIIa RVR 07			
S-ILS 17C	CAT IIIb RVR 06			
S-ILS 17C	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PPZ	APP CRS	Rwy Idg 8500
111.75	174°	TDZE 545
Chan 54 (Y)		Apt Elev 607

ILS RWY 17L (CAT II)
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MSA TTT 25 NM
2700
090° 270°
3600

R-354°
(IF) RIVET
I-PPZ 19.5
RADAR
*5000 174° (3.2)
DRAAK
I-PPZ 16.3
RADAR
*3000 174° (6.3)
INWOD
I-PPZ 10
RADAR
2300 174° (3.1)
GBUSH INT
I-PPZ 6.9
RADAR

*When assigned by ATC, intercept glidepath at 3000 or 5000.

1548
958
1016
726
742
661
845
R-050
810
990
791
770±
734
1049
R-125
10 NM

COWBOY
116.2 CVE
Chan 109

RANGER
115.7 FUZ
Chan 104

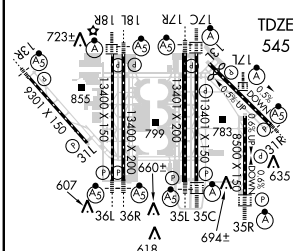
MAVERICK
113.1 TTT
Chan 78

LOCALIZER 111.75
I-PPZ
Chan 54(Y)

ALTERNATE MISSED APCH FIX
BACKS
TTT 36.8
R-116
116°
114.0 UIM
Chan 87
296°
R-241
113.1 TTT
Chan 78

MISSED APCH FIX
116.2 CVE
Chan 109
125°
114.0 UIM
Chan 87
305°
R-241
R-125
BACKS
CVE 32

ELEV 607 D
Rwy 13L-31R 9000 X 200



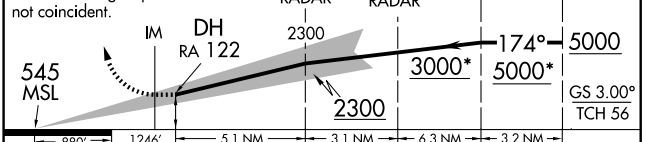
HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

1000 | 5000 HDG 100° CVE R-125
BACKS CVE 32

*When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

GBUSH	INWOD	DRAAK	RIVET
I-PPZ 6.9 RADAR	I-PPZ 10 RADAR	I-PPZ 16.3 RADAR	I-PPZ 19.5 RADAR



CATEGORY	A	B	C	D
S-ILS 17L	RA 122/12 100 DA 645			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PPZ	APP CRS	Rwy Idg 8500
111.75	174°	TDZE 545
Chan 54 (Y)		Apt Elev 607

ILS RWY 17L (CAT III)
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

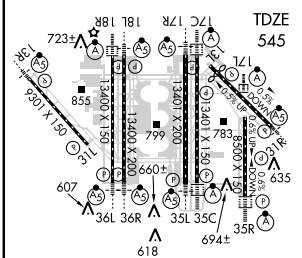
MSA TTT 25 NM
2700
090° 270°
3600

R-354°
(IF) RIVET
I-PPZ 19.5
RADAR
*5000 174° (3.2)
DRAAK
I-PPZ 16.3
RADAR
1548
* When assigned by ATC, intercept * 3000 174° (6.3) glidepath at 3000 or 5000.
INWOD
I-PPZ 10
RADAR
2300 174° (3.1)
GBUSH INT
I-PPZ 6.9
RADAR
958
1016
726
742
661
845 R-050 810
COWBOY
116.2 CVE
Chan 109
RANGER
115.7 FUZ
Chan 104
990
791
1049
R-125
10 NM
770±
734
1049
MAVERICK
113.1 TTT
Chan 78
LOCALIZER 111.75
I-PPZ
Chan 54(Y)

ALTERNATE MISSED APCH FIX
BACKS
TTT 36.8
R-116
116°
114.0 UIM
Chan 87
113.1 TTT
Chan 78
R-241 296°

MISSED APCH FIX
116.2 CVE
Chan 109
125°
114.0 UIM
Chan 87
305°
R-241
R-125
BACKS
CVE 32

ELEV 607 D
Rwy 13L-31R 9000 X 200

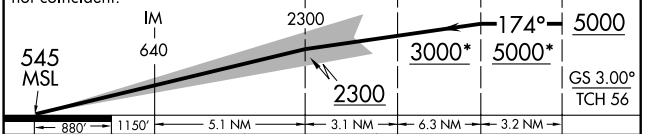


HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

1000 5000 HDG 100° CVE R-125
BACKS CVE 32

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17L	CAT IIIa RVR 07			
S-ILS 17L	CAT IIIb RVR 06			
S-ILS 17L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 18R (CAT II)

DALLAS-FORT WORTH INTL (DFW)

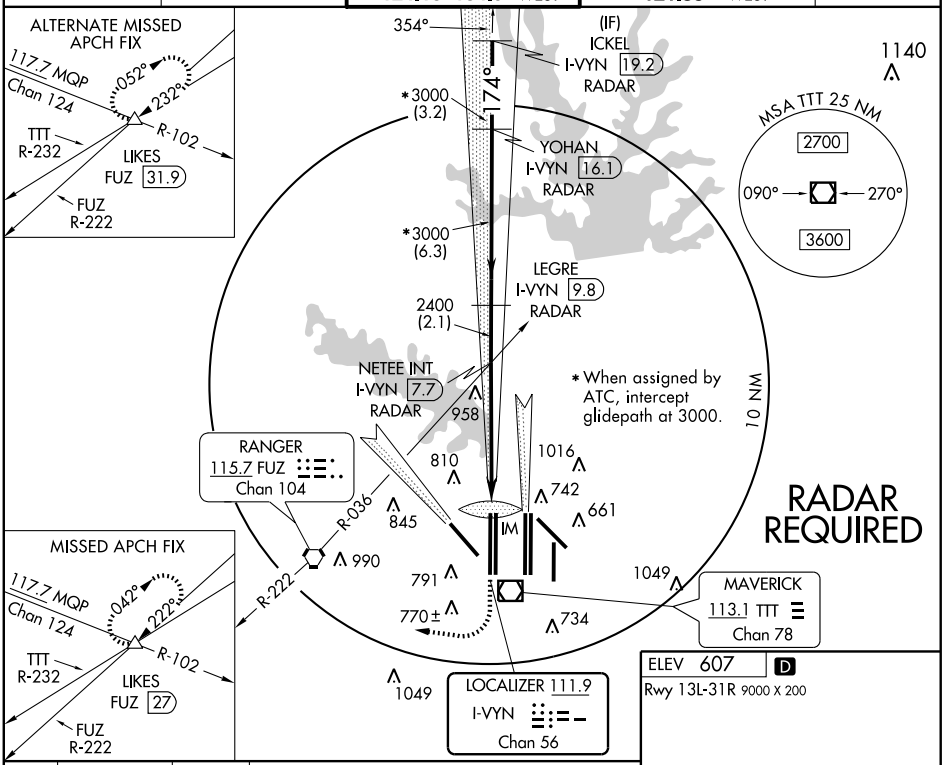
LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

Simultaneous approach authorized with Rwy 17R, 17L/17C. Inoperative table does not apply to sidestep 18L Cats A and B. DME or RADAR required.

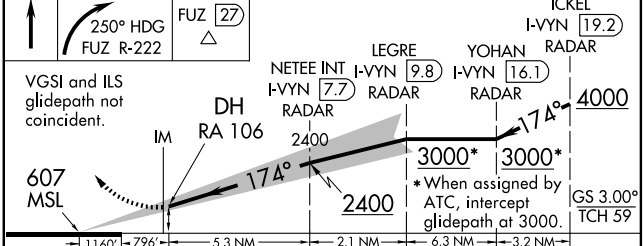
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



1100	5000	LIKES
	250° HDG	FUZ 27
	FUZ R-222	

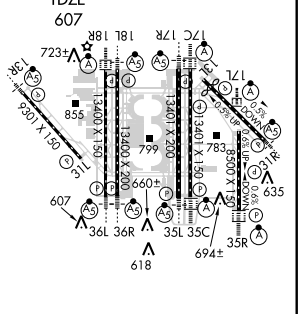


CATEGORY	A	B	C	D
S-ILS 18R	RA 106/12 100 DA 707			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 18R (CAT III)

DALLAS-FORT WORTH INTL (DFW)

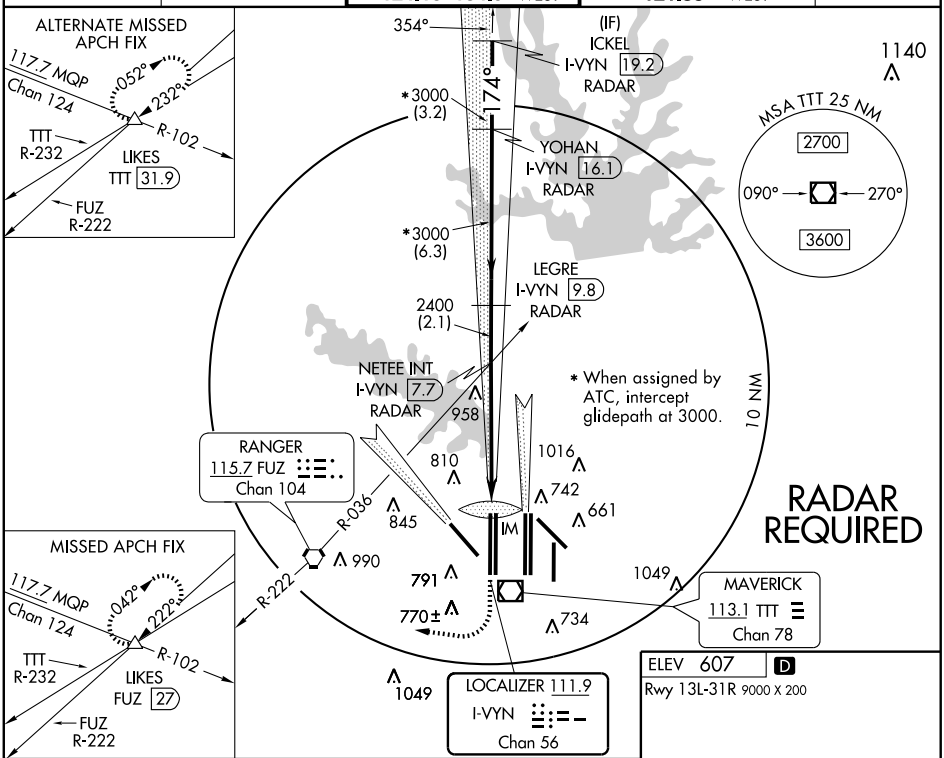
LOC/DME I-VYN	APP CRS	Rwy Idg	13400
111.9	174°	TDZE	607
Chan 56		Apt Elev	607

Simultaneous approach authorized with Rwy 17R, 17L/17C. Inoperative table does not apply to sidestep 18L Cats A and B. DME or RADAR required.

ALSF-2

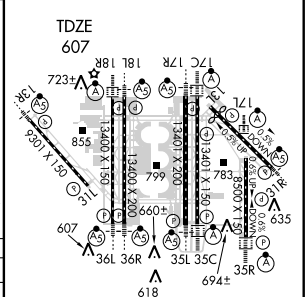
MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/ 27 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

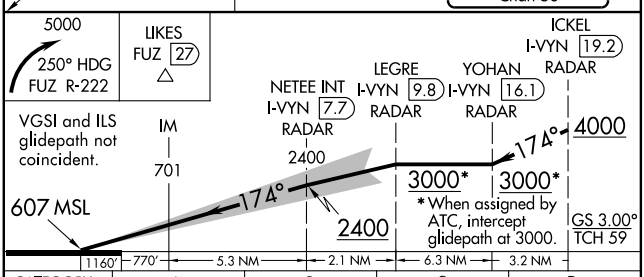


ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
S-ILS 18R	CAT IIIa RVR 07			
S-ILS 18R	CAT IIIb RVR 06			
S-ILS 18R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PKQ	APP CRS	Rwy Idg	13401
110.3	354°	TDZE	563
Chan 40		Apt Elev	607

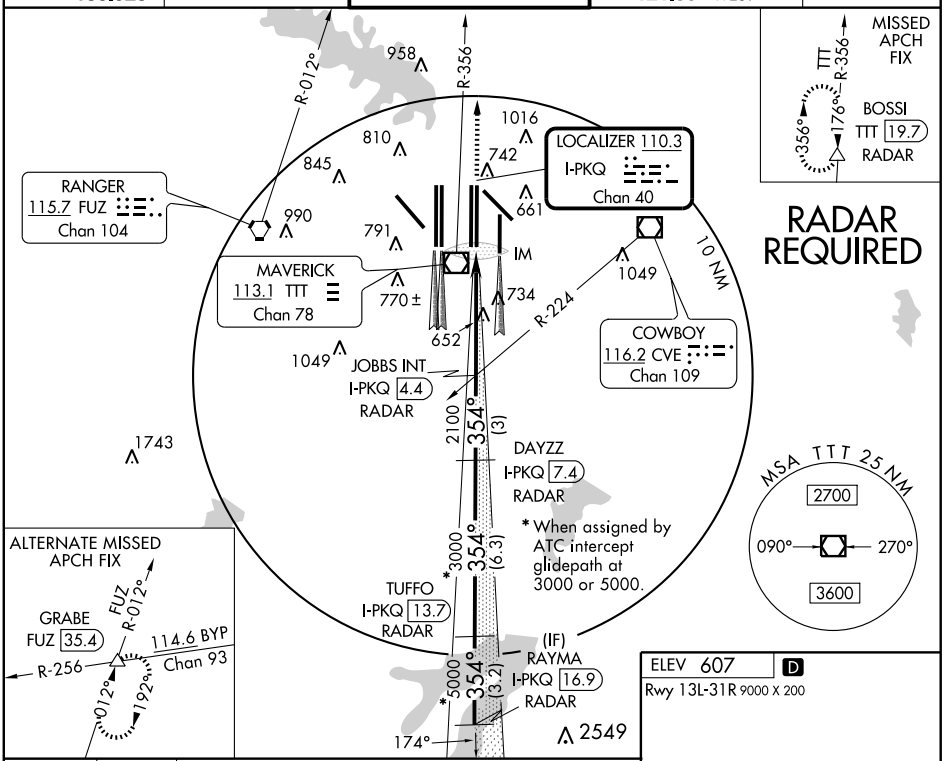
ILS RWY 35C (CAT II)
DALLAS-FORT WORTH INTL (DFW)

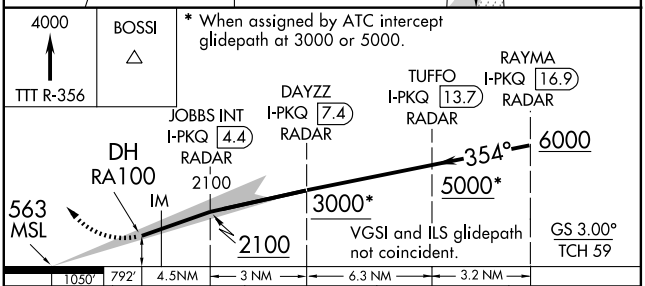
Simultaneous approach authorized with Rwy 35R, 36L and 36R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



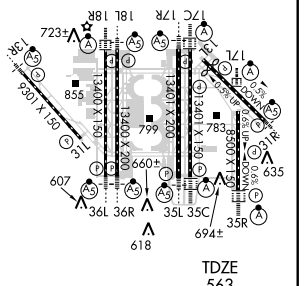


CATEGORY	A	B	C	D
S-ILS 35C	RA 100/12 100 DA 663			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PKQ	APP CRS	Rwy Idg	13401
110.3	354°	TDZE	563
Chan 40		Apt Elev	607

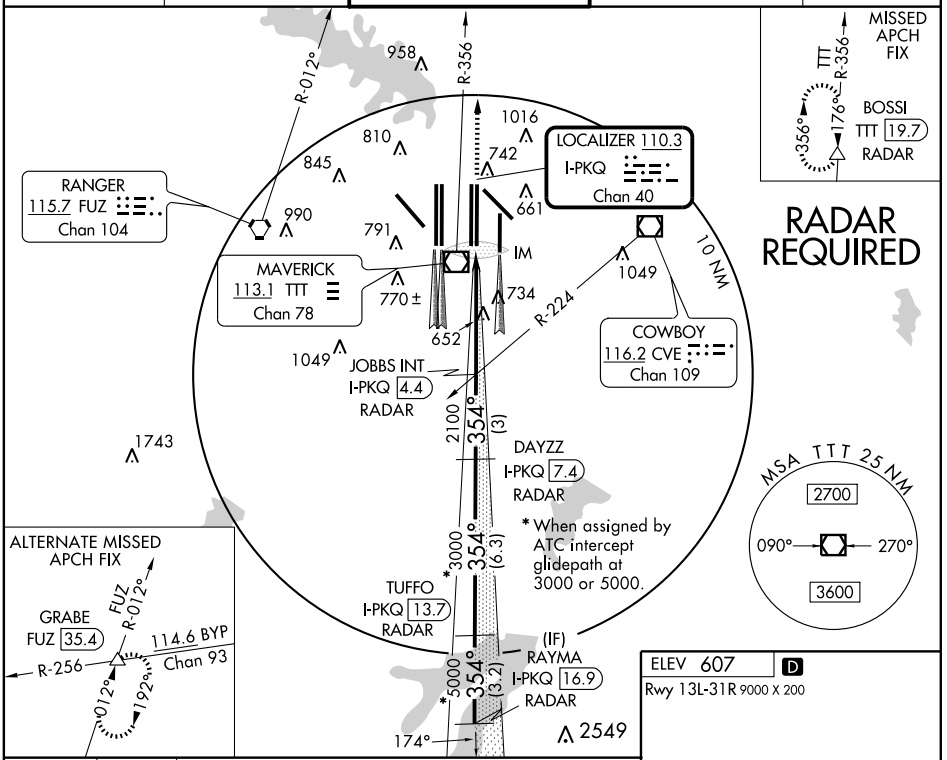
ILS RWY 35C (CAT III)
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 35R, 36L and 36R. RADAR or DME required.

ALSF-2

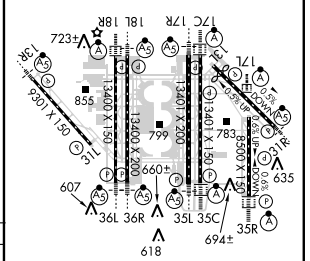
MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

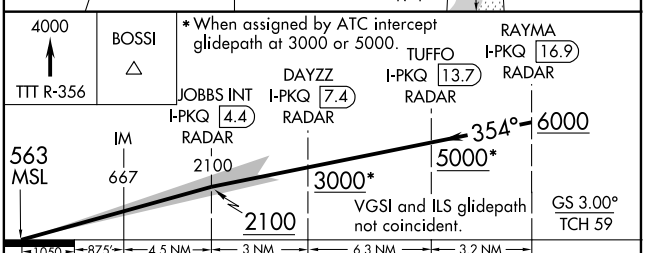


ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
S-ILS 35C	CAT IIIa RVR 07			
S-ILS 35C	CAT IIIb RVR 06			
S-ILS 35C	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

ILS RWY 35R (CATII)

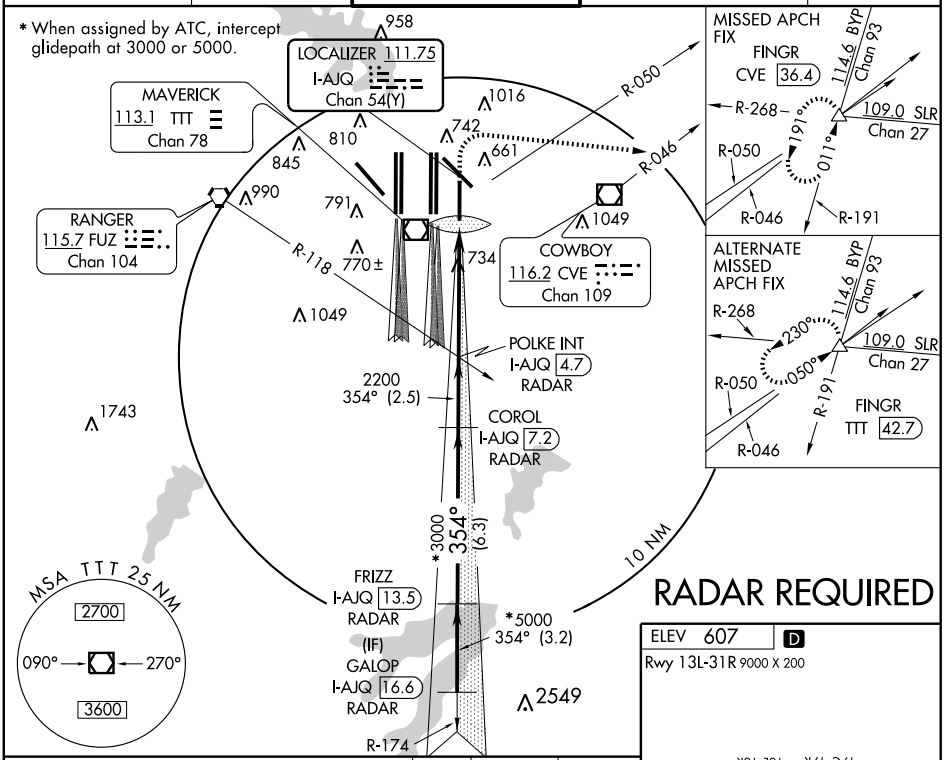
DALLAS-FORT WORTH INTL (DFW)

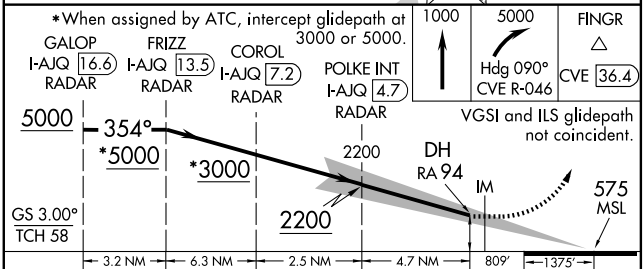
DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.

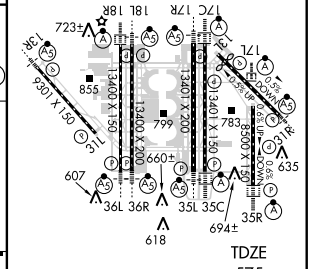
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	







CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-AJQ	APP CRS	Rwy Idg	8500
111.75	354°	TDZE	575
Chan 54 (Y)		Apt Elev	607

ILS RWY 35R (CATIII)

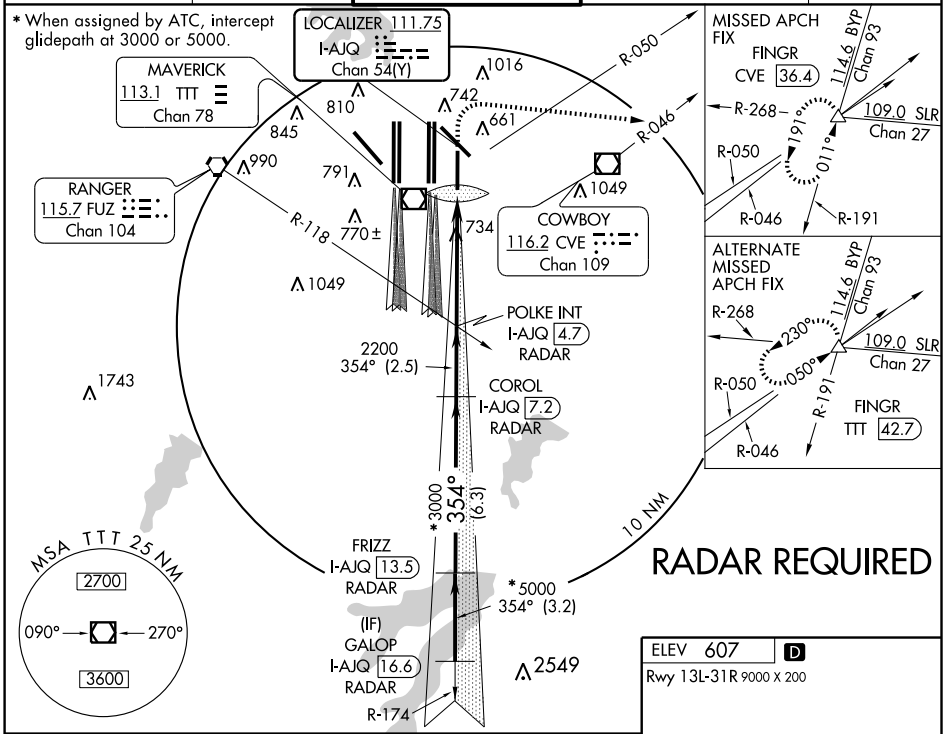
DALLAS-FORT WORTH INTL (DFW)

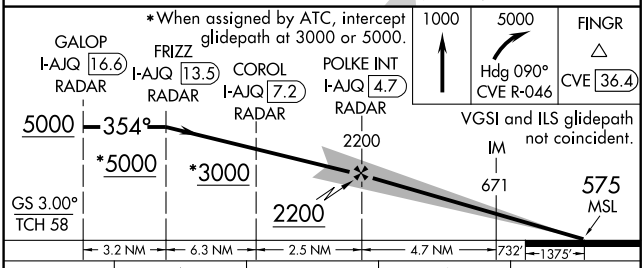
DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	



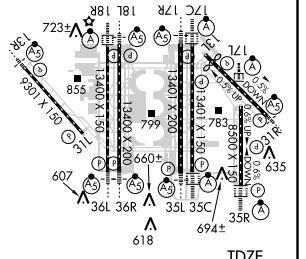


CATEGORY	A	B	C	D
S-ILS 35R	CAT IIIa RVR 07			
S-ILS 35R	CAT IIIb RVR 06			
S-ILS 35R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

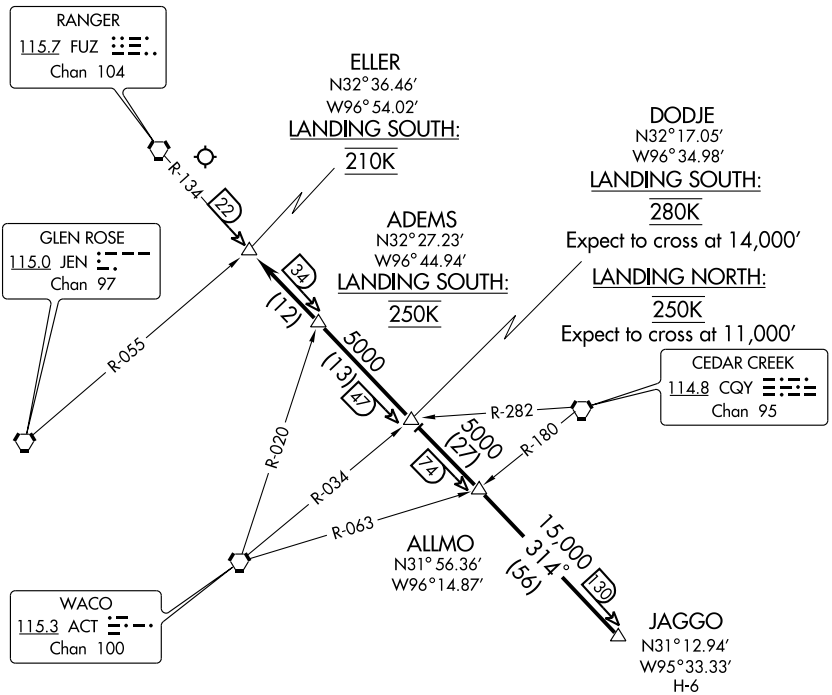
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

JAGGO THREE ARRIVAL

ST-6039 (FAA)

ASSIGNED BY ATC ONLY

ATIS ARR 123.775
REGIONAL APP CON
125.02 133.52 263.025



NOTE: Chart not to scale.

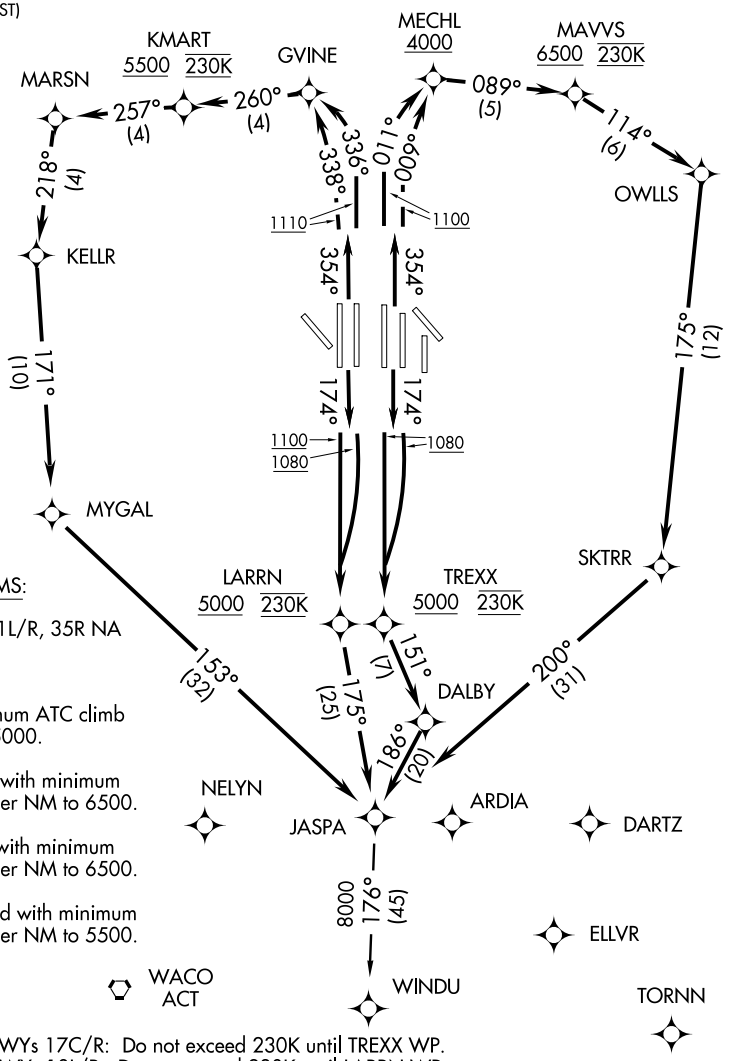
DME OR RADAR REQUIRED

From over JAGGO INT via FUZ R-134 to ELLER INT. Expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

JASPA TWO DEPARTURE (RNAV)

ATIS 135.925
CLNC DEL 128.25
GND CON 121.85 (WEST)
121.65 121.8 (EAST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
125.12 353.95
(Rwy 17R/C)
125.12 353.95
(Rwy 18R/L)
126.47 363.15
(Rwy 36R/L)
118.55 290.35
(Rwy 35L/C)



TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L, 31L/R, 35R NA - ATC Request.

Rwy 17C/R, 18L/R: Standard with minimum ATC climb of 500′ per NM to 5000.

Rwy 35C: Standard with minimum ATC climb of 536′ per NM to 6500.

Rwy 35L: Standard with minimum ATC climb of 530′ per NM to 6500.

Rwy 36L/R: Standard with minimum ATC climb of 500′ per NM to 5500.

NOTE: TAKE-OFF RWYs 17C/R: Do not exceed 230K until TREXX WP.
TAKE-OFF RWYs 18L/R: Do not exceed 230K until LARRN WP.
TAKE-OFF RWYs 35L/C: Do not exceed 230K until MAVVS WP.
TAKE-OFF RWYs 36L/R: Do not exceed 230K until KMART WP.

NOTE: 1. DME/DME/IRU or GPS Required
2. RNAV 1.

NOTE: For Turbo Jets only.

NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR required.

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KEENE OR TRI-GATE DEPARTURE.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART WP, cross KMART WP at or above 5500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART WP, cross KMART at or above 5500, then via depicted route to JASPA WP, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

WINDU TRANSITION (JASPA2.WINDU): For aircraft inbound to AUS or SAT terminal area airports. Aircraft should file and/or expect BLEWE or MARCS STAR at WINDU.

SC-2, 21 OCT 2010 to 18 NOV 2010

ATIS 135.925
CLNC DEL 125.25
GND CON
(EAST) 121.65 121.8
(WEST) 121.85
DFW TOWER
(EAST) 126.55 127.5
(WEST) 124.15 134.9
REGIONAL DEP CON
(Departing South) 125.12 319.85
(Departing North via TTT R-186 or TTT R-176) 126.47 363.15
(Departing North via TTT R-166 or TTT R-156) 118.55 290.35

340° TTT 7.3 005° 345° 185° 160°

TAKE-OFF MINIMUMS:
Rwys 13R, 13L, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: Standard.
Rwy 35R: 200-1½ or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: Rwys 17C/R, 18L/R, 35L/C, 36L/R: DME Required.

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

186° (36) 156° (37) 166° (35) 176° (35) V369

TSA Gliderport

NELYN
N32°17.10′
W97°11.15′

DARTZ
N32°17.07′
W96°48.93′

CEDAR CREEK
114.8 CQY
Chan 95

R-072 R-074 R-273 R-275

JASPA
N32°17.10′
W97°03.54′
L-17

ARDIA
N32°17.10′
W96°56.27′
L-17

156° (25) 62

BRDEN
N31°53.06′
W96°39.80′

GLEN ROSE
115.0 JEN
Chan 97

4000 177° (38) 8000 (45) 7000 (35) 6000 (23)

R-357 70

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

TNV
R-334

B5

TORNN
N31°31.22′
W96°30.88′
H-6

WACO
115.3 ACT
Chan 100
N31°39.74′-W97°16.14′
L-19, H-6

R-074 R-093 11 NM 154°

LEONA
110.8 LOA
Chan 45

R-120 80

6000 156° (22) J827

R-268

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

12000 193° (70) 7000 154° (69)

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′-W96°25.24′
L-19-21,H-7

HOARY
N30°34.63′
W97°46.52′
L-19-21, H-7

R-012

R-307

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

12000 204° (66)

R-024

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19,H-7

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928′ to 2034′ from DER, 724′ to 873′ left of centerline, up to 32′ AGL/654′ MSL.
Rwy 35R: Multiple Buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′MSL.

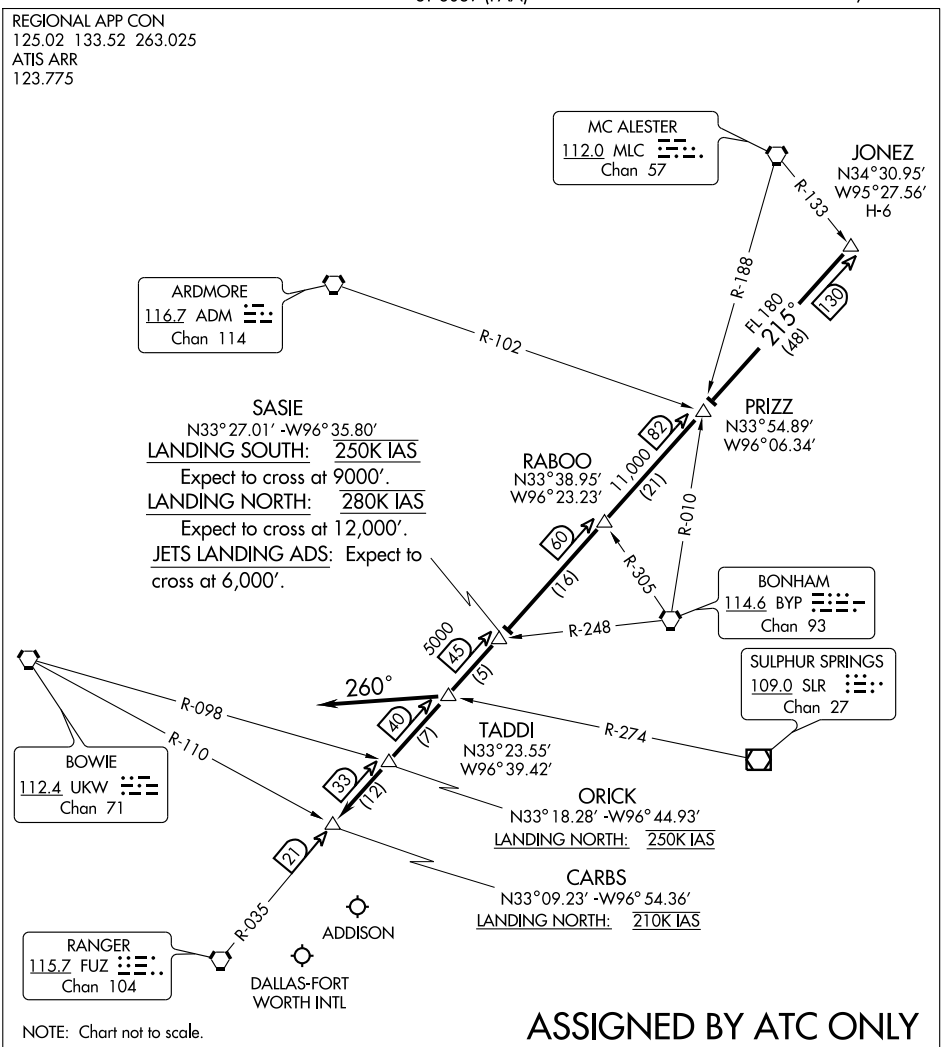
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 21 OCT 2010 to 18 NOV 2010

JONEZ FOUR ARRIVAL

DALLAS-FT. WORTH, TEXAS

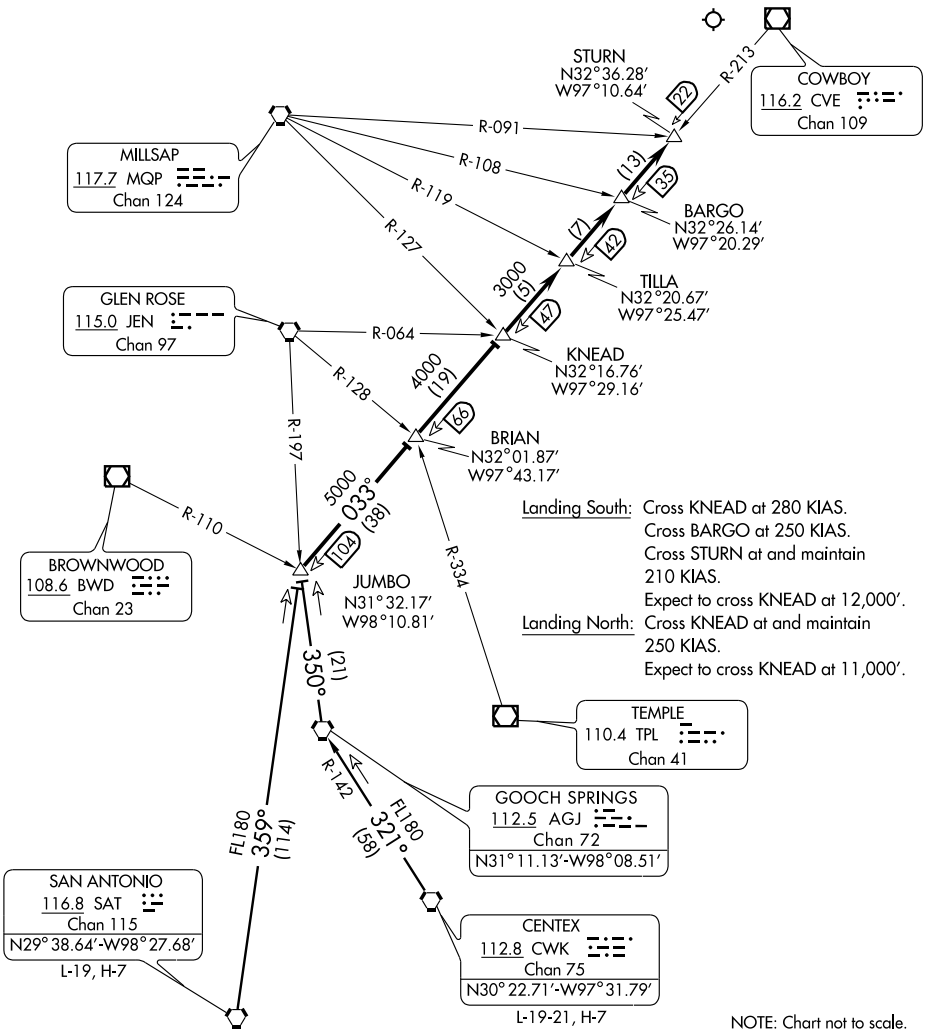


LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course.

LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.

REGIONAL APP CON
119.875 133.625 284.65
ATIS ARR 123.775

ASSIGNED BY ATC ONLY



ARRIVAL ROUTE DESCRIPTION

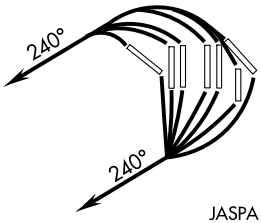
CENTEX TRANSITION (CWK.JUMBO3): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC then via AGJ R-350 to JUMBO INT. Thence . . . .
SAN ANTONIO TRANSITION (SAT.JUMBO3): From over SAT VORTAC via SAT R-359 to JUMBO INT. Thence . . . .
. . . . From over JUMBO INT via CVE R-213 to STURN INT. Expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

KEENE SIX DEPARTURE

SL-6039 (FAA)

ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
135.975 379.9



NOTE: 1016′ MSL tower (2.73 NM from DER 35R).

NOTE: Applicable in radar environment and for non-turbojet aircraft only.

TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard
Rwy 35R: 200-1½ or standard with a minimum climb or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient. Take-off must occur no later than 1700′ prior to DER.

JASPA
N32°17.10′
W97°03.54′
L-17

WACO
115.3 ACT
Chan 100
N31°39.75′ W97°16.14′
L-19, H-6

ELLVR
N31° 42.49′
W96°50.27′
L-19, H-6

GROESBECK
108.8 GNL
Chan 80
N31°34.89′ W96°32.95′
L-19

WINDU
N31° 31.83′
W97°04.95′
L-19, H-6

TORNN
N31° 31.22′
W96°30.88′
H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′ W96°25.24′
L-19-21, H-7

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

NAVASOTA
115.9 TNV
Chan 106
N30°17.31′ W96°03.49′
L-19-21, H-7

TAKE-OFF OBSTACLES:

Rwy 31L, Tree 1229′ DER, 730′ right of centerline, 28′ AGL/637′ MSL. Transmission pole 3403′ from DER, 1399′ right of centerline, 86′AGL/708 MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Rwy 35R, Multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

NON-TURBOJET AIRCRAFT ONLY

TAKE OFF ALL RUNWAYS: Fly heading 240°, expect vector to appropriate fix. Maintain 2000′ and expect filed altitude ten minutes after departure.

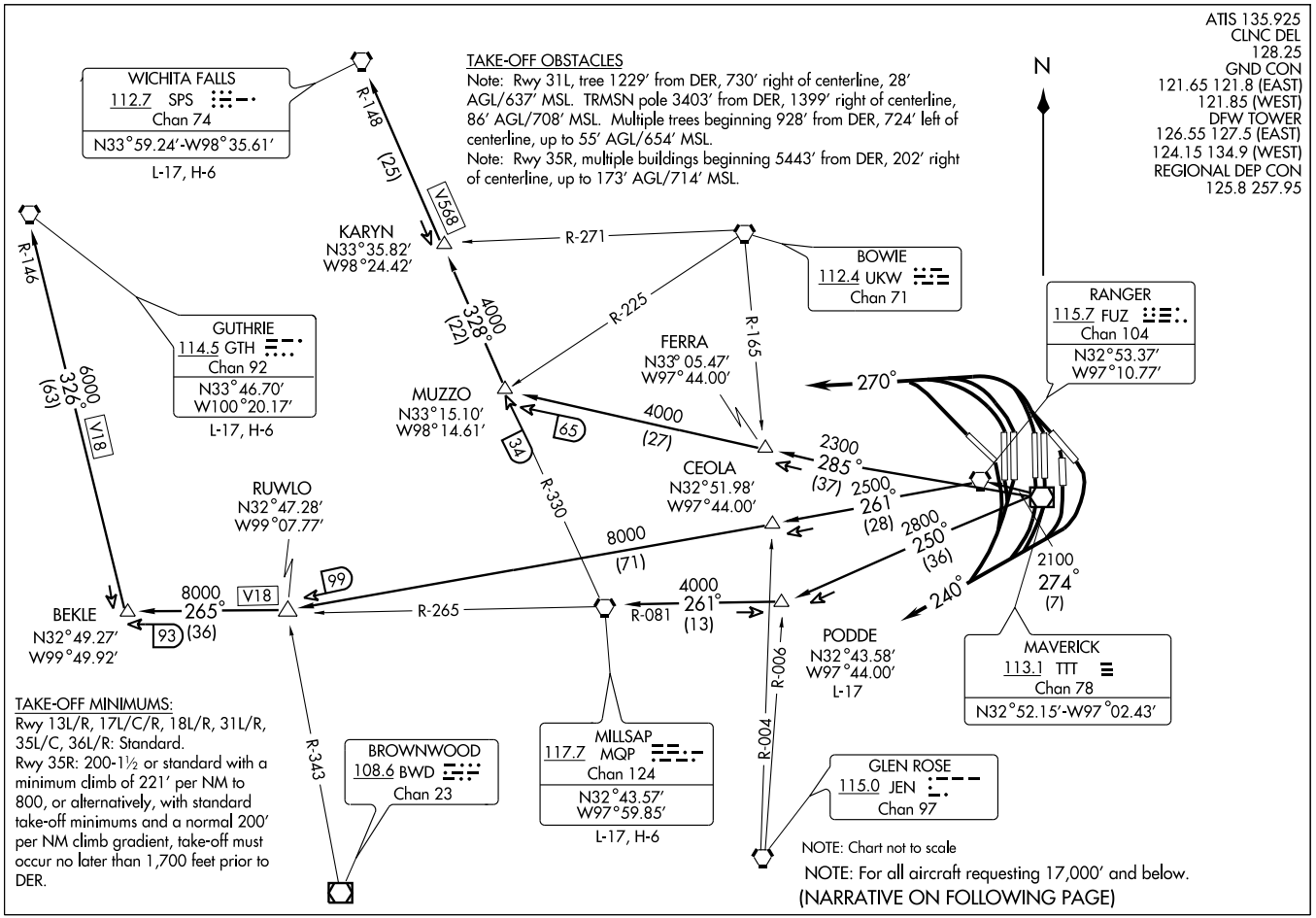
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 08213

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



LAND AND HOLD SHORT OPERATIONS (LAHSO)

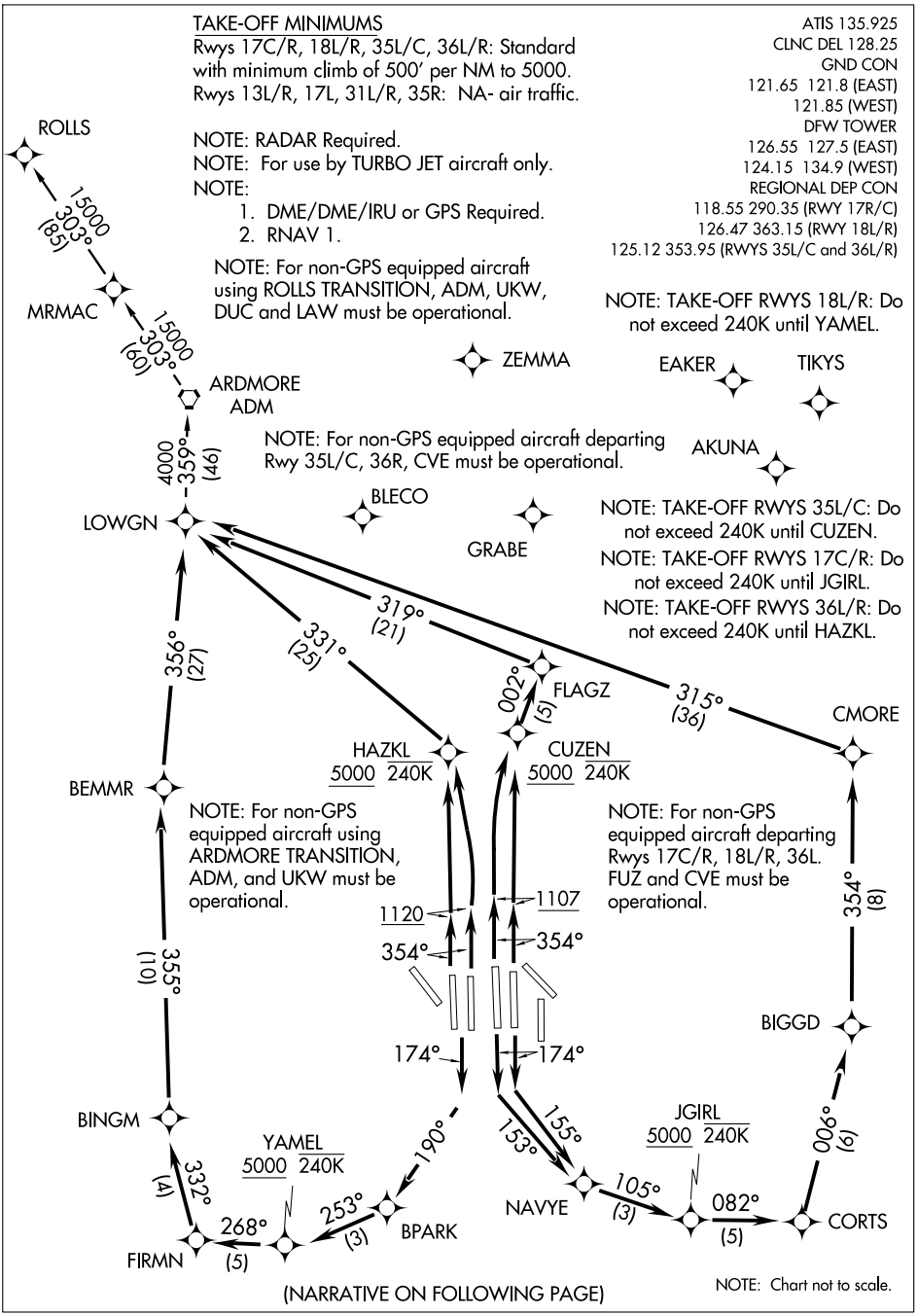
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DALLAS-FORT WORTH, TX			
DALLAS-FORT WORTH INTL (DFW)	17C	TWY B	10,460 feet
	18R	TWY B	10,100 feet
	35C	TWY EJ	9,050 feet
	36L	TWY Z	10,650 feet
LONGVIEW, TX			
EAST TEXAS RGNL (GGG)	31	18-36	8,100 feet
	36	13-31	4,080 feet

21 OCT 2010 to 18 NOV 2010

LOWGN THREE DEPARTURE (RNAV)



SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 155° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to intercept course 153° to NAVYE, then on track 105° to JGIRL, cross JGIRL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to 1107, then direct CUZEN, cross CUZEN at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to LOWGN. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to LOWGN. Thence . . . .

. . . . on (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

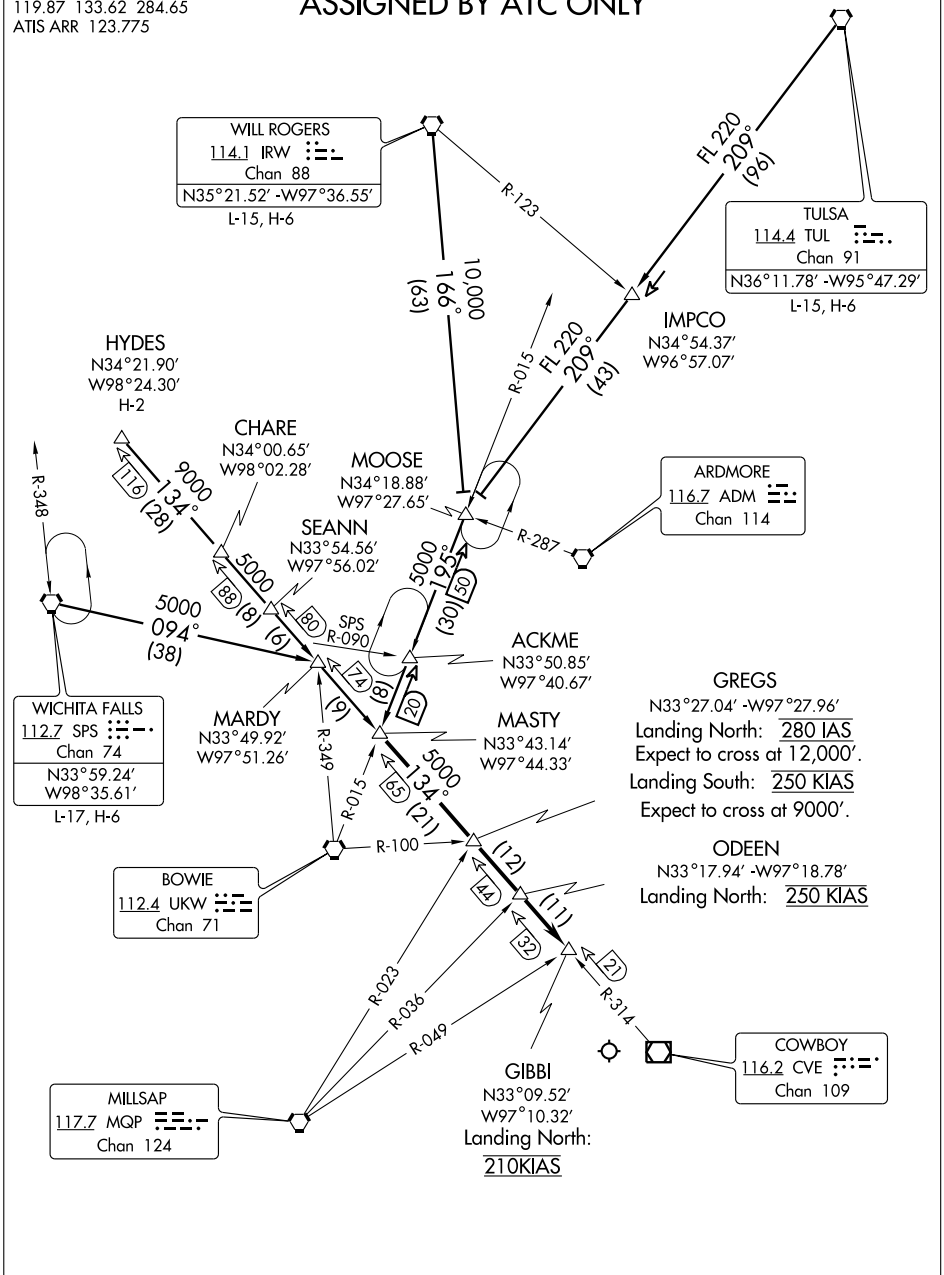
ARDMORE TRANSITION (LOWGN3.ADM):
ROLLS TRANSITION (LOWGN3.ROLLS): (For all aircraft proceeding northwest bound via J52).

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

MASTY TWO ARRIVAL

REGIONAL APP CON
119.87 133.62 284.65
ATIS ARR 123.775

ASSIGNED BY ATC ONLY

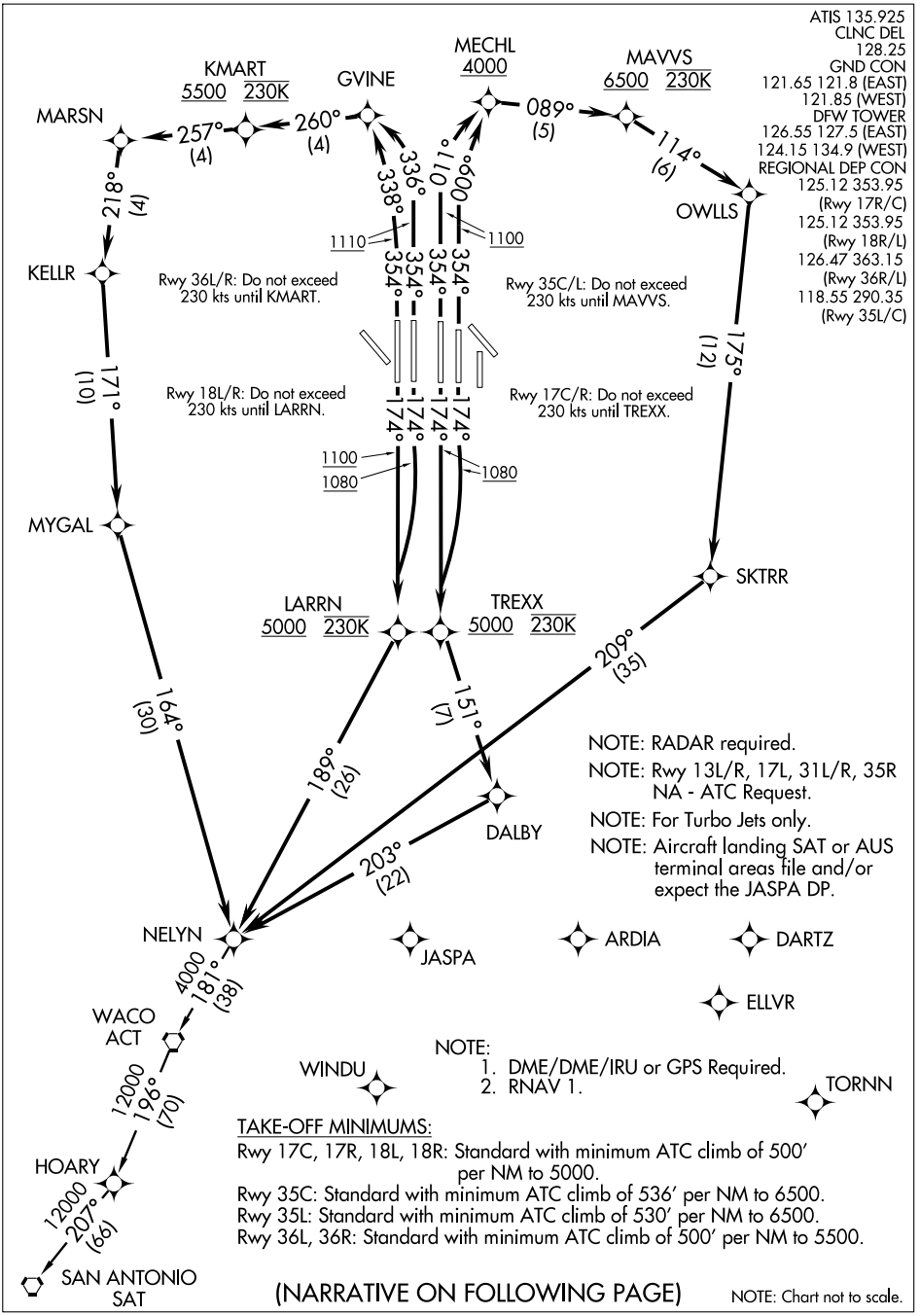


(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NELYN TWO DEPARTURE (RNAV)



TAKE-OFF MINIMUMS:

Rwy 17C, 17R, 18L, 18R: Standard with minimum ATC climb of 500′ per NM to 5000.
Rwy 35C: Standard with minimum ATC climb of 536′ per NM to 6500.
Rwy 35L: Standard with minimum ATC climb of 530′ per NM to 6500.
Rwy 36L, 36R: Standard with minimum ATC climb of 500′ per NM to 5500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

File and expect KEENE or TRI-GATE DP.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, then via depicted route to NELYN WP, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

HOARY TRANSITION (NELYN2.HOARY)
WACO TRANSITION (NELYN2.ACT): (For aircraft inbound to WACO or GRAY terminal area airports.)
SAN ANTONIO TRANSITION (NELYN2.SAT): (For aircraft overflying CENTEX and SAN ANTONIO.)

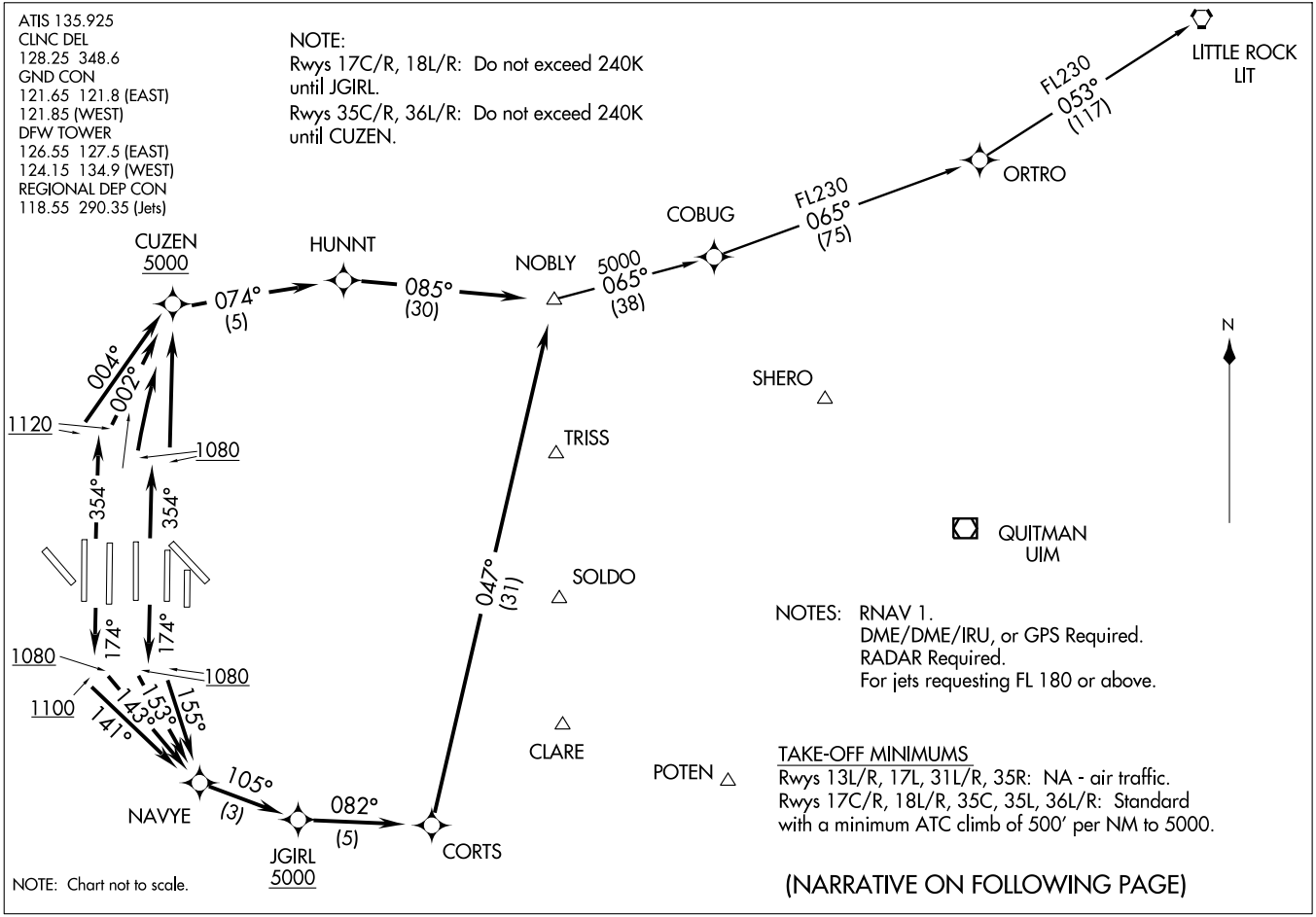
SC-2, 21 OCT 2010 to 18 NOV 2010

NOBLY THREE DEPARTURE (RNAV)

(NOBLY3.NOBLY) 09015

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



(NOBLY3.NOBLY) 09015

NOBLY THREE DEPARTURE (RNAV)

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

PODDE THREE DEPARTURE (RNAV)

(PODDE3.PODDE) 08045

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

PODDE THREE DEPARTURE (RNAV)

(PODDE3.PODDE) 08045

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

SL-6039 (FAA)

TAKE-OFF MINIMUMS

Rwys 17C/R, 18L/R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwys 35C/L, 36L/R: Standard with minimum ATC climb of 500' per NM to 5500.
Rwys 13L/R, 17L, 31L/R, 35R: NA - ATC request.

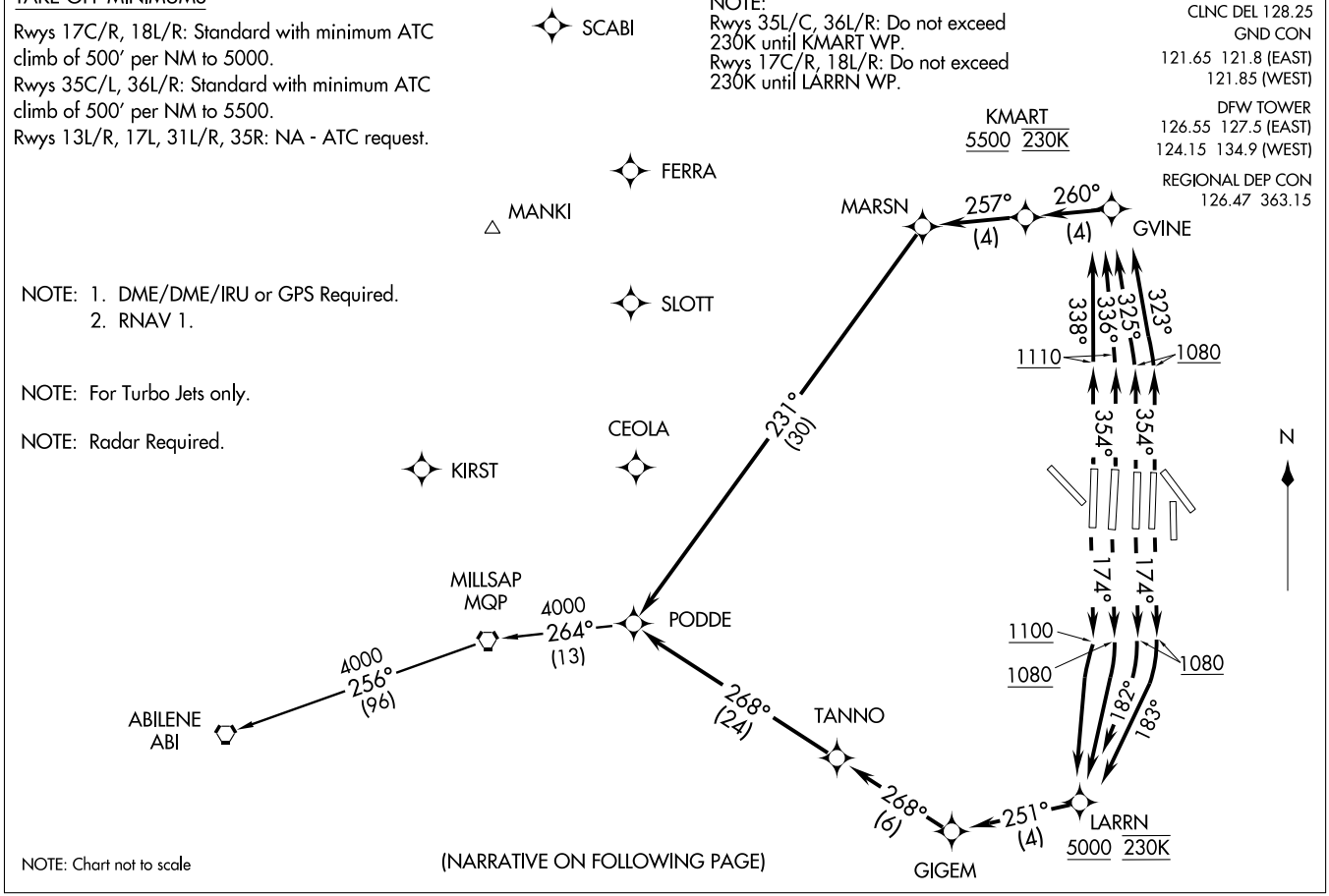
NOTE:
Rwys 35L/C, 36L/R: Do not exceed 230K until KMART WP.
Rwys 17C/R, 18L/R: Do not exceed 230K until LARRN WP.

ATIS 135.925
CLNC DEL 128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
126.47 363.15

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: For Turbo Jets only.

NOTE: Radar Required.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT THE KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183°course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

. . . . via (transition). Maintain 10,000 feet. Expect filed altitude within ten minutes after departure.

ABILENE TRANSITION (PODDE3.ABI)

MILLSAP TRANSITION (PODDE3.MQP)

SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97324 W17D	APP CRS 174°	Rwy Idg 13401 TDZE 562 Apt Elev 607

RNAV (GPS) RWY 17C

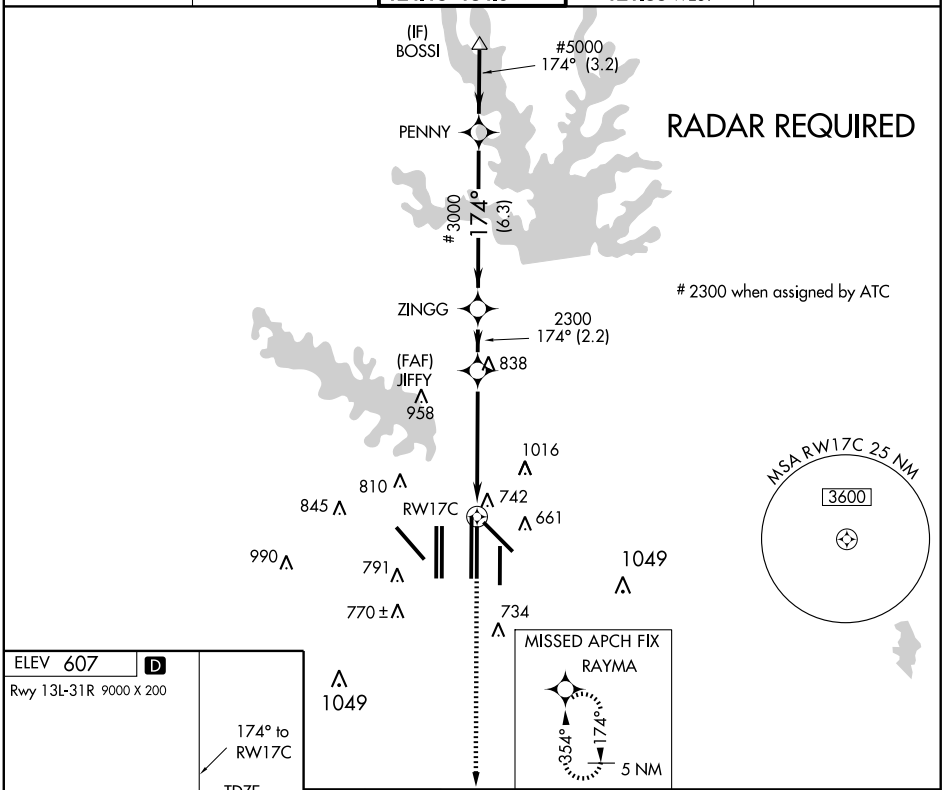
DALLAS-FORT WORTH INTL (DFW)

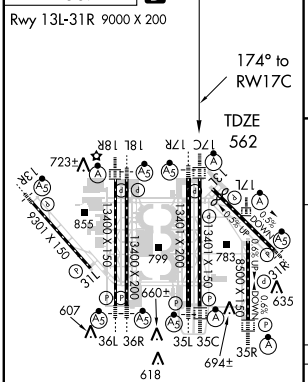
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C(116°F). DME/DME RNP-0.3 NA.

ALSF-2

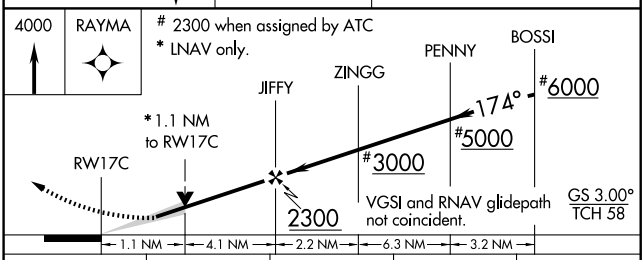
MISSED APPROACH: Climb to 4000 direct RAYMA and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
LPV DA	812/24 250 (300-½)			
LNAV/VNAV DA	1068/60 506 (500-1¼)			
LNAV MDA	1000/24 438 (400-½)		1000/40 438 (400-¾)	1000/50 438 (400-1)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8500
CH 40008	174°	TDZE	545
W17B		Apt Elev	607

RNAV (GPS) RWY 17L

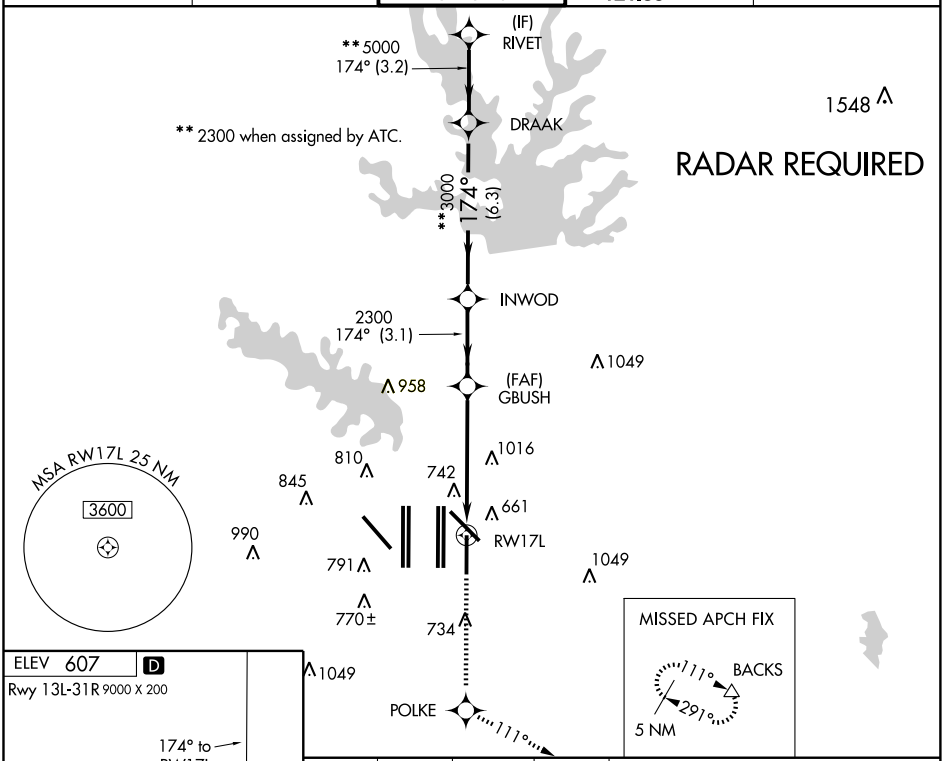
DALLAS-FORT WORTH INTL (DFW)

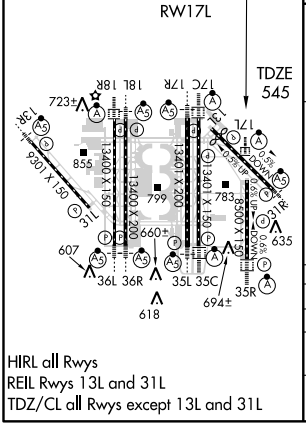
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV all Cats visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 5000 direct POLKE and via 111° track to BACKS and hold.

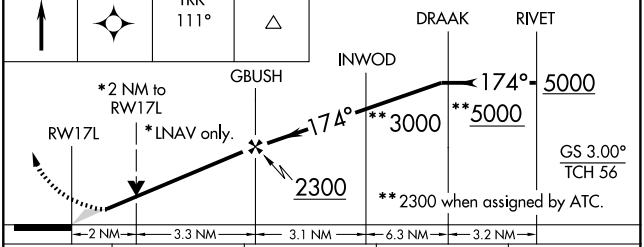
ATIS		REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR	DEP		126.55 127.5 EAST	121.65 121.8 EAST	
123.775	135.925	119.4	124.15 134.9 WEST	121.85 WEST	128.25





5000	POLKE	TRK 111°	BACKS

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA		984/50	439 (400-1)	
LNAV/VNAV DA		1042/60	497 (500-1¼)	
LNAV MDA	1240/24	695 (700-½)	1240-1½ 695 (700-1½)	1240-1¾ 695 (700-1¾)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	13401
CH 53505	174°	TDZE	567
W17A		Apt Elev	607

RNAV (GPS) RWY 17R

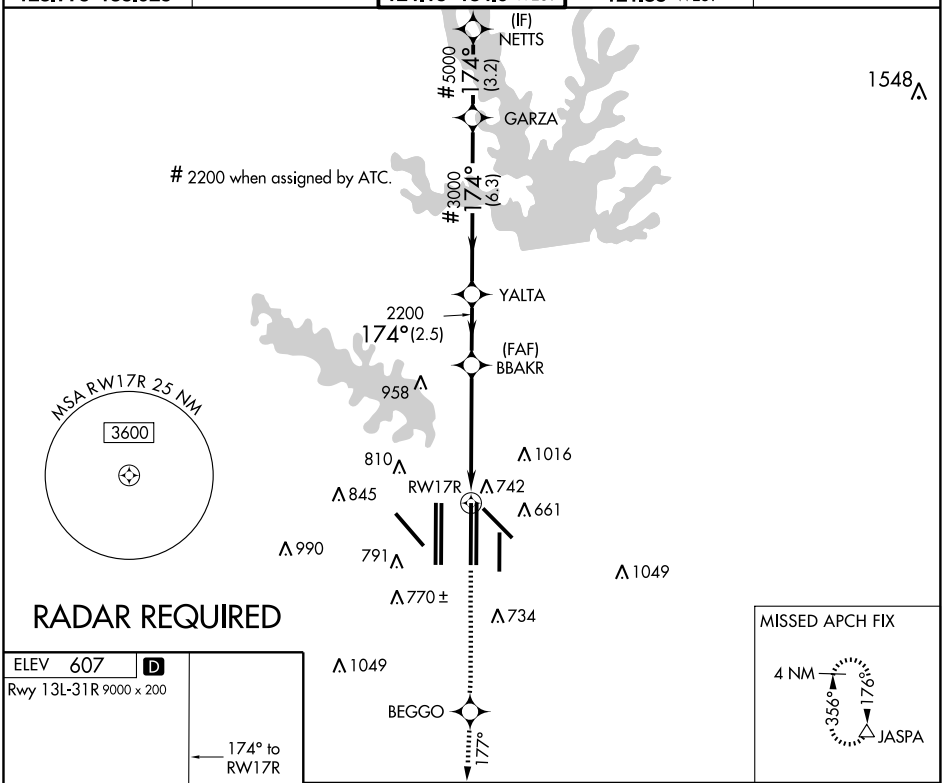
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

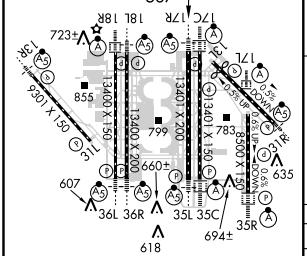
MISSED APPROACH: Climb to 4000 direct BEGGO then via 177° track to JASPA and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



ELEV 607 D

Rwy 13L-31R 9000 x 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

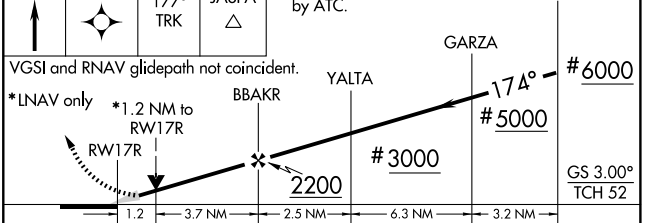
4000	BEGGO	177° TRK	JASPA

2200 when assigned by ATC.

VGSI and RNAV glidepath not coincident.

*LNAV only

*1.2 NM to RW17R



CATEGORY	A	B	C	D
LPV DA	817/24 250 (300-½)			
LNAV/VNAV DA	1066/60 499 (500-1¼)			
LNAV MDA	1000/24 433 (400-½)		1000/40 433 (400-¾)	1000/50 433 (400-1)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 13400
CH 86807	174°	TDZE 602
W18A		Apt Elev 607

RNAV (GPS) RWY 18L

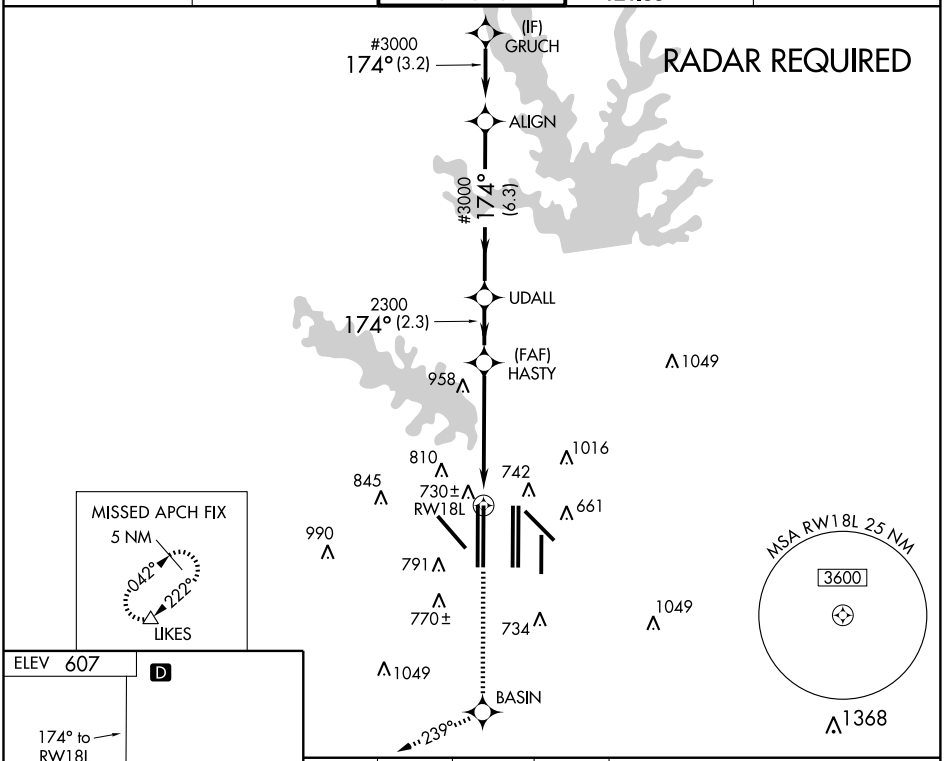
DALLAS-FORT WORTH INTL (DFW)

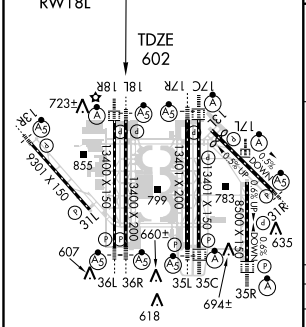
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

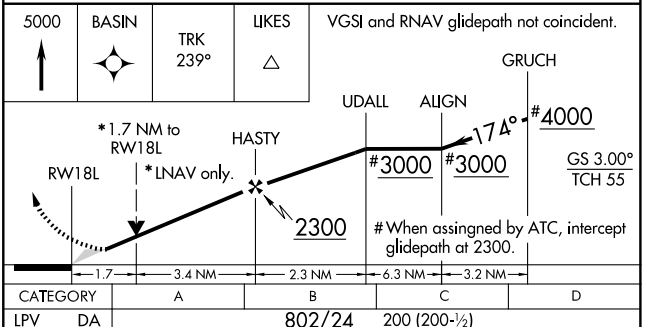
MISSED APPROACH: Climb to 5000 direct BASIN and via 239° track to LIKES and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
LPV DA		802/24	200 (200-½)	
LNAV/VNAV DA		980/40	378 (400-¾)	
LNAV MDA	1220/24	618 (700-½)	1220/60 618 (700-1¼)	1220-1½ 618 (700-1½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 13400
CH 99407	174°	TDZE 607
W18B		Apt Elev 607

RNAV (GPS) RWY 18R

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct BOBIN and via 239° track to LIKES and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

#3000 174° (3.2)

(IF) ICKEL

YOHAN

#3000 174° (6.3)

2400 174° (2.1)

LEGRE

(FAF) NETEE

958 1049 810 1016 845 742 730± 661 990 791 770± 734 1049 1049

RW18R

MISSED APCH FIX 5 NM 042° 222° LIKES

MSA RW 18R 25 NM 3600 1368

BOBIN 239°

ELEV 607 D

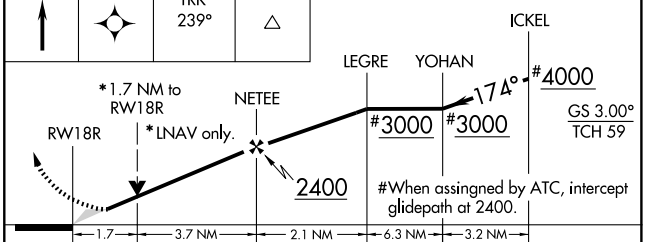
174° to RW18R

TDZE 607

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

5000	BOBIN	TRK 239°	LIKES

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA		807/24	200 (200-½)	
LNAV/VNAV DA		980/40	373 (400-¾)	
LNAV MDA	1220/24	613 (700-½)	1220/60 613 (700-1¼)	1220-1½ 613 (700-1½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40025 W35D	APP CRS 354°	Rwy Idg 13401 TDZE 563 Apt Elev 607

RNAV (GPS) RWY 35C

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct BOSSI and hold.

ATIS	ARR	DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
	123.775	135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

MISSED APCH FIX
5 NM 354° 174°
BOSSI

958 1016 810 845 742 661 990 791 RW35C 1049 770± 734 1049

354°

(FAF) JOBBS 2100 (3)

DAYZZ

3000 354° (6.3)

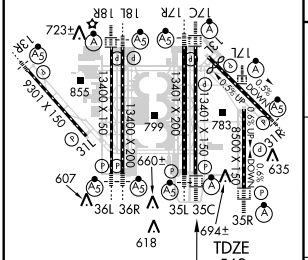
TUFFO

5000 354° (3.2)

(IF) RAYMA 2549

MSA RW35C 25 NM
3600

ELEV 607 D
Rwy 13L-31R 9000 X 200

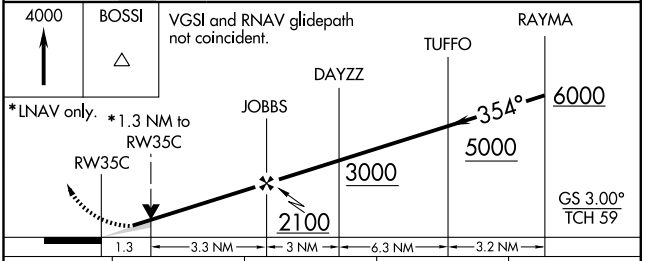


HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

4000 BOSSI

VGSI and RNAV glidepath not coincident.

*LNAV only. *1.3 NM to RW35C



CATEGORY	A	B	C	D
LPV DA	813/24 250 (300-½)			
LNAV/VNAV DA	931/40 368 (400-¾)			
LNAV MDA	1040/24 477 (500-½)		1040/40 477 (500-¾)	1040/50 477 (500-1)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45805 W35B	APP CRS 354°	Rwy Idg 13401 TDZE 564 Apt Elev 607

RNAV (GPS) RWY 35L

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct BBAKR then via 355° track to BOSSI and hold.

ATIS ARR 123.775 DEP 135.925	REGIONAL APP CON 127.075	DFW TOWER 126.55 127.5 EAST 124.15 134.9 WEST	GND CON 121.65 121.8 EAST 121.85 WEST	CLNC DEL 128.25

MISSED APCH FIX

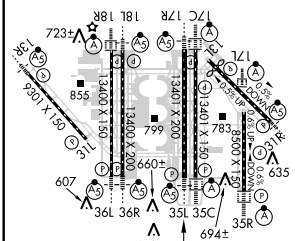
5 NM 354° 174° BOSSI

RADAR REQUIRED

355°
958 BBAKR
810 1016
845 742 661
990 791 656± RW35L 1049
770± 734 711±
1049
(FAF) BEGGO
2300
354° (2.4)
1743
DALLN
*3000
354° (6.3)
*2300 when assigned by ATC.
CORMN
5000
354° (3.2)
(IF) TANDE
2549

MSA RW35L 25 NM
3600

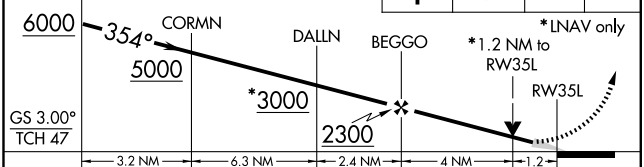
ELEV 607 D
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

VGSI and RNAV glidepath not coincident.
*2300 when assigned by ATC.

4000 | BBAKR | 355° track | BOSSI



CATEGORY	A	B	C	D
LPV DA	814/24 250 (300-½)			
LNAV/VNAV DA	927/40 363 (400-¾)			
LNAV MDA	1020/24 456 (500-½)		1020/40 456 (500-¾)	1020/50 456 (500-1)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40401 W35A	APP CRS 354°	Rwy Idg 8500 TDZE 575 Apt Elev 607

RNAV (GPS) RWY 35R

DALLAS-FORT WORTH INTL (DFW)

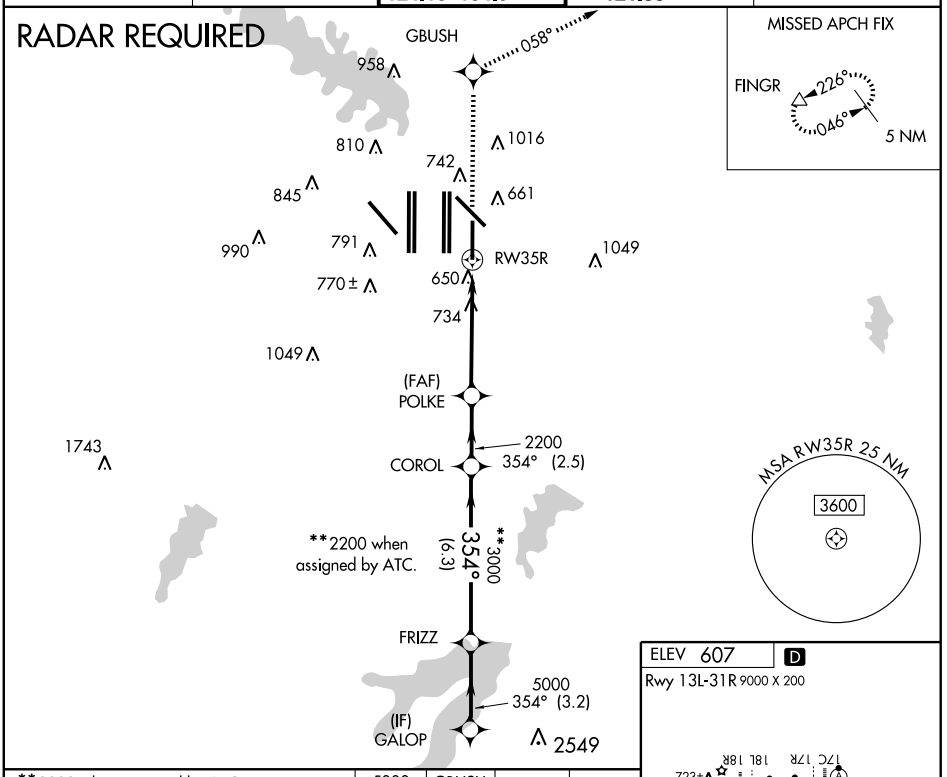
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct GBUSH and via 058° track to FINGR and hold.

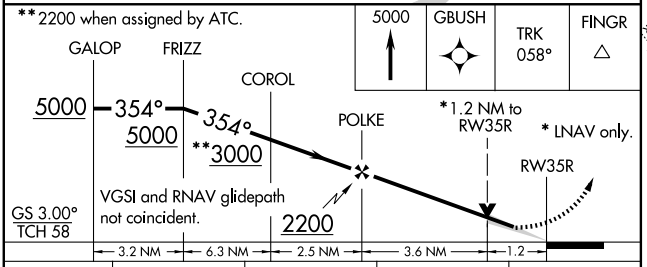
ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED



SC-2, 21 OCT 2010 to 18 NOV 2010

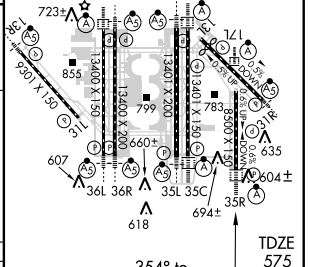
SC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA		825/24 250 (300-½)		
LNAV/VNAV DA		917/40 342 (400-¾)		
LNAV MDA	1040/24 465 (500-½)		1040/40 465 (500-¾)	1040/50 465 (500-1)

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

WAAS CH 93805 W36B	APP CRS 354°	Rwy Idg 13400 TDZE 588 Apt Elev 607

RNAV (GPS) RWY 36L

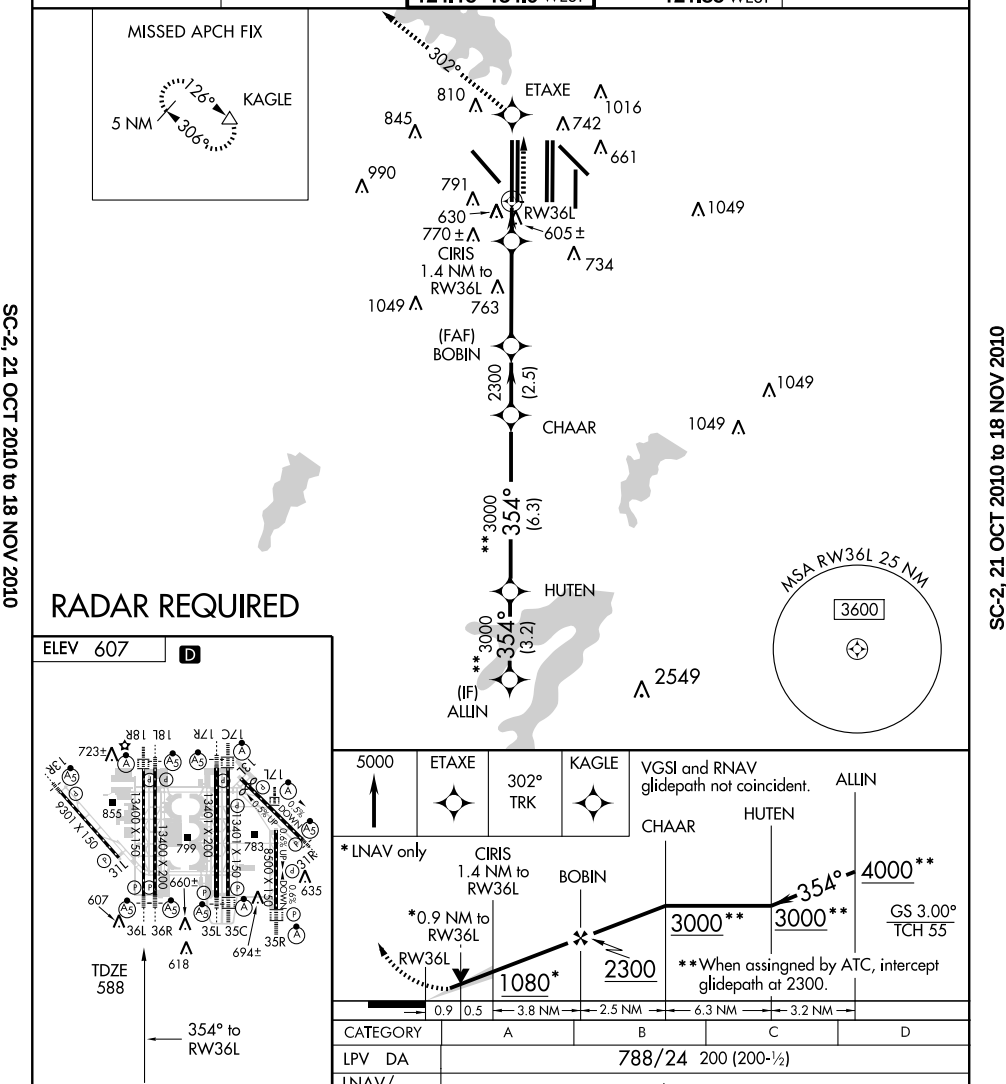
DALLAS-FORT WORTH INTL (DFW)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct ETAXE and via 302° track to KAGLE and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



ELEV 607 D

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

CATEGORY	A	B	C	D
LPV DA	788/24 200 (200-½)			
LNAV/VNAV DA	987/50 399 (400-1)			
LNAV MDA	940/24 352 (400-½)			940/50 352 (400-1)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 87005 W36A	APP CRS 354°	Rwy Idg 13400 TDZE 581 Apt Elev 607

RNAV (GPS) RWY 36R

DALLAS-FORT WORTH INTL (DFW)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

MALSR

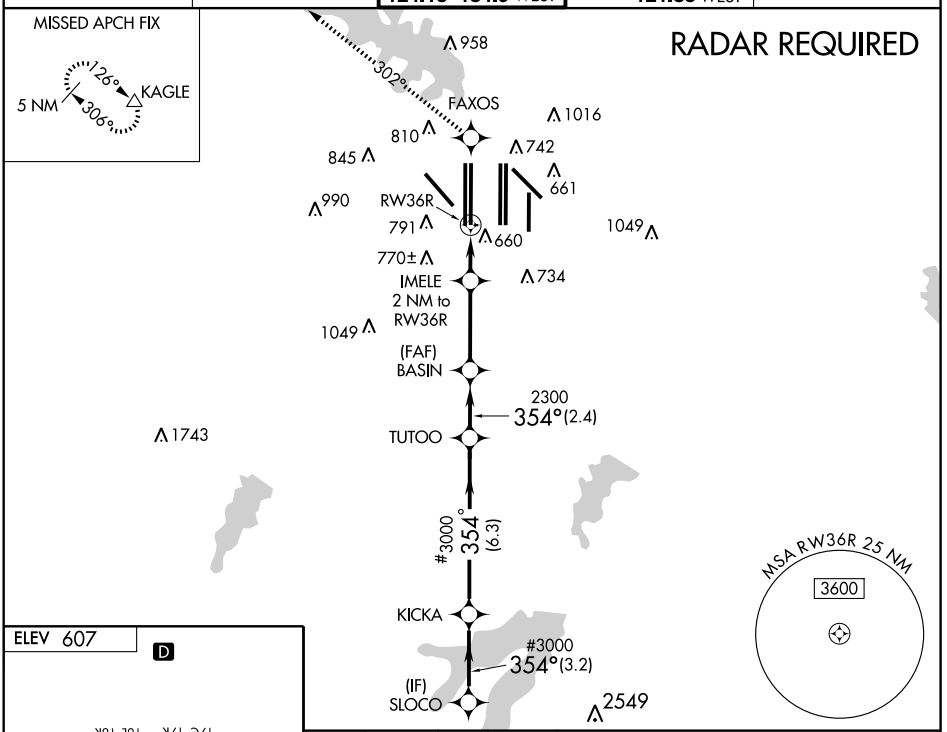
MISSED APPROACH: Climb to 5000 direct FAXOS and via 302° track to KAGLE and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

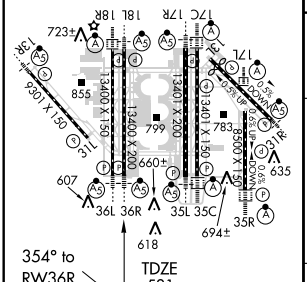
MISSED APCH FIX

5 NM 126° 306° KAGLE

RADAR REQUIRED



ELEV 607 D



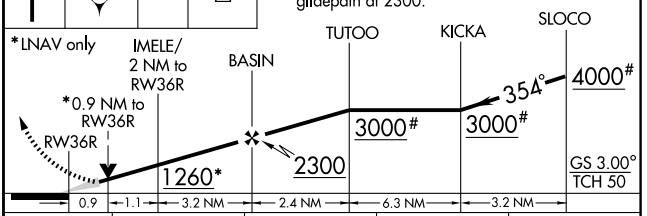
354° to RW36R

TDZE 581

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

5000	FAXOS	302° TRK	KAGLE

VGSI and RNAV glidepath not coincident.
When assingned by ATC, intercept glidepath at 2300.



CATEGORY	A	B	C	D
LPV DA	781/24 200 (200-½)			
LNAV/VNAV DA	941/40 360 (400-¾)			
LNAV MDA	940/24 359 (400-½)			940/50 359 (400-1)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9301
133°	TDZE	591
	Apt Elev	607

RNAV (GPS) Y RWY 13R

DALLAS-FORT WORTH INTL (DFW)

DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing right turn to 5000 direct SLOTT and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR DEP				
123.775 135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

RADAR REQUIRED

*2300 when assigned by ATC.

MISSED APCH FIX
5 NM
095°
275°
SLOTT

(IF) MORRY
*3000
133°
(4.9)
POPPA
2.3 NM to HODAX
2300
133° (2.3)
(FAF) HODAX
ANIME
1.8 NM to RW13R
RW13R
MSA RW13R 25 NM
3600

958
780±
810
845
990
791
770±
1016
742
661
1049
734
1049
1743

VGSI and descent angles not coincident.

5000

SLOTT

MORRY
POPPA
2.3 NM to HODAX
HODAX
ANIME
1.8 NM to RW13R
RW13R
*3000
133°
*3000
133°
2300
3.04°
TCH 55
1200
*2300 when assigned by ATC.
4.9 NM
2.3 NM
3.3 NM
1.8

CATEGORY	A	B	C	D
LNAV MDA	1080/24	489 (500-½)	1080/40 489 (500-¾)	1080/50 489 (500-1)

ELEV 607 D
Rwy 13L-31R 9000 X 200

133° to RW13R

TDZE 591

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9301
CH 99703	313°	TDZE	581
W31A		Apt Elev	607

RNAV (GPS) Y RWY 31L

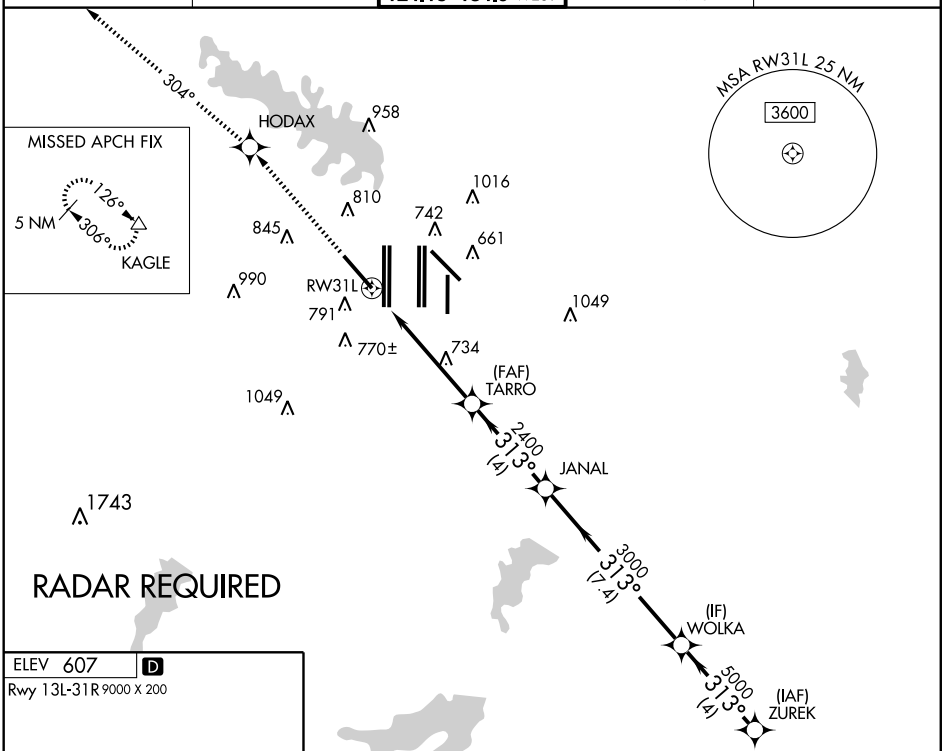
DALLAS-FORT WORTH INTL (DFW)

V
NA

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct HODAX and via 304° track to KAGLE and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

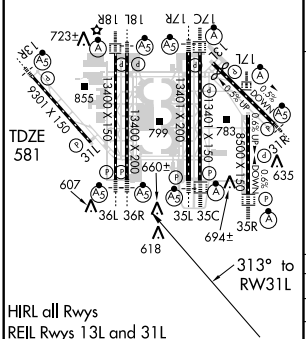


SC-2, 21 OCT 2010 to 18 NOV 2010

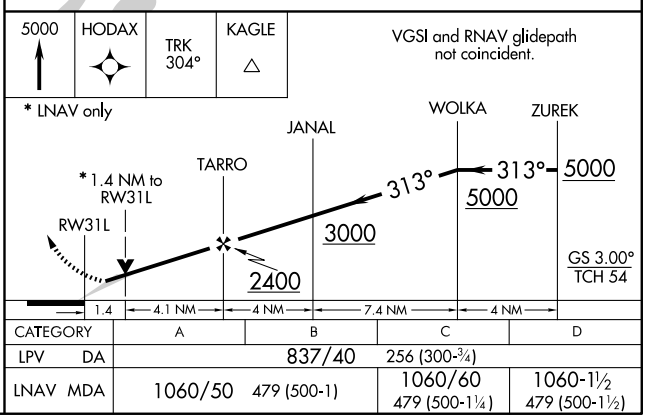
SC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
LPV DA	837/40		256 (300-¾)	
LNAV MDA	1060/50	479 (500-1)	1060/60 479 (500-1¼)	1060-1½ 479 (500-1½)

32° 54′ N-97° 02′ W

DALLAS-FORT WORTH INTL (DFW)
RNAV (GPS) Y RWY 31L

APP CRS	Rwy Idg	8375
309°	TDZE	523
	Apt Elev	607

RNAV (GPS) Y RWY 31R

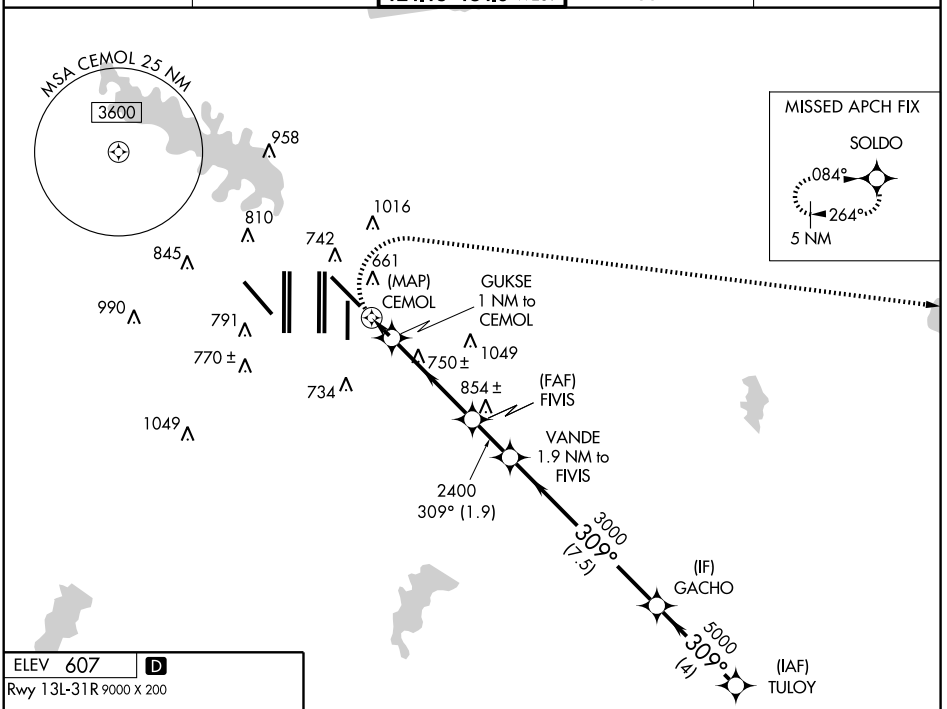
DALLAS-FORT WORTH INTL (DFW)

For inoperative MALSR, increase Cat D visibility to RVR 6000.
NA DME/DME RNP-0.3 NA.

MALSR

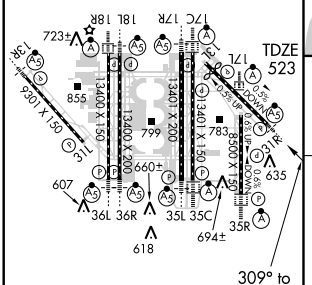
MISSED APPROACH: Climbing right turn to 5000 direct SOLDO and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	125.2 135.5	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



ELEV 607 D

Rwy 13L-31R 9000 X 200



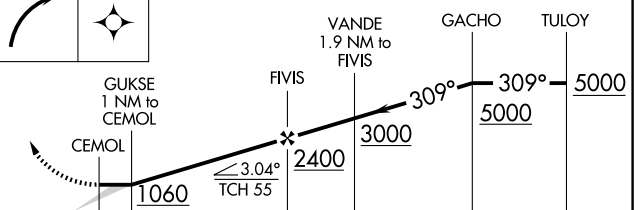
HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

2549

RADAR REQUIRED

5000 SOLDO

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	940/24 417 (400-½)		940/40 417 (400-¾)	940/50 417 (400-1)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9301
133°	TDZE	591
	Apt Elev	607

RNAV (RNP) Z RWY 13R

DALLAS-FORT WORTH INTL (DFW)

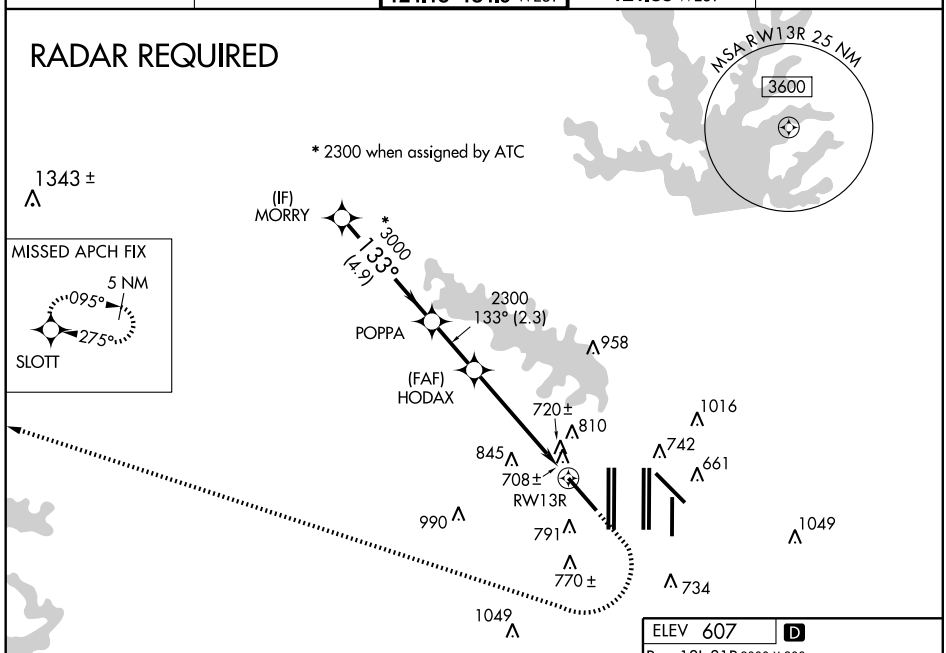
For inoperative MALSR, increase RNP 0.14 visibility to RVR 6000 and RNP 0.30 visibilities to 1½. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required. # Missed approach requires minimum climb of 390 feet per NM to 1100.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct SLOTT and hold.

ATIS ARR	ATIS DEP	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
123.775	135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25

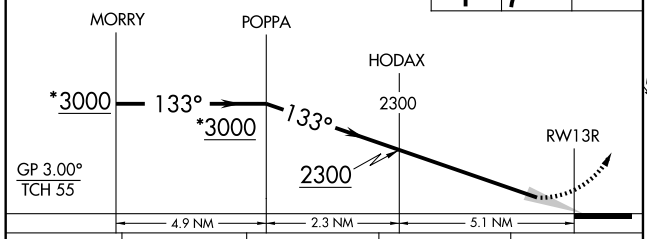
RADAR REQUIRED



VGSI and RNAV glidepath not coincident.

* 2300 when assigned by ATC

1200 | 5000 | SLOTT

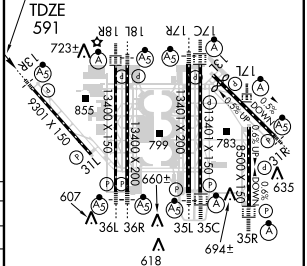


CATEGORY	A	B	C	D
RNP 0.14 DA	931/32	340 (400-⅝)		
RNP 0.30# DA	1034/50	443 (500-1)		
RNP 0.30 DA	1051/60	460 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9301
313°	TDZE	581
	Apt Elev	607

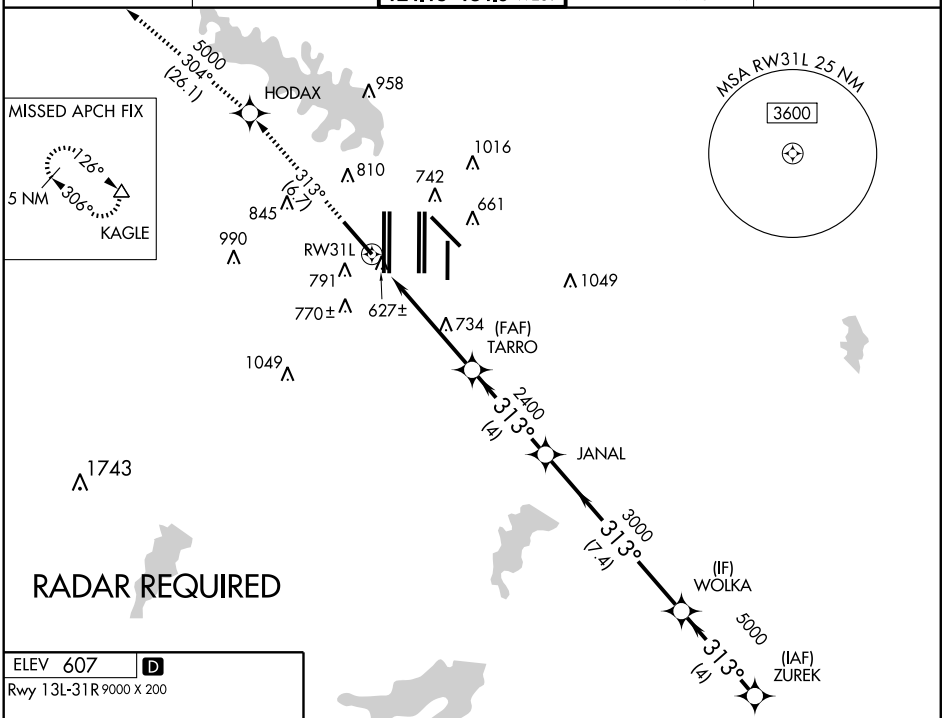
RNAV (RNP) Z RWY 31L

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required.
* Missed approach requires minimum climb of 280 feet per NM to 1200.

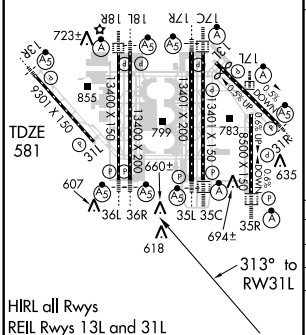
MISSED APPROACH: Climb to 5000 via track 313° to HODAX and via track 304° to KAGLE and hold.

ATIS		REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR	DEP		126.55 127.5 EAST	121.65 121.8 EAST	
123.775	135.925	133.15 118.1	124.15 134.9 WEST	121.85 WEST	128.25



ELEV 607 D

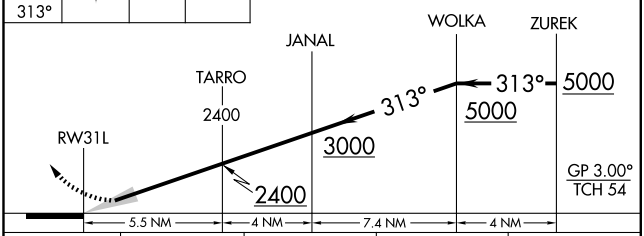
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

5000	HODAX	track 313°	track 304°	KAGLE

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.30* DA	882/50	301 (300-1)		
RNP 0.30 DA	940/60	359 (400-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8375
309°	TDZE	523
	Apt Elev	607

RNAV (RNP) Z RWY 31R

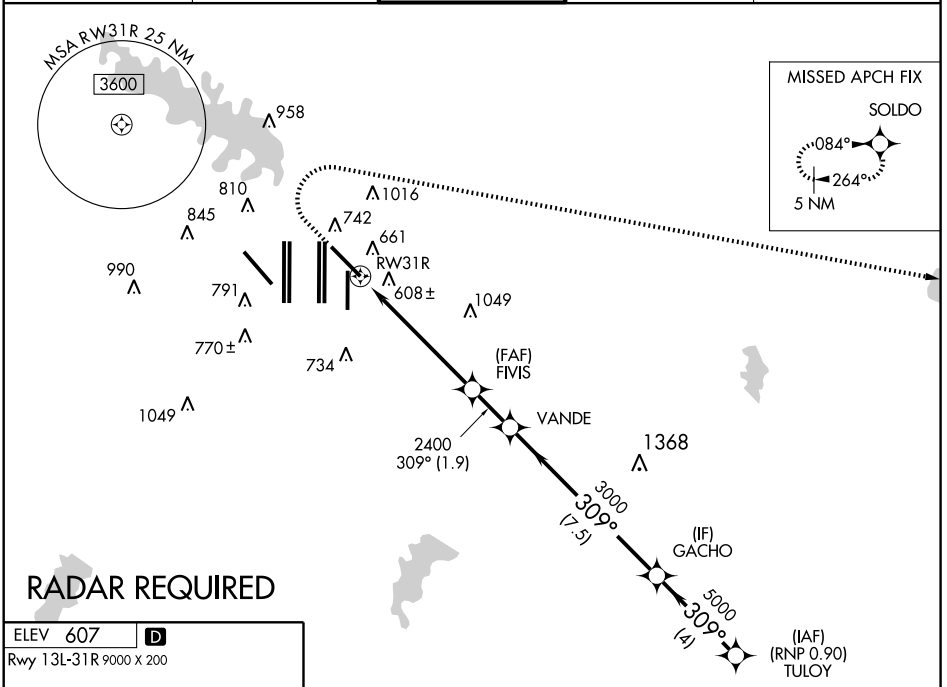
DALLAS-FORT WORTH INTL (DFW)

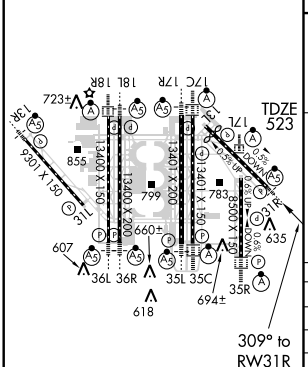
For inoperative MALSR, increase RNP 0.16 visibility to RVR 5000, RNP 0.28 and RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required.

MALSR

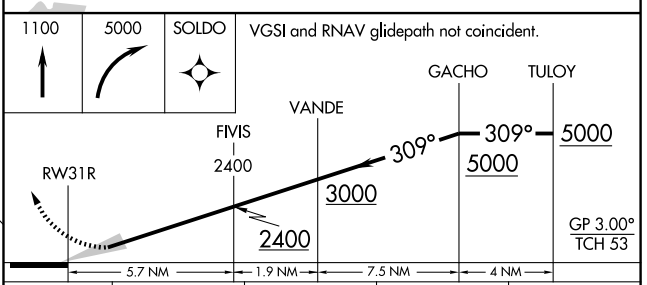
MISSED APPROACH: Climb to 1100, then climbing right turn to 5000 direct SOLDO and hold.

ATIS		REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR	DEP		126.55 127.5 EAST	121.65 121.8 EAST	
123.775	135.925	125.2 135.5	124.15 134.9 WEST	121.85 WEST	128.25





HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
RNP 0.16 DA	822/24 299 (300-½)			
RNP 0.28 DA	951/50 428 (400-1)			
RNP 0.30 DA	972/60 449 (400-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

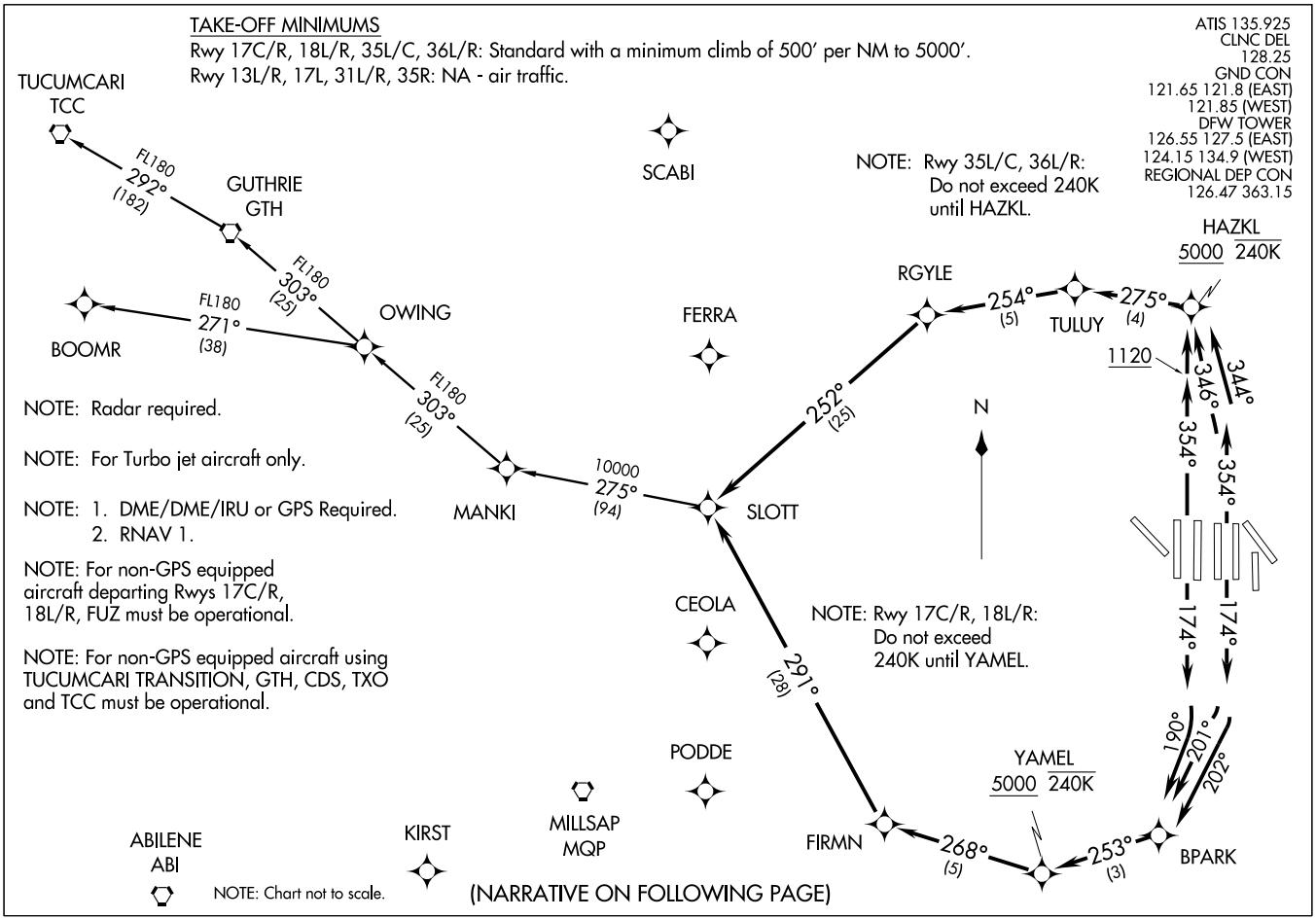
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

SLOTT THREE DEPARTURE (RNAV)

(SLOTT3.SLOTT) 10098

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



(SLOTT3.SLOTT) 10098

SLOTT THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

SL-6039 (FAA)

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE PROCEDURE

JETS

TAKE-OFF RUNWAY 17C: Climb heading 174° to intercept course 202° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 17R: Climb heading 174° to course 201° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 18L: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 18R: Climb heading 174° to intercept course 190° to BPARK, then on track 253° to YAMEL, cross YAMEL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 35C: Climb heading 354° to intercept course 344° to HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 35L: Climb heading 354° to intercept course 346° to HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 36L: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .
TAKE-OFF RUNWAY 36R: Climb heading 354° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on depicted route to SLOTT. Thence . . . .

. . . . on (transition). Maintain 10,000 feet, expect filed altitude ten minutes after departure.

BOOMR TRANSITION (SLOTT3.BOOMR): (For aircraft inbound to the Lubbock Terminal area only.)

GUTHRIE TRANSITION (SLOTT3.GTH)

TUCUMCARI TRANSITION (SLOTT3.TCC)

SOLDO TWO DEPARTURE (RNAV)

(SOLDO2.SOLDO) 08045

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

NOTE: For jets requesting FL180 or above.
NOTE: RADAR required.

NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

ATIS 135.925
CLNC DEL
128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)

COBUG
NOBLY
MECHL 4000
089° (5)
MAVVS 6500
023°
021°
011°
009°
1110
1100
354°
354°
101° (30)
TRISS
SHERO
EL DORADO ELD
FL200 078° (125)
SIDON SQS
FL200 098° (206)
MERIDIAN MEI
14000 074° (134)
5000 083° (49)
QUITMAN UIM
SOLDO
N
174°
174°
1080
1100
1080
166°
167°
061° (26)
CLARE
POTEN
TREXX 5000
098° (5)
079° (7)
PAXTN
JOLEN

TAKE-OFF MINIMUMS
Rwys 17C/R, 18L/R: Standard with a minimum ATC climb of 500' per NM to 5000.
Rwy 35C: Standard with a minimum ATC climb of 536' per NM to 6500.
Rwy 35L: Standard with a minimum ATC climb of 530' per NM to 6500.
Rwy 36L/R: Standard with a minimum ATC climb of 500' per NM to 6500.
Rwy 13L/R, 17L, 31L/R, 35R: NA- ATC request.

NOTE:
Take-off Rwy 35C/L, 36L/R:
Do not exceed 230K until MAVVS.
Take-off Rwy 17C/R, 18L/R:
Do not exceed 230K until TREXX.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SL-6039 (FAA)

(SOLDO2.SOLDO) 08045
SOLDO TWO DEPARTURE (RNAV)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT WYLIE OR HUBBARD DEPARTURE

JETS

Jets requesting 17,000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, the via 021° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

. . . .via (TRANSITION). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

EL DORADO TRANSITION (SOLDO2.ELD): (For aircraft inbound to the MEMPHIS TERMINAL AREA. Aircraft should file and/or expect appropriate STAR.)

MERIDIAN TRANSITION (SOLDO2.MEI): (For aircraft inbound to the ATLANTA TERMINAL AREA.)

QUITMAN TRANSITION (SOLDO2.UIM): (For aircraft inbound to the SHREVEPORT TERMINAL AREA.)

SIDON TRANSITION (SOLDO2.SQS)

SC-2, 21 OCT 2010 to 18 NOV 2010

TEXOMA ONE DEPARTURE

SL-6039 (FAA)

ATIS 135.925
CLNC DEL 128.25
GND CON 121.65 121.8 (EAST) 121.85 (WEST)
DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST)
REGIONAL DEP CON
125.12 319.85 (Departing North)
126.47 363.15 (Departing South via FUZ R-248 or FUZ R-360)
118.55 290.35 (Departing South via FUZ R-013 or FUZ R-022)

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

TULSA
114.4 TUL
Chan 91
N36°11.78'
W95°47.29'
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59'
W95°51.96'
L-15, H-6

ROLLS
N35°43.36'
W99°28.24'
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52'
W97°36.55'
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97'
W95°46.94'
L-17, H-6

ZEMMA
N34°23.03'
W96°59.40'
L-17, H-6

MRMAC
N34°50.48'
W98°06.57'

EAKER
N34°19.05'
W96°37.19'
L-17,H-6

TIKYS
N34°04.00'
W96°25.56'

ARDMORE
116.7 ADM
Chan 114
N34°12.70'-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05'
W97°06.54'
L-17

GRABE
N33°27.09'
W96°57.69'
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05'
W97°14.99'

AKUNA
N33°27.04'
W96°49.39'

BONHAM
114.6 BYP
Chan 93

TAKE-OFF MINIMUMS:
Rwys 13L, 13R, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: STANDARD.
Rwy 35R: 200-1½ or Standard with minimum climb of 221' per NM to 800, or alternatively, with Standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1,700' prior to DER.

RANGER
115.7 FUZ
Chan 104
N32°53.37'-W97°10.77'

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

PROPS
EXPECT JACKY OR TRI-GATE DEPARTURE.

JETS
UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5000.

TAKE-OFF RUNWAYS 13L/R, 17L, 31L/R, 35R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.
TAKE-OFF RUNWAYS: 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

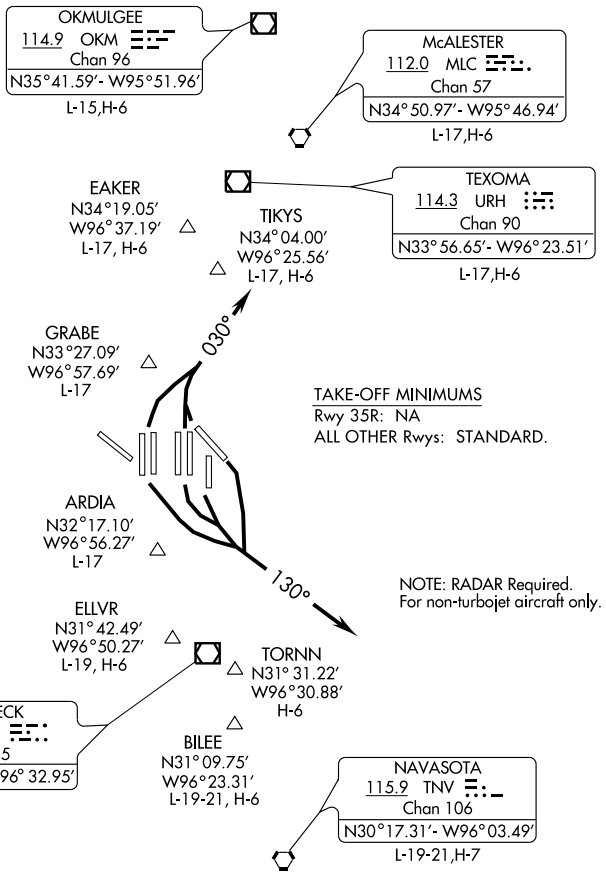
ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.
EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.
GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.
MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.
OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 21 OCT 2010 to 18 NOV 2010

TRI-GATE SIX DEPARTURE

SL-6039 (FAA)

ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
124.3 282.275 (NORTH)
125.2 343.65 (SOUTH)



TAKE-OFF OBSTACLES
Rwy 31L: Tree 1229' from DER, 730' right of centerline, 28' AGL/637'MSL.
Trmsn Pole 3403' from DER, 1399' right of centerline, 86' AGL/708' MSL.
Multiple Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 130°, expect vector to appropriate fix. Thence. . . .
TAKE-OFF RUNWAYS 31R, 35L/C, 36L/R: Fly heading 030°, expect vector to appropriate fix. Thence. . . .

. . . . Maintain 2000 or as assigned by ATC, expect filed altitude ten minutes after departure.

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

File and Expect WYLIE or HUBBARD Departure

JETS

Jets requesting 17000' and below expect the GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 143° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 141° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000 then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1120, then via 004° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1120, then via 002° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

. . . . via (transition). Maintain 10000', expect filed altitude 10 minutes after departure.

TEXARKANA TRANSITION (TRISS3.TXK)

SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TTT	APP CRS	Rwy Idg 9301
113.1	132°	TDZE 591
Chan 78		Apt Elev 603

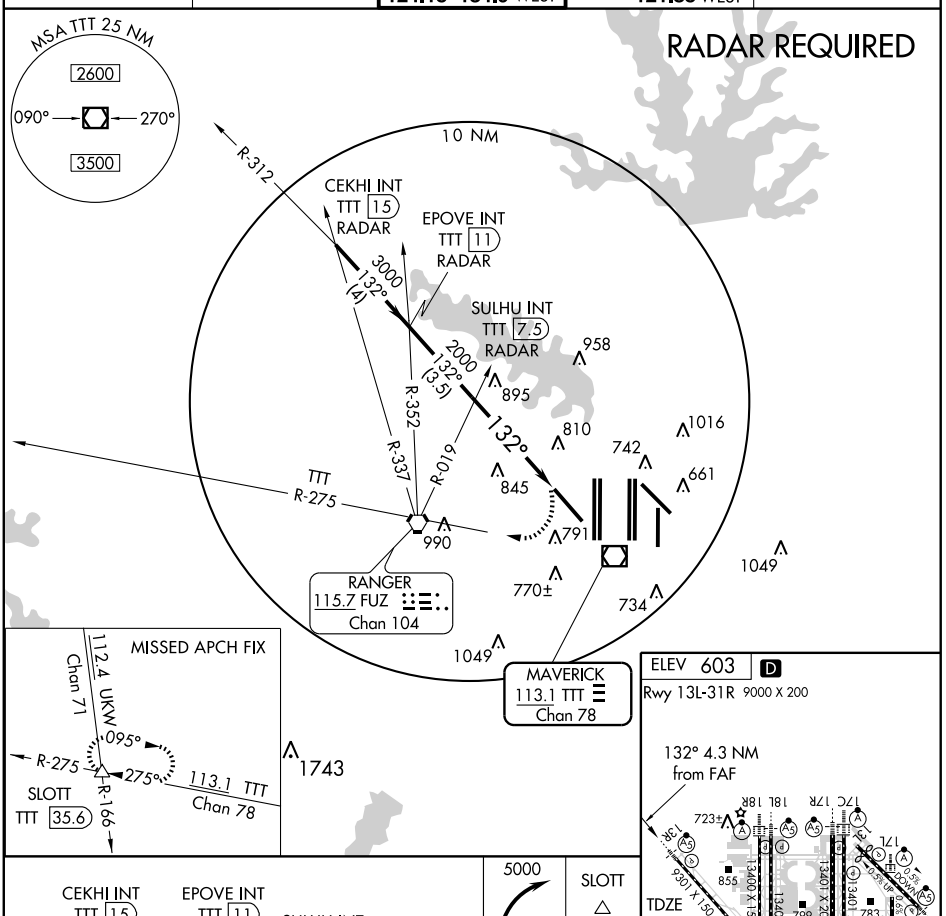
VOR RWY 13R

DALLAS-FORT WORTH INTL (DFW)

MALSR

MISSED APPROACH: Climbing right turn to 5000 via TTT R-275 to SLOTT INT/TTT 35.6 DME.

ATIS		REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR	DEP				
123.775	135.925	118.1 133.15	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25



CATEGORY	A	B	C	D
S-13R	1100/24 509 (600-½)		1100/50 509 (600-1)	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

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SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TTT	APP CRS	Rwy Idg	9301
113.1	312°	TDZE	581
Chan 78		Apt Elev	607

VOR RWY 31L

DALLAS-FORT WORTH INTL (DFW)

MISSED APPROACH: Climb to 1200 then climbing left turn to 5000 via heading 300° and TTT R-306.36 to KAGLE INT/TTT 34.4 DME and hold.

ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL
ARR 123.775	135.5 125.2	126.55 127.5 EAST	121.65 121.8 EAST	128.25
DEP 135.925		124.15 134.9 WEST	121.85 WEST	

RADAR REQUIRED

MISSED APCH FIX

KAGLE INT
TTT 34.4

126°
306°
TTT R-306

TTT R-306

10 NM

958
1016
810
742
845
661
990
791
670±
770±
734
1049
1200
312° (1.5)
1400
312° (4.5)
1049
R-242
R-201
R-132

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

(IF)
HILEG INT
TTT 6
RADAR

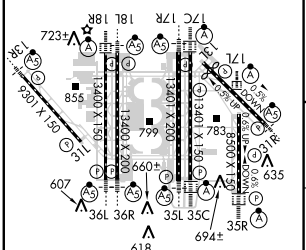
HATOV INT
TTT 1.5
RADAR

1743

MSA TTT 25 NM
2700
090° 270°
3500

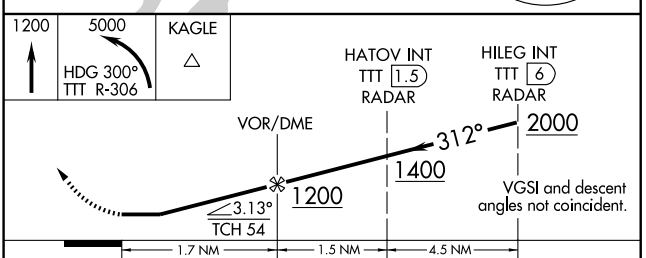
ELEV 607 D

Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 1.7 NM					
Knots	60	90	120	150	180
Min:Sec	1:43	1:08	0:51	0:41	0:34



CATEGORY	A	B	C	D
S-31L	1020/50 439 (500-1)		1020/60 439 (500-1¼)	1020-1½ 439 (500-1½)

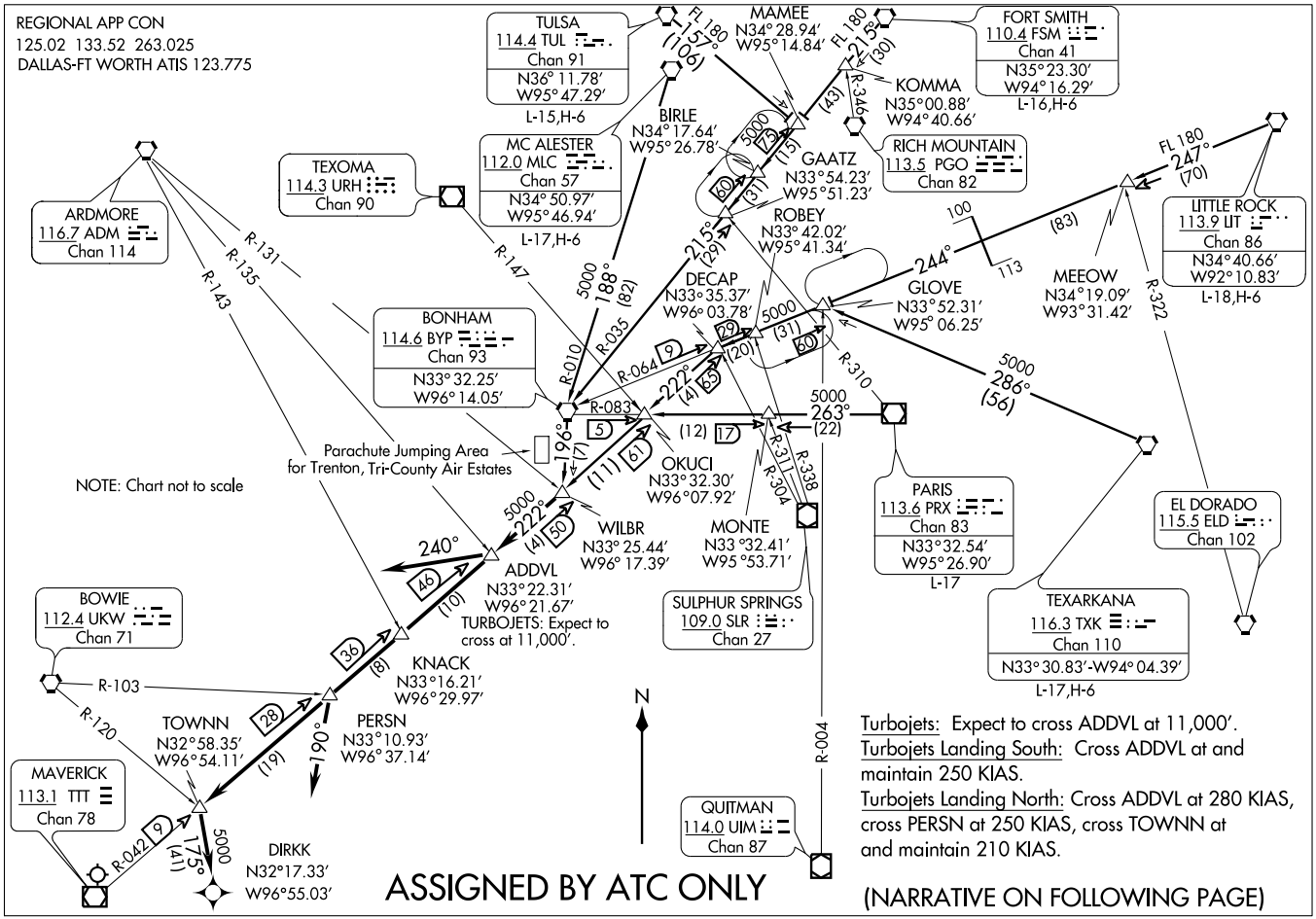
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WILBR THREE ARRIVAL

(WILBR.WILBR3) 07298

DALLAS- FORT WORTH INTL

DALLAS-FT. WORTH, TEXAS



(WILBR.WILBR3) 07298

WILBR THREE ARRIVAL

DALLAS- FORT WORTH INTL

DALLAS-FT. WORTH, TEXAS

ST-6039 (FAA)

ARRIVAL DESCRIPTION

FORT SMITH TRANSITION (FSM.WILBR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

LITTLE ROCK TRANSITION (LIT.WILBR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence . . . .

MCALESTER TRANSITION (MLC.WILBR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

PARIS TRANSITION (PRX.WILBR3): From over PRX VOR/DME via PRX R-263 and BYP R-083 to OKUCI INT, then via TTT R-042 to WILBR INT. Thence . . . .

TEXARKANA TRANSITION (TXK.WILBR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence . . . .

TULSA TRANSITION (TUL.WILBR3): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

. . . .ALL AIRCRAFT: From over WILBR INT via TTT R-042, thence . . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To ADDVL INT, then depart ADDVL INT heading 240°, Expect vectors to final approach course.

. . . . JETS LANDING NORTH: For /E, /F, /G and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over TOWNN INT direct DIRKK WP, Expect vector to final approach course prior to DIRKK WP. If not received by DIRKK WP, fly present heading.

. . . . ALL OTHER JETS LANDING NORTH: to TOWNN, depart TOWNN INT heading 175° for vector to final approach course.

. . . . PROPS LANDING NORTH: Depart PERSN INT heading 190°, Expect vectors to final approach course.

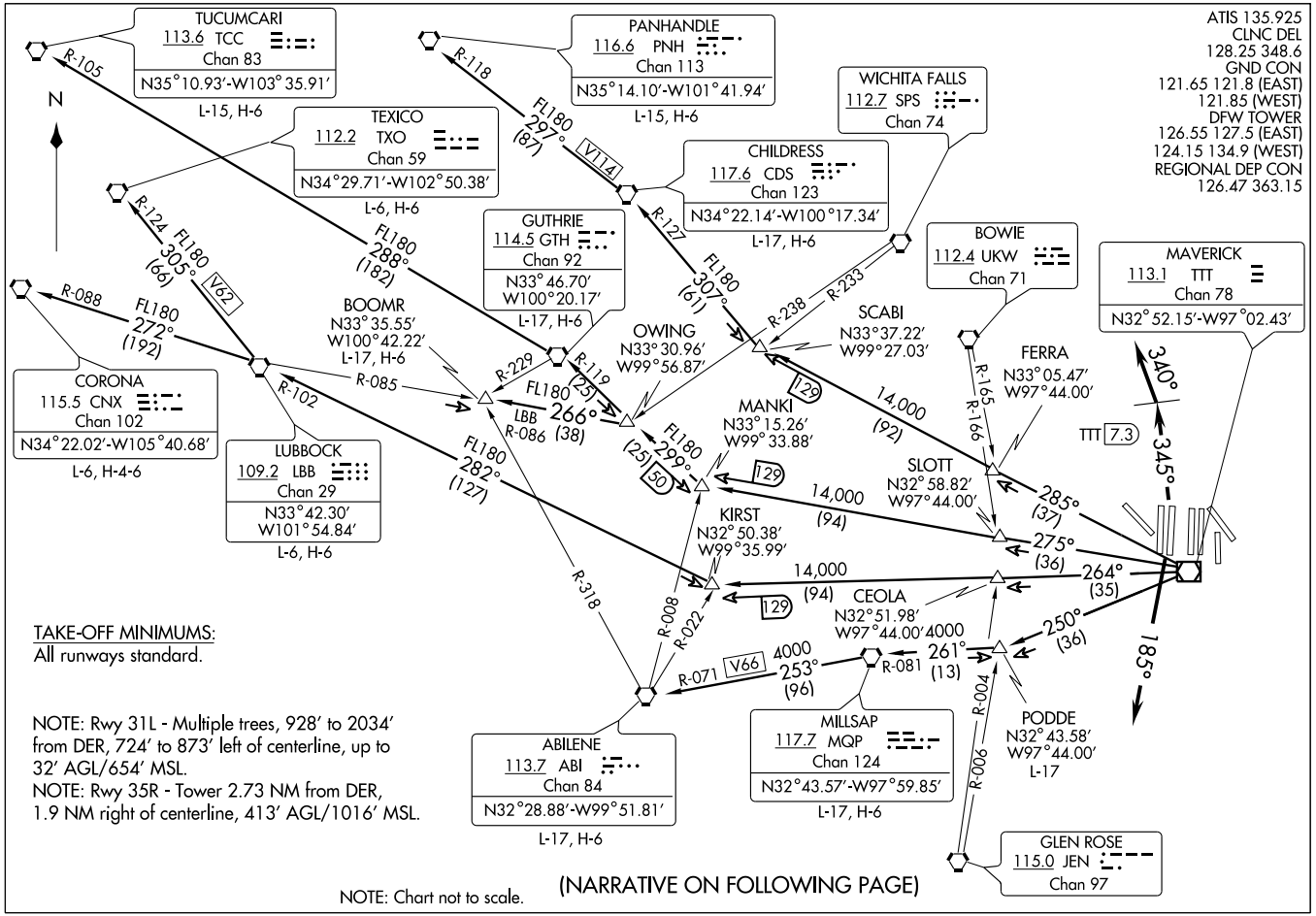
SC-2, 21 OCT 2010 to 18 NOV 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)



DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT THE COYOTE OR KINGDOM DEPARTURE

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 230 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 31L/R, 35L/C/R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

ATIS DEP 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
124.3 282.35
(DEPARTING NORTH)
125.2 343.65
(DEPARTING SOUTH)

NOTE:
1016′ MSL tower 2.73 NM from departure end of runway 35R.

TAKE-OFF MINIMUMS
Rwys 13L/R, 17L/R/C, 18L/R, 31L/R, 35L/C, 36L/R: Standard.

Rwy 35R: 200-1½ or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1700 ft prior to departure end of runway.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

GREGG COUNTY
112.3 GGG
Chan 70

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

SHERO
N33°04.49′
W95°33.78′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

FL230 055° (117) R-235
R-320
FL230 (75) 151
R-244
6500 064° (79)
5000 (38) 76
R-324
R-184
R-182
R-181
R-180
R-183
R-187
R-312
R-254
R-262
FL200 077° (125)
14,000 072° (134)
FL200 097° (206)
R-281
030°
064° (38)
074° (36)
084° (36)
094° (36)
130°
5000
5000 (39) 76
5000 081° (49)
R-261
5000 (34) 71
9000 079° (44)
94
50
(25) (25)
R-259
14,000 111° (116)
R-346
R-291

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

WYLIE FIVE DEPARTURE (WYLIE5.TTT) 07298 DALLAS-FORT WORTH INTL (DFW) DALLAS-FORT WORTH, TEXAS

SL-6039 (FAA)

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS or GARLAND DEPARTURE

PROPS

PROPS REQUESTING FL230 AND BELOW EXPECT HUBBARD DEPARTURE

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Climb heading 130°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Climb heading 030°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAY 35R: Climb heading 354° to 1200 then via heading 030°, expect vector to appropriate route. Thence. . . .
. . . . Maintain 2,000 feet and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 31L, tree 1229′ from DER, 730′ right of centerline, 28′ AGL/637′ MSL. Trmsn pole 3403′ from DER, 1399′ right of centerline, 86′ AGL/708′ MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Rwy 35R, multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

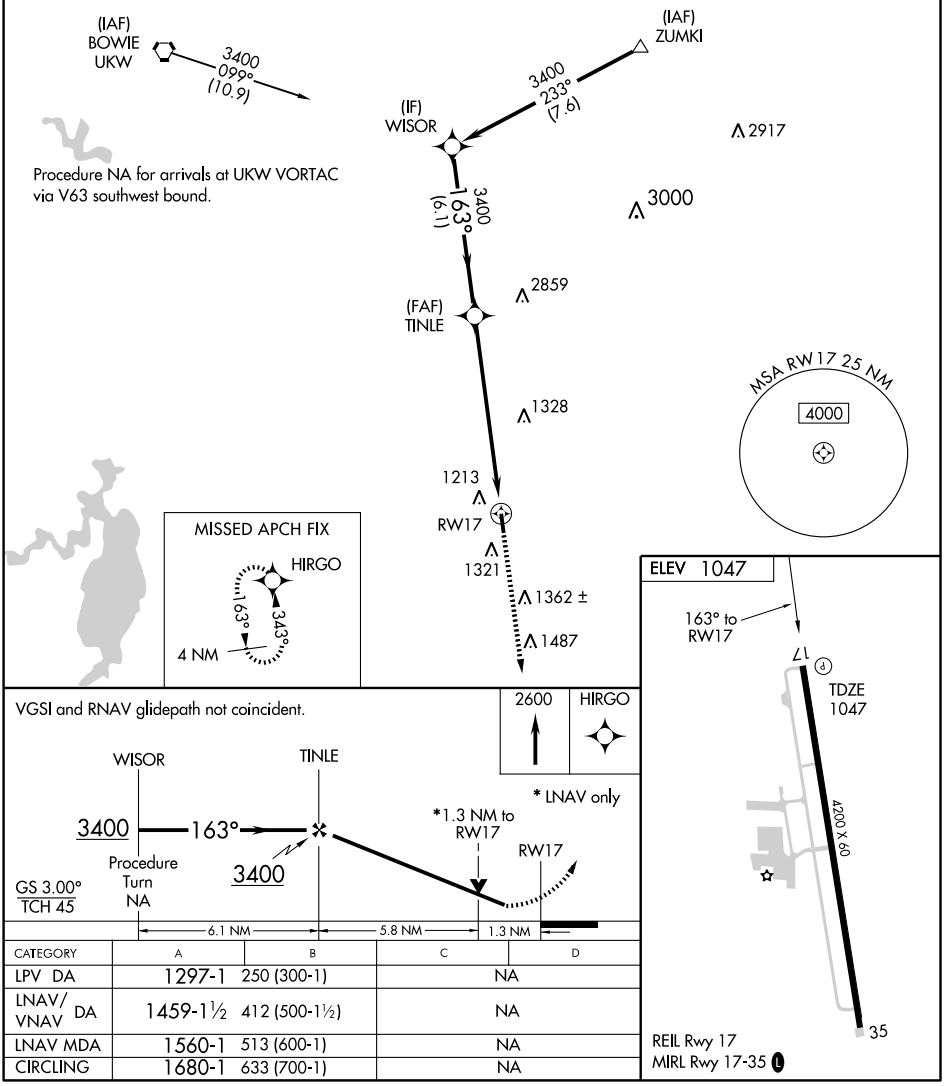
WAAS	APP CRS	Rwy Idg	4200
CH 40107	163°	TDZE	1047
W17A		Apt Elev	1047

RNAV (GPS) RWY 17
DECATUR MUNI (LUD)

When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all DAs 113 feet, and all MDAs 120 feet, increase LPV visibilities ¼ mile, LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile. BARO-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct HIRGO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1297-1	250 (300-1)	NA	
LNAV/VNAV DA	1459-1½	412 (500-1½)	NA	
LNAV MDA	1560-1	513 (600-1)	NA	
CIRCLING	1680-1	633 (700-1)	NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

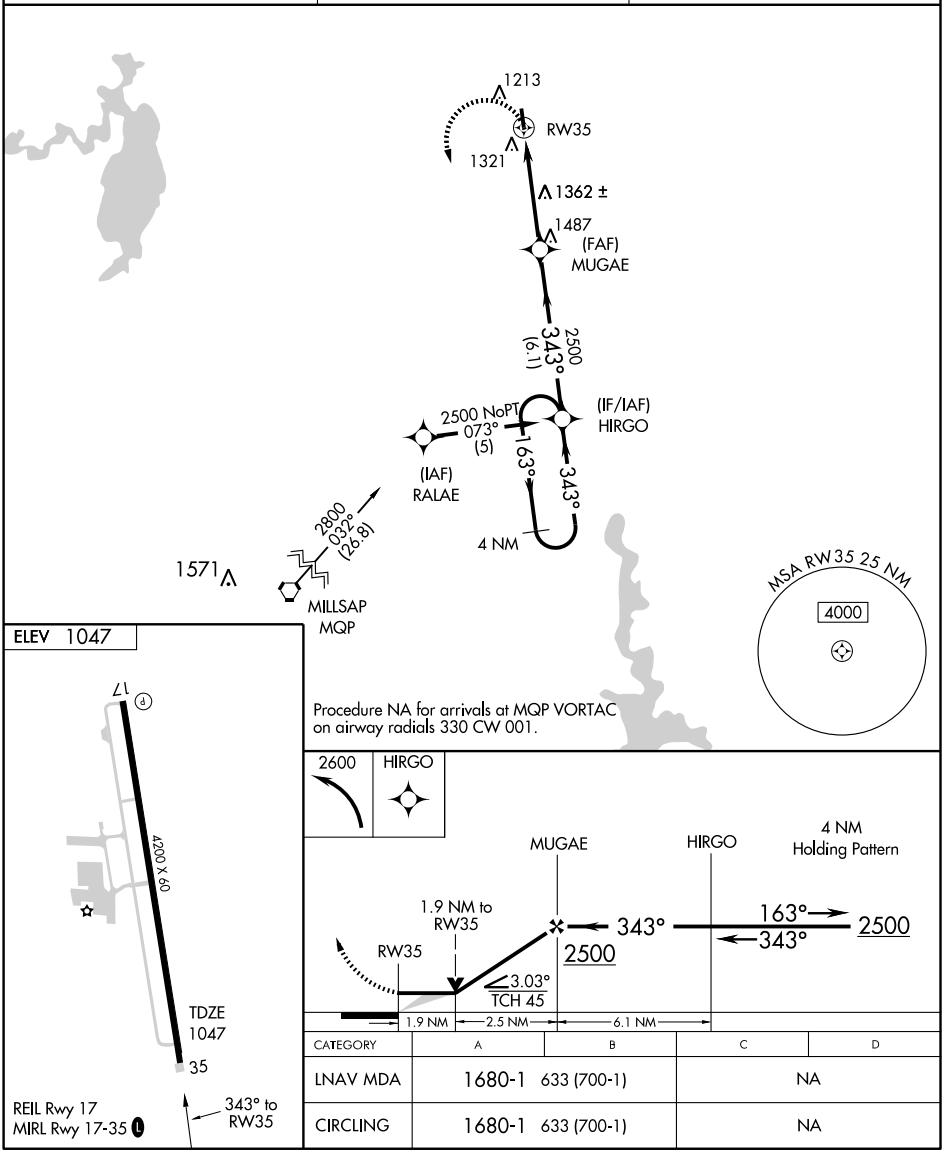
APP CRS	Rwy Idg	4200
343°	TDZE	1047
	Apt Elev	1047

RNAV (GPS) RWY 35
DECATUR MUNI (LUD)

When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all MDAs 120 feet, and Cat B visibilities ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Fort Worth Meacham Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct HIRGO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1680-1 633 (700-1)		NA	
CIRCLING	1680-1 633 (700-1)		NA	

SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC UKW	APP CRS	Rwy Idg	4200
112.4	137°	TDZE	1047
Chan 71		Apt Elev	1047

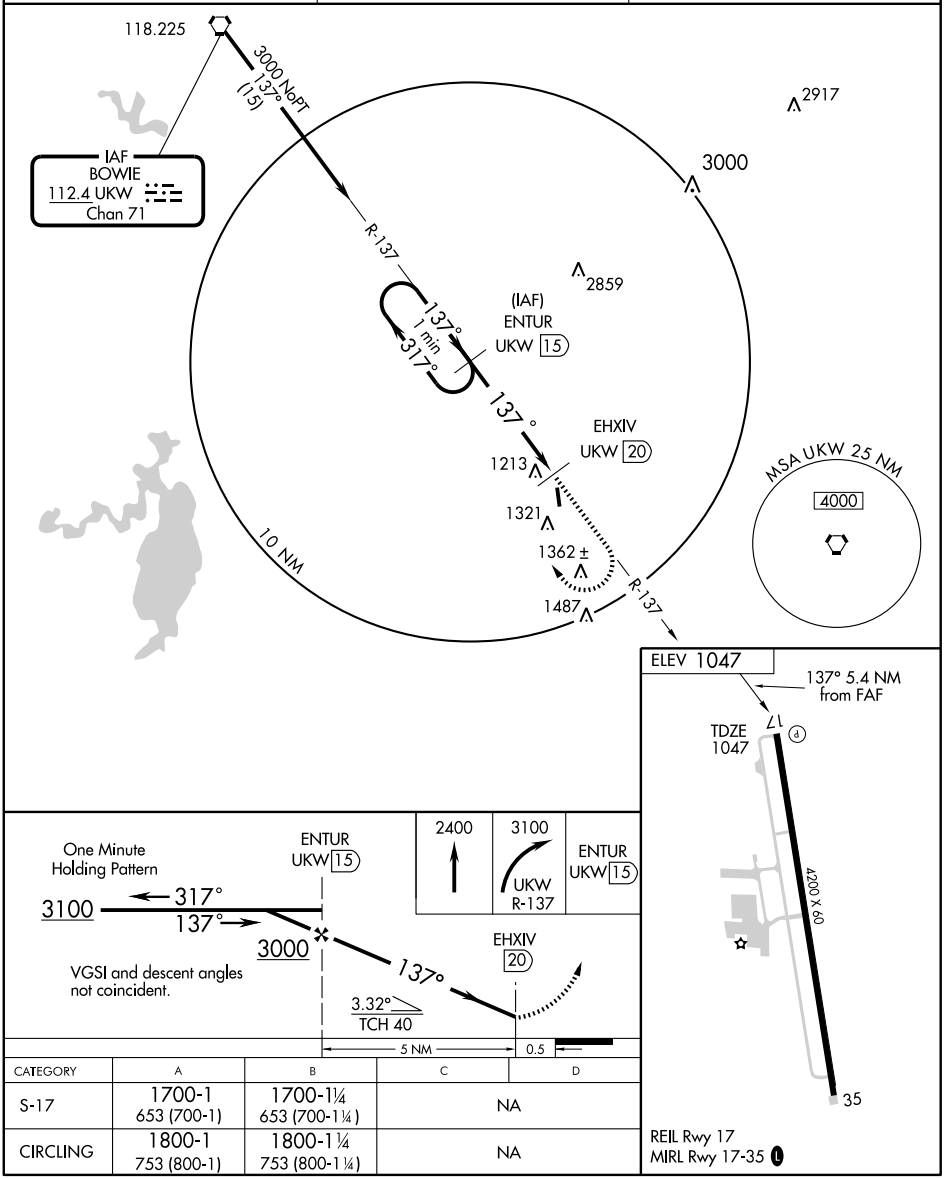
VOR/DME RWY 17

DECATUR MUNI (LUD)

Use Forth Worth Meacham Intl altimeter setting.
NA

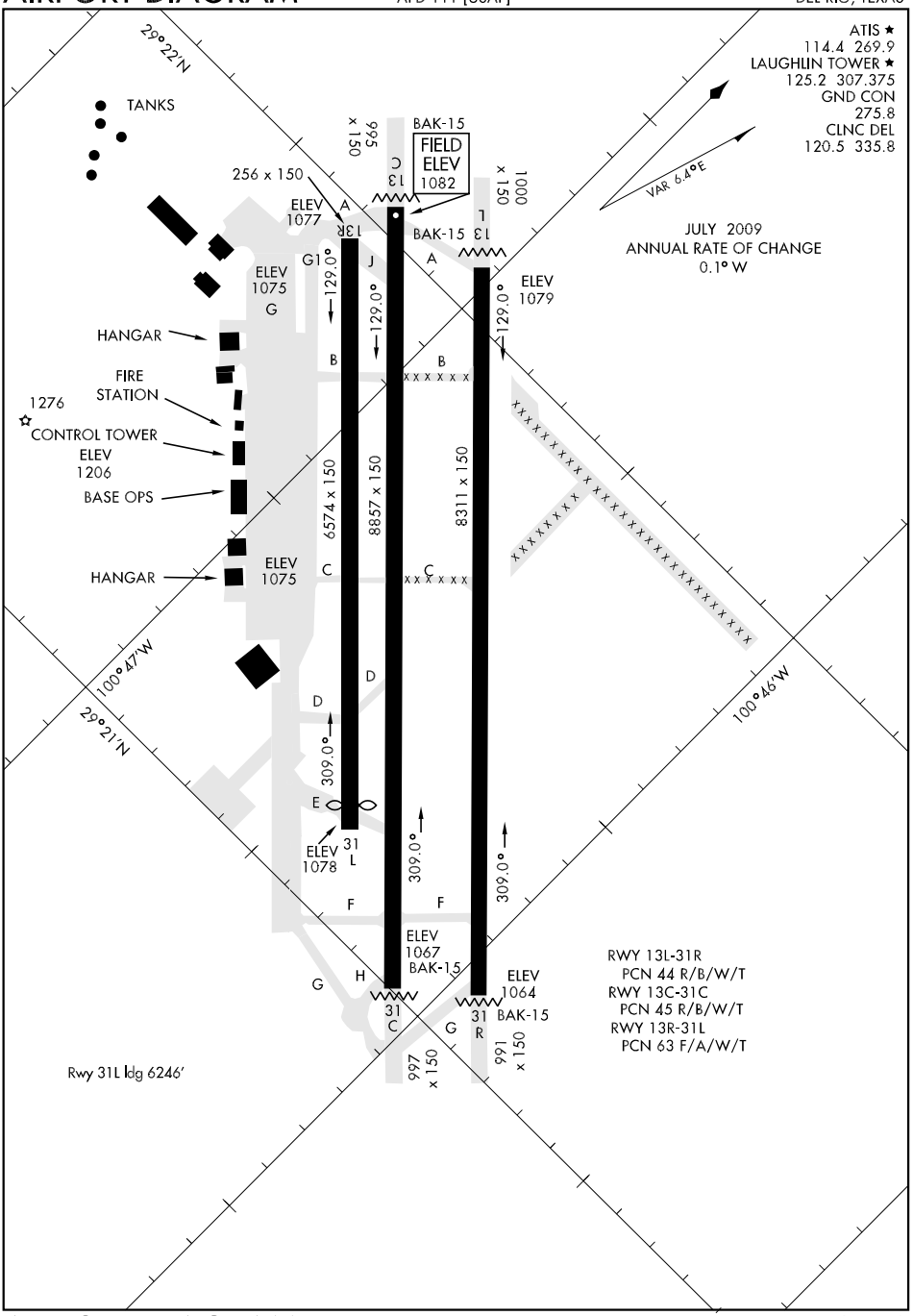
MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 via UKW R-137 to ENTUR/15 DME and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	1700-1 653 (700-1)	1700-1¼ 653 (700-1¼)	NA	
CIRCLING	1800-1 753 (800-1)	1800-1¼ 753 (800-1¼)	NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010



SC-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 13C

LOC I-DLF	APCH CRS	Rwy ldg 13C 8857 13L 8311
110.3	128°	TDZE 13C 1082 13L 1078
		Arpt Elev 1082

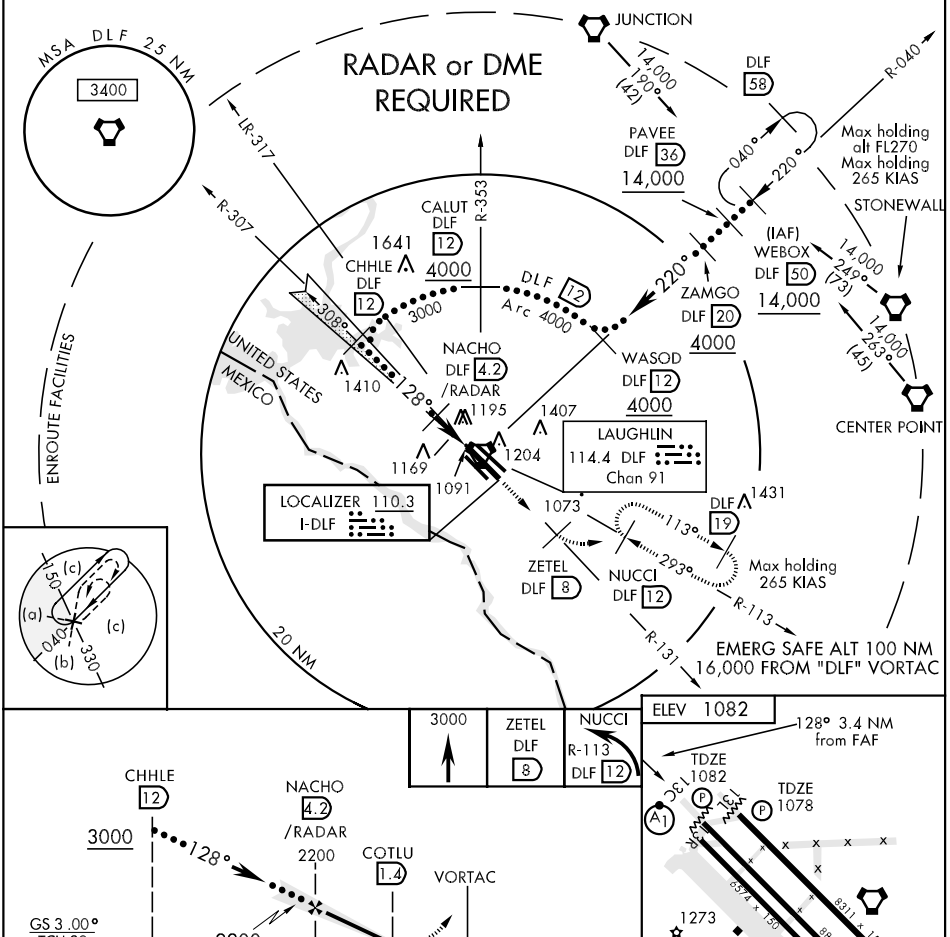
JAL-111 [USAF] LAUNCHLIN AFB (KDLF)

T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.
*** Circling W of Rwy 13R-31L not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 direct ZETEL, DLF VORTAC R-131/8 DME, then turn left direct NUCCI, DLF R-113/12 DME, and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8



CATEGORY	A	B	C	D	E
S-ILS 13C *	1282/24 200 (200-½)		1282/40 200 (200-¾)		
S-LOC 13C **	1420/24 338 (400-½)		1420/40 338 (400-¾)		
CIRCLING ***	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458 (500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)
SIDESTEP 13L	1440-1 362 (400-1)			1440-1¼ 362 (400-1¼)	

LOC FAF to MAP 2.9 NM					
Knots	120	140	160	180	200
Min:Sec	1:27	1:15	1:05	0:58	0:52

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 31C

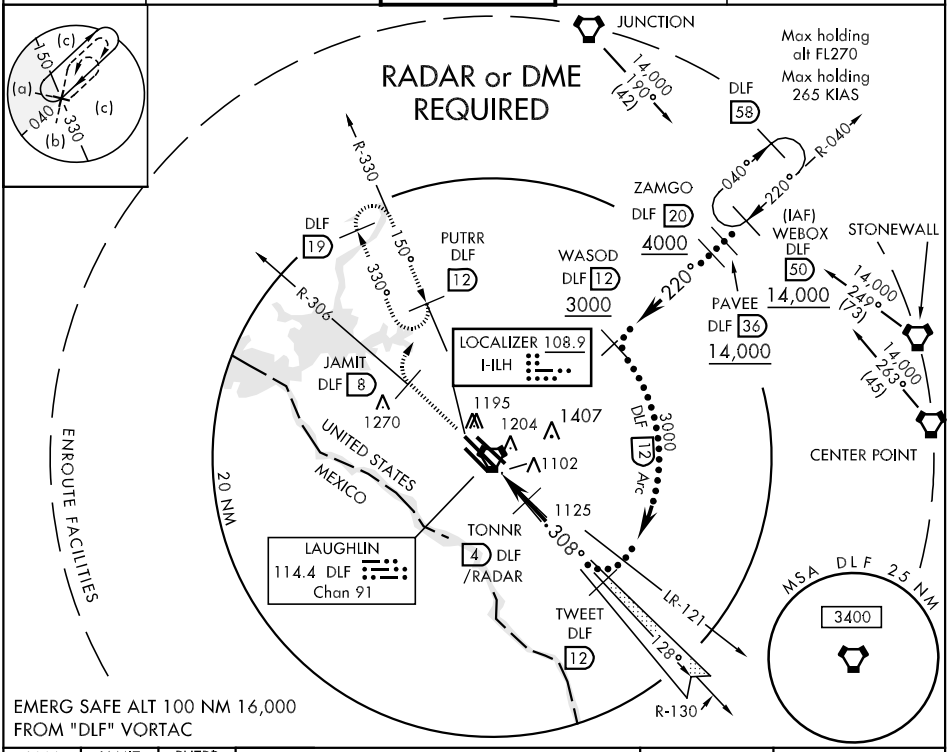
LOC I-ILH	APCH CRS	Rwy ldg 31C 8857 31R 8311 TDZE 31C 1077 31R 1077 Arpt Elev 1082
108.9	308°	

JAL-111 [USAF] LAUGHLIN AFB (KDLF)

* Circling not authorized in sector SW of Rwy 13R-31L.

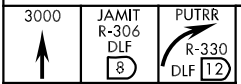
MISSED APPROACH: Climb to 3000 direct to JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR, DLF R-330/12 DME and hold.

ATIS *	DEL RIO APP CON	LAUGHLIN TOWER *	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

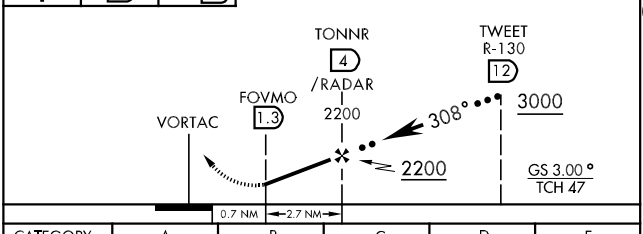


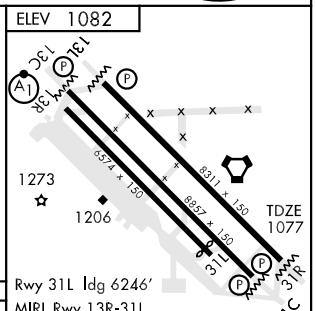
SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010



VGSI and descent angles not coincidental.





CATEGORY	A	B	C	D	E
S-ILS 31C	1327-1		250 (300-1)		
S-LOC 31C	1380-1		303 (300-1)		
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)
SIDESTEP 31R	1380-1		303 (300-1)		

FAF to MAP 2.7 NM					
Knots	120	140	160	180	200
Min:Sec	1:21	1:09	1:01	0:54	0:49

HI-ILS or LOC/DME RWY 31C

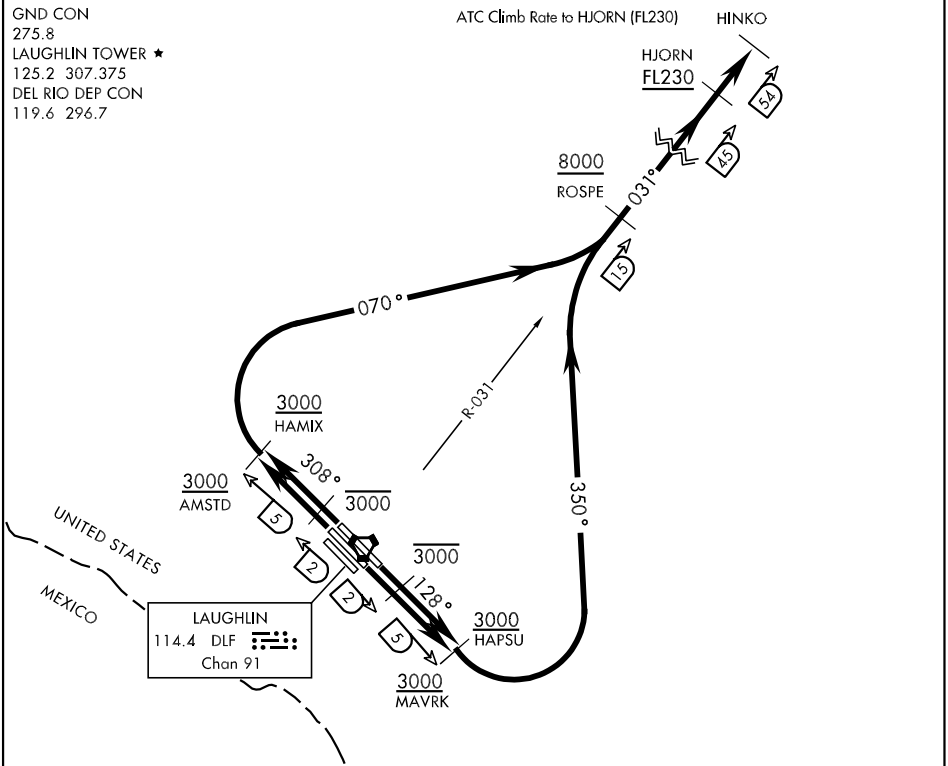
HINKO ONE DEPARTURE (HINKO1 • HINKO)

ATIS ★ 114.4 269.9
CLNC DEL
120.5 335.8
GND CON
275.8
LAUGHLIN TOWER ★
125.2 307.375
DEL RIO DEP CON
119.6 296.7

2216

Rwy	Knots	60	120	180	240	300	360
13C/L	V/V(fpm)	450	900	1340	1790	2230	2680
31C/R	V/V(fpm)	460	920	1380	1840	2300	2760

ATC Climb Rate to HJORN (FL230)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13C: Climb on track 128°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-132/5 DME (MAVRK) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 13L: Climb on track 128°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-130/5 DME (HAPSU) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31C: Climb on track 308°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-305/5 DME (AMSTD) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31R: Climb on track 308°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-307/5 DME (HAMIX) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 13C

LOC I-DLF	APCH CRS	Rwy Idg 13C 8857 13L 8311 TDZE 13C 1082 13L 1078 Arpt Elev 1082
110.3	128°	

AL-111 [USAF] LAUGHLIN AFB (KDLF)

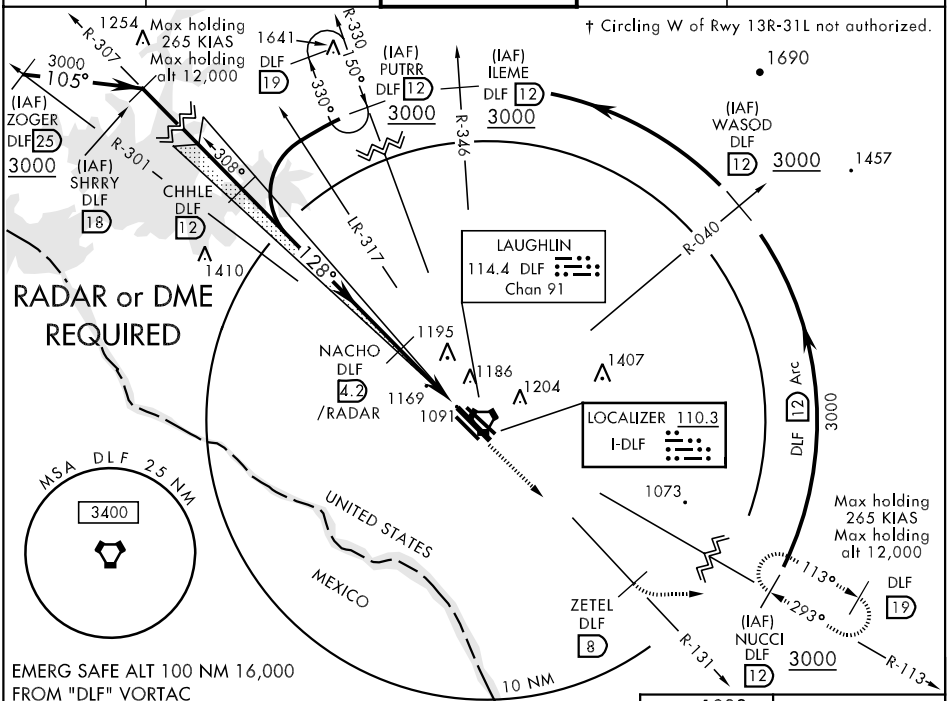
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

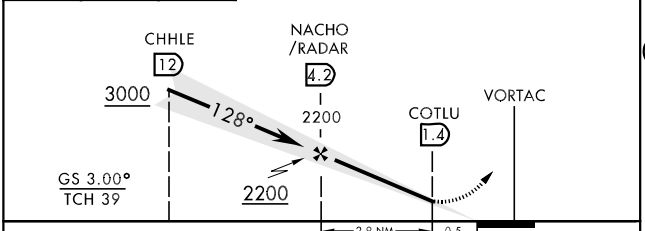
ALSF-1 (A1)

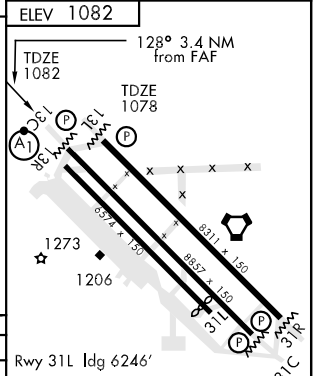
MISSED APPROACH: Climb to 3000 direct ZETEL, DLF R-131/8, then left turn direct NUCCI and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

† Circling W of Rwy 13R-31L not authorized.







Rwy 31L ldg 6246′
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
S-ILS 13C *	1282/24 200 (200-½)		1282/40 200 (200-¾)		
S-LOC 13C**	1420/24 338 (400-½)		1420/40 338 (400-¾)		
SIDESTEP RWY 13L	1440-1 362 (400-1)			1440-1¼ 362 (400-1¼)	
CIRCLING †	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

DEL RIO, TEXAS

ILS or LOC/DME RWY 31C

AL-111 [USAF] LAUGHLIN AFB (KDLF)

LOC I-ILH	APCH CRS	Rwy Idg 31C 8857 31R 8311 TDZE 31C 1077 31R 1077 Arpt Elev 1082
108.9	308°	

▼ * Circling W of Rwy 13R-31L not authorized.

MISSED APPROACH: Climb to 3000 direct JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

RADAR or DME REQUIRED

Max holding 265 KIAS Max holding alt 12,000

R-330 DLF 19 — 1641 — 150° — 330° Arc — (IAF) PUTRR DLF 12 — 3000

(IAF) ILEME DLF 12 — 3000

DLF 12 Arc — (IAF) WASOD DLF 12 — 3000 — 1690 — 1457

R-307 DLF 12 — 3000 — (IAF) HIMUR DLF 12 — 3000

R-346

LAUGHLIN 114.4 DLF Chan 91

R-040

JAMIT 1270 DLF 8 — R-306

1195 — 1186 — 1204 — 1407

LOCALIZER 108.9 I-ILH

TONNR DLF 4 /RADAR — 1102

(IAF) NUCCI DLF 12 — 3000

Max holding 265 KIAS Max holding alt 12,000

DLF 19 — 113° — 293° — R-113

308° — 1125

LR-121 — 128° — TWEET DLF 12

(IAF) DOVIE DLF 18 — R-130

MSA DLF 25 NM — 3400

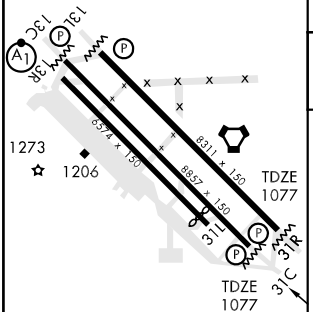
UNITED STATES

MEXICO

10 NM

EMERG SAFE ALT 100 NM 16,000 FROM "DLF" VORTAC

ELEV 1082



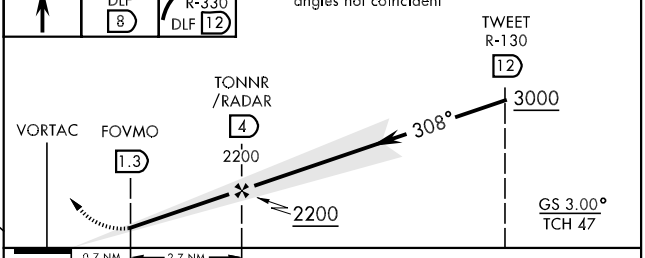
Rwy 31L Idg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

308° 3.4 NM from 4 DME/RADAR

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

3000	JAMIT R-306 DLF 8	PUTRR R-330 DLF 12

VGSI and descent angles not coincident



CATEGORY	A	B	C	D	E
S-ILS 31C		1327-1	250	(300-1)	
S-LOC 31C		1380-1	303	(300-1)	
SIDESTEP RWY 31R		1380-1	303	(300-1)	
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

LAUGHLIN ONE DEPARTURE (DLF1 • DLF)

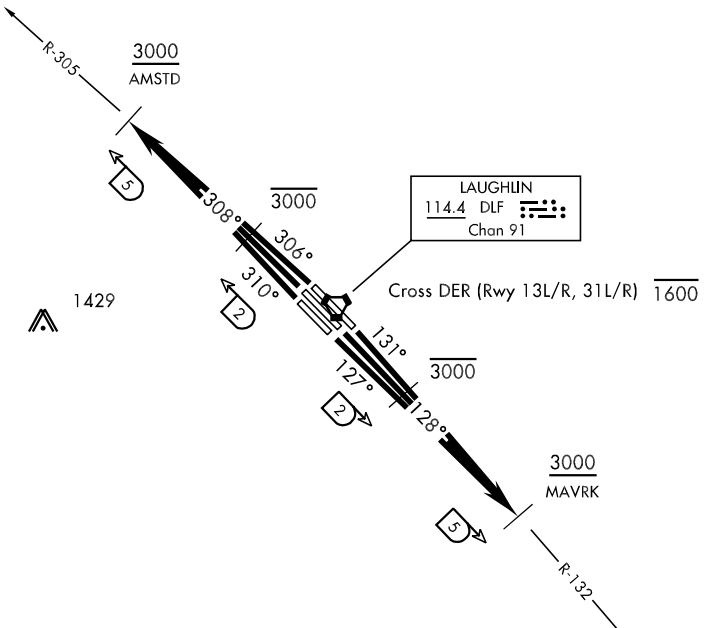
SHL-111 [USAF]

LAUGHLIN AFB (KDLF)
DEL RIO, TEXAS

ATIS ★ 114.4 269.9
CLNC DEL
120.5 335.8
GND CON
275.8
LAUGHLIN TOWER ★
125.2 307.375
DEL RIO DEP CON
119.6 296.7

Rwy	Knots	60	120	180	240	300	360
31C/R ⓐ	V/V(fpm)	470	940	1410	1880	2350	2810
13C ⓐ	V/V(fpm)	440	880	1320	1760	2200	2640
13L ⓐ	V/V(fpm)	450	890	1330	1770	2210	2650
13R ⓐ	V/V(fpm)	410	810	1210	1620	2020	2420

ⓐ ATC Climb Rate to 5 DME



DEPARTURE ROUTE DESCRIPTION

(MAVRK Tracks)

TAKE-OFF RWY 13C: Climb on track 128°, thence. . .

TAKE-OFF RWY 13L: Climb on track 131°, thence. . .

TAKE-OFF RWY 13R: Climb on track 127°, thence. . .

Intercept DLF VORTAC R-132 to DLF 5 DME (MAVRK), cross DLF 2 DME at or below 3000, cross DLF 5 DME (MAVRK) at or above 3000, then as directed by ATC.

(AMSTD Tracks)

TAKE-OFF RWY 31C: Climb on track 308°, thence. . .

TAKE-OFF RWY 31L: Climb on track 310°, thence. . .

TAKE-OFF RWY 31R: Climb on track 306°, thence. . .

Intercept DLF VORTAC R-305 to DLF 5 DME (AMSTD), cross DLF 2 DME at or below 3000, cross DLF 5 DME (AMSTD) at or above 3000, then as directed by ATC.

SC-3, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	NA
340°	TDZE	NA
	Arpt Elev	1082

AL-111 [USAF]

LAUGHLIN AFB (KDLF)

* Circling not authorized in sector NE of RWY 13R-31L.

MISSED APPROACH: Climbing left turn to 3000 direct ZOBUS, expect radar vectors.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	127.75 326.2	125.2 307.375	275.8	120.5 335.8

RADAR REQUIRED

FOR USE BY 47 FTW ACFT ONLY

ZOBUS

UNITED STATES

MEXICO

1272

TUDOL

340°

SWANT

2100

340°

(5)

1310

MINNM

2100

323°

(9)

(IAF)

OTULE

2600

333°

(9)

2600

276°

(10.2)

PANEE

SCIFI

MSA TUDOL 25 NM

3400

EMERG SAFE ALT 100 NM 16,000 FROM TUDOL

ELEV 1082

13C

13L

13R

31L

31C

31R

8574 x 150

8311 x 150

8857 x 150

1273

1206

1167

340° 2.01 NM from TUDOL

Rwy 31L Idg 6246'

MIRL Rwy 13R-31L

HIRL Rwy 13C-31C, 13L-31R

3000

ZOBUS

FLY VISUAL TO AIRPORT

TUDOL

SWANT

2100

340°

MINNM

2100

323°

OTULE

2600

2.0 NM

1.6 NM

CATEGORY	A	B
CIRCLING *	1600-3 518 (1000-3)	

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13C

APCH CRS	Rwy Idg	TDZE	Arpt Elev
128°	13C 8857 / 13R 6574	13C 1082 / 13R 1076	1082

AL-111 [USAF]

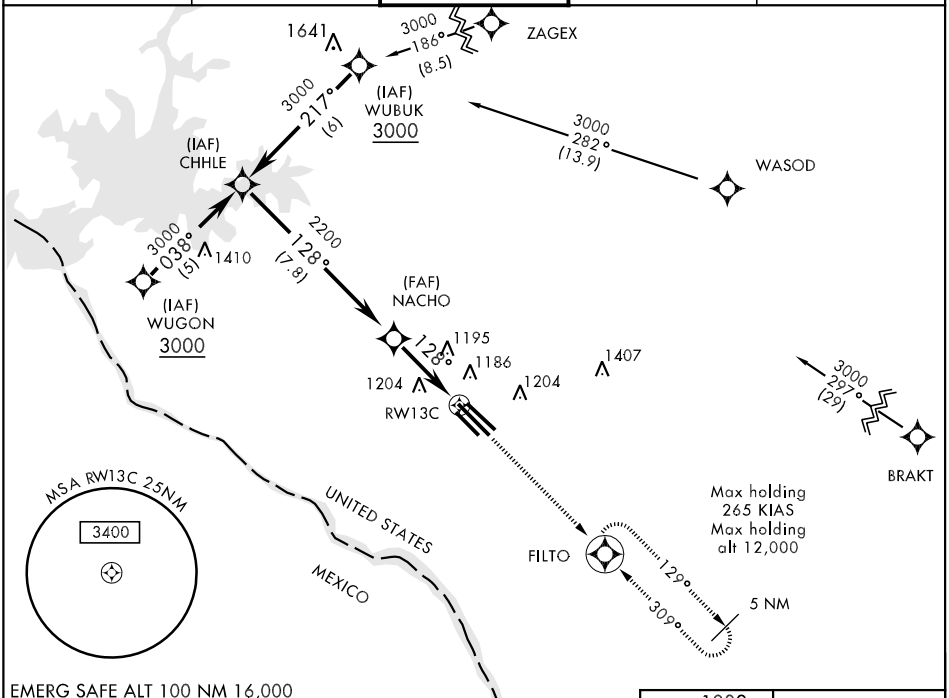
LAUGHLIN AFB (KDLF)

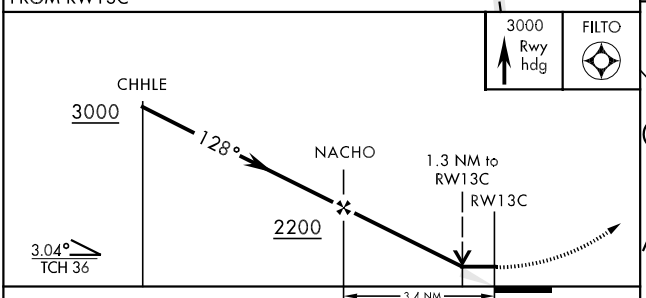
▼ * When ALS inop, increase vis by ½ mile in all categories.
† Circling SW of Rwy 13R-31L not authorized.

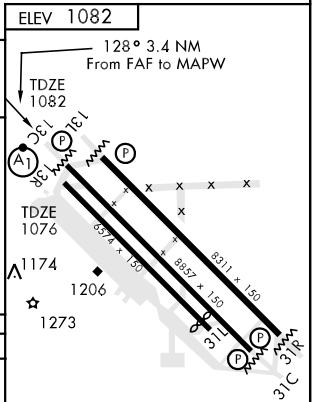
ALSF-1

MISSED APPROACH: Track rwy heading, climbing to 3000 until FILTO and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8







Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
LNAV MDA*	1520/24 438 (500-½)		1520/40 438 (500-¾)	1520/50 438 (500-1)	
CIRCLING †	1520-1 438 (500-1)	1540-1 458 (500-1)	1540-1 ½ 458 (500-1½)	1640-2 558 (600-2)	1720-2¼ 638 (700-2¼)
SIDESTEP 13R	1520-1 443 (500-1)		1520-1¼ 443 (500-1¼)	1520-1½ 443 (500-1½)	

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31C

APCH CRS	Rwy Idg	31C	31L
309°	TDZE	31C 1077	31L 1079
	Arpt Elev 1082		

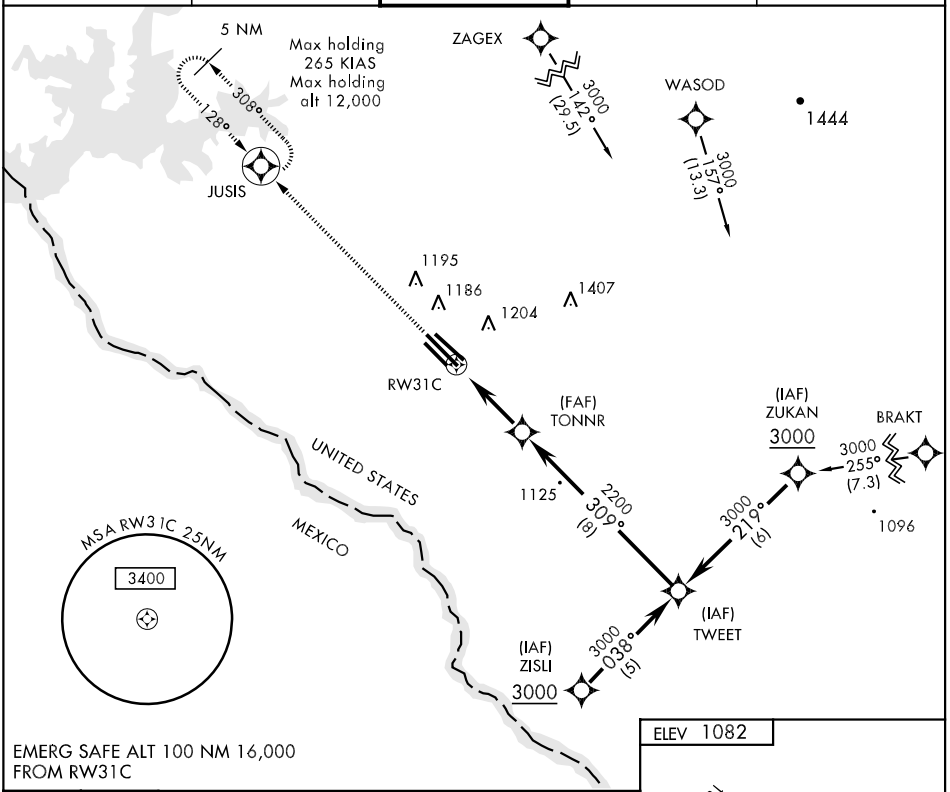
AL-111 (USAF)

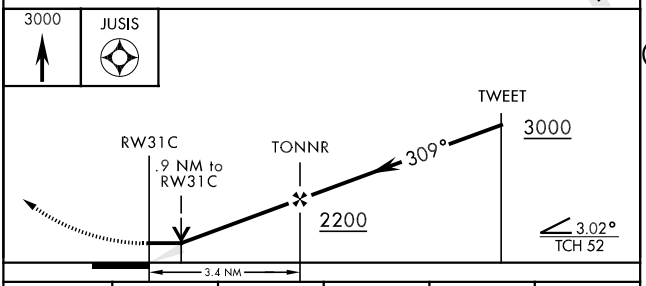
LAUGHLIN AFB (KDLF)

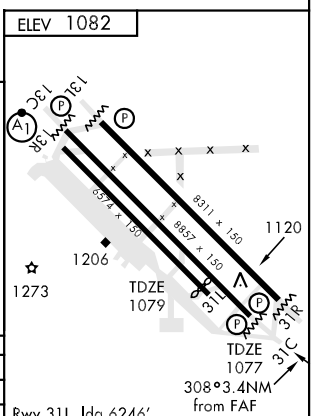
* Circling not authorized SW of Rwy 13R-31L

MISSED APPROACH: Track runway heading, climb to 3000 until JUSIS and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8







Rwy 31L Idg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
LNAV MDA	1420-1	343 (400-1)		1420-1¼	343 (400-1¼)
CIRCLING *	1500-1	1540-1	1540-1½	1640-2	1720-2¼
	418 (500-1)	458 (500-1)	458 (500-1½)	558 (600-2)	638 (700-2¼)
SIDESTEP 31L	1440-1	361 (400-1)		1440-1¼	361 (400-1¼)

29°22'N-100°47'W

RNAV (GPS) RWY 31C

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 13C

VORTAC DLF	APCH CRS	Rwy Idg 8857
114.4	118°	TDZE 1082
Chan 91		Arpt Elev 1082

AL-111 [USAF]

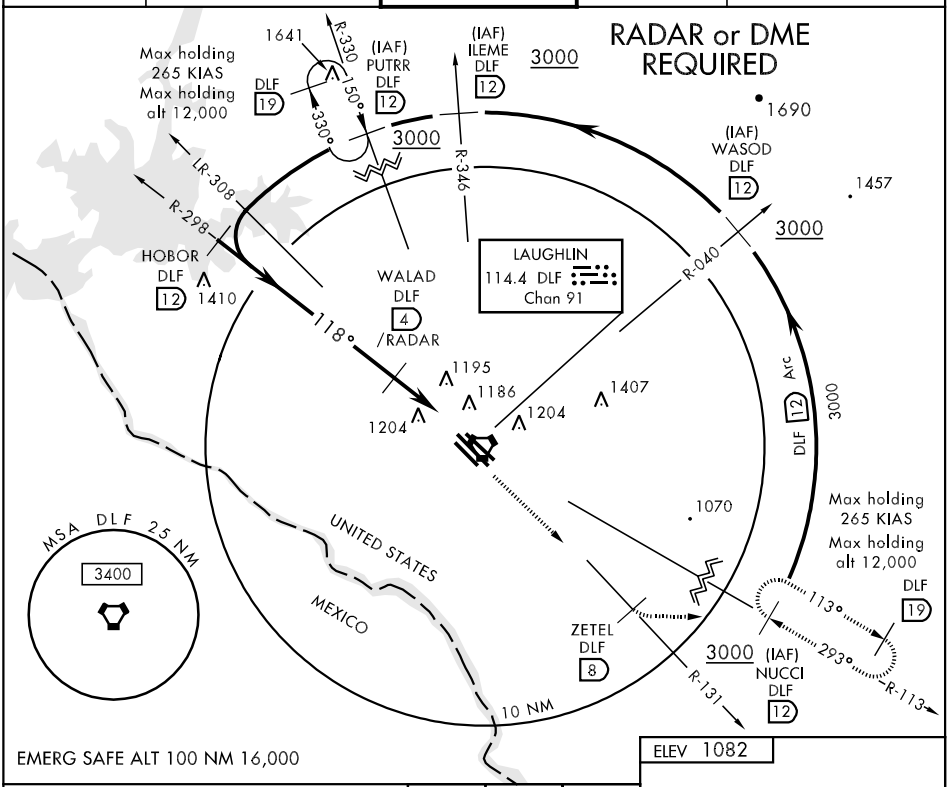
LAUGHLIN AFB (KDLF)

T * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized in sector SW of Rwy 13R-31L.

ALSF-1

MISSED APPROACH: Climb to 3000 direct to ZETEL, DLF VORTAC R-131/8 DME, then turn left direct NUCCI and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8



CATEGORY	A	B	C	D	E
S-13C *	1480/24 398	(400-½)	1480/40 398	(400-¾)	1480/50 398 (400-1)
CIRCLING **	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 31C

VORTAC DLF	APCH CRS	Rwy Idg	8857
114.4	322°	TDZE	1077
Chan 91		Arpt Elev	1082

AL-111 [USAF] LAUGHLIN AFB (KDLF)

*Circling not authorized in sector SW of Rwy 13R-31L.

MISSED APPROACH: Climb to 3000 direct JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR, DLF R-330/12 DME, and hold.

ATIS ★	DEL RIO APP CON	LAUGHLIN TOWER ★	GND CON	CLNC DEL
114.4 269.9	119.6 259.1	125.2 307.375	275.8	120.5 335.8

RADAR or DME REQUIRED

Max holding 265 KIAS Max holding alt 12,000

(IAF) HIMUR DLF 3000 12

(IAF) PUTRR DLF 12

(IAF) ILEME DLF 12

(IAF) WASOD DLF 12

(IAF) NUCCI DLF 12

JAMIT DLF 8

PAHLR DLF 4 /RADAR

HINLU DLF 12

LAUGHLIN 114.4 DLF Chan 91

MSA DLF 25 NM 3400

EMERG SAFE ALT 100 NM 16,000 FROM "DLF" VORTAC

10 NM

UNITED STATES MEXICO

ELEV 1082

322° to VORTAC

1273 1206

TDZE 1077

Rwy 31L Idg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

3000 | JAMIT R-306 DLF 8 | PUTRR R-330 DLF 12

VGSI and descent angles not coincident

HINLU R-142 12 3000

PAHLR 4 /RADAR

VORTAC

HIMPA 1.3 1.6

322°

2100

2.75° TCH 52

0.7 NM 2.7 NM

CATEGORY	A	B	C	D	E
S-31C	1420-1	343	(400-1)	1420-1¼	343 (400-1¼)
CIRCLING *	1500-1 418 (500-1)	1540-1 458 (500-1)	1540-1½ 458(500-1½)	1640-2 558 (600-2)	1720-2¼ 638(700-2¼)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-DRT	APP CRS	Rwy Idg	6000
111.9	132°	TDZE	1002
Chan 56		Apt Elev	1002

ILS or LOC RWY 13

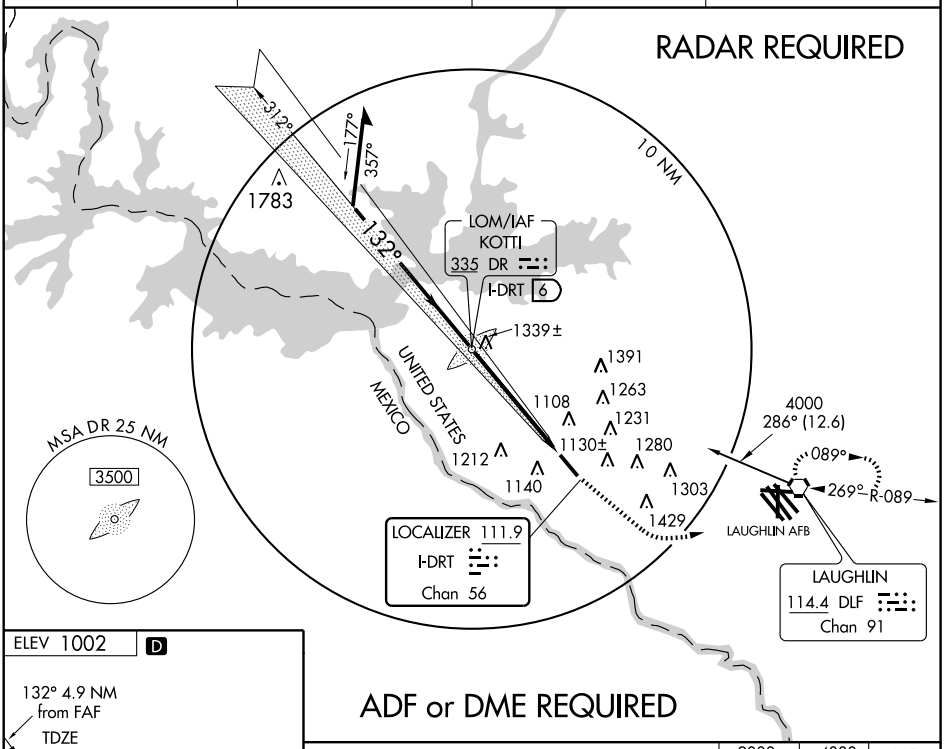
DEL RIO INTL (DRT)

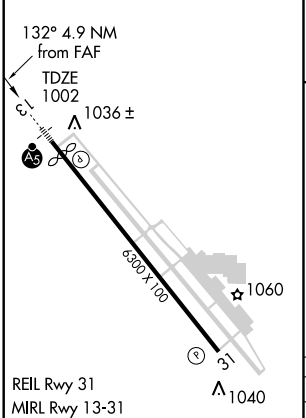
Circling NA for Cat D SW of Rwy 13-31. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DAs 30 feet, all MDAs 40 feet, increase S-LOC 13 Cat D and Circling Cat D visibility ¼ mile. VDP NA when using Laughlin AFB altimeter setting.

MALSR

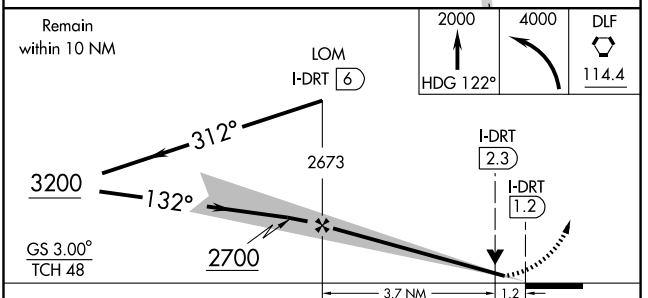
MISSED APPROACH: Climb to 2000 via heading 122° then climbing left turn to 4000 direct DLF VORTAC and hold. Continue climb-in-hold to 4000.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 13	1202-½ 200 (200-½)			
S-LOC 13	1420-½ 418 (500-½)		1420-¾ 418 (500-¾)	
CIRCLING	1440-1 438 (500-1)	1460-1 458 (500-1)	1560-1½ 558 (600-1½)	1640-2 638 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOM DR	APP CRS	Rwy Idg	6000
335	132°	TDZE	1002
		Apt Elev	1002

NDB RWY 13

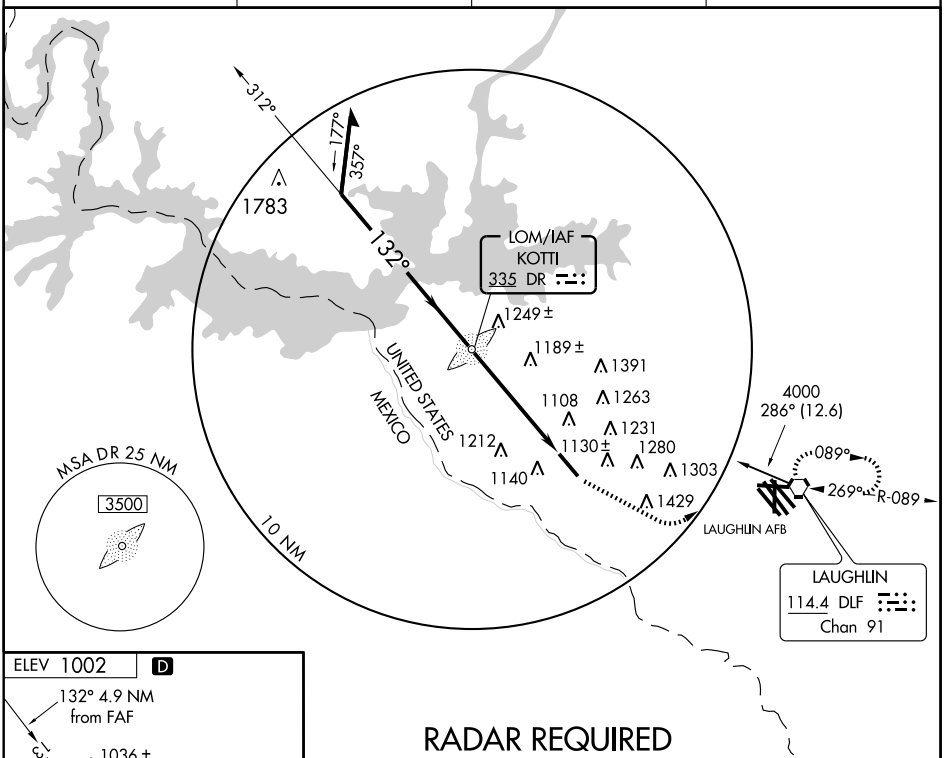
DEL RIO INTL (DRT)

Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply to S-13 Cat C.

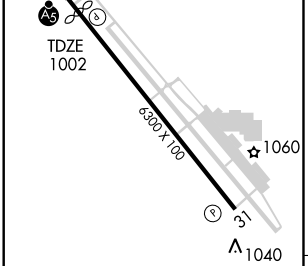
MALSR

MISSED APPROACH: Climb to 4000 via heading 122° then left turn direct DLF VORTAC and hold.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF)

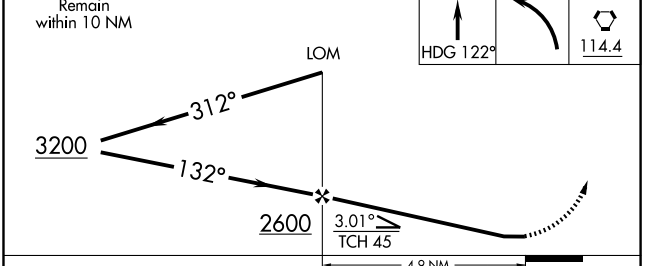


RADAR REQUIRED



REIL Rwy 31
MIRL Rwy 13-31

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-13	1500-1	498 (500-1)	1500-1¼ 498 (500-1¼)	1500-1½ 498 (500-1½)
CIRCLING	1500-1	498 (500-1)	1560-1½ 558 (600-1½)	1640-2 638 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

DEL RIO INTL (DRT)

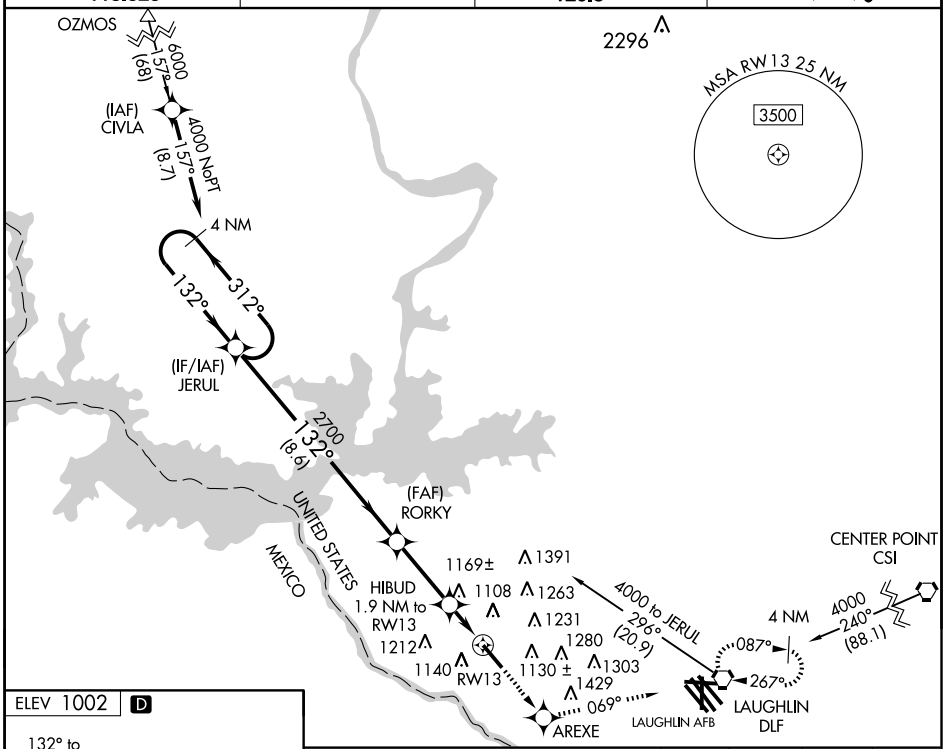
WAAS	APP CRS	Rwy Idg	6000
CH 86499	132°	TDZE	1002
W13A		Apt Elev	1002

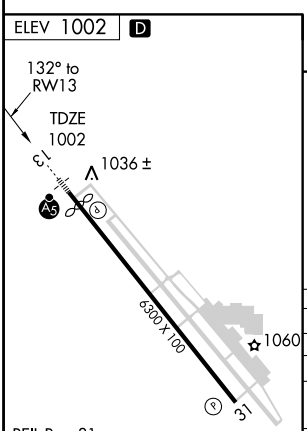
T A W Circling NA for Cat D southwest of Rwy 13-31. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DA 30 feet and all MDA 40 feet, increase LPV visibility all Cats, LNAV visibility Cats C and D and Circling visibility Cat D ¼ mile. Baro-VNAV NA when using Laughlin AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2°F) or above 47°C (116°F).

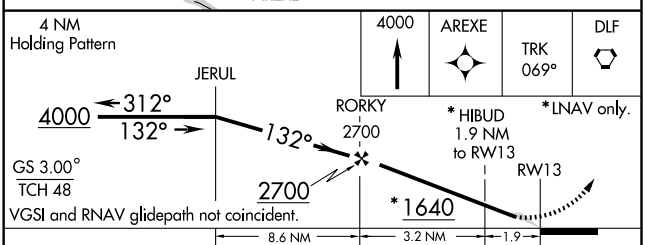
MALSR

MISSED APPROACH: Climb to 4000 direct AREXE and on 069° track to DLF VORTAC and hold, continue climb-in-hold to 4000.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1252-½ 250 (300-½)			
LNAV/VNAV DA	1401-1 399 (400-1)			
LNAV MDA	1500-½ 498 (500-½)		1500-¾ 498 (500-¾)	1500-1 498 (500-1)
CIRCLING	1500-1 498 (500-1)		1560-1½ 558 (600-1½)	1640-2 638 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

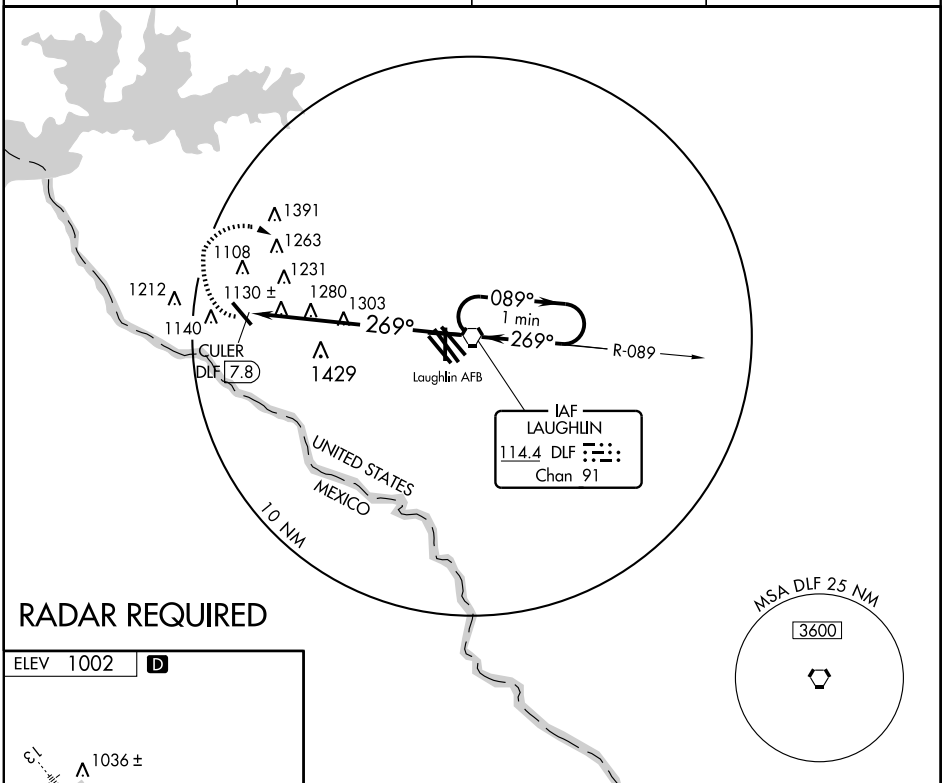
VORTAC DLF 114.4 Chan 91	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 1002

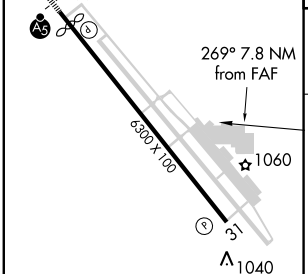
VOR-A
DEL RIO INTL (DRT)

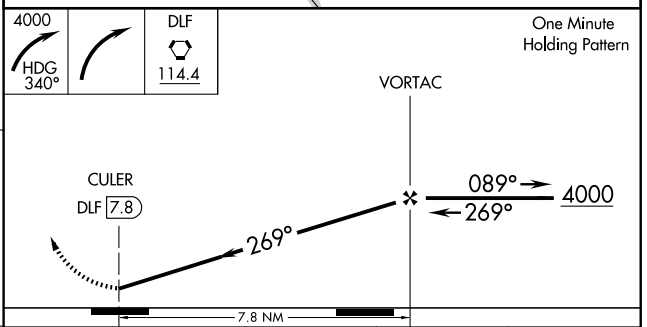
Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

ASOS 118.525	DEL RIO APP CON* 119.6 259.1	CLNC DEL 120.5	UNICOM 122.8 (CTAF)







FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

CATEGORY	A	B	C	D
CIRCLING	1780-1 778 (800-1)	1780-1¼ 778 (800-1¼)	1780-2¼ 778 (800-2¼)	1780-2½ 778 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

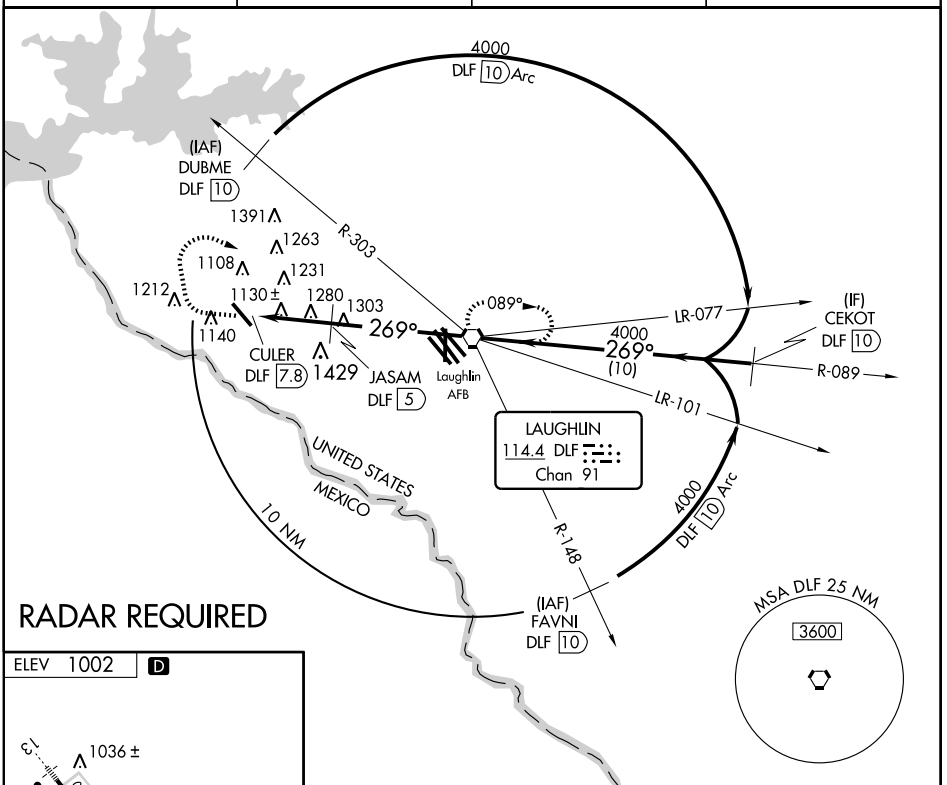
VORTAC DLF 114.4 Chan 91	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 1002

VOR/DME-B
DEL RIO INTL (DRT)

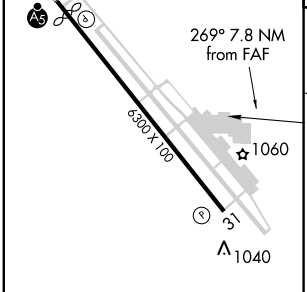
Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

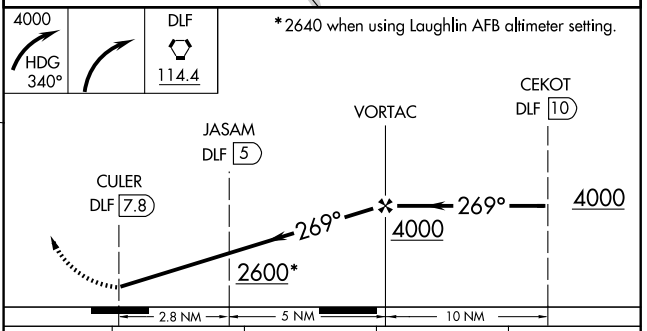
MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

ASOS	DEL RIO APP CON ★	CLNC DEL	UNICOM
118.525	119.6 259.1	120.5	122.8 (CTAF) L



RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1580-1 578 (600-1)		1580-1½ 578 (600-1½)	1640-2 638 (700-2)

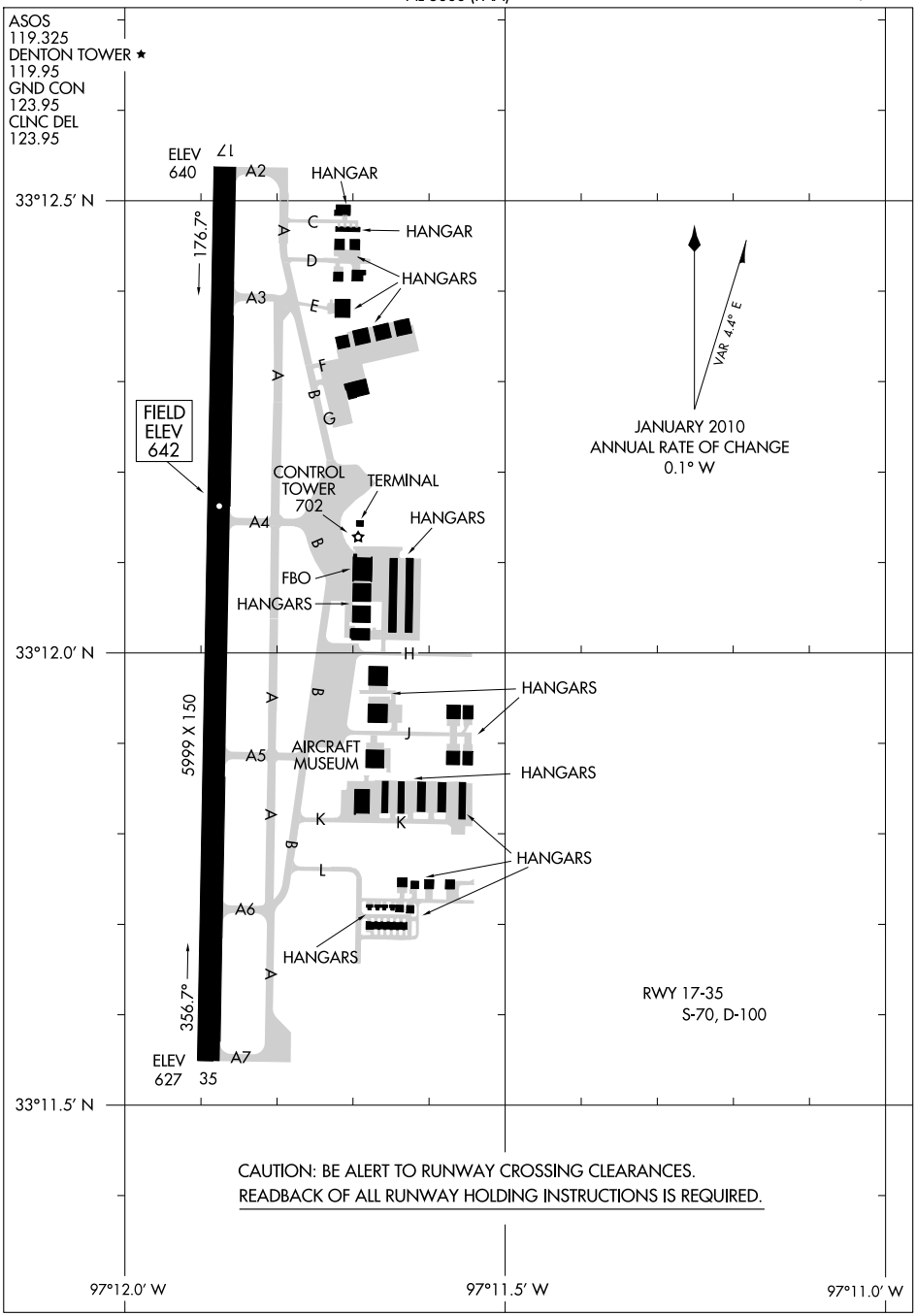
REIL Rwy 31
MIRL Rwy 13-31

SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DENTON MUNI (DTO)
DENTON, TEXAS

AL-5866 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

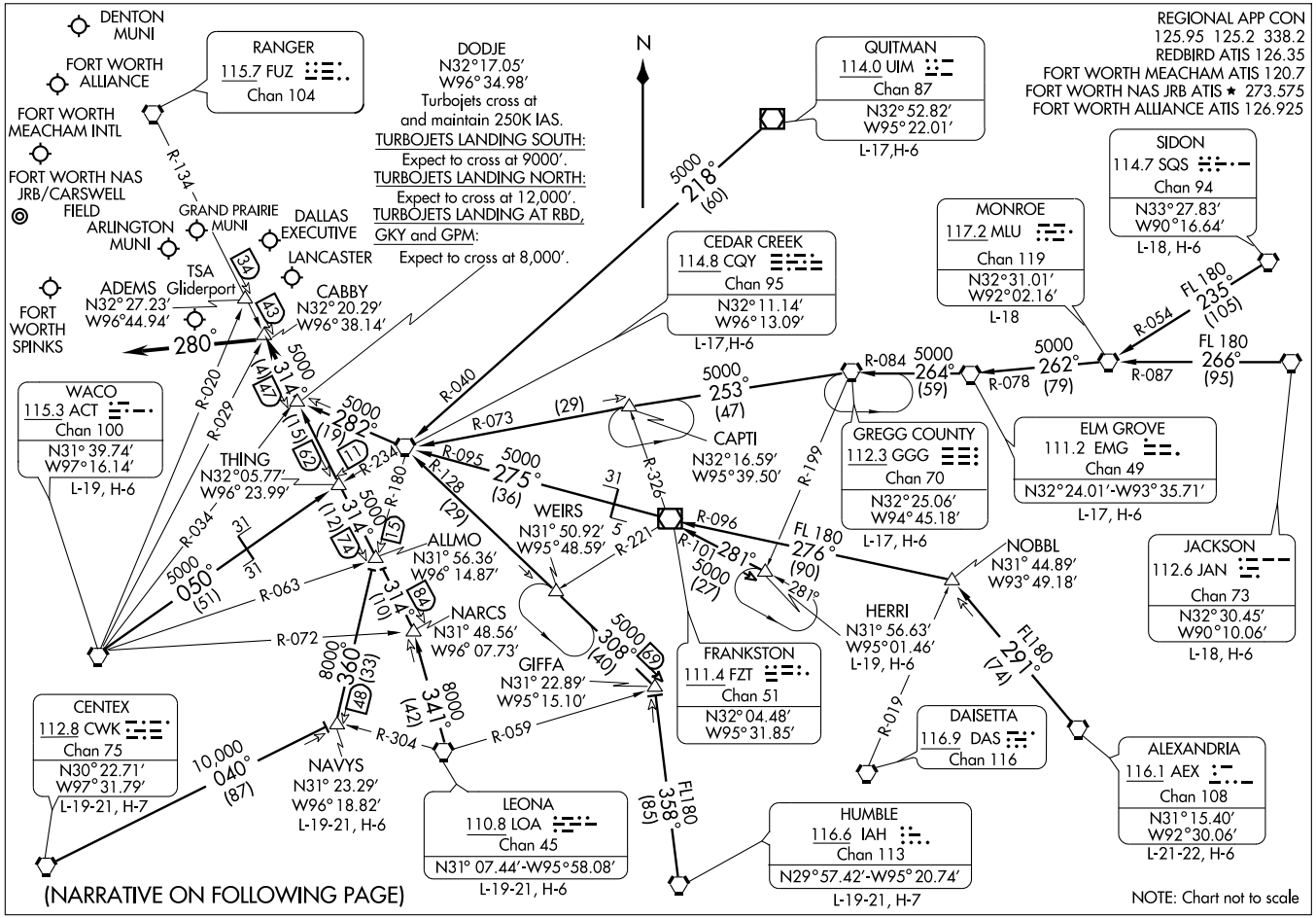
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

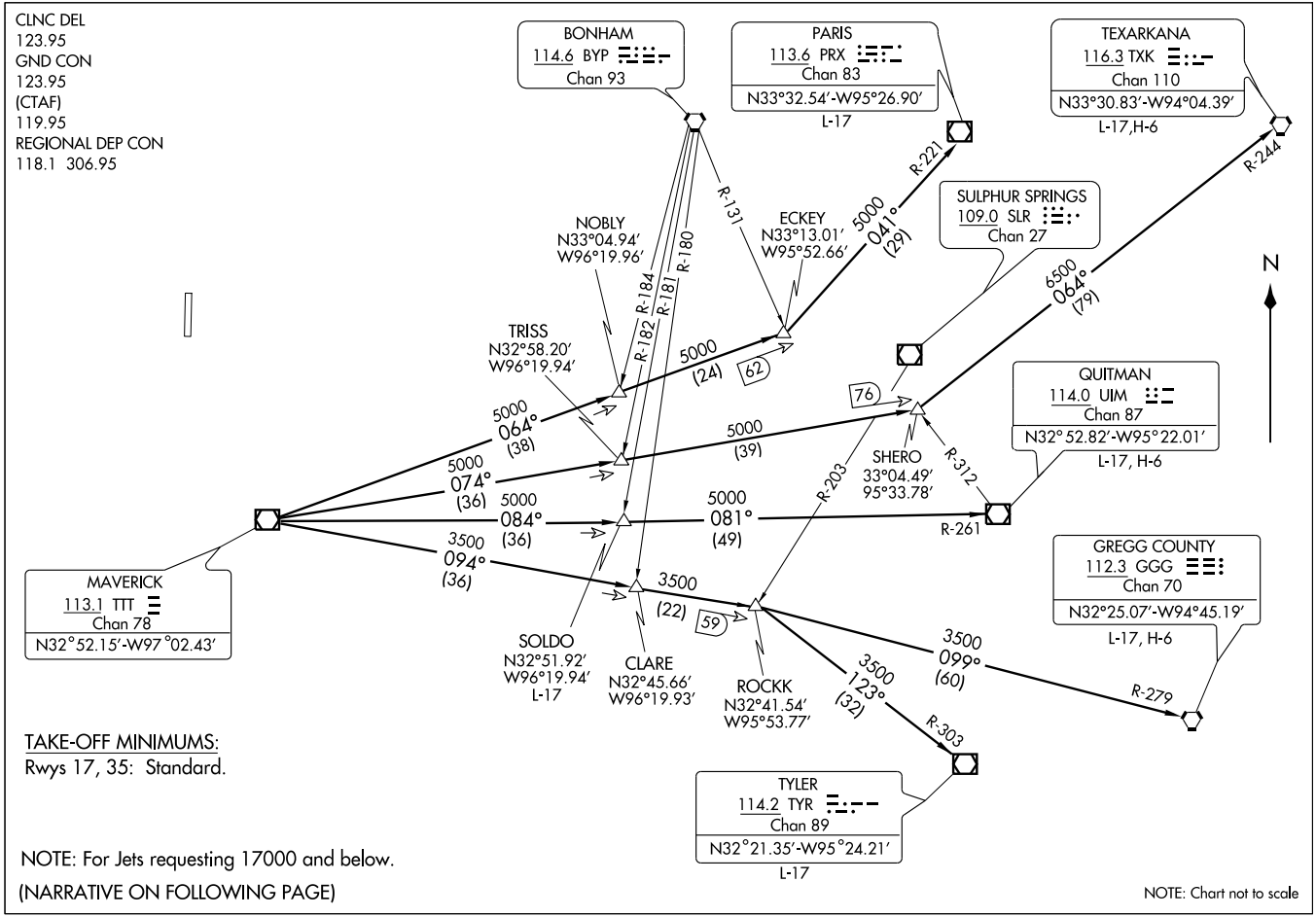
GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

DENTON MUNI (DTO)

DENTON, TEXAS

CLNC DEL
123.95
GND CON
123.95
(CTAF)
119.95
REGIONAL DEP CON
118.1 306.95



TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

NOTE: For Jets requesting 17000 and below.

(NARRATIVE ON FOLLOWING PAGE)

GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

DENTON MUNI (DTO)

DENTON, TEXAS

SL-5866 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 21 OCT 2010 to 18 NOV 2010

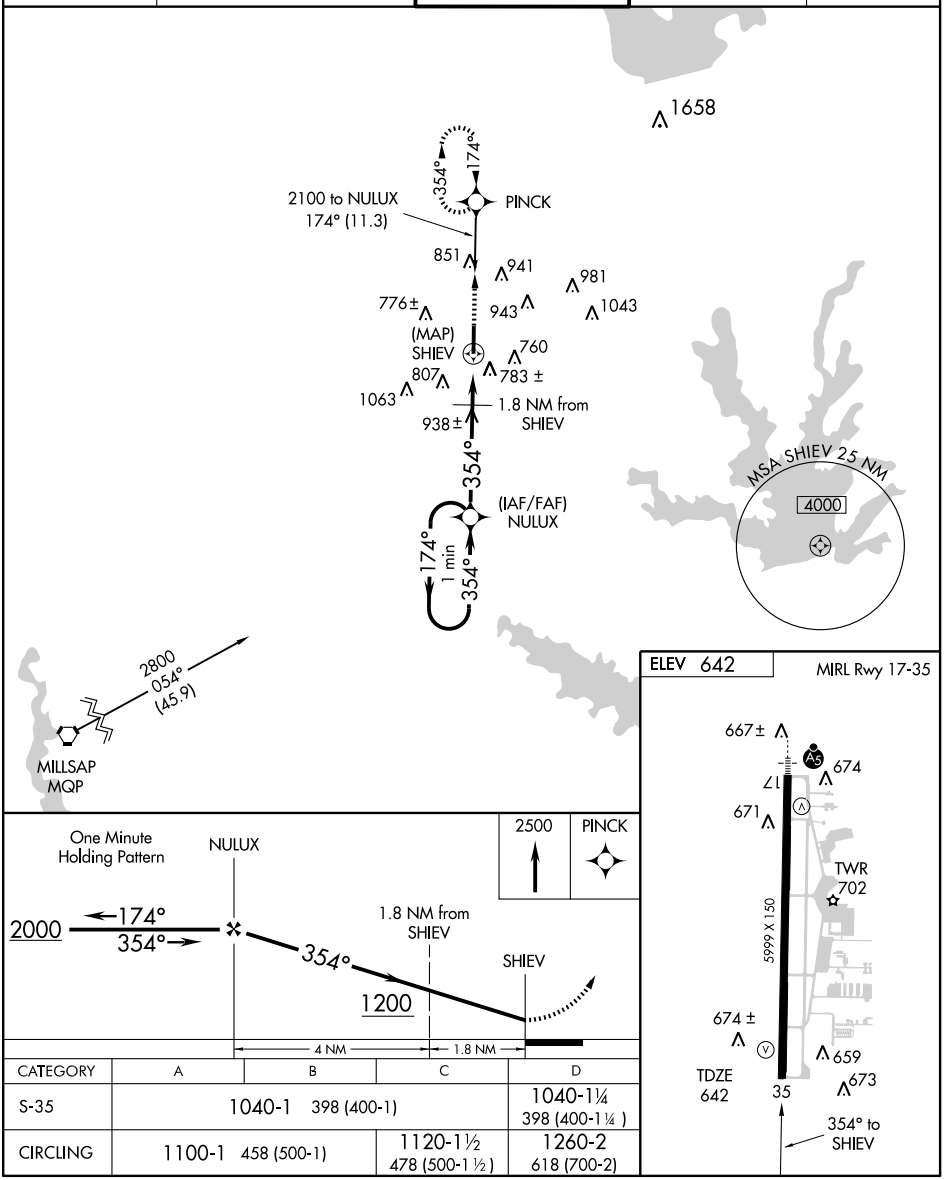
GPS RWY 35
DENTON MUNI (DTO)

APP CRS	Rwy Idg	5999
354°	TDZE	642
	Apt Elev	642

NA

MISSED APPROACH: Climb to 2500 direct PINCK WP and hold.

ASOS	REGIONAL APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF) L	123.95	123.95



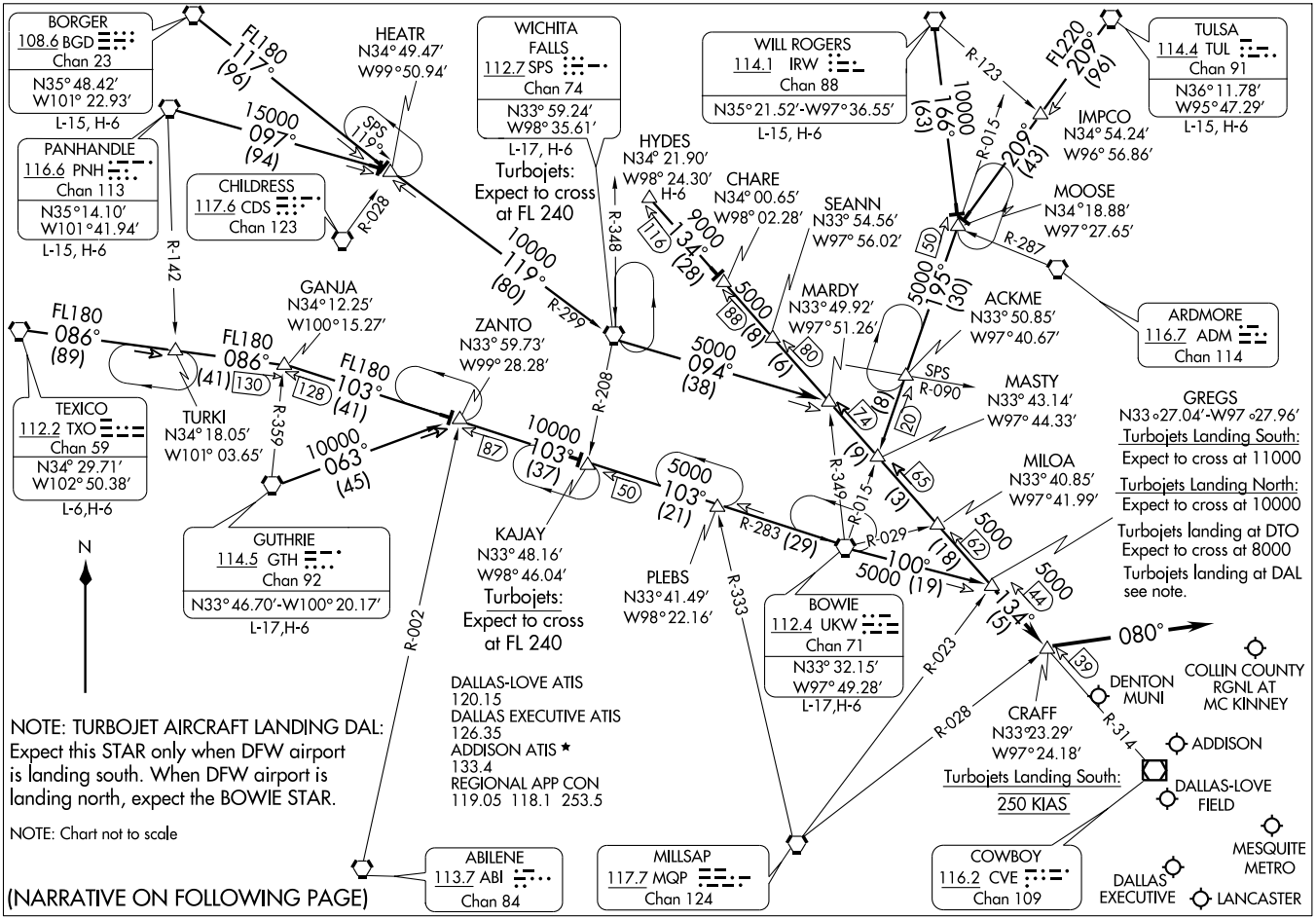
CATEGORY	A	B	C	D
S-35	1040-1 398 (400-1)			1040-1¼ 398 (400-1¼)
CIRCLING	1100-1 458 (500-1)		1120-1½ 478 (500-1½)	1260-2 618 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ST-106 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Multiple trees beginning 190' from departure end of runway, 178' right of centerline, up to 66' AGL/665' MSL.
Building 371' from departure end of runway, 261' left of centerline, 14' AGL/643' MSL.
Rwy35:
Tree 1,242' from departure end of runway, 806' right of centerline, 63' AGL/692' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-DTO	APP CRS	Rwy Idg	5999
109.1	174°	TDZE	642
		Apt Elev	642

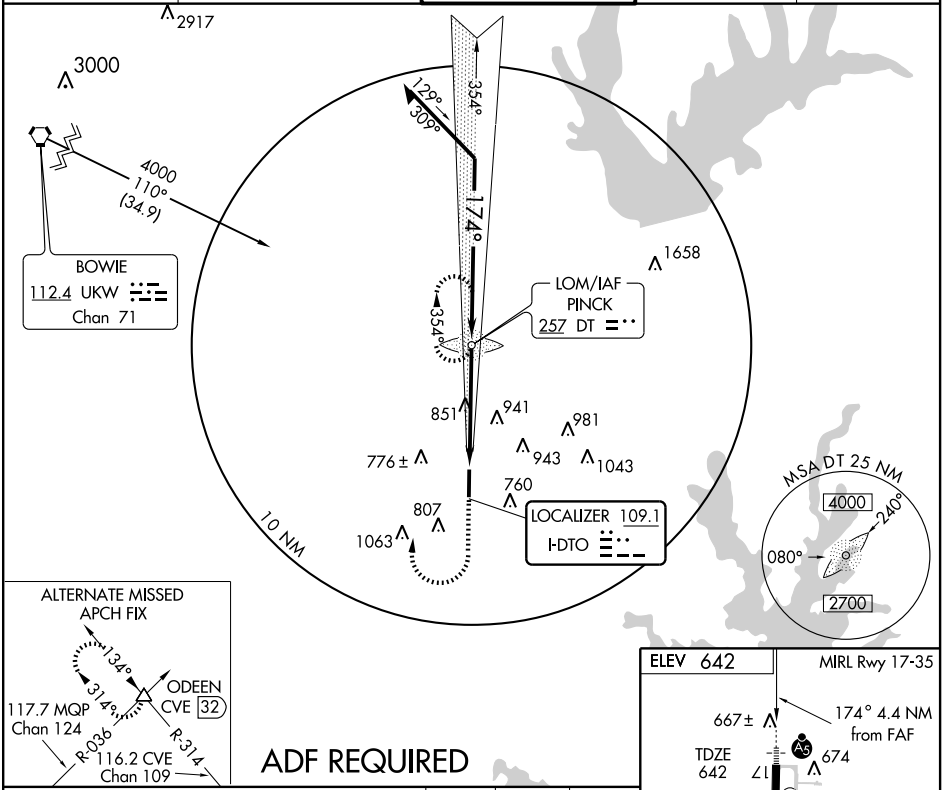
ILS or LOC RWY 17
DENTON MUNI (DTO)

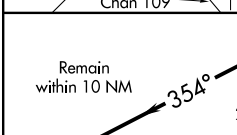
T NA ADF REQUIRED

MALSR

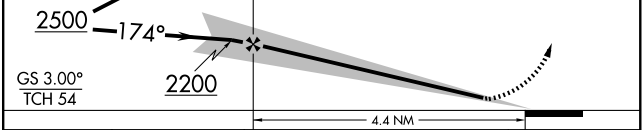
MISSED APPROACH: Climb to 2500, then right turn direct PINCK LOM and hold.

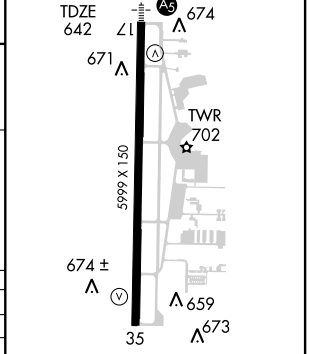
ASOS	REGIONAL APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF) L	123.95	123.95





ADF REQUIRED





CATEGORY	A	B	C	D
S-ILS 17		842-½	200 (200-½)	
S-LOC 17	1120-½ 478 (500-½)		1120-¾ 478 (500-¾)	1120-1 478 (500-1)
CIRCLING	1120-1 478 (500-1)		1120-1½ 478 (500-1½)	1260-2 618 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

JOE POOL FOUR DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS

CLNC DEL
123.95
GND CON
123.95
DENTON TOWER★
119.95 (CTAF)
REGIONAL DEP CON
118.1 306.95
ASOS 119.325

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10′
W97°11.15′

DARTZ
N32°17.07′
W96°48.93′

JASPA
N32°17.10′
W97°03.54′
L-17

ARDIA
N32°17.10′
W96°56.27′
L-17

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06′
W96°39.80′

TORNN
N31°31.22′
W96°30.88′
H-6

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

TNV
R-334

WACO
115.3 ACT
Chan 100
N31°39.74′-W97°16.14′
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′-W96°25.24′
L-19-21,H-7

HOARY
N30°34.63′
W97°46.52′
L-19-21, H-7

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19,H-7

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

JOE POOL FOUR DEPARTURE

DENTON, TEXAS
DENTON MUNI (DTO)

(JPOOL4.TTT) 09351

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

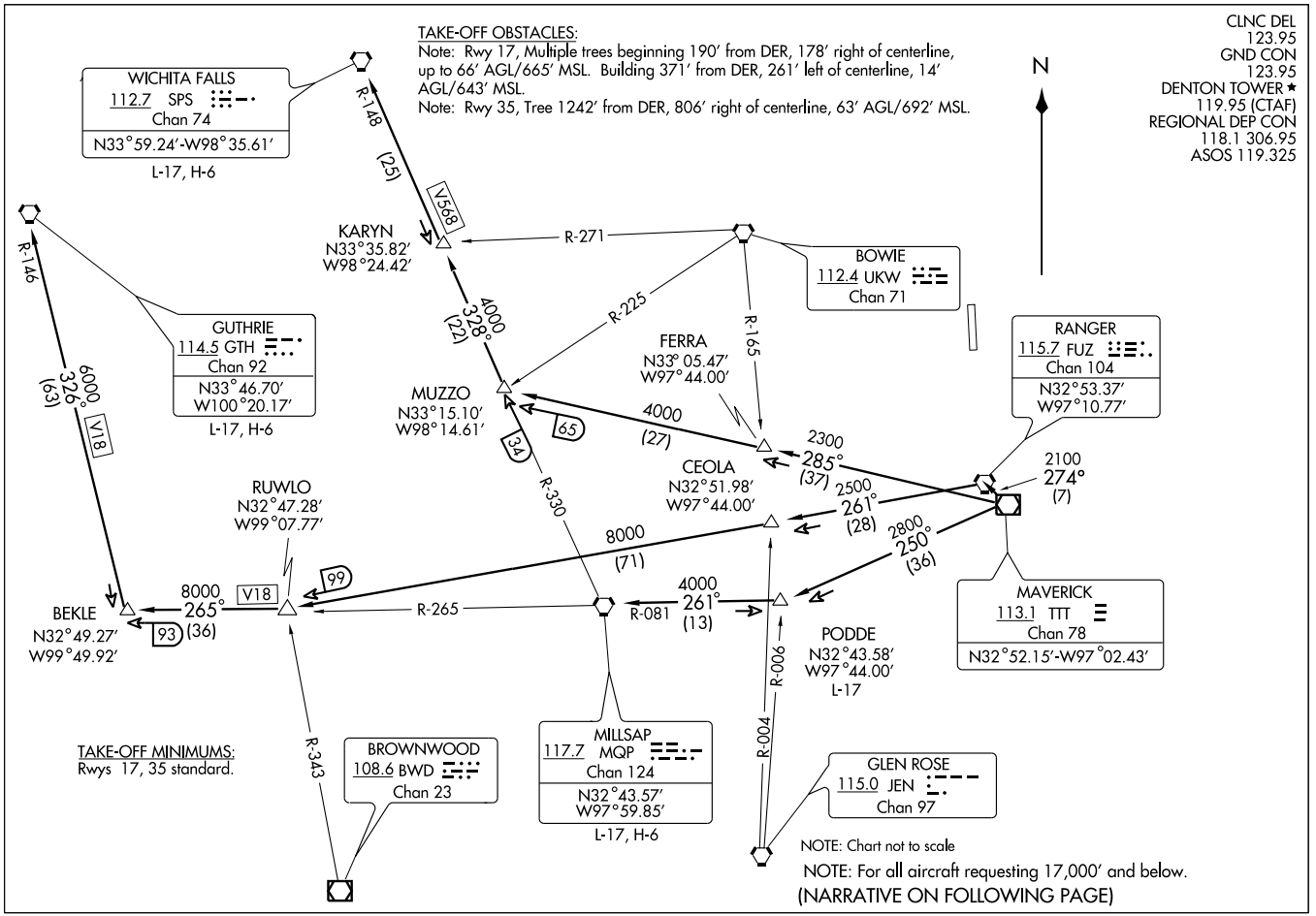
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 21 OCT 2010 to 18 NOV 2010

KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213

DENTON, TEXAS
DENTON MUNI (DTO)



KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213
DENTON MUNI (DTO)
DENTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

LOM DT	APP CRS	Rwy Idg	5999
257	174°	TDZE	642
		Apt Elev	642

NDB or GPS RWY 17

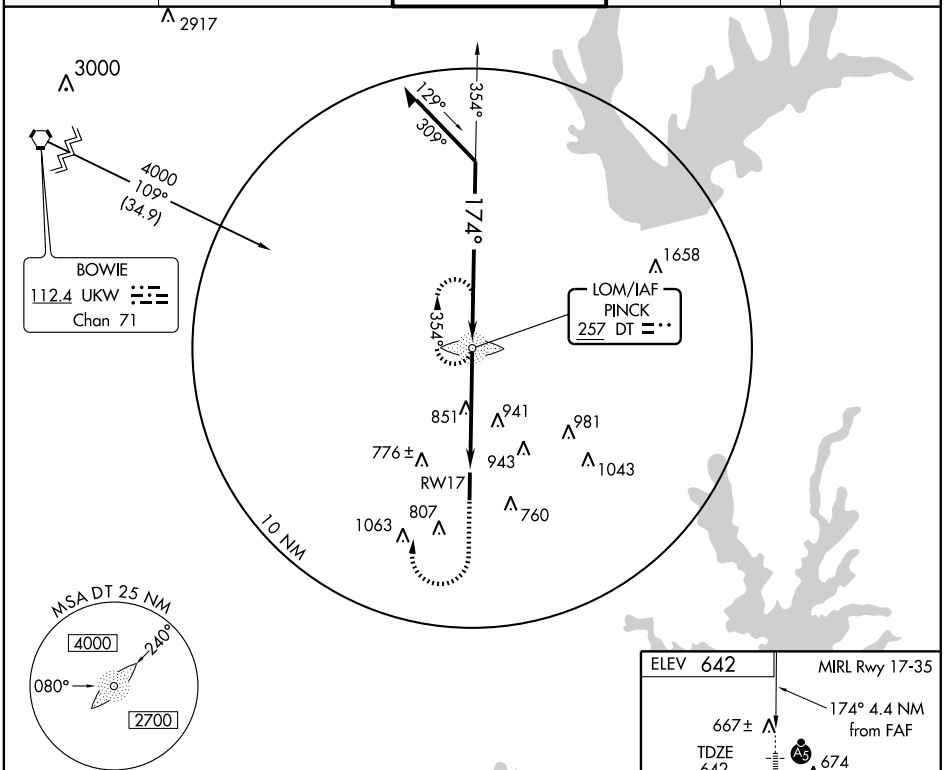
DENTON MUNI (DTO)

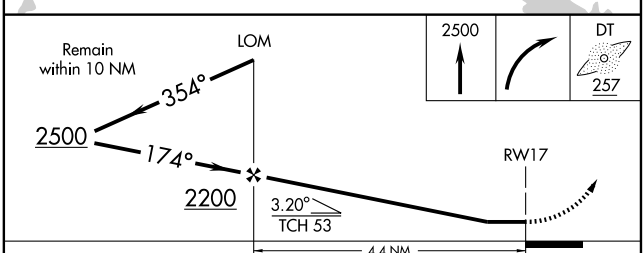
T
NA

MALSR

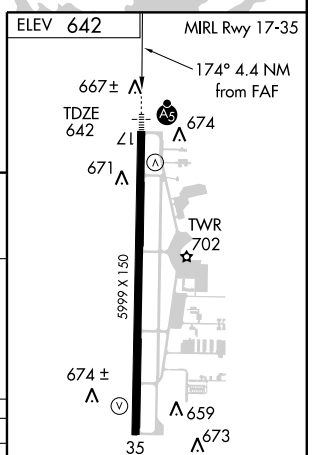
MISSED APPROACH: Climb to 2500, then right turn direct DT LOM and hold.

ASOS	REGIONAL APP CON	DENTON TOWER★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF) L	123.95	123.95





CATEGORY	A	B	C	D
S-17	1260-¾	618 (700-¾)	1260-1¼ 618 (700-1¼)	1260-1¾ 618 (700-1¾)
CIRCLING	1260-1	618 (700-1)	1260-1¾ 618 (700-1¾)	1260-2 618 (700-2)



FAF to MAP 4.4 NM

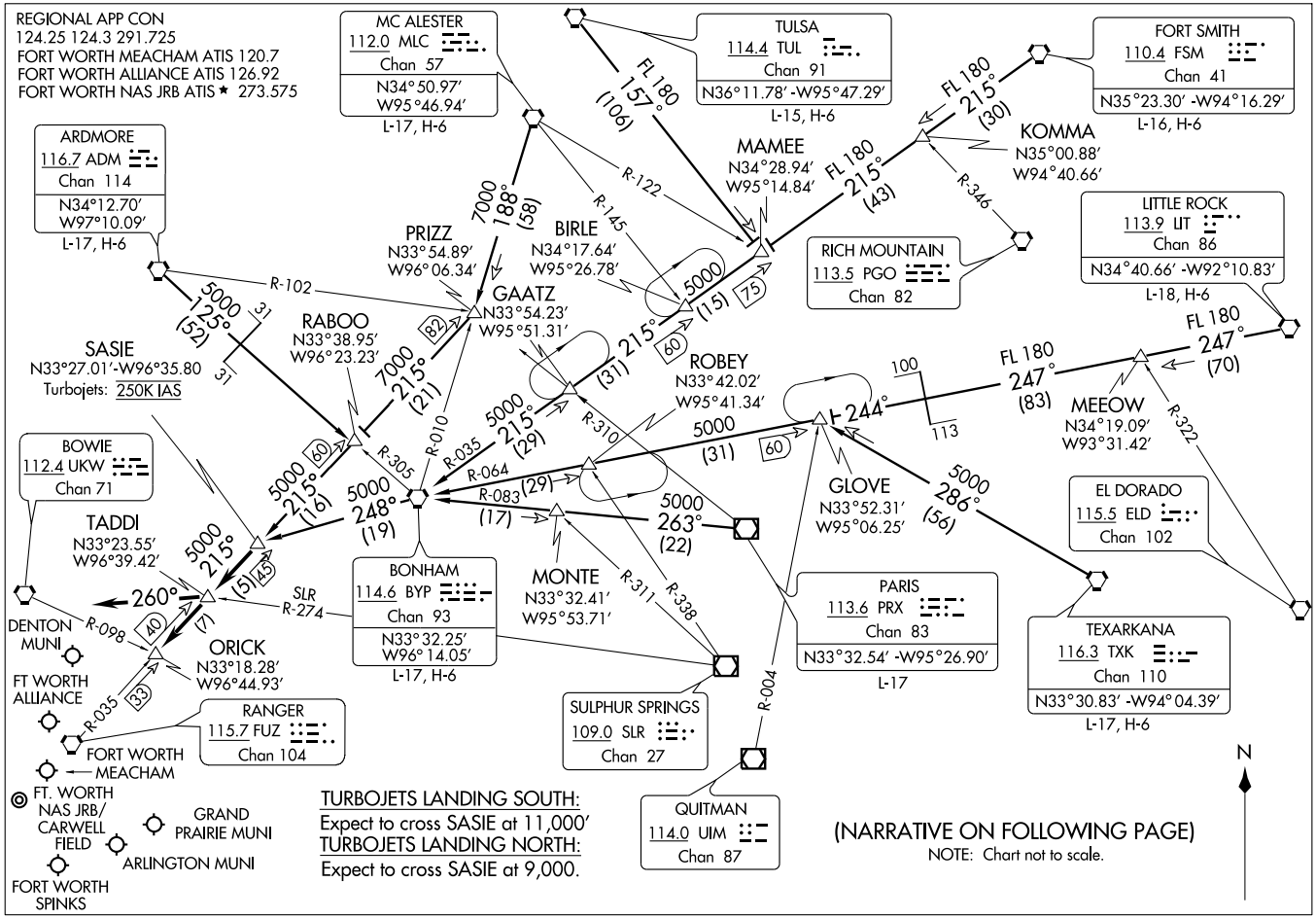
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ARRIVAL DESCRIPTION

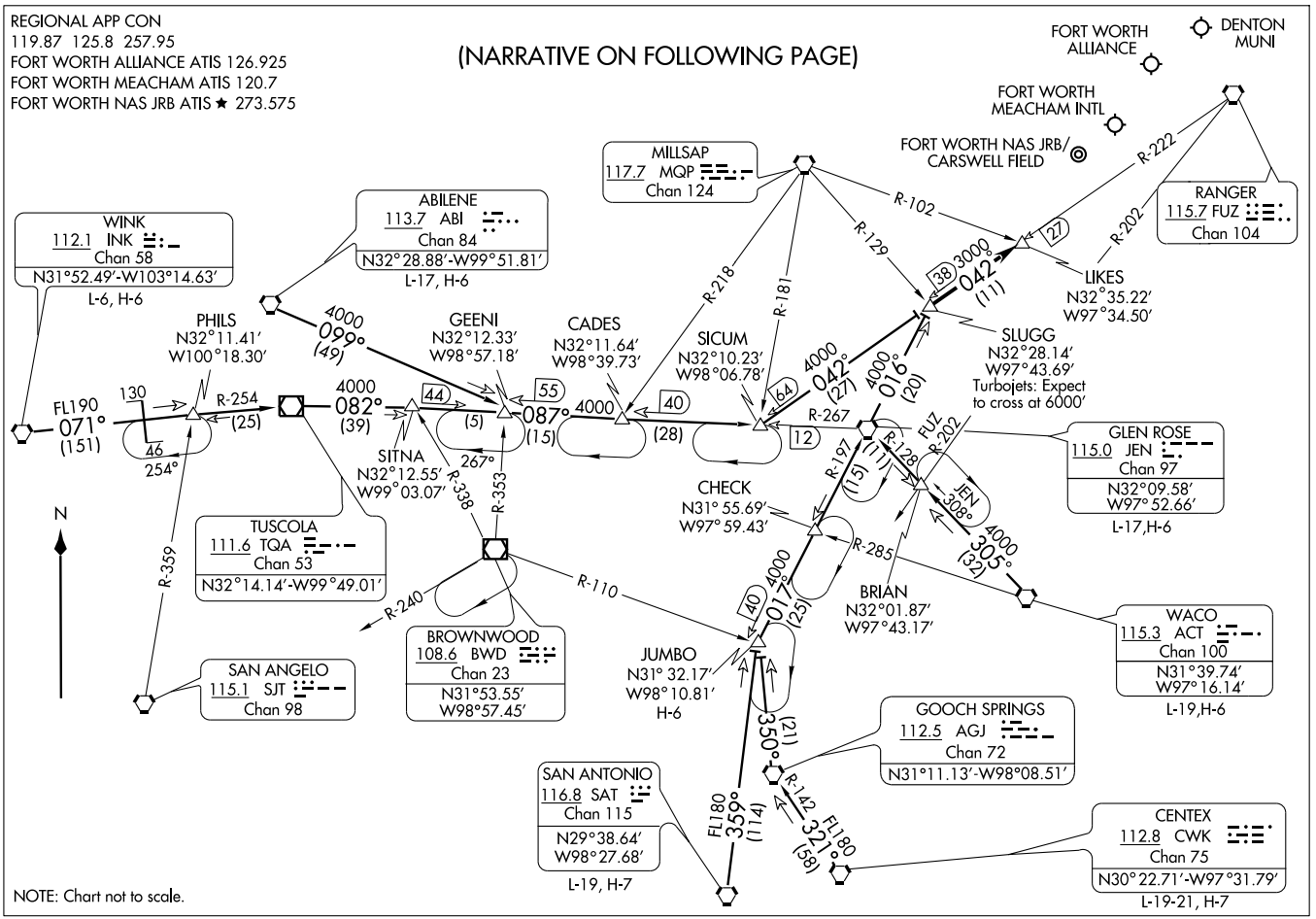
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

SLUGG SIX ARRIVAL

(SLUGG.SLUGG6) 09351

DALLAS-FT. WORTH, TEXAS



(SLUGG.SLUGG6) 09351

SLUGG SIX ARRIVAL

ST-6918 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

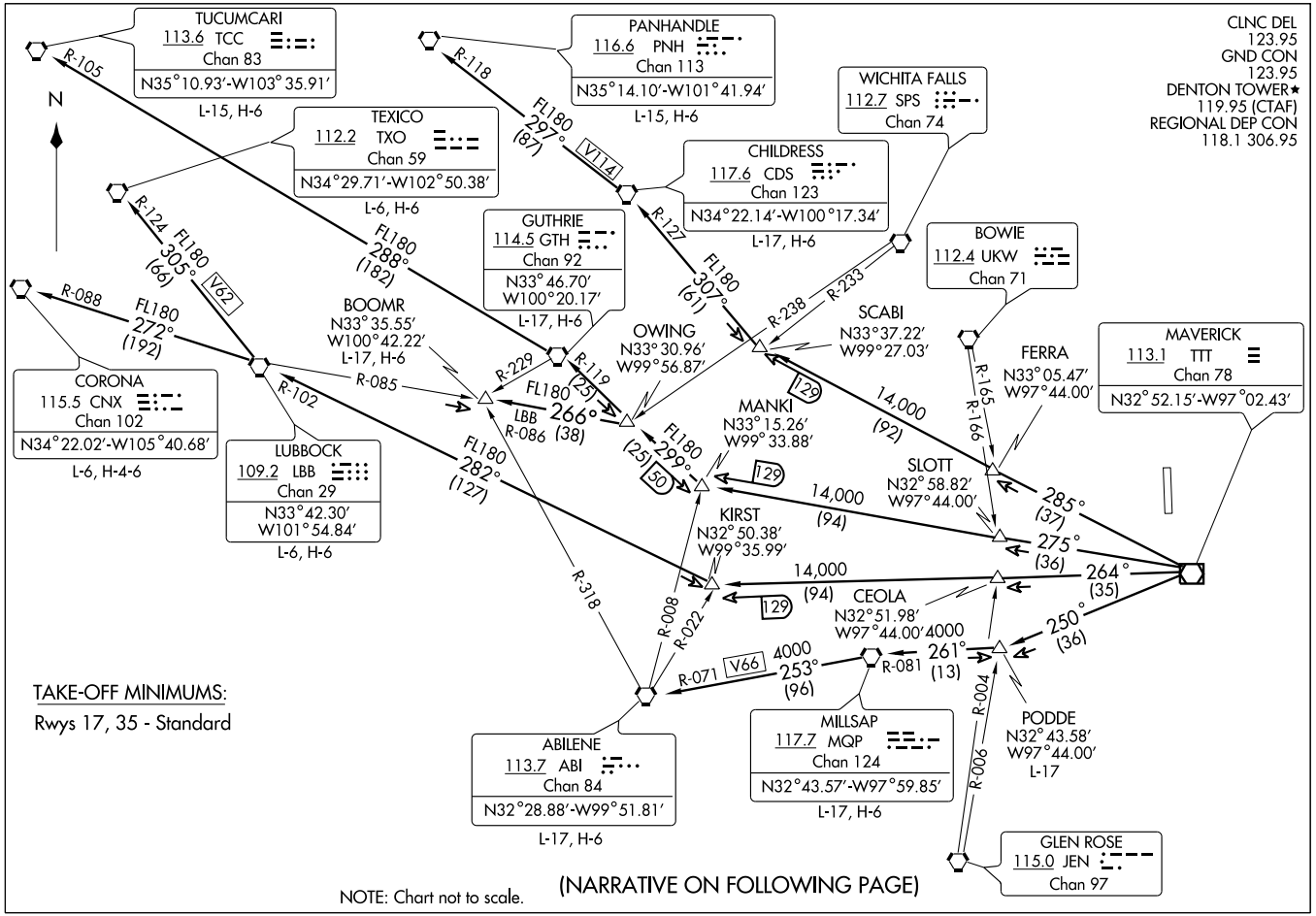
SC-2, 21 OCT 2010 to 18 NOV 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

DENTON, TEXAS

DENTON MUNI (DTO)



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

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NDB RWY 35

DEVINE MUNI (23R)

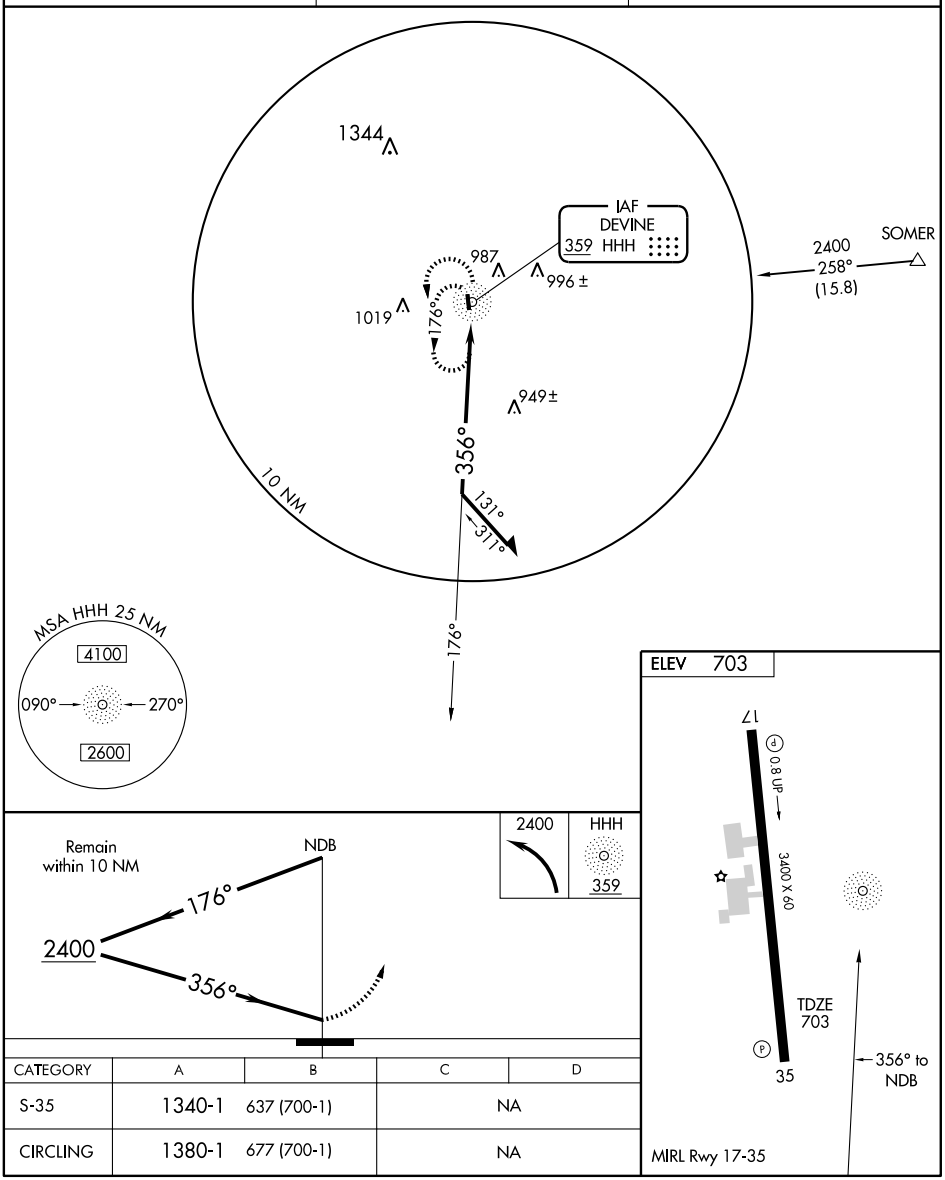
NDB HHH	APP CRS	Rwy Idg	3400
359	356°	TDZE	703
		Apt Elev	703

Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climbing left turn to 2400 in HHH NDB holding pattern.

CASTROVILLE AWOS	SAN ANTONIO APP CON	CTAF
119.250	118.05 353.5	122.9 L



CATEGORY	A	B	C	D
S-35	1340-1	637 (700-1)	NA	
CIRCLING	1380-1	677 (700-1)	NA	

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

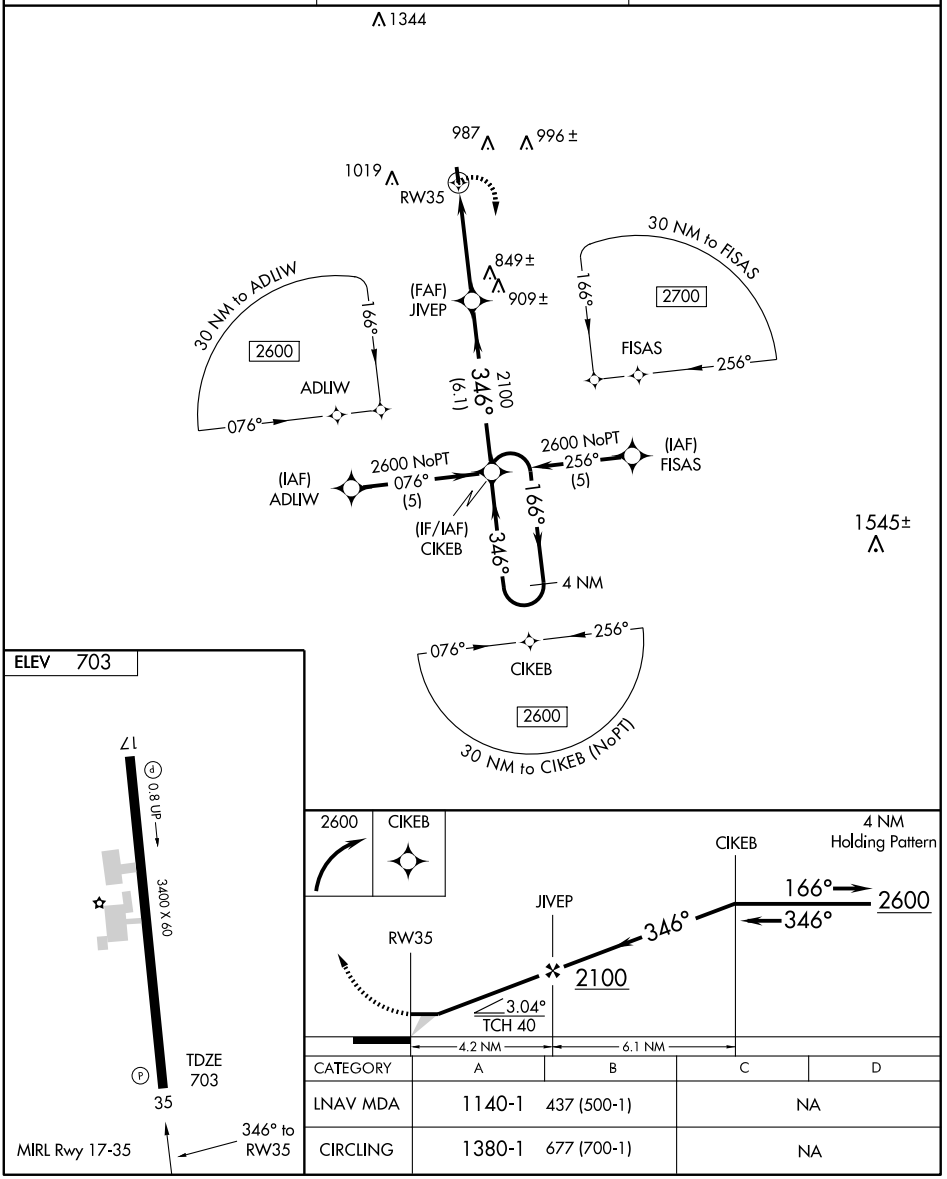
DEVINE MUNI (23R)

APP CRS	Rwy Idg	3400
346°	TDZE	703
	Apt Elev	703

DME/DME RNP-0.3 NA. Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2600 direct CIKEB and hold.

CASTROVILLE AWOS	SAN ANTONIO APP CON	CTAF
119.250	118.05 353.5	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1140-1	437 (500-1)	NA	
CIRCLING	1380-1	677 (700-1)	NA	

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6001
CH 63016	014°	TDZE	3706
W01A		Apt Elev	3706

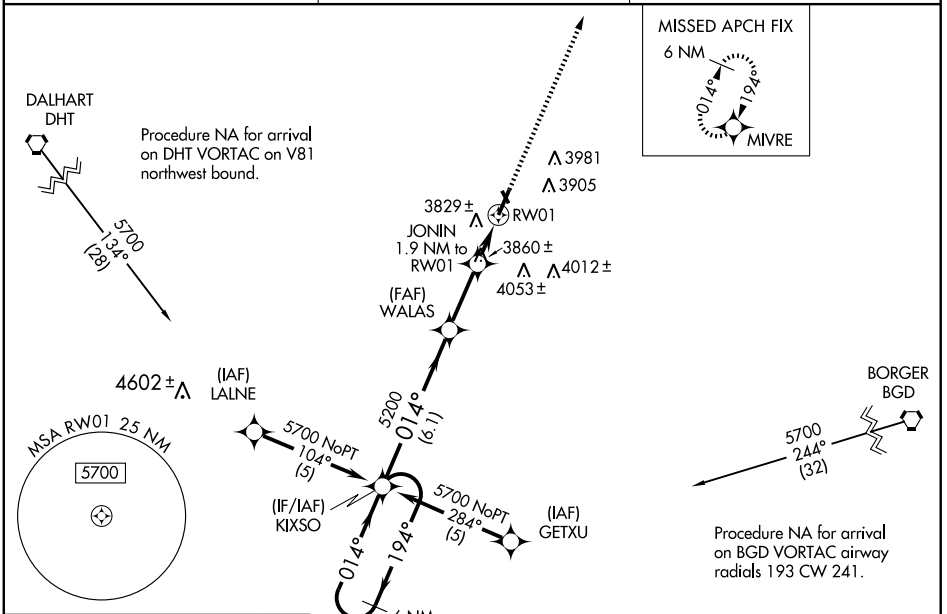
RNAV (GPS) RWY 1

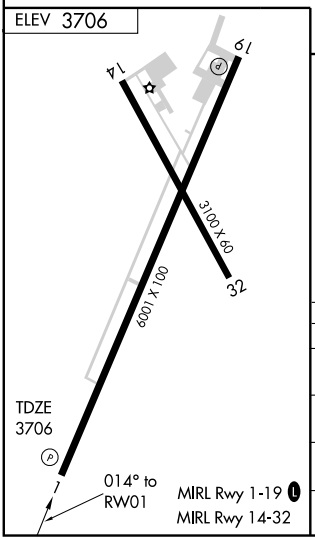
DUMAS/MOORE COUNTY (DUX)

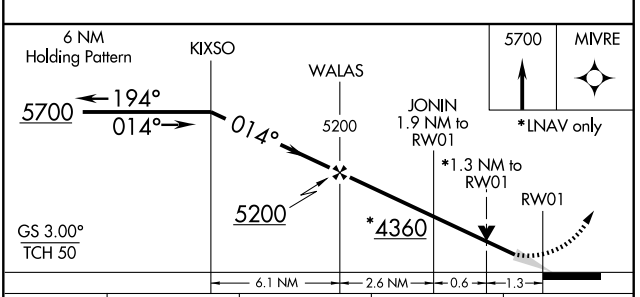
Baro-VNAV NA when using Dalhart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase DA 104 feet and all MDA 120 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ mile. VDP NA with Dalhart altimeter setting.

MISSED APPROACH: Climb to 5700 direct to MIVRE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3906-1 200 (200-1)			
LNAV/VNAV DA	4132-1½ 426 (500-1½)			
LNAV MDA	4160-1 454 (500-1)		4160-1¼ 454 (500-1¼)	4160-1½ 454 (500-1½)
CIRCLING	4160-1 454 (500-1)	4220-1 514 (600-1)	4220-1½ 514 (600-1½)	4300-2 594 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

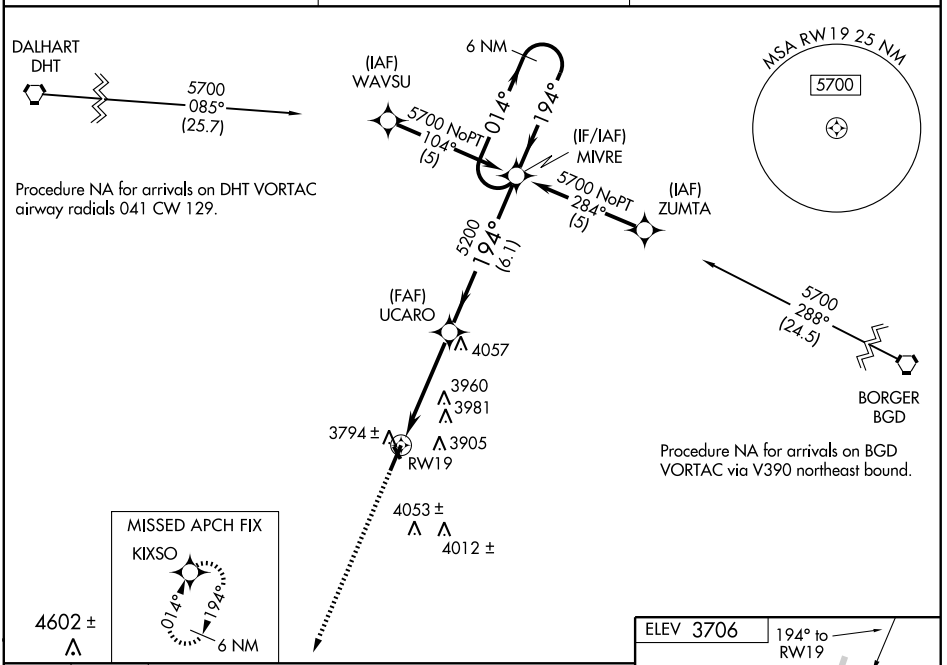
DUMAS/MOORE COUNTY (DUX)

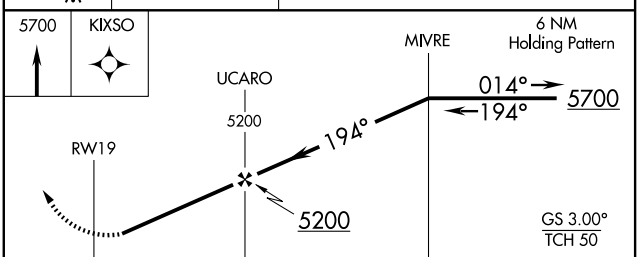
WAAS	APP CRS	Rwy Idg	6001
CH 69416	194°	TDZE	3701
W19A		Apt Elev	3706

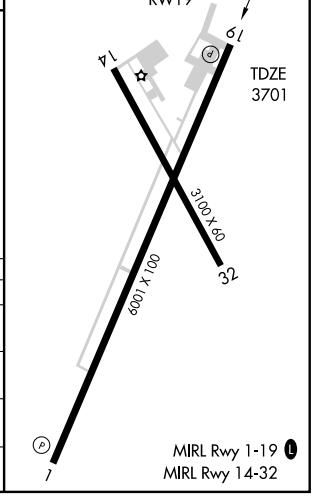
Baro-VNAV NA when using Dalhart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dalhart altimeter setting and increase DA 104 feet and all MDA 120 feet, increase LPV all Cats, and Circling Cat D visibility ¼ mile, and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 5700 direct to KIXSO and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	3951-1 250 (300-1)			
LNAV/VNAV DA	4340-2¼ 639 (700-2¼)			
LNAV MDA	4260-1 559 (600-1)		4260-1½ 559 (600-1½)	4260-1¾ 559 (600-1¾)
CIRCLING	4260-1 554 (600-1)		4260-1½ 554 (600-1½)	4300-2 594 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
106°	TDZE	N/A
	Apt Elev	3705

VOR/DME-A

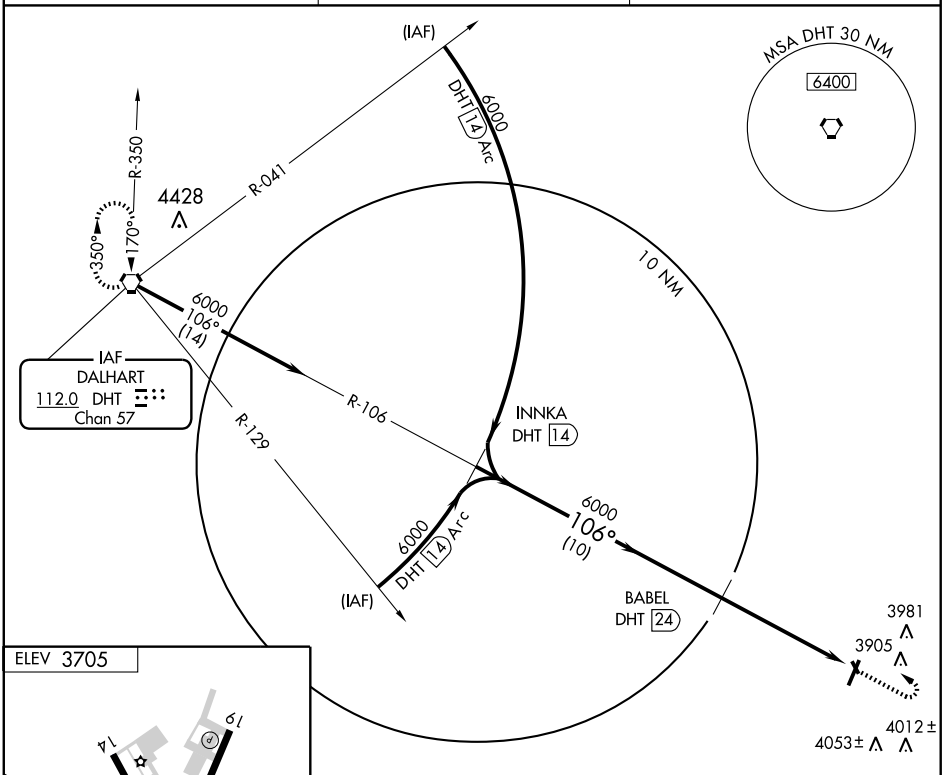
DUMAS/MOORE COUNTY (DUX)

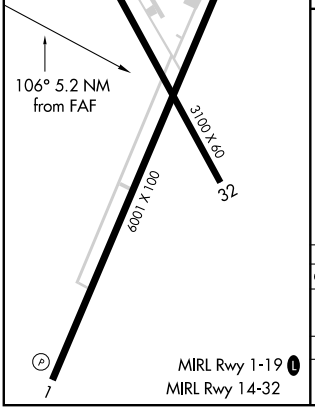
Obtain local altimeter on CTAF; when not received, use Amarillo altimeter setting. When neither received, procedure not authorized.

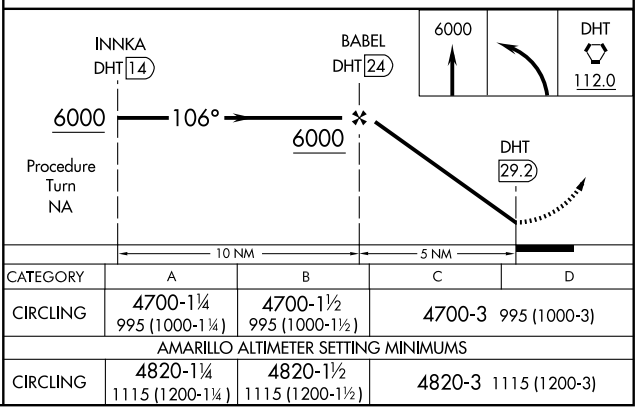
NA

MISSED APPROACH: Climb to 6000 then turn left direct DHT VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	4700-1¼ 995 (1000-1¼)	4700-1½ 995 (1000-1½)	4700-3 995 (1000-3)	
AMARILLO ALTIMETER SETTING MINIMUMS				
CIRCLING	4820-1¼ 1115 (1200-1¼)	4820-1½ 1115 (1200-1½)	4820-3 1115 (1200-3)	

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SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

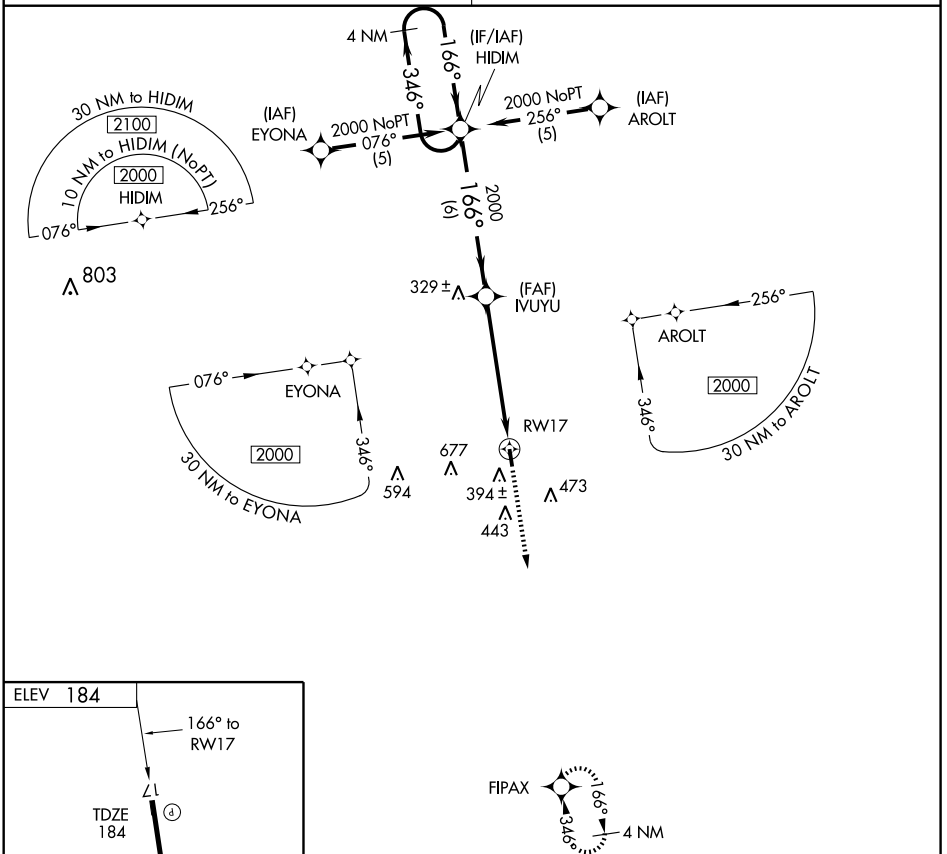
EAGLE LAKE (ELA)

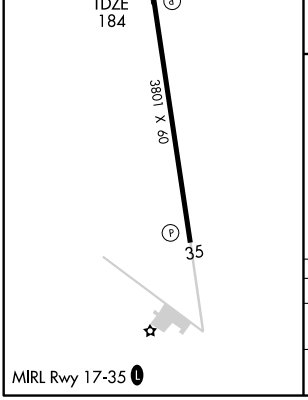
APP CRS	Rwy Idg	3801
166°	TDZE	184
	Apt Elev	184

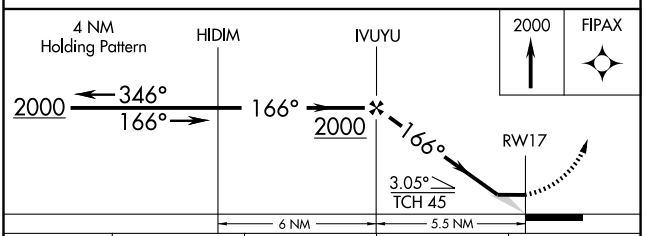
Use Sugar Land Rgnl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct FIPAX and hold.

HOUSTON CENTER	CTAF
124.225 306.975	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	680-1 496 (500-1)		680-1¼ 496 (500-1¼)	NA
CIRCLING	840-1 656 (700-1)		840-1¾ 656 (700-1¾)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 35

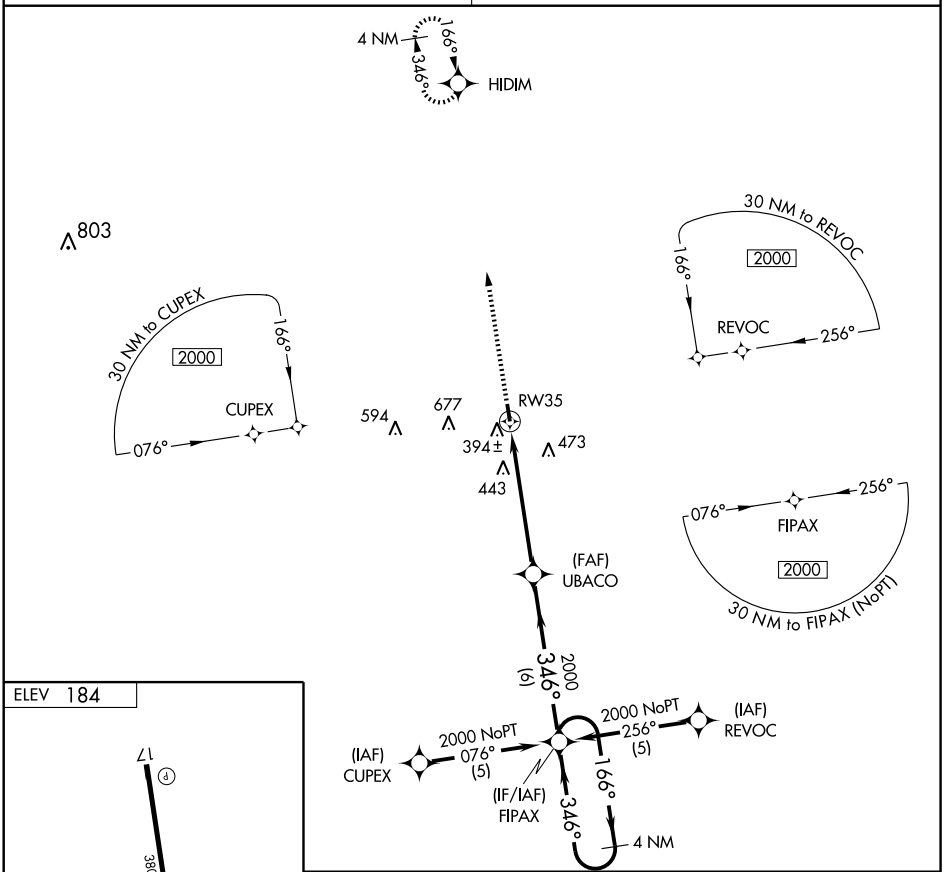
EAGLE LAKE (ELA)

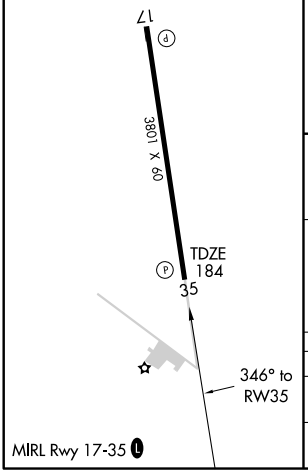
APP CRS	Rwy Idg	3801
346°	TDZE	184
	Apt Elev	184

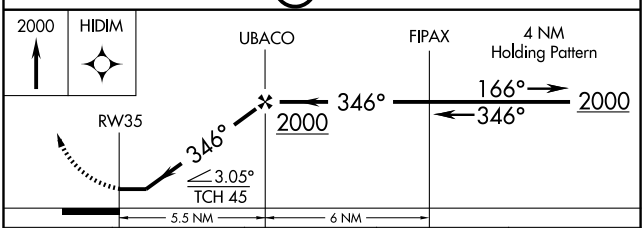
DME/DME RNP-0.3 NA.
NA Use Sugar Land Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HIDIM and hold.

HOUSTON CENTER	CTAF
124.225 306.975	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	800-1	616 (700-1)	800-1¾ 616 (700-1¾)	NA
CIRCLING	840-1	656 (700-1)	840-1¾ 656 (700-1¾)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR ELA 116.4 Chan 111	APP CRS 177°	Rwy Idg 3801 TDZE 184 Apt Elev 184

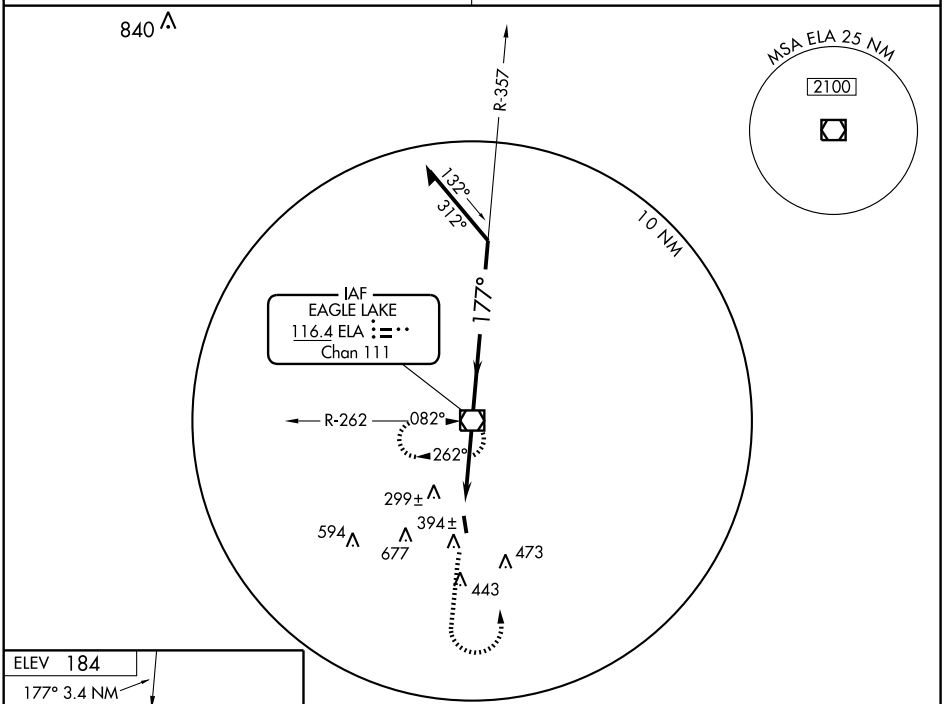
VOR RWY 17
EAGLE LAKE (ELA)

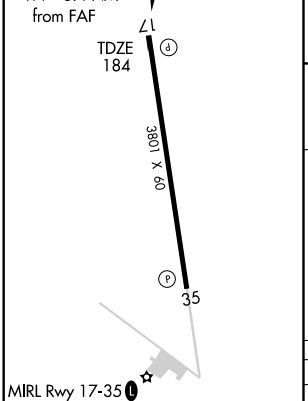
NA

Use Sugar Land Rgnl altimeter setting.

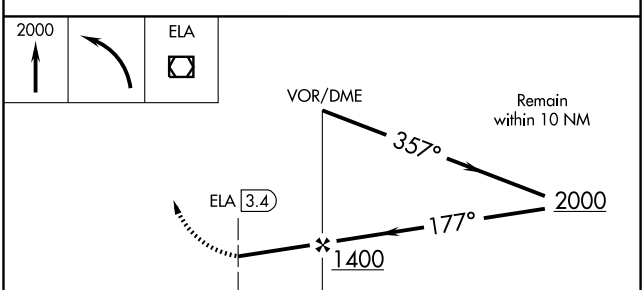
MISSED APPROACH: Climb to 2000, then left turn direct ELA VOR/DME and hold.

HOUSTON CENTER	CTAF
124.225 306.975	122.9 L





FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08



CATEGORY	A	B	C	D
S-17	660-1	476 (500-1)	660-1¼ 476 (500-1¼)	NA
CIRCLING	840-1	656 (700-1)	840-1¾ 656 (700-1¾)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

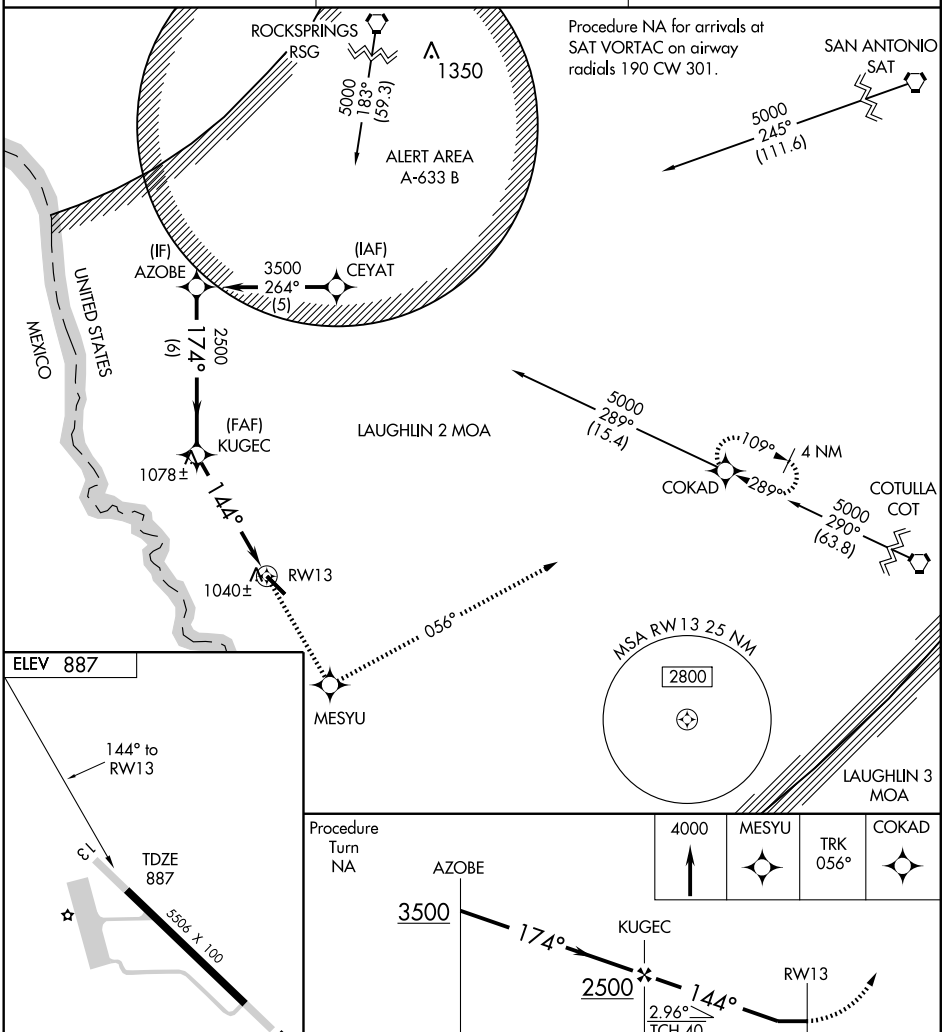
EAGLE PASS/ MAVERICK COUNTY MEMORIAL INTL (5T9)

APP CRS	Rwy Idg	5506
144°	TDZE	887
	Apt Elev	887

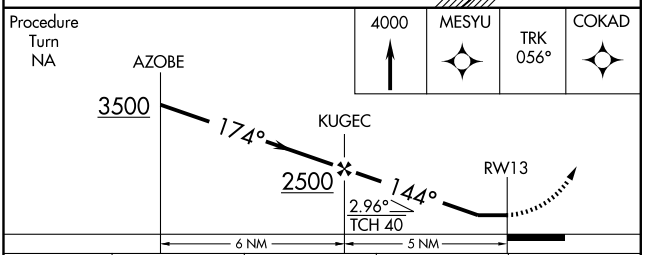
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct MESYU and via track 056° to COKAD and hold.

LAUGHLIN AFB ATIS	DEL RIO APP CON	UNICOM
114.4	127.75 326.2	122.8 (CTAF) L



Procedure Turn NA



CATEGORY	A	B	C	D
LNAV MDA	1460-1	573 (600-1)	1460-1½ 573 (600-1½)	NA
CIRCLING	1500-1	613 (700-1)	1500-1¾ 613 (700-1¾)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5506
CH 63207	309°	TDZE	882
W31A		Apt Elev	887

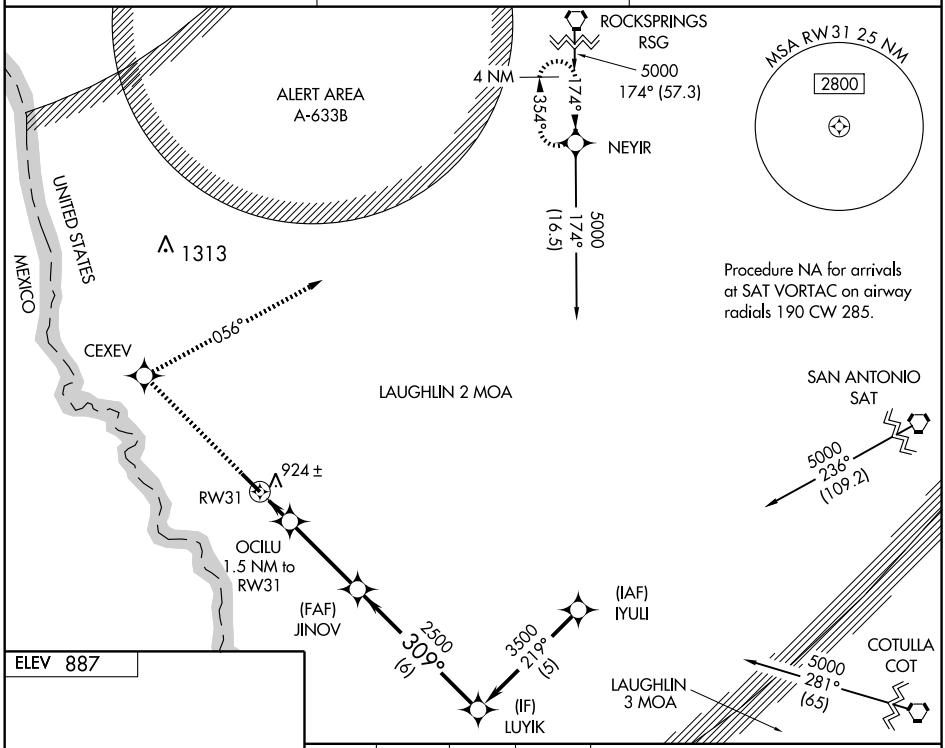
RNAV (GPS) RWY 31

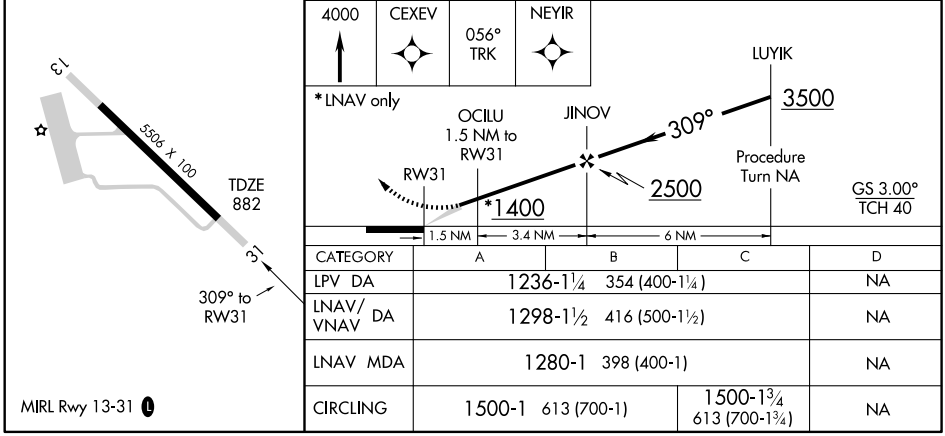
EAGLE PASS/ MAVERICK COUNTY MEMORIAL INTL (5T9)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct CEXEV and via 056° track to NEYIR and hold.

LAUGHLIN AFB ATIS	DEL RIO APP CON	UNICOM
114.4	127.75 326.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1236-1¼ 354 (400-1¼)			NA
LNAV/ VNAV DA	1298-1½ 416 (500-1½)			NA
LNAV MDA	1280-1 398 (400-1)			NA
CIRCLING	1500-1 613 (700-1)		1500-1¾ 613 (700-1¾)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB OIP 410	APP CRS 355°	Rwy Idg 5001 TDZE 1458 Apt Elev 1464

NDB RWY 35

EASTLAND MUNI (ETN)

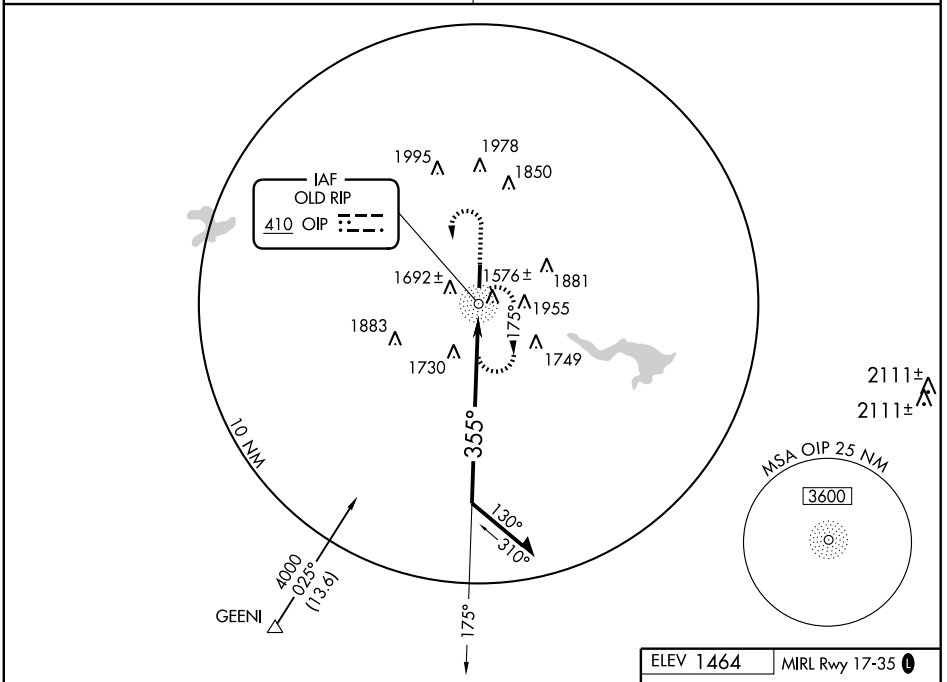
NA

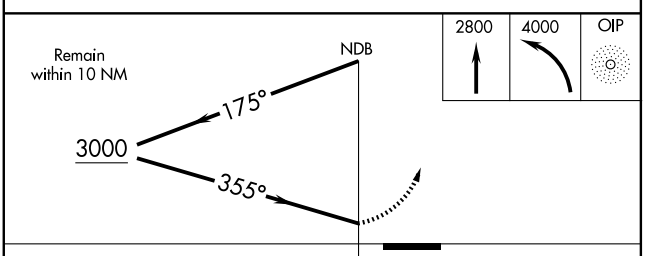
Use Abilene altimeter setting.

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 to OIP NDB and hold.

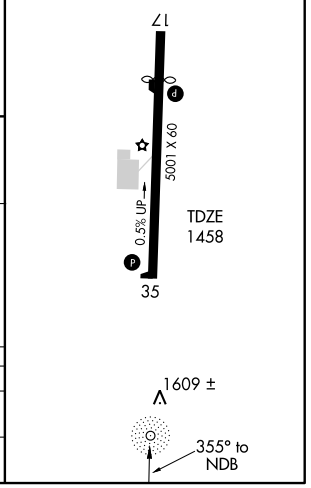
FORT WORTH CENTER
127.15 314.0

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	2280-1 822 (900-1)	2280-1¼ 822 (900-1¼)	2280-2½ 822 (900-2½)	NA
CIRCLING	2280-1 816 (900-1)	2280-1¼ 816 (900-1¼)	2380-2¾ 916 (1000-2¾)	NA



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

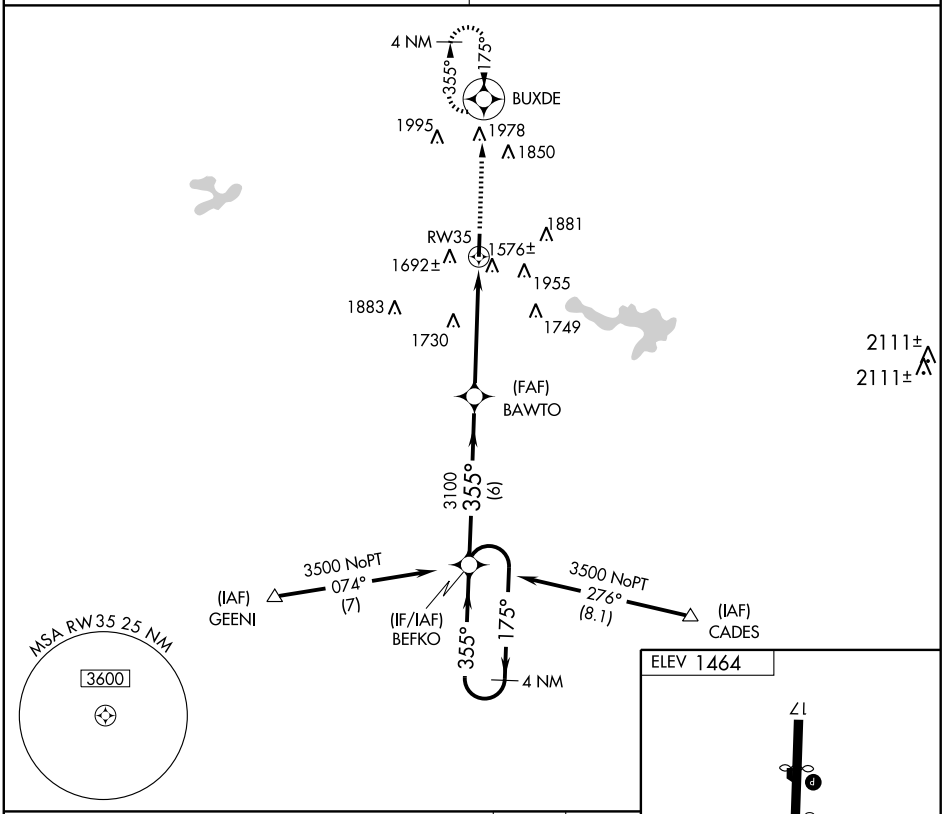
EASTLAND MUNI (ETN)

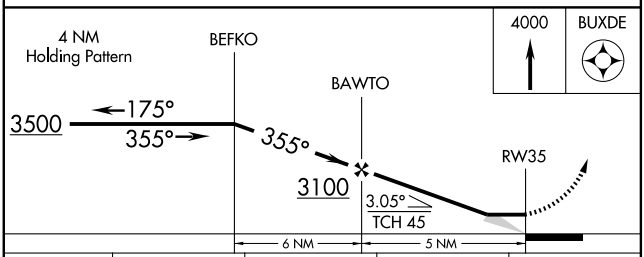
APP CRS	Rwy Idg	5001
355°	TDZE	1458
	Apt Elev	1464

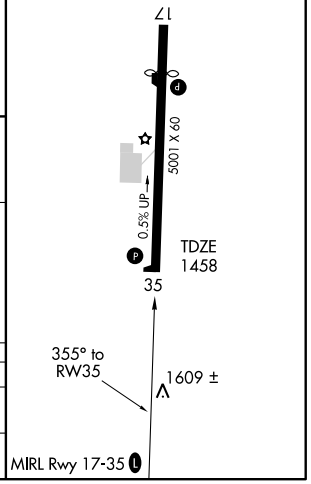
Use Abilene altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct BUXDE WP and hold, continue climb-in hold to 4000.

FORT WORTH CENTER	UNICOM
127.15 314.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2180-1	722 (800-1)	2180-2 722 (800-2)	NA
CIRCLING	2200-1	736 (800-1)	2380-2¾ 916 (1000-2¾)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 77901	138°	TDZE	75
W14A		Apt Elev	75

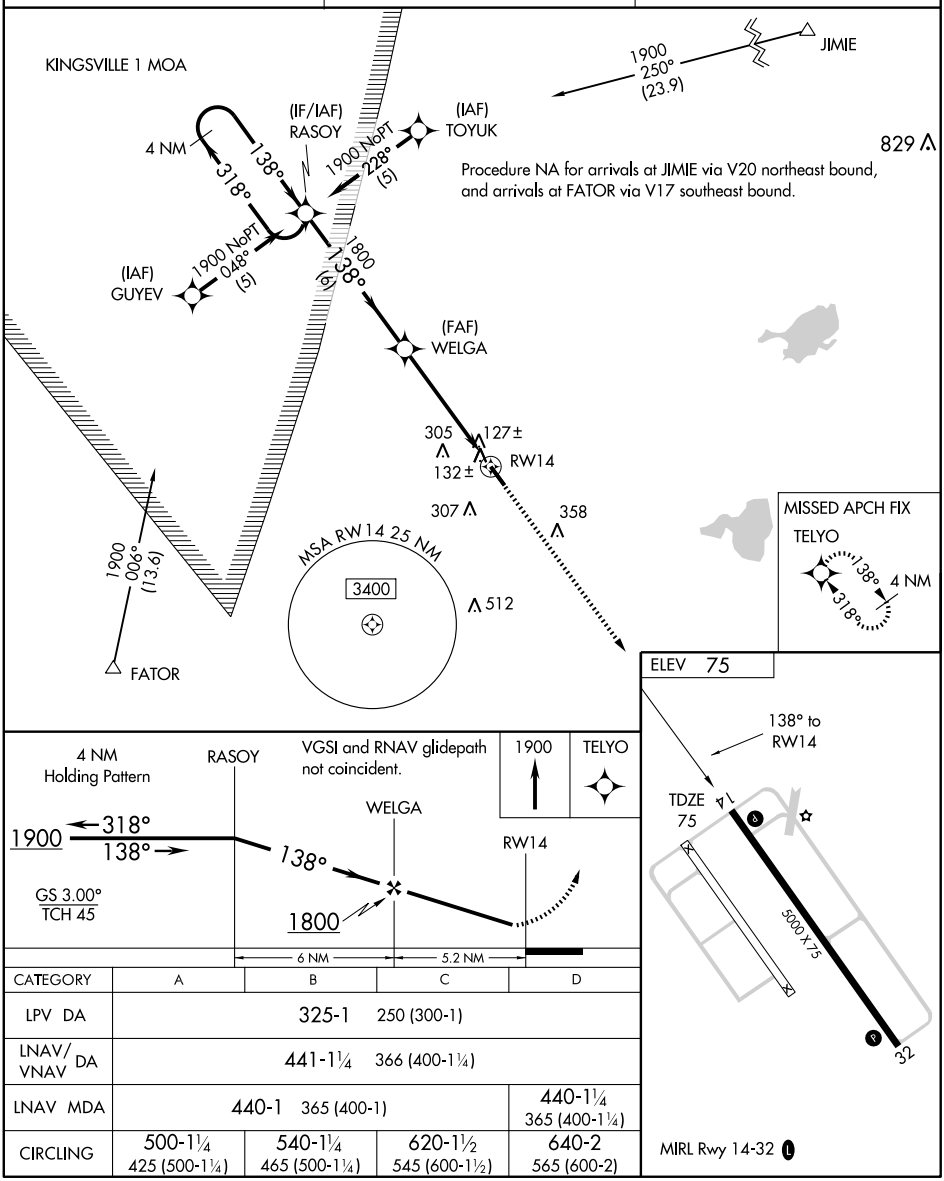
RNAV (GPS) RWY 14

SOUTH TEXAS INTL AT EDINBURG (EBG)

Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

MISSED APPROACH: Climb to 1900 direct TELYO and hold.

AWOS-3	CORPUS APP CON	UNICOM
118.025	121.0 377.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	325-1 250 (300-1)			
LNAV/VNAV DA	441-1¼ 366 (400-1¼)			
LNAV MDA	440-1 365 (400-1)			440-1¼ 365 (400-1¼)
CIRCLING	500-1¼ 425 (500-1¼)	540-1¼ 465 (500-1¼)	620-1½ 545 (600-1½)	640-2 565 (600-2)

MIRL Rwy 14-32 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 70701	318°	TDZE	73
W32A		Apt Elev	75

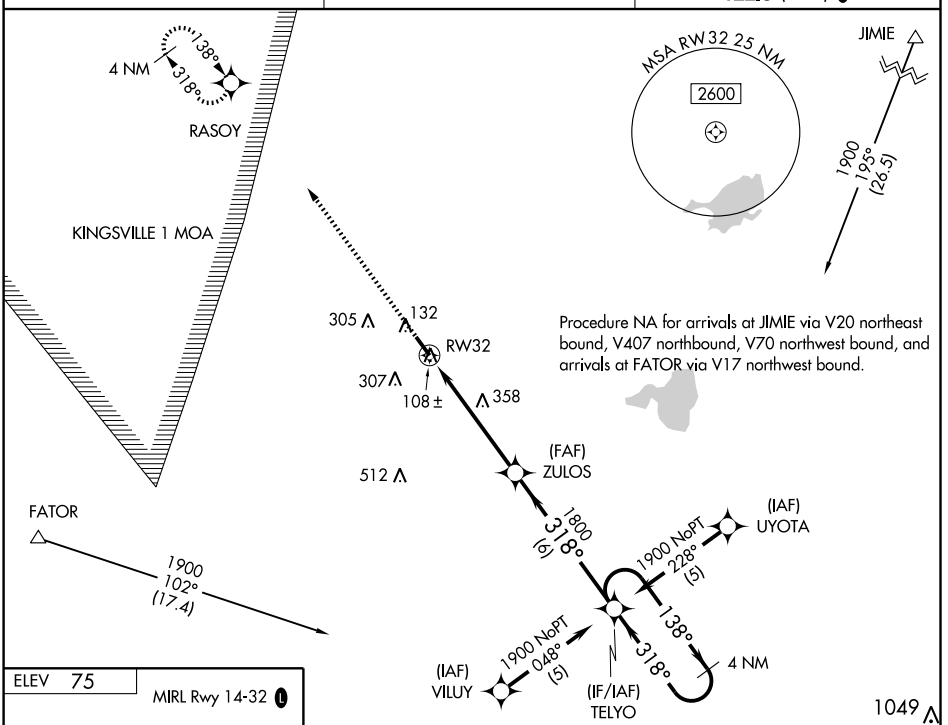
RNAV (GPS) RWY 32

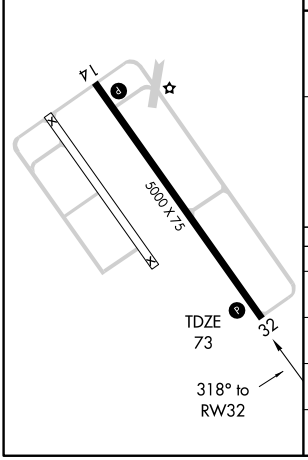
SOUTH TEXAS INTL AT EDINBURG (EBG)

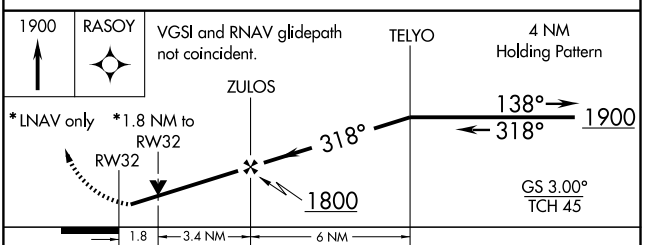
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

MISSED APPROACH: Climb to 1900 direct RASOY and hold.

AWOS-3	CORPUS APP CON	UNICOM
118.025	121.0 377.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	323-¾ 250 (300-¾)			
LNAV/ VNAV DA	361-1 288 (300-1)			
LNAV MDA	660-1 587 (600-1)		660-1½ 587 (600-1½)	660-1¾ 587 (600-1¾)
CIRCLING	660-1 585 (600-1)		660-1½ 585 (600-1½)	660-2 585 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 26L

JAL-134 [USAF]

EL PASO INTL (KELP)

VORTAC ELP	APCH CRS	Rwy ldg	9025
115.2	245°	TDZE	3959
Chan 99		Arpt Elev	3959

* When ALS inop increase CAT C vis to 1 mile.

** Circling NA for CAT E W of RWY 22.

ODALS

MISSED APPROACH: Climbing left turn to 7000 via heading 080°and ELP VORTAC R-115 to ANJIE/ELP 10 DME and hold, continue climb in hold to 7000.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1	

CAUTION: Steeply rising terrain 4.5 NM W of airport.

Procedure NA for arrival on EWM VORTAC airway radials 079 CW 089.

NEWMAN 112.4 EWM Chan 71

EL PASO 115.2 ELP Chan 99

UNITED STATES MEXICO

BIGGS AAF

CINAG ELP 2.8

RISGE ELP 7

(IF) NUQUH ELP 15

ANJIE ELP 10

(IAF) XAVGE ELP 15

(IAF) FANNY ELP 30

ELP 38

ELP 15

18,000 (3S)

126°

261°

245°

295°

115°

R-245

R-115

R-081

R-090

7192

6787

5000

5361

5506

4180

4256

4309

4084

5990

5168

MSA ELP 25 NM

8400

20 NM

EMERG SAFE ALT 100 NM 16,000

(a) 115° 225° (c)

(b) 045° (c)

7000 Hdg 080°

ELP R-115

ANJIE ELP 10

NUQUH R-081 15

XAVGE R-115 15

FANNY R-115 30

CINAG 2.8

VORTAC

RISGE 7

JIDEN 3.8

FL180

8000

6500

5400

4400

Arc 15

3.03° TCH 75

0.5 3.8 NM

ELEV 3959

4056

12,020 × 150

0.3% DOWN

5499 × 75

0.4% DOWN

9025 × 150

3965

4106

TDZE 3959

245°4.3 NM from VORTAC

MIRL Rwy 8L-26R

REIL Rwy 4, 8R

HIRL Rwy 4-22 and 8R-26L

CATEGORY	C	D	E
S-26L *	4340-¾ 381 (400-¾)	4340-1¼ 381 (400-1¼)	
CIRCLING **	4460-1½ 501 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-ELP	APP CRS	Rwy Idg	12020
111.5	219°	TDZE	3949
Chan 52		Apt Elev	3959

ILS or LOC RWY 22

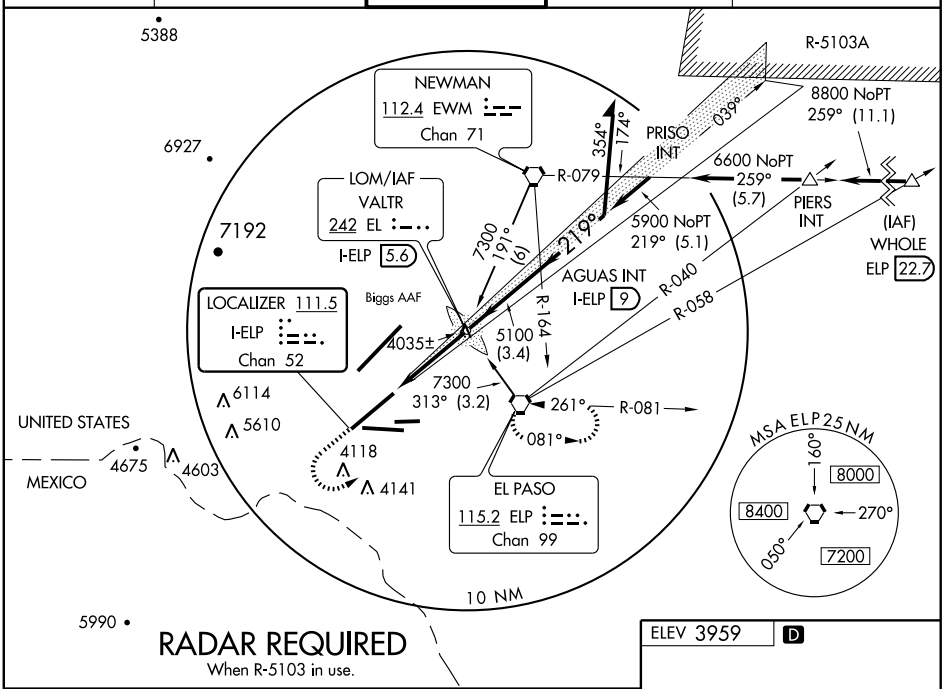
EL PASO INTL (ELP)

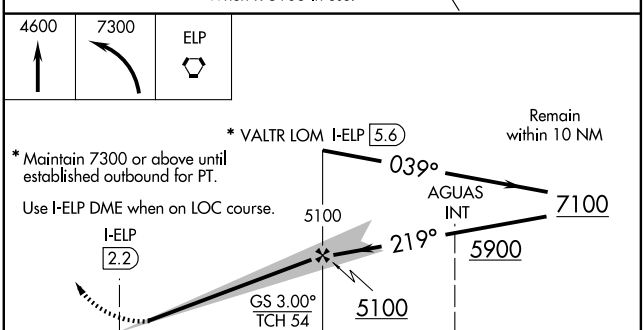
ASR: Cat E circling not authorized west of airport. Procedure turn not authorized for Cat E aircraft. For inoperative MALSR increase S-ILS 22 Cat E visibility to RVR 4000 and S-LOC 22 Cat E visibility to RVR 6000. **Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

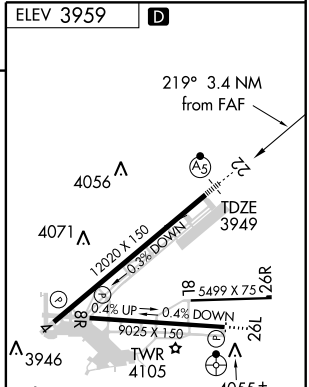
MALSR

MISSED APPROACH: Climb to 4600, then climbing left turn to 7300 direct ELP VORTAC and hold. (TACAN equiped aircraft continue climbing to 9000 via ELP R-058 to WHOLE Int/ ELP 22.7 DME)

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1







CATEGORY	A	B	C	D	E
S-ILS R22	**4149/24 200 (200-½)				
S-LOC R22	4300/24 351 (400-½)			4300/40 351 (400-¾)	
CIRCLING*	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)	4660-2½ 702 (800-2½)

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ETF	APP CRS	Rwy Idg 12020
111.5	039°	TDZE 3923
Chan 52		Apt Elev 3959

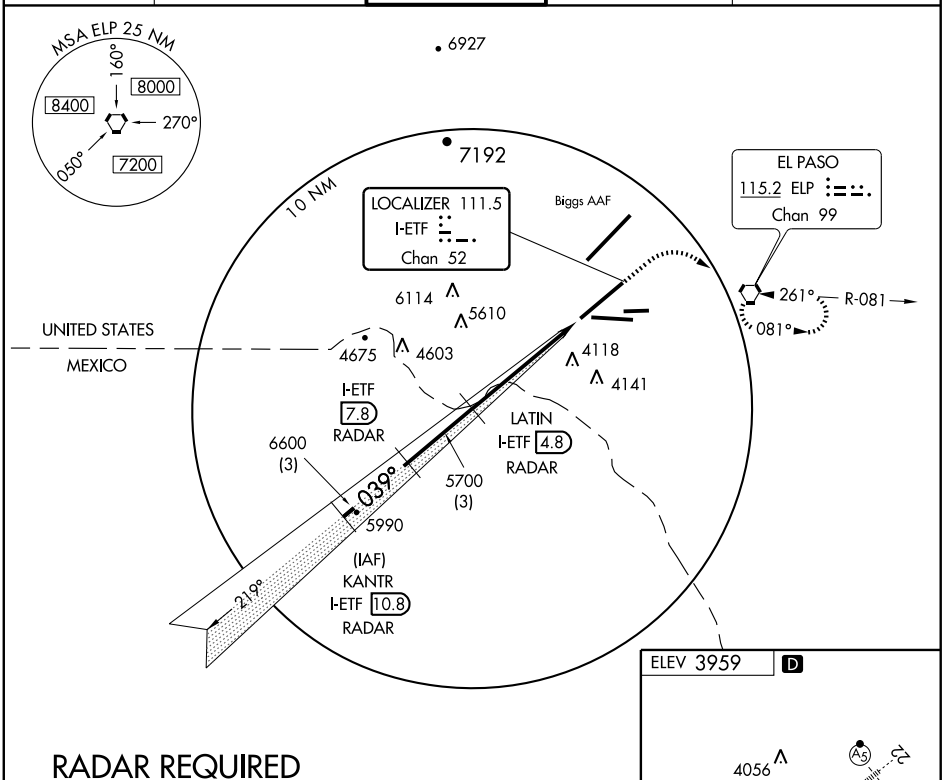
LOC/DME RWY 4

EL PASO INTL (ELP)

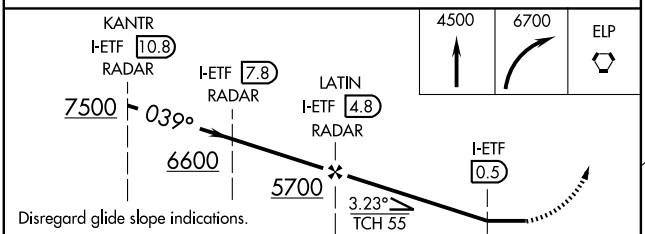
ASR

MISSED APPROACH: Climb to 4500 then climbing right turn to 6700 direct ELP VORTAC and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1

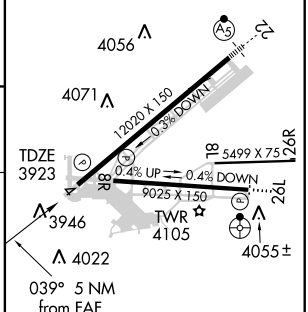


RADAR REQUIRED



CATEGORY	A	B	C	D
S-4	4300-1 377 (400-1)			4300-1¼ 377 (400-1¼)
CIRCLING	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)

ELEV 3959 D



MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

EL PASO INTL (ELP)

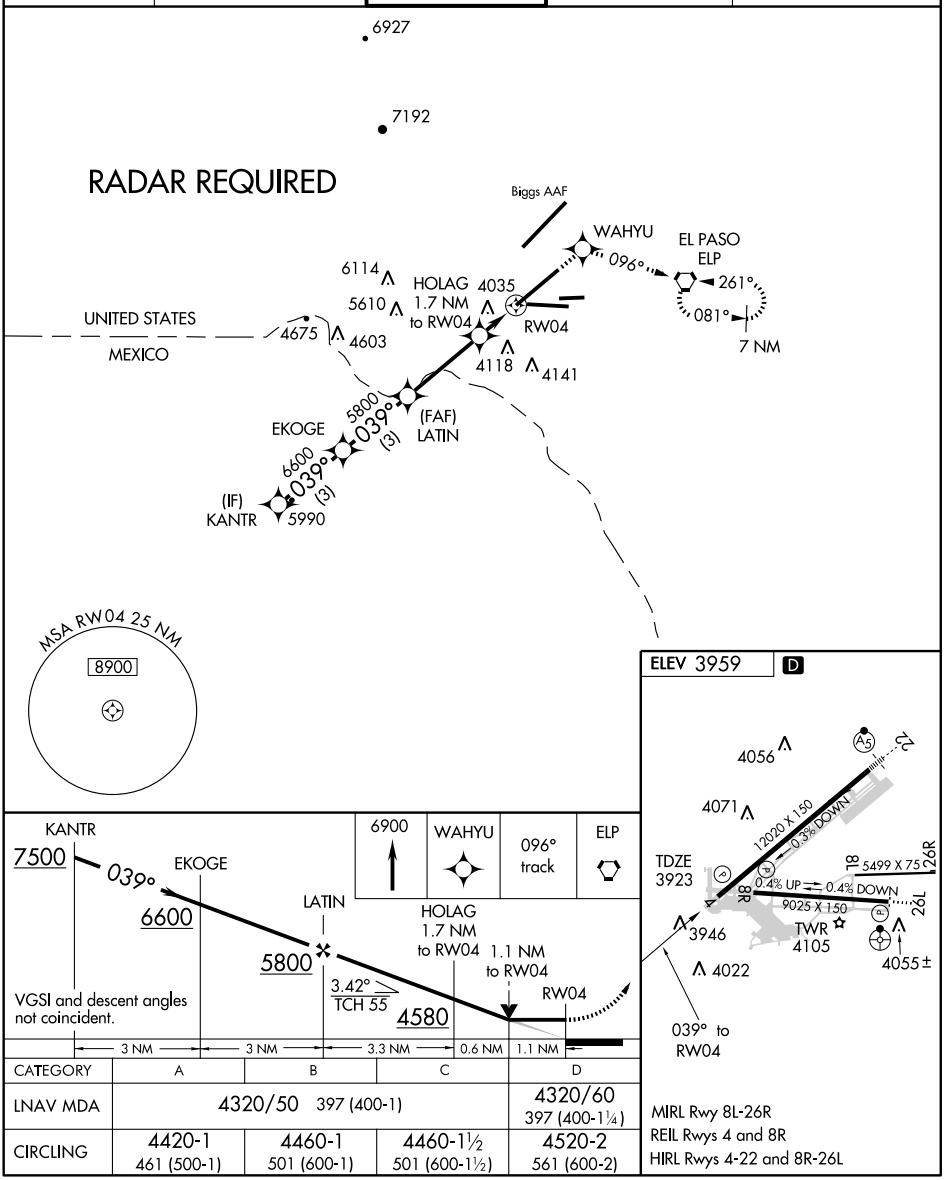
APP CRS	Rwy Idg	12020
039°	TDZE	3923
	Apt Elev	3959

ASR

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6900 direct WAHYU and on 096° track to EL PASO VORTAC and hold, continue climb-in-hold to 6900.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1



CATEGORY	A	B	C	D
LNAV MDA	4320/50 397 (400-1)			4320/60 397 (400-1¼)
CIRCLING	4420-1 461 (500-1)	4460-1 501 (600-1)	4460-1½ 501 (600-1½)	4520-2 561 (600-2)

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

EL PASO INTL (ELP)

APP CRS	Rwy Idg	12020
219°	TDZE	3949
	Apt Elev	3959

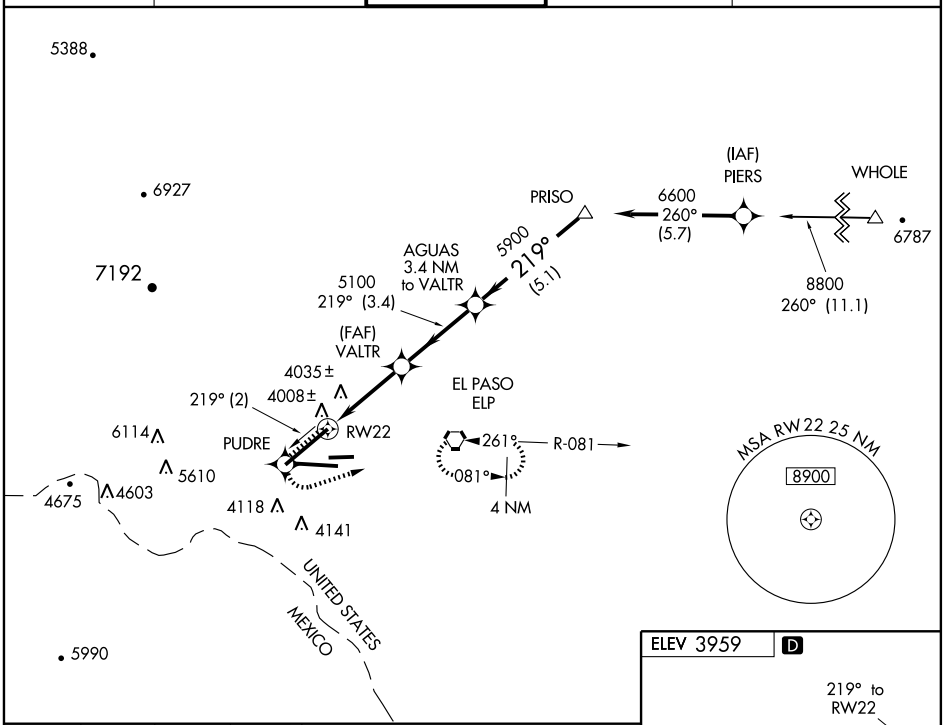
ASR

DME/DME RNP-0.3 not authorized. For uncompensated Baro-VANV, systems, LNAV/VNAV NA below -22°C (-7°F) or above 40°C (104°F). For inoperative MALSRS increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cat D to RVR 6000.

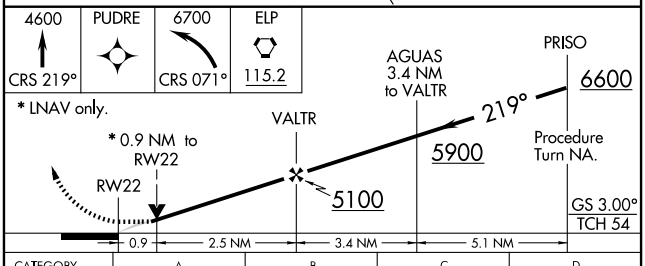
MALSR

MISSED APPROACH: Climb to 4600 via 219° course to PUDRE then climbing left turn via 071° course to 6700 to ELP VORTAC and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1

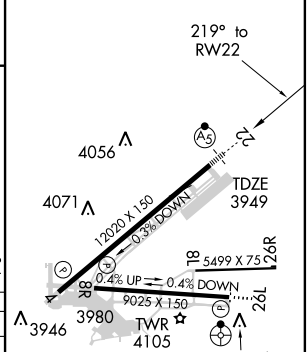


4600	PUDRE	6700	ELP
CRS 219°		CRS 071°	115.2



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4273/24 324 (400-½)			4273/40 324 (400-¾)
LNAV MDA	4300/24 351 (400-½)			4300/50 351 (400-1)
CIRCLING	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)

ELEV 3959 D



MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9025
262°	TDZE	3959
	Apt Elev	3959

RNAV (GPS) RWY 26L

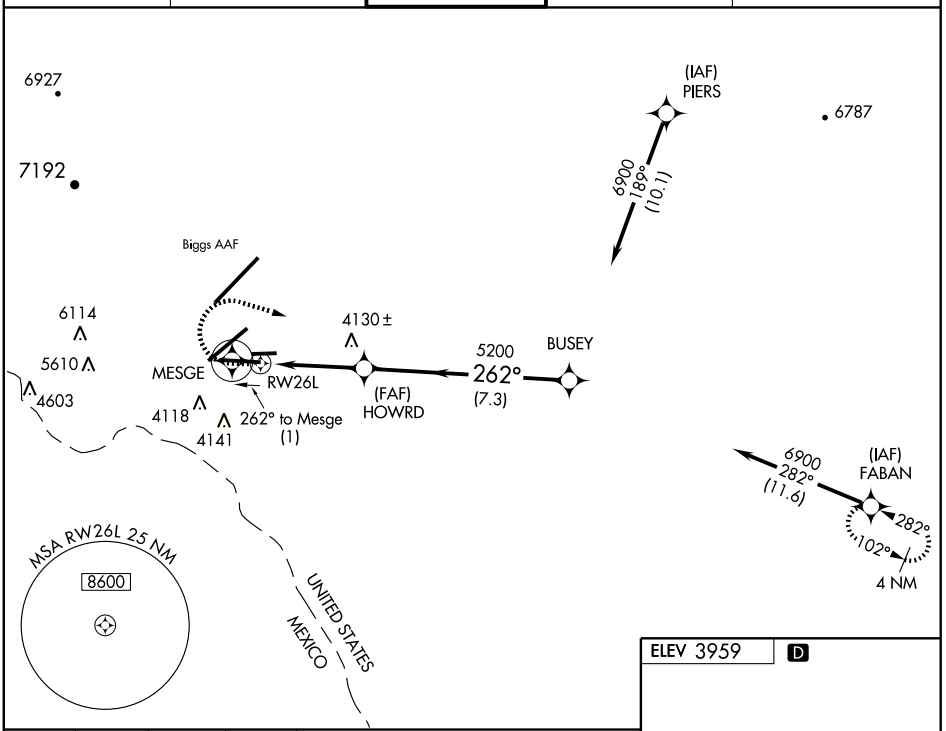
EL PASO INTL (ELP)

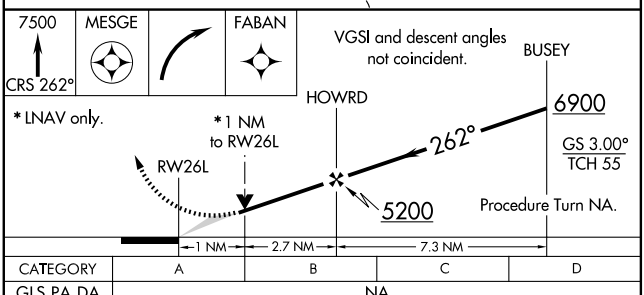
Baro-VNAV NA below -22°C (-7°F).
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
ASR Inoperative table does not apply to LNAV/VNAV Cats A-D.
Inoperative table does not apply to LNAV Cat C.

ODALS

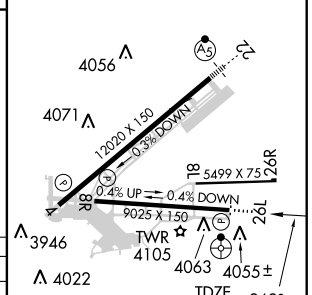
MISSED APPROACH: Climb to 7500 via 262° course to MESGE then right turn direct FABAN and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4320-1¼ 362 (400-1¼)			
LNAV MDA	4360-¾ 402 (500-¾)		4360-1¼ 402 (500-1¼)	
CIRCLING	4420-1¼ 462 (500-1¼)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)



MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

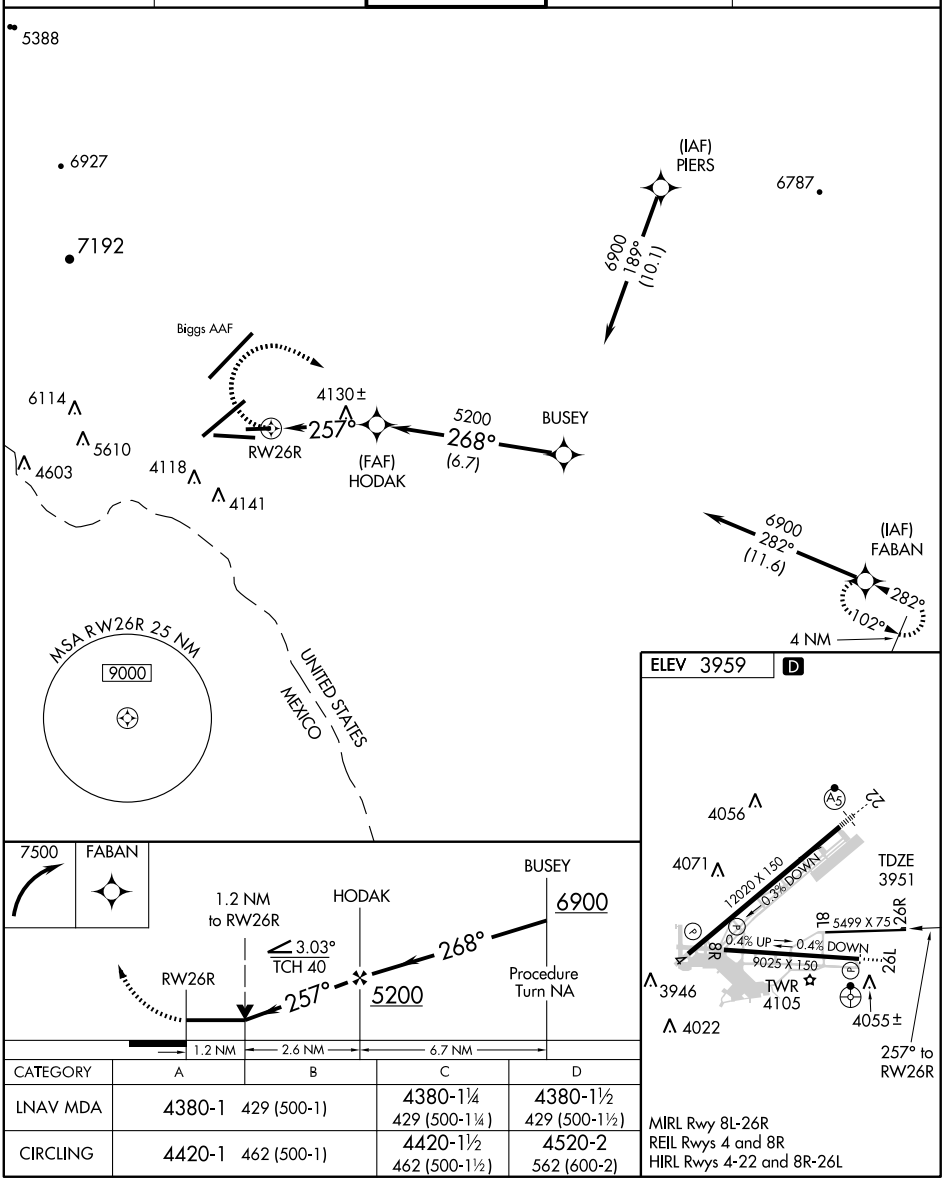
APP CRS	Rwy Idg	5499
257°	TDZE	3951
	Apt Elev	3959

RNAV (GPS) RWY 26R
EL PASO INTL (ELP)

GPS or RNP-0.3 Required.
NA DME/DME RNP-0.3 NA.
ASR Straight-In Minimums NA at night.

MISSED APPROACH: Climbing right turn to 7500 direct FABAN and hold.

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1



CATEGORY	A	B	C	D
LNAV MDA	4380-1 429 (500-1)		4380-1¼ 429 (500-1¼)	4380-1½ 429 (500-1½)
CIRCLING	4420-1 462 (500-1)		4420-1½ 462 (500-1½)	4520-2 562 (600-2)

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR RWY 26L

EL PASO INTL (ELP)

VORTAC ELP	APP CRS	Rwy Idg	9025
115.2	245°	TDZE	3959
Chan 99		Apt Elev	3959

Circling NA for Cat E west of Rwy 4-22. Inoperative table does not apply to Cats C, D, and E. CINAG fix minimums: inoperative table does not apply to Cats D and E.

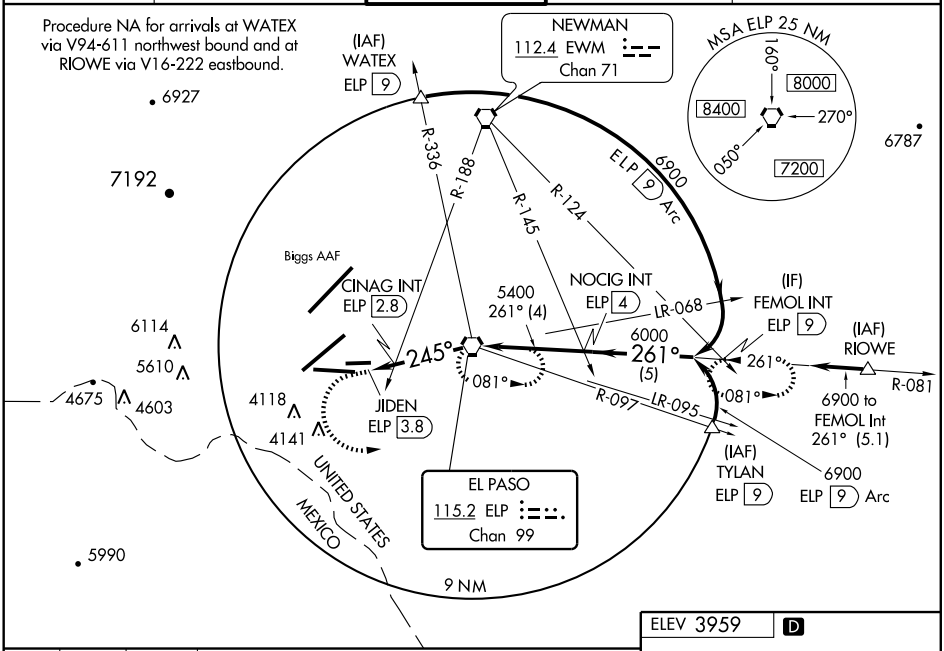
ASR

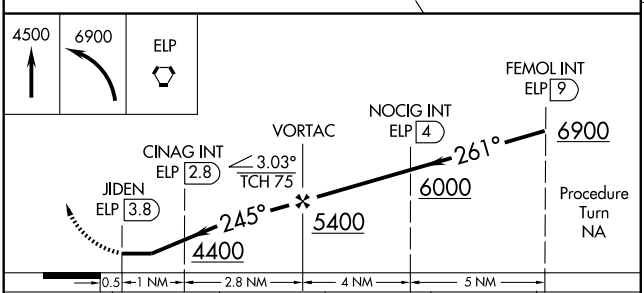
ODALS

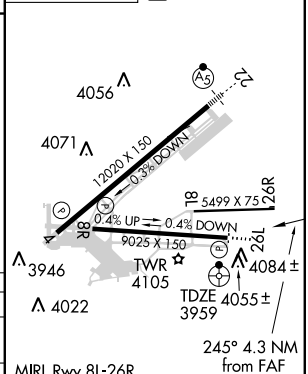
MISSED APPROACH: Climb to 4500 then climbing left turn to 6900 direct ELP VORTAC and hold, continue climb-in-hold to 6900 (TACAN aircraft climb to 4500 then climbing left turn to 6900 via heading 050° and ELP VORTAC R-081 to FEMOL/9 DME and hold east, left turn, 261° inbound.)

ATIS	EL PASO APP CON	EL PASO TOWER	GND CON	CLNC DEL
120.0 254.3	124.25 298.85	118.3 239.275	121.9 348.6	125.0 379.1

Procedure NA for arrivals at WATEX via V94-611 northwest bound and at RIOWE via V16-222 eastbound.







MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

CATEGORY	A	B	C	D	E
S-26L	4480-¾ 521 (600-¾)		4480-1½ 521 (600-1½)	4480-1¾ 521 (600-1¾)	
CIRCLING	4480-1 521 (600-1)		4480-1½ 521 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)
CINAG FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-26L	4340-¾ 381 (400-¾)			4340-1¼ 381 (400-1¼)	
CIRCLING	4420-1 461 (500-1)	4460-1 501 (600-1)	4460-1½ 501 (600-1½)	4520-2 561 (600-2)	4660-2½ 701 (800-2½)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

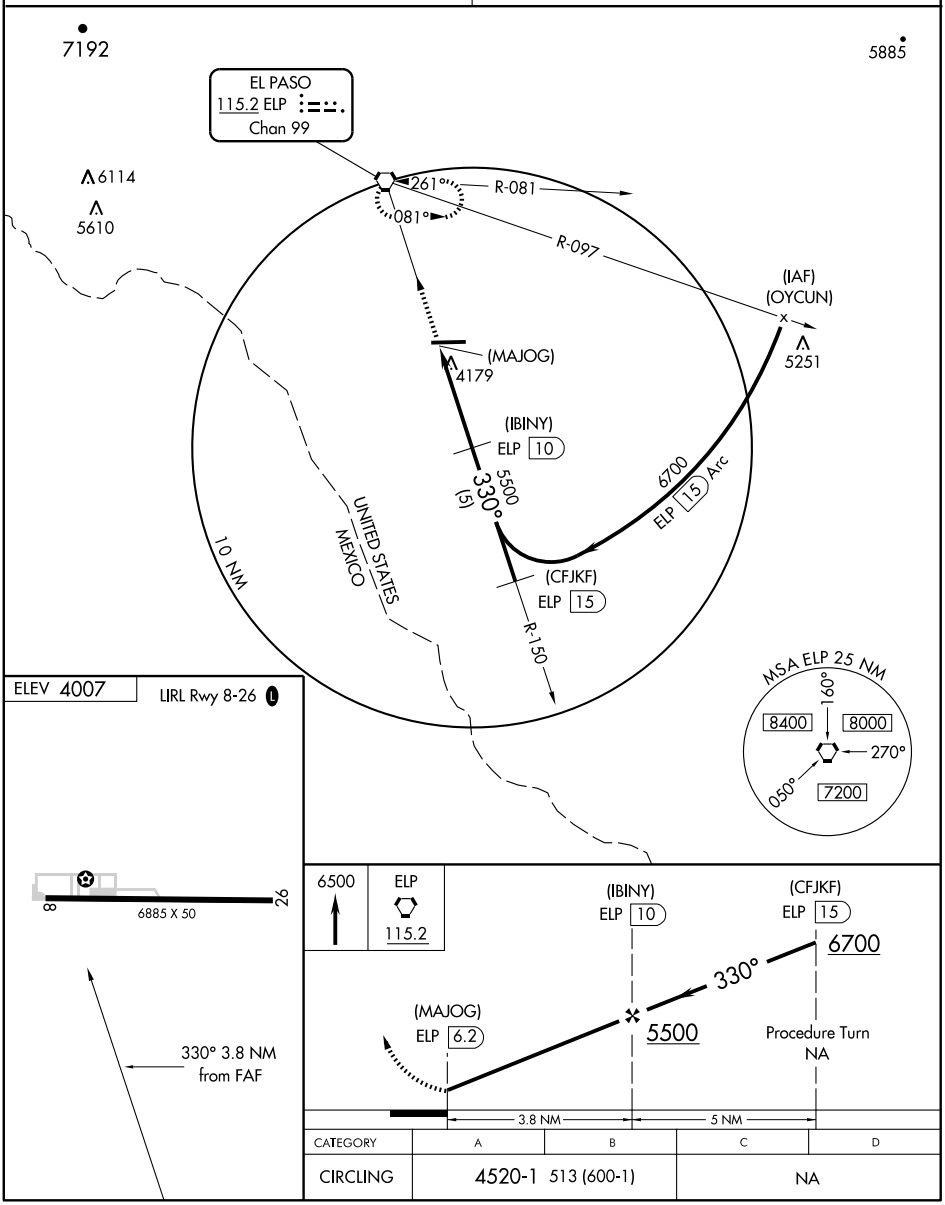
SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ELP 115.2 Chan 99	APP CRS 330°	Rwy Idg N/A TDZE N/A Apt Elev 4007

VOR/DME or GPS-A

EL PASO/ HORIZON (T27)

NA Use El Paso Intl altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climb to 6500 direct ELP VORTAC and hold.
EL PASO APP CON 119.15	UNICOM 123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	4520-1 513 (600-1)		NA	

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CQY 114.8 Chan 95	APP CRS 285°	Rwy Idg N/A TDZE N/A Apt Elev 492

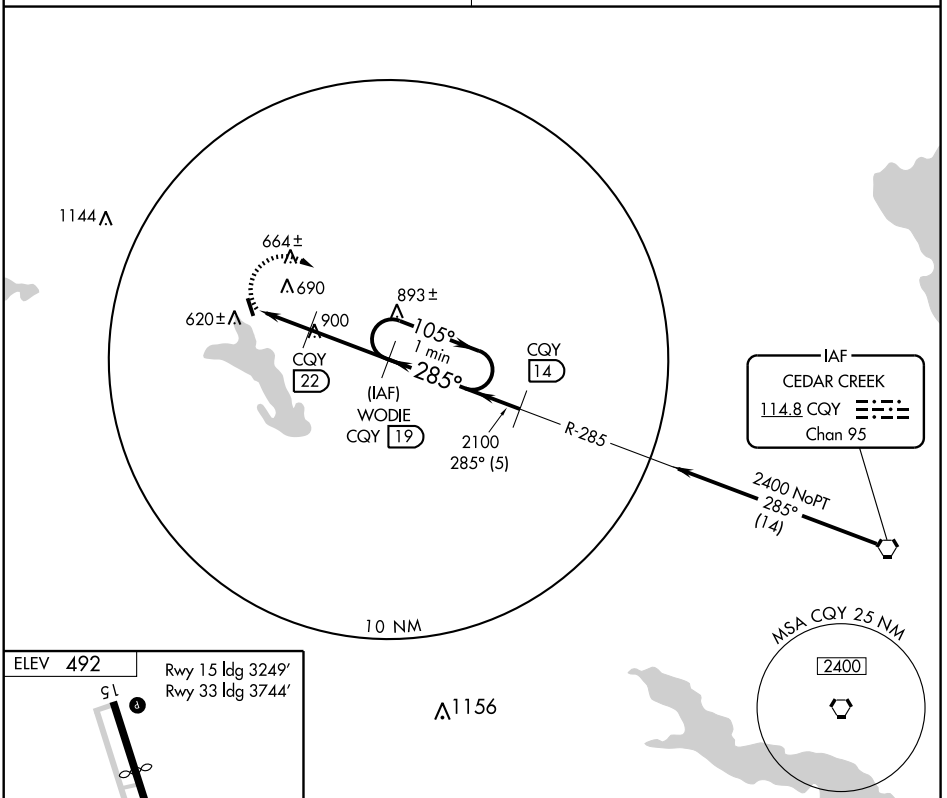
VOR/DME-A
ENNIS MUNI (F41)

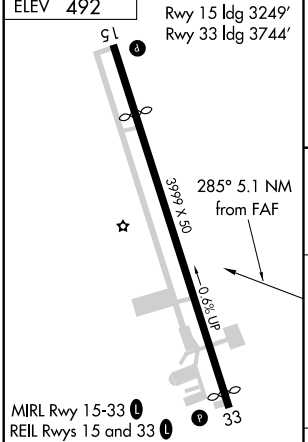
NA

Use Dallas Love Field altimeter setting.

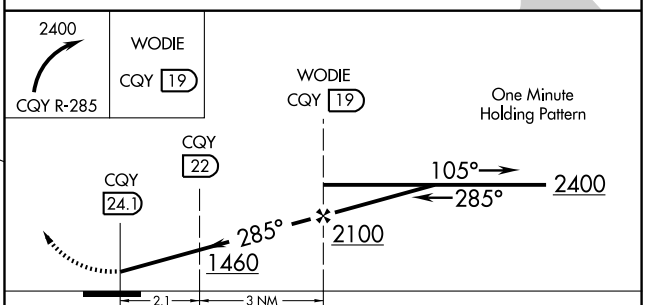
MISSED APPROACH: Climbing right turn to 2400 via CQY R-285 to WODIE/CQY 19 DME and hold.

REGIONAL APP CON	(CTAF)
125.2 343.65	122.9 L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	1020-1 528 (600-1)	1080-1¼ 588 (600-1¼)	1080-1½ 588 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010

NDB BKS	APP CRS	Rwy Idg	6002
353	349°	TDZE	113
		Apt Elev	113

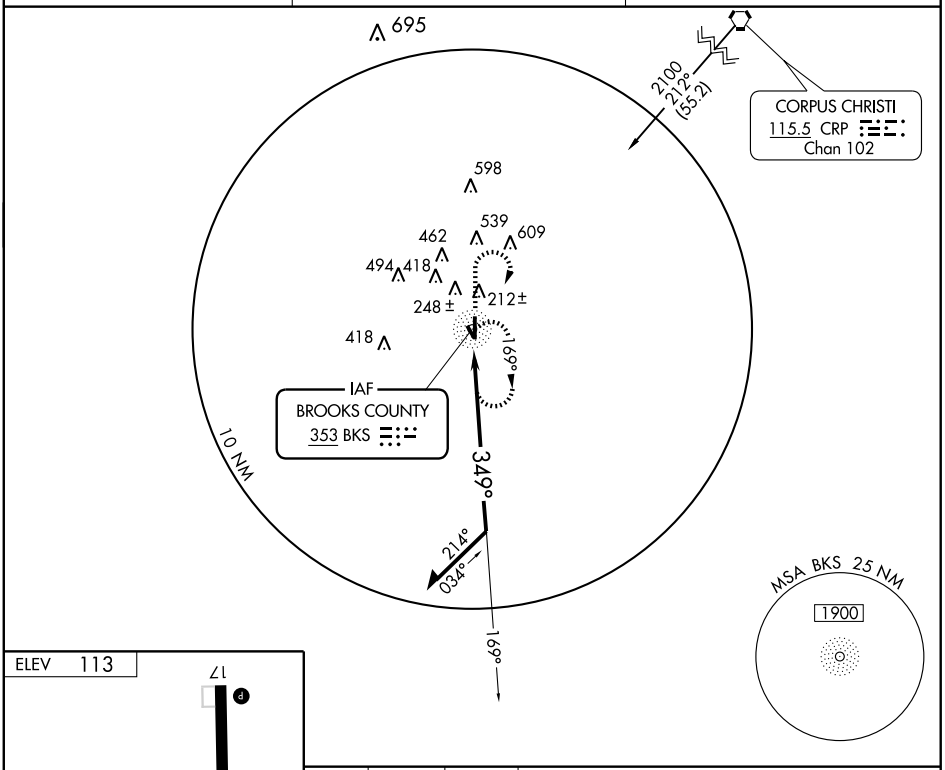
NDB RWY 35

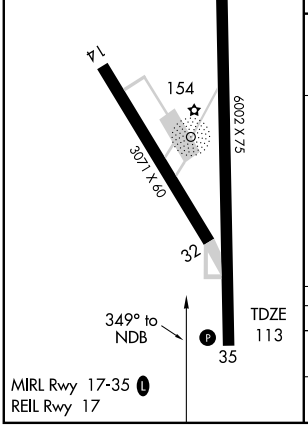
FALFURRIAS/ BROOKS COUNTY (BKS)

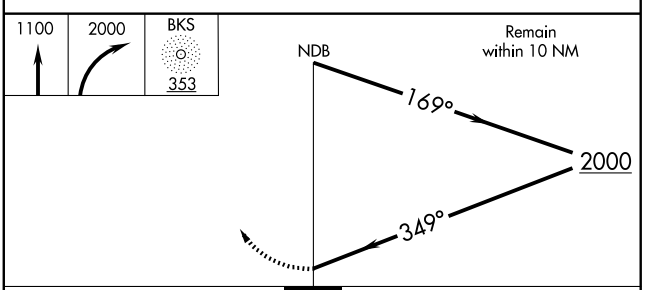
Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase Cats C and D visibility ¼ mile. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct BKS NDB and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	740-1 627 (700-1)		740-1¾ 627 (700-1¾)	740-2 627 (700-2)
CIRCLING	740-1 627 (700-1)		740-1¾ 627 (700-1¾)	740-2 627 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6002
174°	TDZE	113
	Apt Elev	113

RNAV (GPS) RWY 17

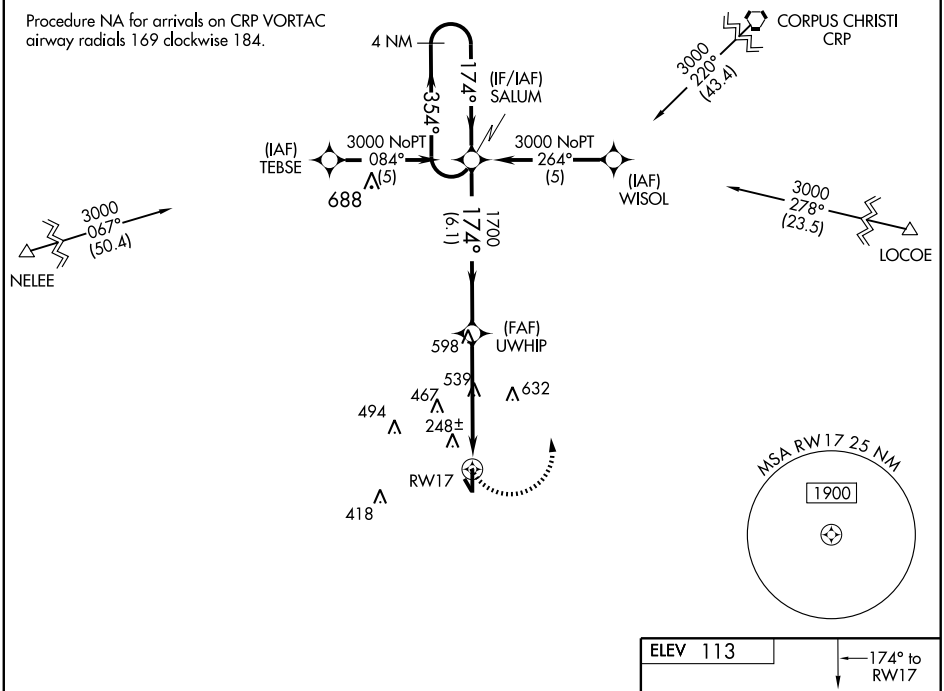
FALFURRIAS/ BROOKS COUNTY (BKS)

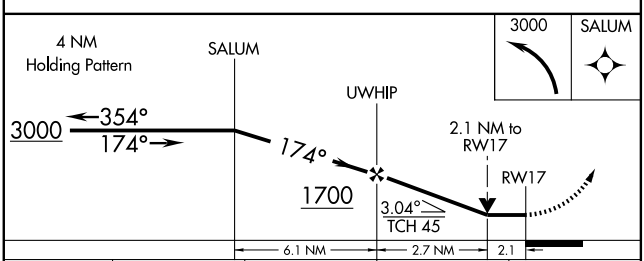
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase Cat B visibility ¼ mile, Cat C and D visiblity ½ mile. VDP NA when using Alice altimeter setting. Circling NA for Cat D west of Rwy 17-35.

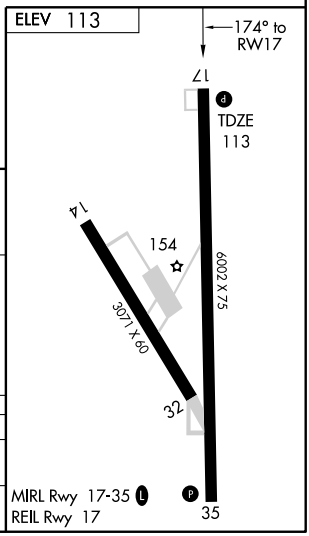
MISSED APPROACH: Climbing left turn to 3000 direct SALUM and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L

Procedure NA for arrivals on CRP VORTAC airway radials 169 clockwise 184.







CATEGORY	A	B	C	D
LNAV MDA	840-1 727 (800-1)		840-2 727 (800-2)	840-2¼ 727 (800-2¼)
CIRCLING	840-1 727 (800-1)		840-2 727 (800-2)	840-2¼ 727 (800-2¼)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6002
354°	TDZE	113
	Apt Elev	113

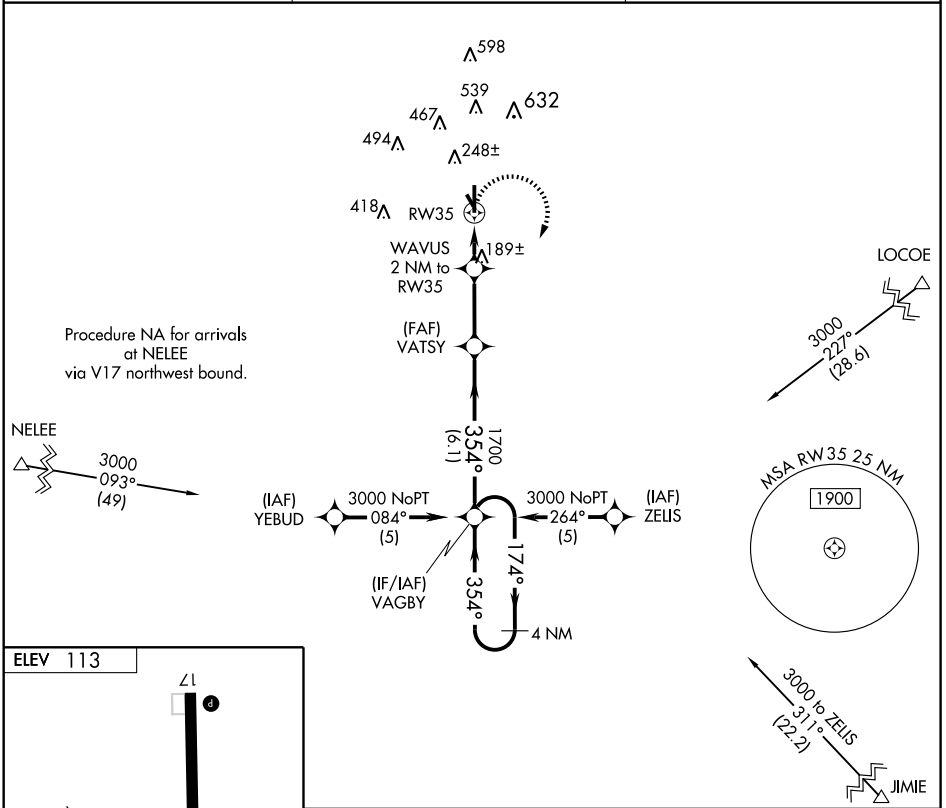
RNAV (GPS) RWY 35

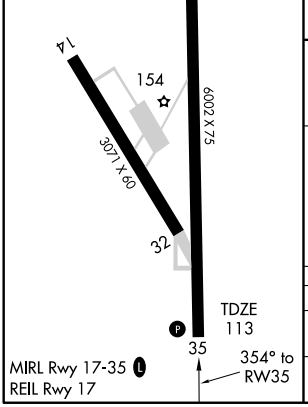
FALFURRIAS/BROOKS COUNTY (BKS)

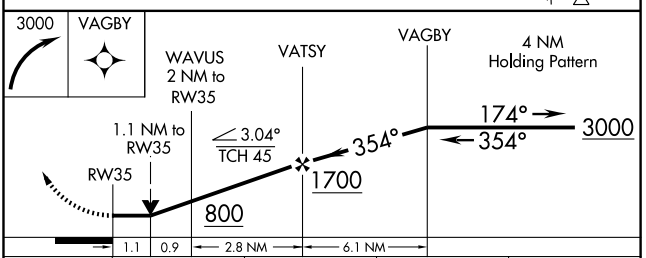
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase LNAV Cat C and D visiblity ¼ mile. VDP NA when using Alice altimeter setting. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climbing right turn to 3000 direct VAGBY and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
118.125	119.9 290.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	520-1 407 (500-1)		520-1¼ 407 (500-1¼)	
CIRCLING	600-1 487 (500-1)		600-1½ 487 (500-1½)	680-2 567 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

FLOYDADA MUNI (41F)

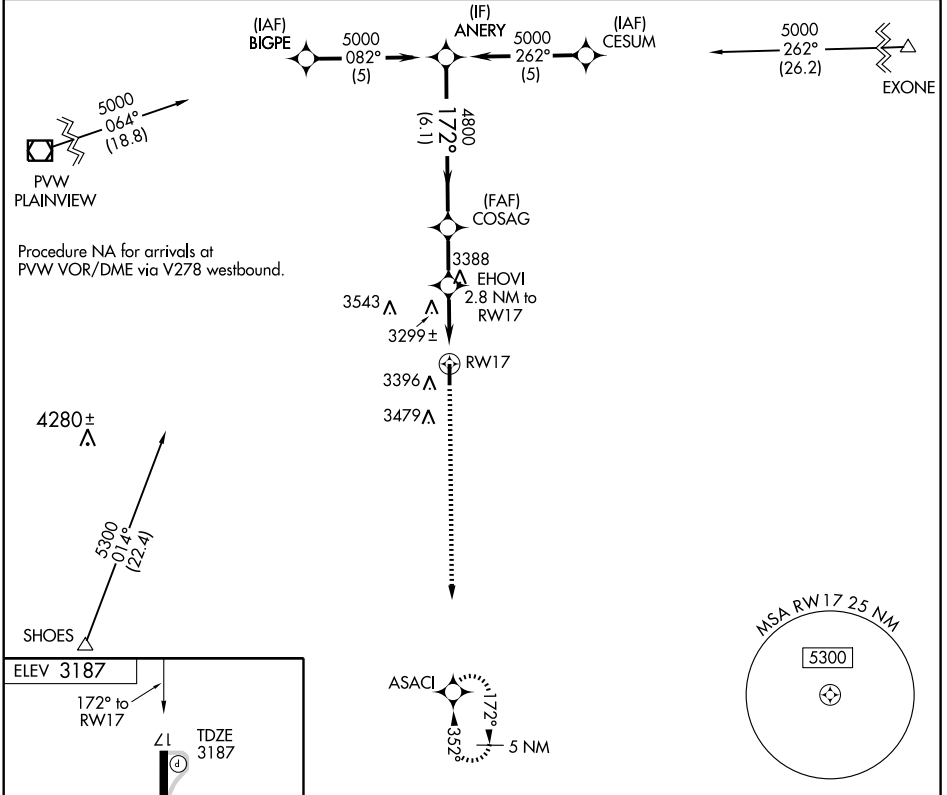
APP CRS		
172°	Rwy Idg	4600
	TDZE	3187
	Apt Elev	3187

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Plainview altimeter setting; when not received, use Lubbock altimeter setting.

NA

MISSED APPROACH: Climb to 5000 direct ASACI and hold.

LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	3720-1 533 (600-1)		3720-1½ 533 (600-1½)	NA
CIRCLING	3840-1 653 (700-1)		3920-2 733 (800-2)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4600
352°	TDZE	3187
	Apt Elev	3187

RNAV (GPS) RWY 35

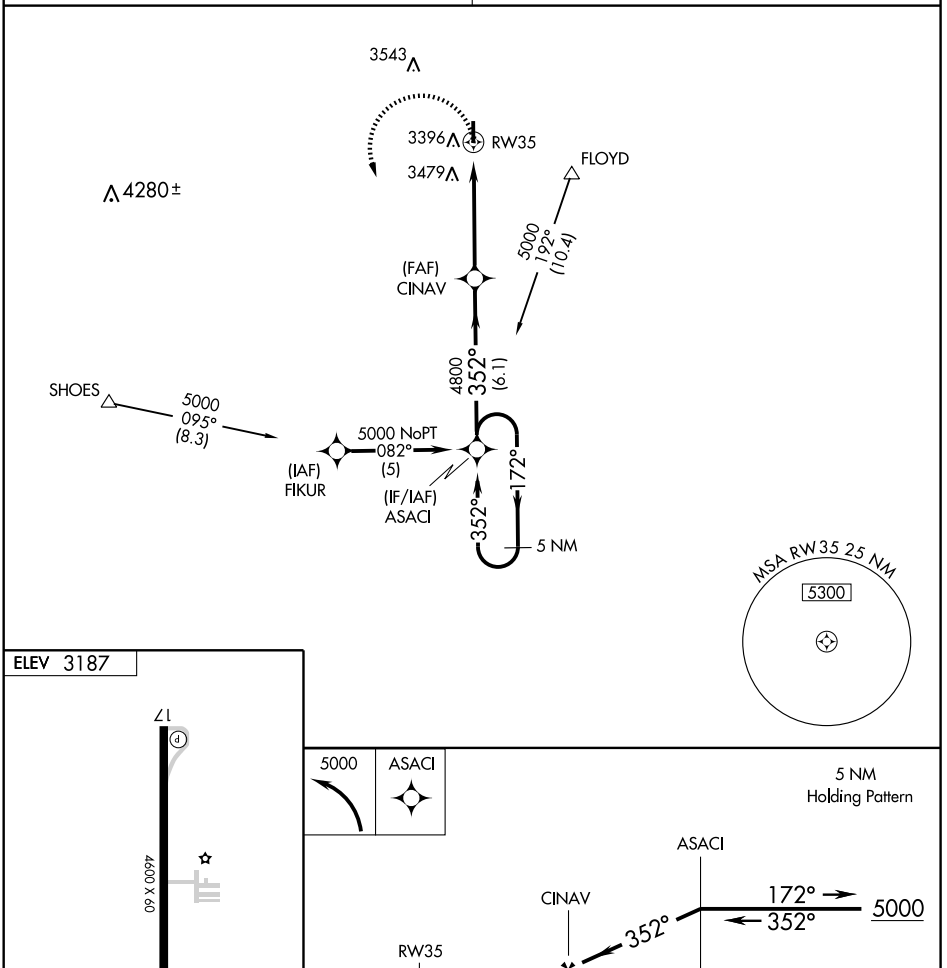
FLOYDADA MUNI (41F)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Plainview altimeter setting; when not received, use Lubbock altimeter setting and increase all MDA 20 feet, increase LNAV and Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 5000 direct ASACI and hold.

LUBBOCK APP CON	UNICOM
119.2 351.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	3840-1	653 (700-1)	3840-1¾ 653 (700-1¾)	NA
CIRCLING	3840-1	653 (700-1)	3920-2 733 (800-2)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

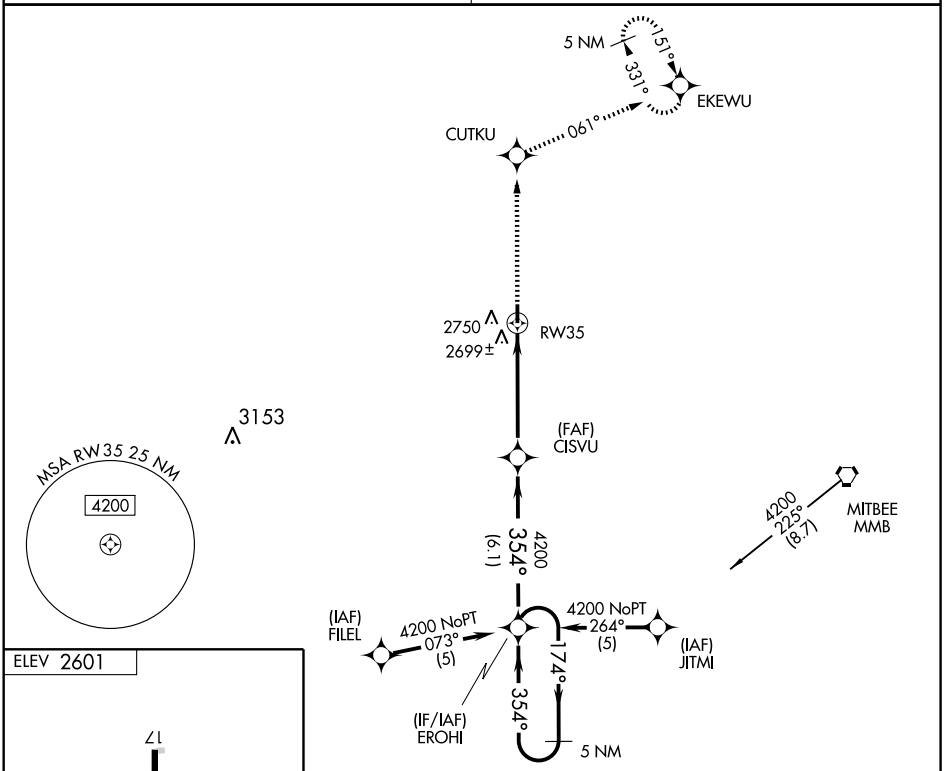
FOLLETT-LIPSCOMB COUNTY (T93)

APP CRS	Rwy Idg	4067
354°	TDZE	2601
	Apt Elev	2601

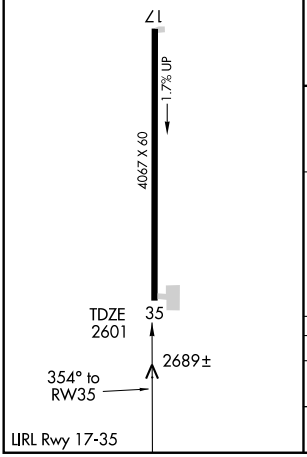
DME/DME RNP-0.3 NA.
Use Gage, OK altimeter setting, when not received use Perryton, TX altimeter seting and increase all MDA 20 feet.

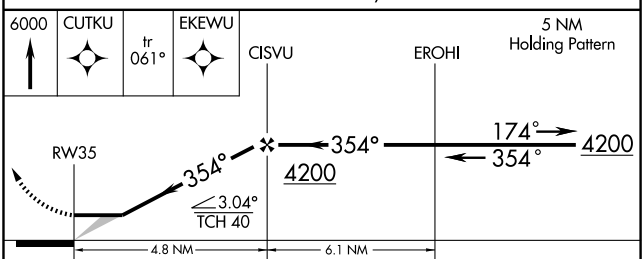
MISSED APPROACH: Climb to 6000 direct CUTKU and on track 061° to EKEWU and hold, continue climb-in-hold to 6000.

KANSAS CITY CENTER	CTAF
126.95 379.2	122.9



Procedure NA for arrival on MMB VORTAC airway radials 205 CW 245.





CATEGORY	A	B	C	D
LNAV MDA	3100-1 499 (500-1)		NA	
CIRCLING	3160-1 559 (600-1)		NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MMB 115.6 Chan 103	APP CRS 286°	Rwy Idg N/A TDZE N/A Apt Elev 2601

VOR/DME-A

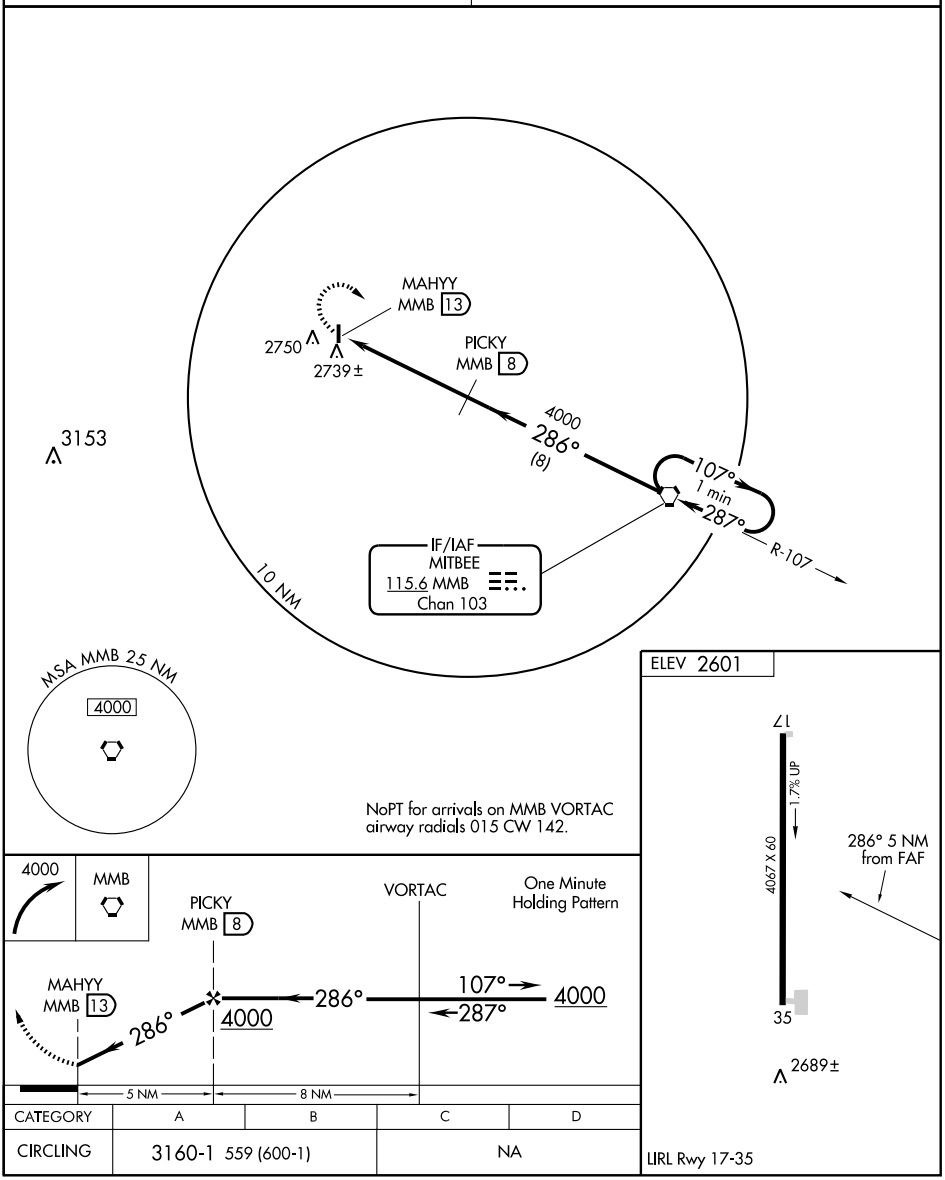
FOLLETT-LIPSCOMB COUNTY (T93)

Use Gage, OK altimeter setting, when not received use Perryton, TX altimeter seting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climbing right turn to 4000 direct MMB VORTAC and hold.

KANSAS CITY CENTER	CTAF
126.95 379.2	122.9

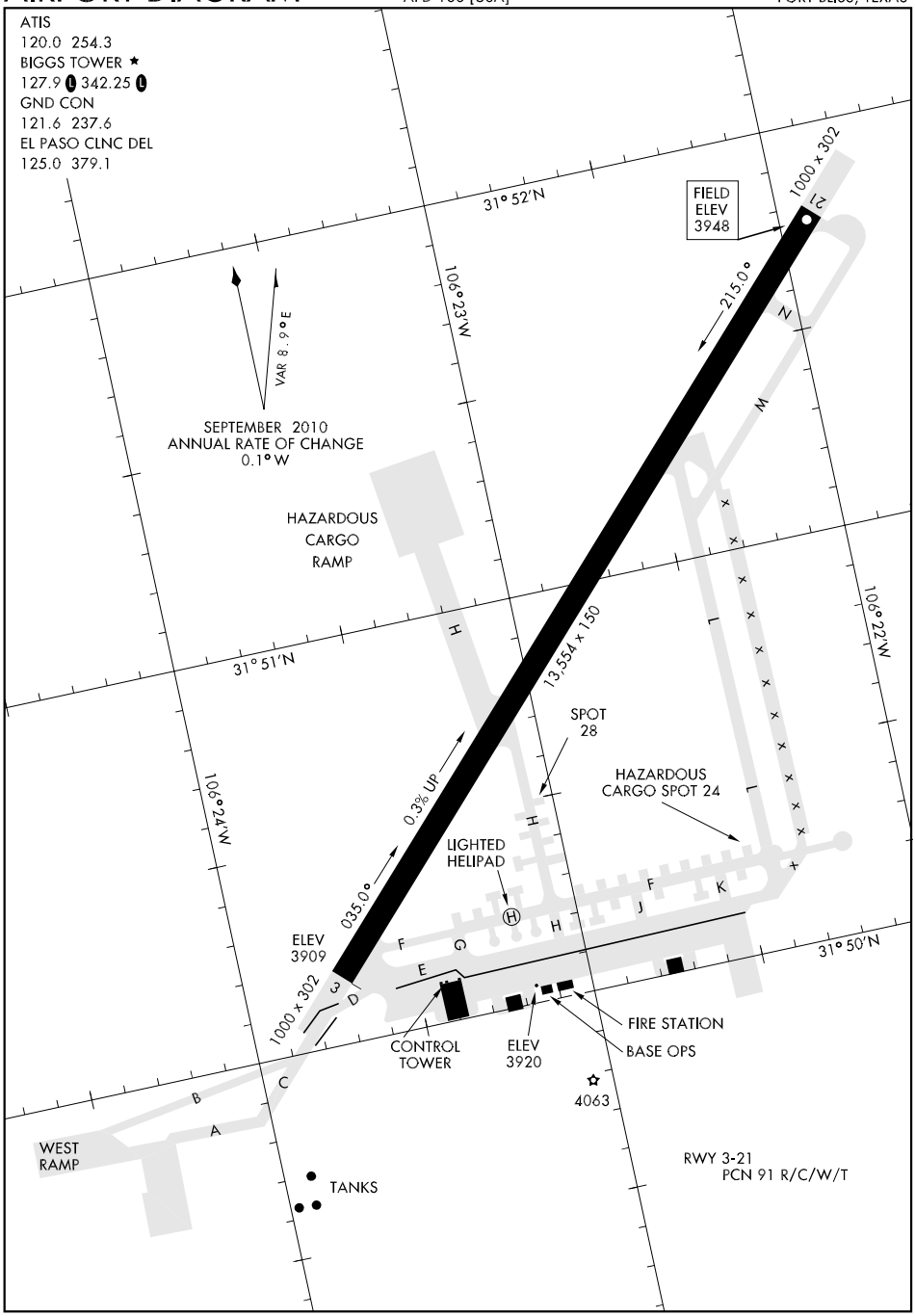


CATEGORY	A	B	C	D
CIRCLING	3160-1 559 (600-1)		NA	

LIRL Rwy 17-35

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010



SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

BIGGS AAF (KBIF)

APCH CRS	Rwy ldg	TDZE	Arpt Elev
212°	13,554	3948	3948

AL-133 [USA]

DME/DME RNP-0.3 NA.

ALSF-1

MISSED APPROACH: Climbing left turn to 7500 direct ELP VORTAC and hold, continue climb-in-hold to 7500.

ATIS	EL PASO APP CON	BIGGS TOWER ★	GND CON	EL PASO CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	127.9 (L) 342.25 (L)	121.6 237.6	125.0 379.1	

R5107A

R5103A

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport.

Procedure NA for arrivals at PIERS via eastbound. Radar required when R-5103 in use.

HIMUP

5600 212° 6.0

.4105

6800 280° 7.5

4341

.5161

5729

(FAF) CULAC

212°

4102

4049

(IAF) PIERS

5026

6927

7192

5000

6810

6114

5014

5610

UNITED STATES

MEXICO

4071

EL PASO INTL

261°

081°

4309

MSA RW 21 25 NM

9300

EL PASO
115.2 ELP
Chan 99

7500 ELP

VGSI and descent angles not coincident.

HIMUP 6800

CULAC 212°

1.1 NM to RW21

RW21 5600

3.04° TCH 50

5.0 NM

ELEV 3948

212° to RW21

TDZE 3948

13,554 x 150

0.3% DOWN

4046

3995

4063

HIRL Rwy 3-21 (L)

CATEGORY	A	B	C	D
LNAV MDA	4360-½ 412 (500-½)		4360-¾ 412 (500-¾)	
CIRCLING	4360-1 412 (500-1)	4400-1 452 (500-1)	4400-1½ 452 (500-1½)	4500-2 552 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

VOR or TACAN RWY 21

BIGGS AAF (KBIF)

AL-133 [USA]

EWM VORTAC	APCH CRS	Rwy ldg 13,554
112.4	210°	TDZE 3948
Chan 71		Arpt Elev 3948

* When ALS inop, increase CAT E vis to 1¾ miles.

** Circling Cat E NA W of Rwy 3-21.

ALSF-1

MISSED APPROACH: Climbing left turn to 8000 direct ELP VORTAC, then via ELP R-081 to GIFEN INT/ELP 7 DME and hold. Continue climb-in-hold to 8000.

ATIS	EL PASO APP CON	BIGGS TOWER ★	GND CON	EL PASO CLNC DEL	ASR
120.0 254.3	S of V16 119.15 353.5 N of V16 124.25 298.85	127.9 L 342.25 L	121.6 237.6	125.0 379.1	

R5107A

R5103A

CAUTION: Steeply rising terrain exceeding 7100′ 4 miles W of airport.

TACAN only equipped acft. Final apch from holding patten NA. Radar vector required to final approaach course. Radar required when R-5103 in use.

6927

7192

6810

6114

5014

5610

5000

UNITED STATES

MEXICO

EL PASO INTL

030°

210°

R-030

IAF
NEWMAN
112.4 EWM
Chan 71

210°

6500

351° (8.2)

R-131

R-081

GIFEN

261°

081°

5026

MSA EWM 25 NM

10,200

090°

8400

8000

EL PASO
115.2 ELP
Chan 99

ELEV 3948

210° 7.1 NM From VORTAC

TDZE 3948

13,554 x 150

0.3% DOWN

4046

3995

4063

8000 | ELP | GIFEN ELP 7

VGSI and descent angles not coincident.

VORTAC

030°

6500

210°

Descend in holding pattern

5.9

7.1

210°

7.1 NM

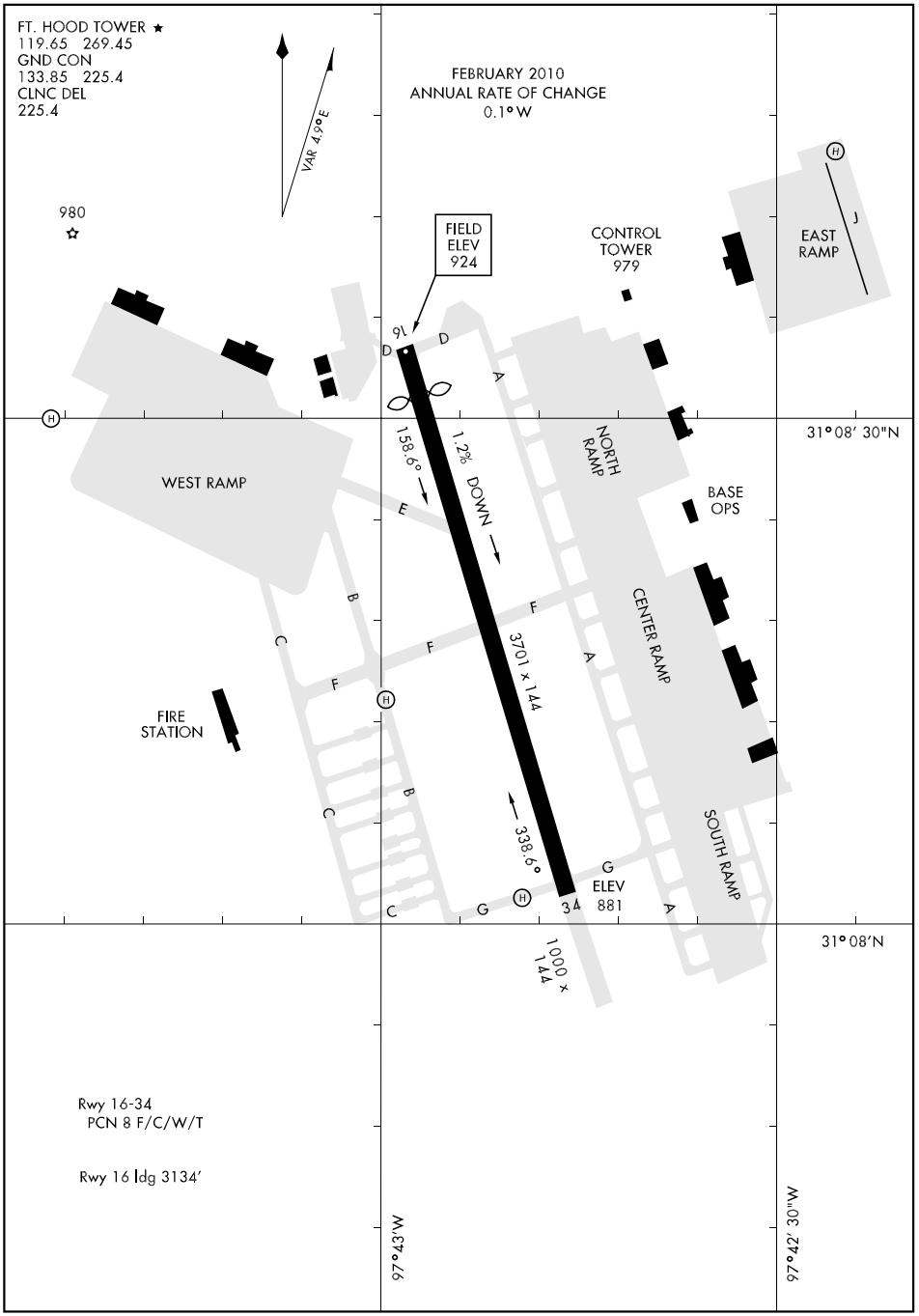
CATEGORY	A	B	C	D	E
S-21 *	4420-½ 472 (500-½)		4420-¾ 472 (500-¾)	4420-1 472 (500-1)	4420-1¼ 472 (500-1¼)
CIRCLING **	4420-1 472 (500-1)		4420-1½ 472 (500-1½)	4500-2 552 (600-2)	

HIRL Rwy 3-21 L

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

SC-3, 21 OCT 2010 to 18 NOV 2010



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

CONRA ONE DEPARTURE (CONRA1.CONRA) 10266

CLNC DEL
225.4
GND CON
133.85 225.4
HOOD TOWER ★
119.65 269.45
GRAY DEP CON
120.075 323.15
120.75 285.5

TAKE-OFF MINIMUMS:
Rwy 16, 34, Standard.

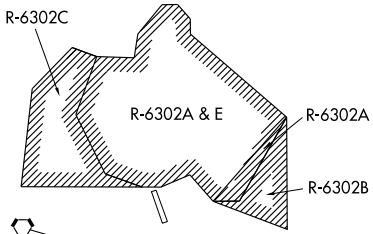
N

DEPARTURE ROUTE DESCRIPTION

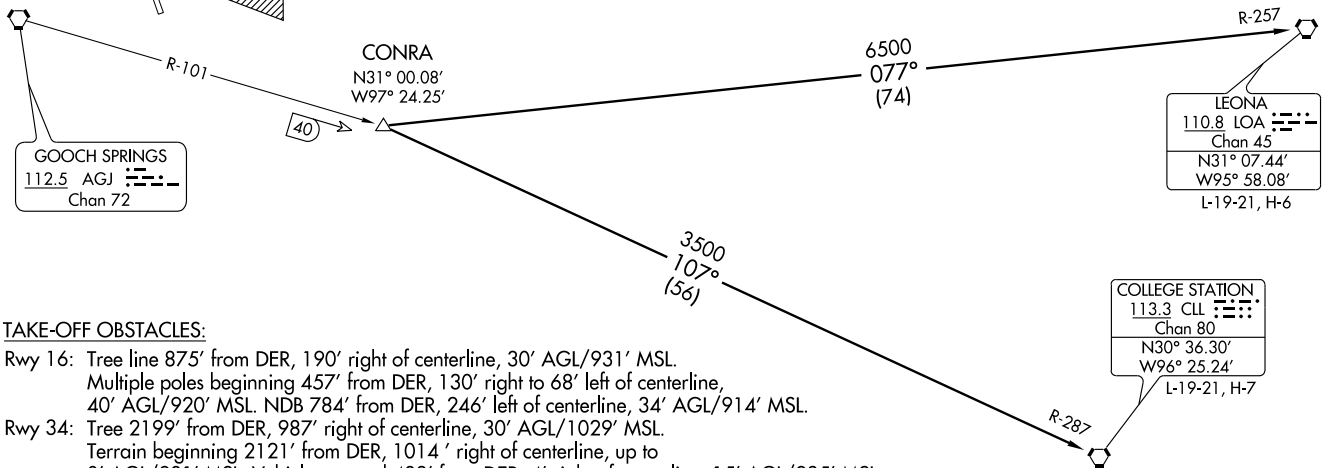
Climb on assigned heading for radar vectors to CONRA INT, maintain 3500. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CONRA1.CLL): From over CONRA INT via CLL R-287 to CLL VORTAC.
LEONA TRANSITION (CONRA1.LOA): From over CONRA INT via LOA R-257 to LOA VORTAC.



NOTE: RADAR Required.



TAKE-OFF OBSTACLES:

Rwy 16: Tree line 875′ from DER, 190′ right of centerline, 30′ AGL/931′ MSL. Multiple poles beginning 457′ from DER, 130′ right to 68′ left of centerline, 40′ AGL/920′ MSL. NDB 784′ from DER, 246′ left of centerline, 34′ AGL/914′ MSL.

Rwy 34: Tree 2199′ from DER, 987′ right of centerline, 30′ AGL/1029′ MSL. Terrain beginning 2121′ from DER, 1014 ′ right of centerline, up to 0′ AGL/981′ MSL. Vehicle on road 483′ from DER, 4′ right of centerline, 15′ AGL/935′ MSL.

NOTE: Chart not to scale.

FORT HOOD, TEXAS
FORT HOOD/ HOOD AAF (HLR)

(CONRA1.CONRA) 10266
CONRA ONE DEPARTURE

SL-5031 (FAA)

FORT HOOD/ HOOD AAF (HLR)
FORT HOOD, TEXAS

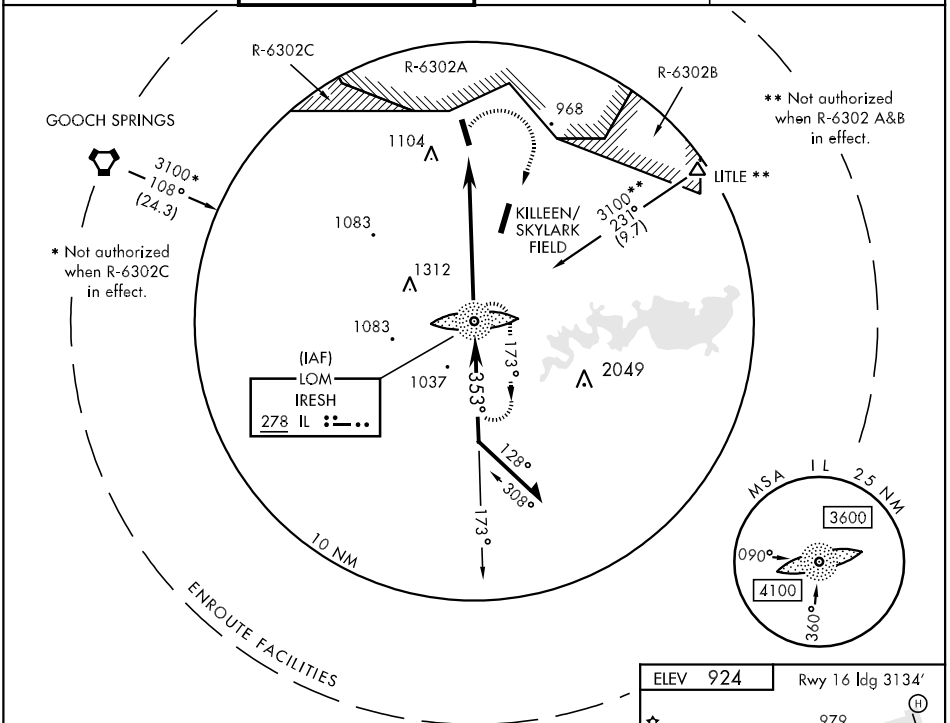
COPTER NDB RWY 34

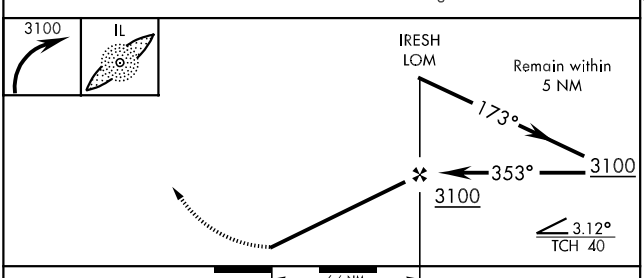
LOM IL 278	APCH CRS 353°	Rwy Idg 3701 TDZE 914 Arpt Elev 924	AL-5031 [USA]	HOOD AAF (KHLR)

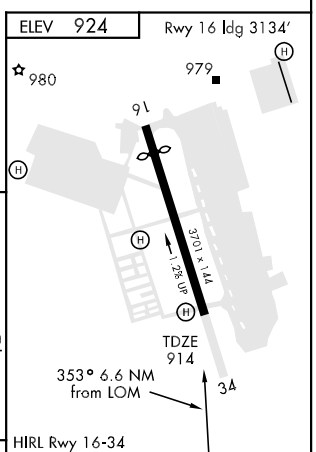
NA

MISSED APPROACH: Climbing right turn to 3100 direct IL LOM and hold.

GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4







CATEGORY	COPTER
S-34	1400/40 486 (500-¾)

FAF to MAP 6.6 NM

Knots	45	60	75	90	105
Min:Sec	8:48	6:36	5:17	4:24	3:46

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) RWY 34

APCH CRS	Rwy Idg	3701
338°	TDZE	914
	Arpt Elev	924

AL-5031 [USA]

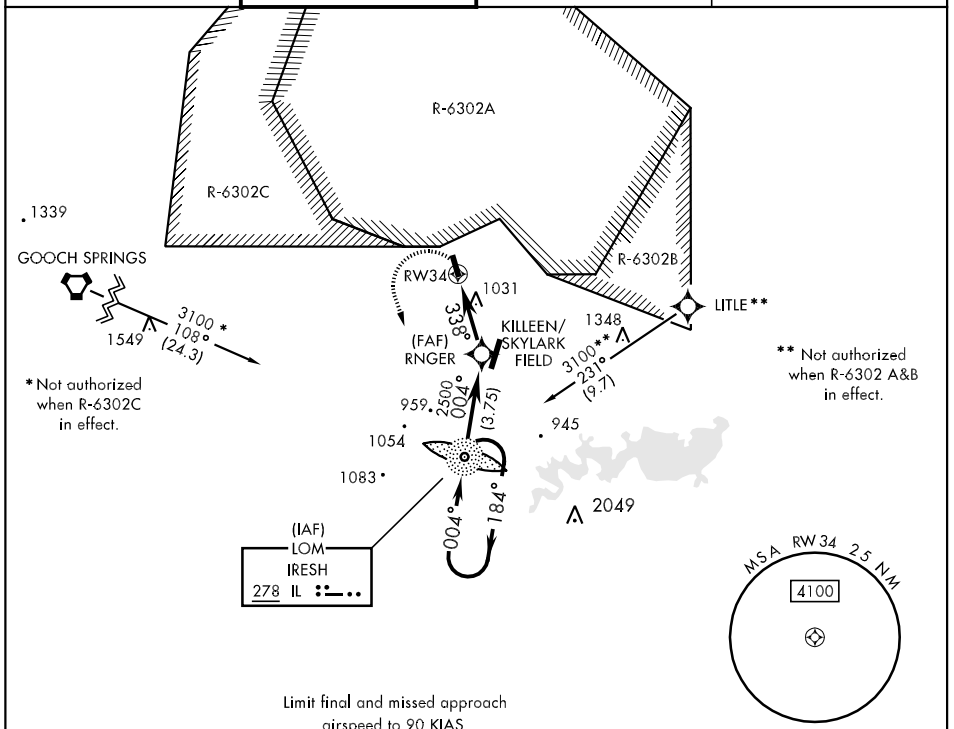
HOOD AAF (KHLR)

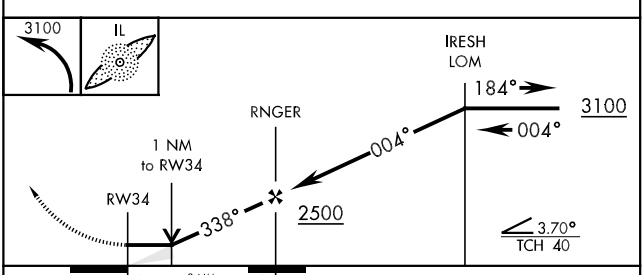
NA

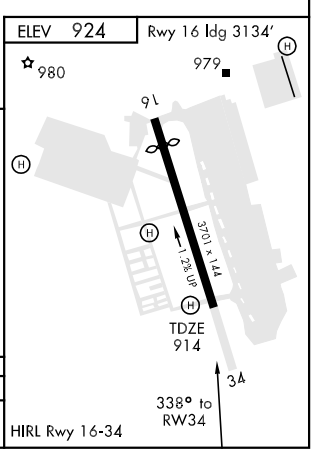
DME/DME RNP -0.3 NA

MISSED APPROACH: Climbing left turn to 3100 direct IRESH LOM and hold.

GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4







CATEGORY	COPTER
LNAV MDA	1320/24 406 (500-½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

COPTER VOR 032°

VOR/DME GRK	APCH CRS	Rwy Idg	N/A
111.8	032°	TDZE	N/A
Chan 55		Arpt Elev	924

AL-5031 [USA]

HOOD AAF (KHLR)

MISSED APPROACH: Climbing right turn to 3000 direct to GRK VOR/DME and hold.

GRAY APP CON	HOOD TOWER ★	GND CON	CLNC DEL
120.075 323.15	119.65 269.45	133.85 225.4	225.4

COPTER ONLY

GOOCH SPRINGS

3000* 113° (19.2)

R-6302C

R-6302A

R-032

1240

IAF
GRAY
111.8 GRK
Chan 55

032°

KILLEEN MUNI

1039

1258

* Not authorized when R-6302C is active.

Limit all segments airspeed to 90 KIAS

032°

212°

2049

When local altimeter setting not received, use Skylark field altimeter setting.

R-212

347°

167°

10 NM

MSA GRK 25 NM

180°

4200

3100

360°

ENROUTE FACILITIES

ELEV 924

HIRL Rwy 16-34

Rwy 16 ldg 3134′

980

979

91

3701 x 144

1.2% UP

032° 8.0 NM from VOR/DME

34

Remain within 5 NM

VOR

212°

3000

032°

3000

032°

8.0 NM

3000

GRK

CATEGORY	COPTER
H-032°	1600- ¾ 676 (700-¾)

FAF to MAP 8.0 NM

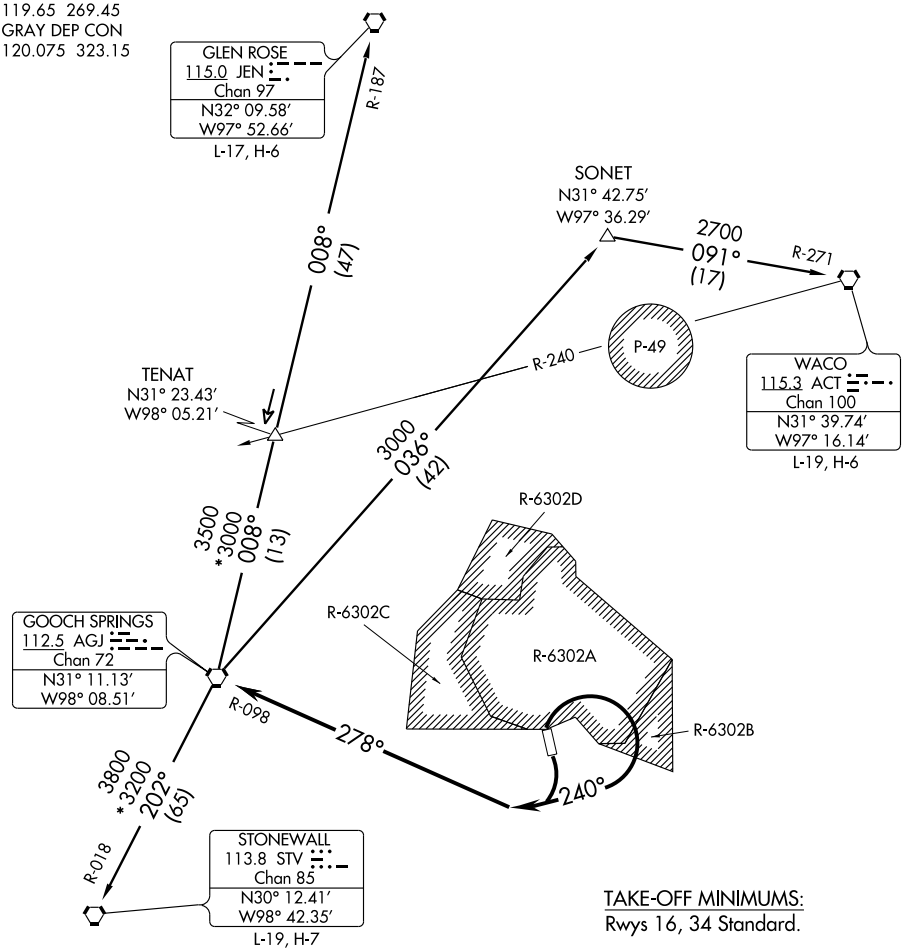
Knots	45	60	75	90	105
Min:Sec	10:40	8:00	6:24	5:20	4:34

SC-3, 21 OCT 2010 to 18 NOV 2010

LAMPS FOUR DEPARTURE

CLNC DEL
225.4
GND CON
133.85 225.4
HOOD TOWER★
119.65 269.45
GRAY DEP CON
120.075 323.15

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwys 16, 34 Standard.

TAKE-OFF OBSTACLES:

Rwy 16, Tree line 875′ from DER, 190′ right of centerline, 30′AGL/931′MSL.
Multiple poles beginning 457′ from DER, 130′ right to 68′ left of centerline. 40′ AGL/920′ MSL.
NDB 784′ from DER, 246′ left of centerline, 34′ AGL/914′ MSL.
Rwy 34, Tree 2, 199′ from DER, 987′ right of centerline, 30′ AGL/1029′ MSL.
Terrain beginning 2121′ from DER, 1014′ right of centerline, up to 0′ AGL/981′ MSL.
Vehicle on road 483′ from DER, 4′ right of centerline, 15′ AGL/935′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWYS 16/34: Climbing right turn heading 240° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.

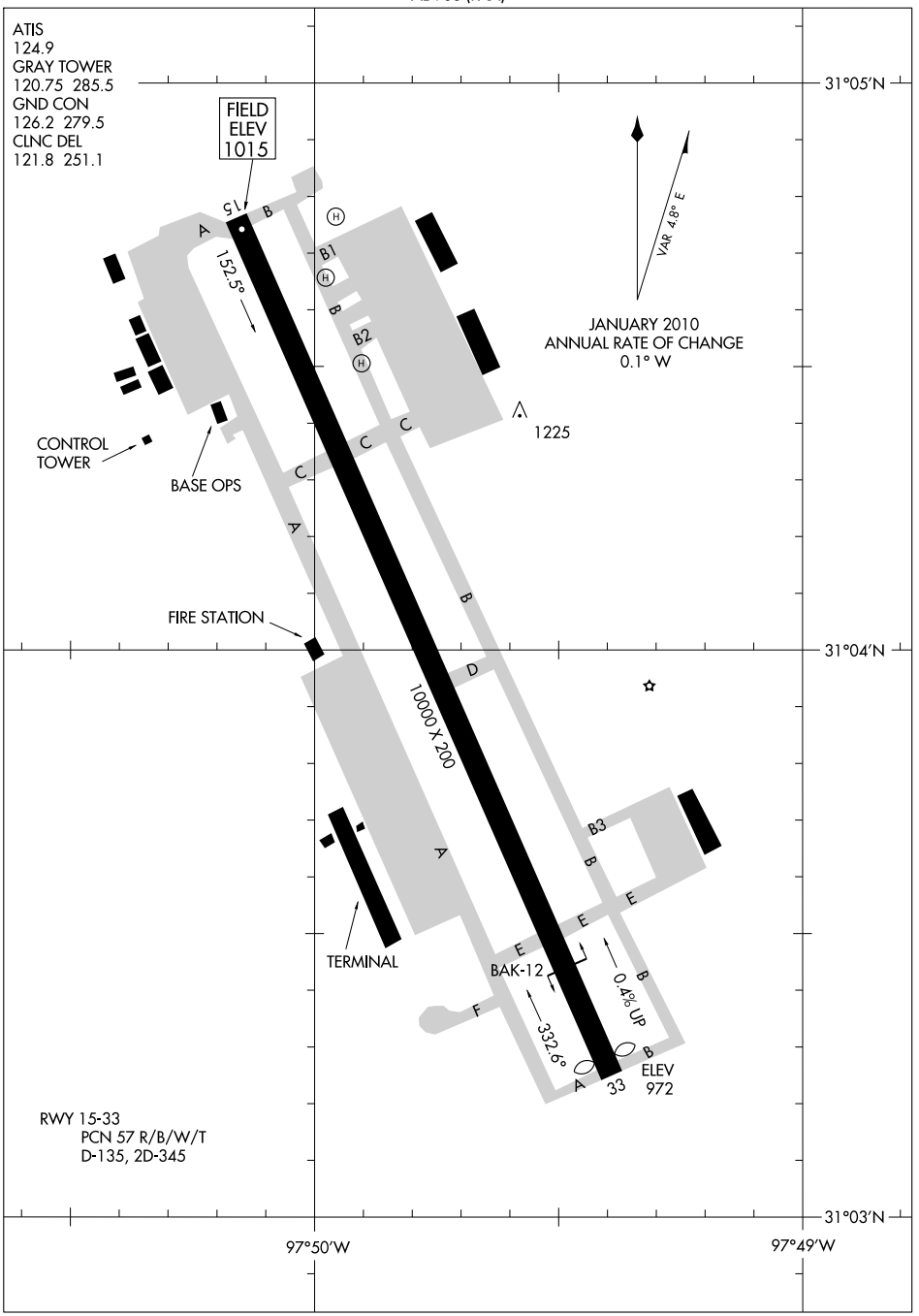
STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.

WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)
FORT HOOD/KILLEEN, TEXAS
AL-906 (FAA)



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FORT HOOD/KILLEEN, TEXAS
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

10210

CONRA ONE DEPARTURE (CONRA1.CONRA) 10266

FORT HOOD/KILLEEN/ROBERT GRAY AAF (GRK)
FORT HOOD/KILLEEN, TEXAS

ATIS 124.9
CLNC DEL
121.8 251.1
GND CON
126.2 279.5
GRAY TOWER
120.75 285.5
GRAY DEP CON
120.075 323.15
120.75 285.5

TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard.

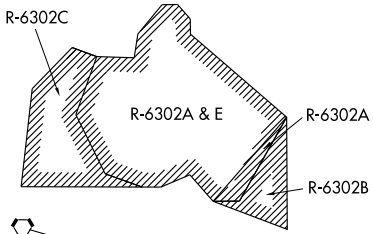
N

DEPARTURE ROUTE DESCRIPTION

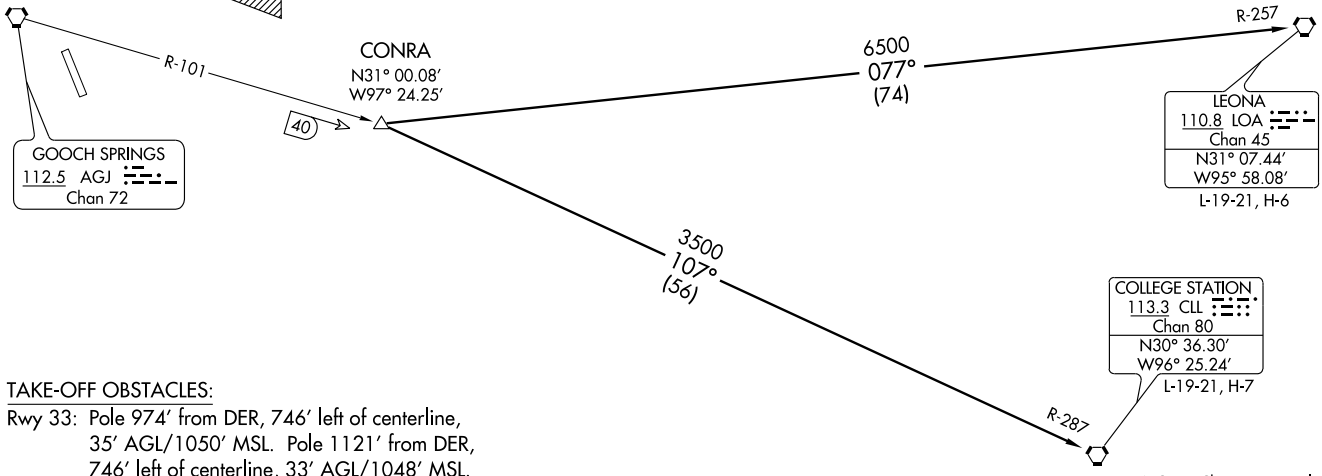
Climb on assigned heading for radar vectors to CONRA INT, maintain 3500. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CONRA1.CLL): From over CONRA INT via CLL R-287 to CLL VORTAC.
LEONA TRANSITION (CONRA1.LOA): From over CONRA INT via LOA R-257 to LOA VORTAC.



NOTE: RADAR Required.



TAKE-OFF OBSTACLES:
Rwy 33: Pole 974′ from DER, 746′ left of centerline, 35′ AGL/1050′ MSL. Pole 1121′ from DER, 746′ left of centerline, 33′ AGL/1048′ MSL.

NOTE: Chart not to scale.

CONRA ONE DEPARTURE (CONRA1.CONRA) 10266
FORT HOOD/KILLEEN/ROBERT GRAY AAF (GRK)
FORT HOOD/KILLEEN, TEXAS

VOR/DME GRK 111.8 Chan 55	APP CRS 333°	Rwy Idg 9806 TDZE N/A Apt Elev 1015

COPTER VOR RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

T
NA
ASR/PAR

MALSR

MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

GOOCH SPRINGS
112.5 AGJ
Chan 72

3000
113°
(19.2)

R-6302A
R-6302C
R-6302B

1616
1549
1549
1341
1206
1215
1505
1194±

IAF
GRAY
111.8 GRK
Chan 55

153°
333°
5 NM
010°
081°
R-153

2049

3100
051°
(24.9)
10 NM
SLIMM

3600
303°
(24.6)
DARTE

ELEV 1015
1191
10000 X 200
0.4% UP
33
333° 1.4 NM
from FAF
HIRL Rwy 15-33

MSA GRK 25 NM
180°
4200
3100
360°

3000
GRK
111.8

VOR/DME
153°
3000
333°
GRK 1.4
6.49°
TCH 52
2000
1.4 NM

Remain within 5 NM

VGSI and descent angles not coincident.

FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	COPTER
H-33	1460-¼ 465 (500-¼)

SC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-GRK	APP CRS	Rwy Idg	10000
111.1	150°	TDZE	1015
		Apt Elev	1015

ILS or LOC RWY 15

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

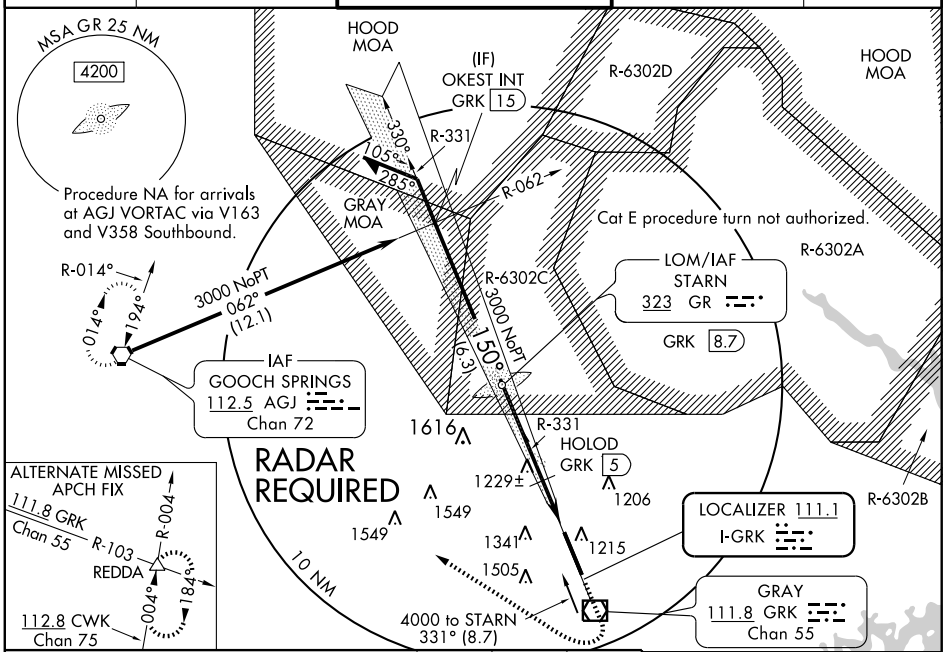
T A ASR/PAR

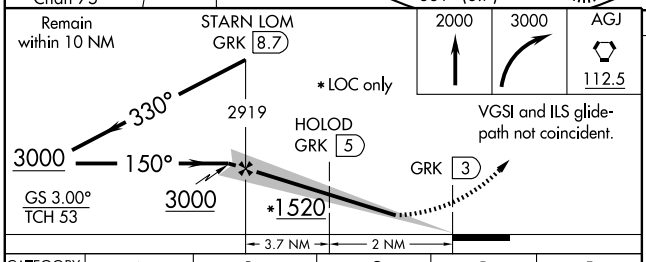
Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-ILS 15 Cat E visibility to RVR 4000, increase S-LOC 15 Cat E visibility ½ mile.

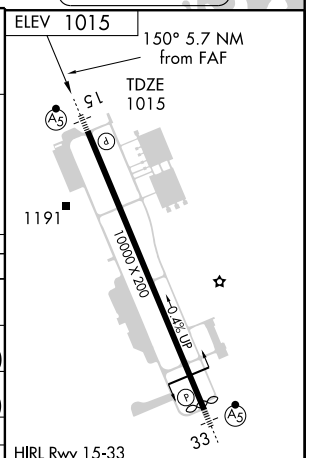
MALSR (A5)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







CATEGORY	A	B	C	D	E
S-ILS 15	1217/24 202 (300-½)				
S-LOC 15	1520/24 505 (600-½)		1520/50 505 (600-1)		1520/60 505 (600-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)
HOLOD FIX MINIMUMS					
S-LOC 15	1480/24 465 (500-½)		1480/40 465 (500-¾)	1480/50 465 (500-1)	1480/60 465 (500-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BTJ	APP CRS	Rwy Idg	9806
109.35	330°	TDZE	995
Chan 30 (Y)		Apt Elev	1015

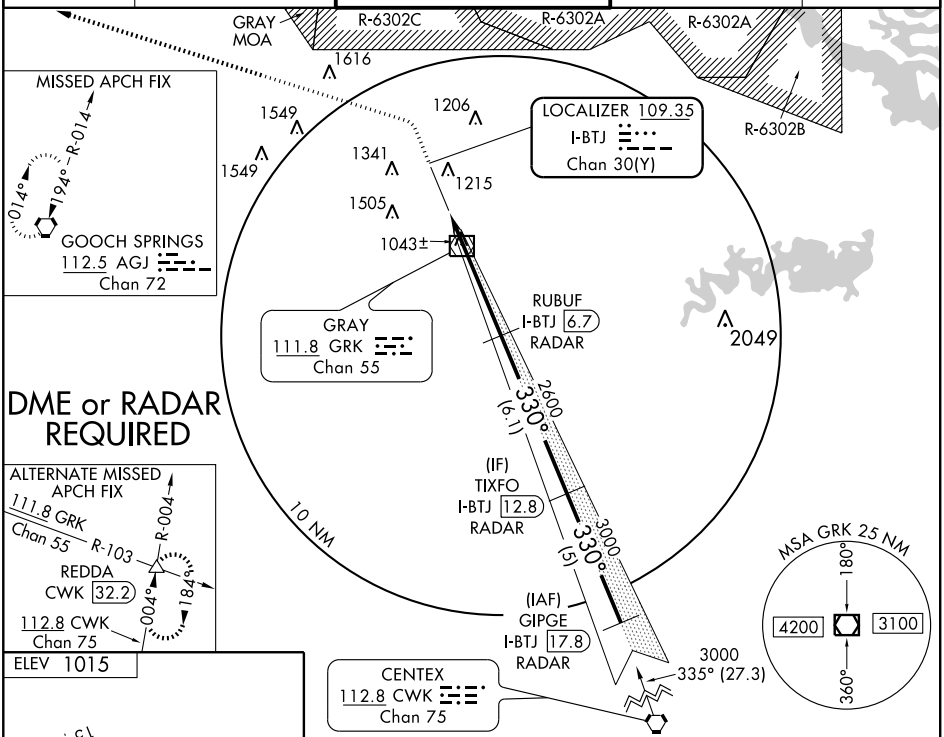
ILS or LOC RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

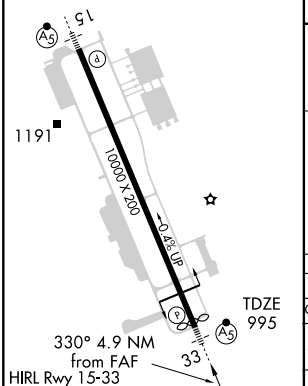
T A ASR/PAR — Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-ILS 33 Cat E visibility ¼ mile and S-LOC 33 Cat E visibility ½ mile.

MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AGJ VORTAC and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

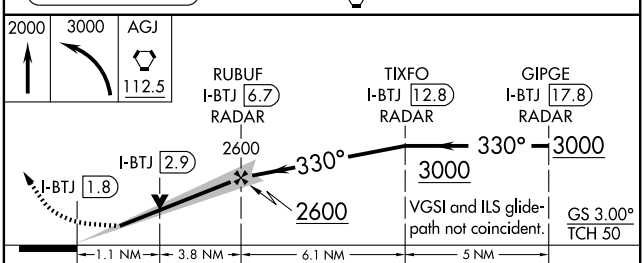


ELEV 1015



FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
CATEGORY	A	B	C	D	E
S-ILS 33	1195-½ 200 (200-½)				
S-LOC 33	1360-½ 365 (400-½)			1360-¾ 365 (400-¾)	
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

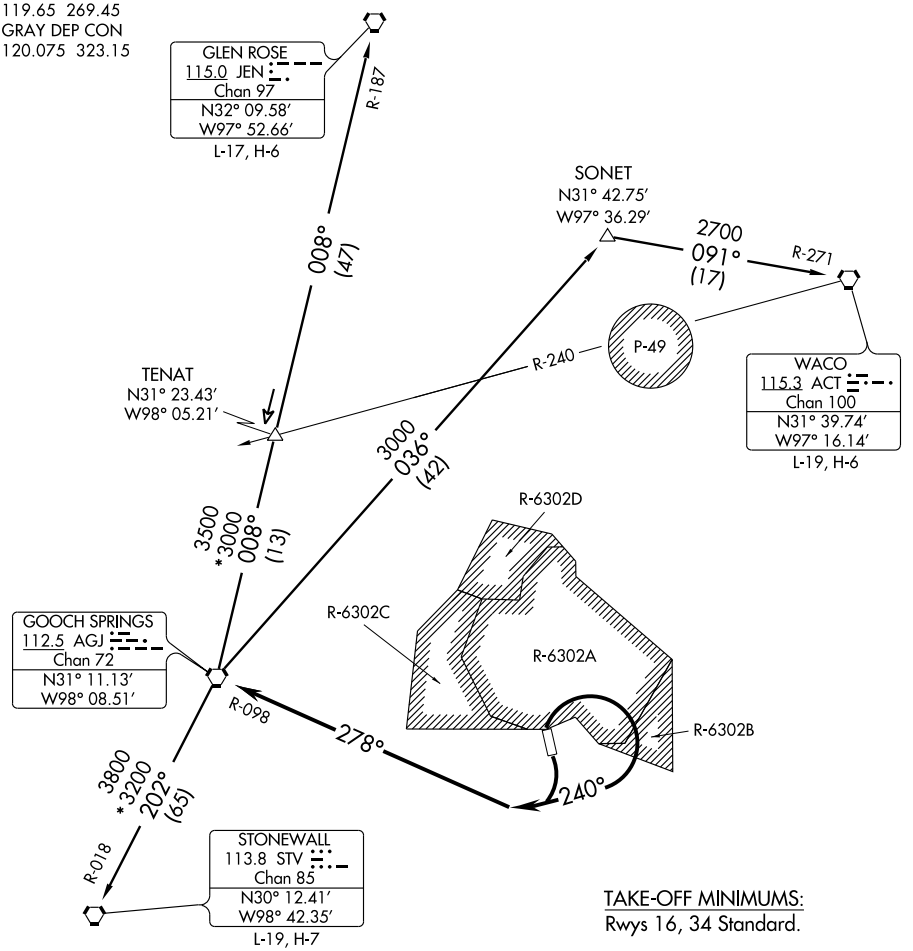
SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

LAMPS FOUR DEPARTURE

CLNC DEL
225.4
GND CON
133.85 225.4
HOOD TOWER★
119.65 269.45
GRAY DEP CON
120.075 323.15

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwys 16, 34 Standard.

TAKE-OFF OBSTACLES:

Rwy 16, Tree line 875′ from DER, 190′ right of centerline, 30′AGL/931′MSL.
Multiple poles beginning 457′ from DER, 130′ right to 68′ left of centerline. 40′ AGL/920′ MSL.
NDB 784′ from DER, 246′ left of centerline, 34′ AGL/914′ MSL.
Rwy 34, Tree 2, 199′ from DER, 987′ right of centerline, 30′ AGL/1029′ MSL.
Terrain beginning 2121′ from DER, 1014′ right of centerline, up to 0′ AGL/981′ MSL.
Vehicle on road 483′ from DER, 4′ right of centerline, 15′ AGL/935′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWYS 16/34: Climbing right turn heading 240° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.

STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.

WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME GRK	APP CRS	Rwy Idg	10000
111.8	150°	TDZE	1015
Chan 55		Apt Elev	1015

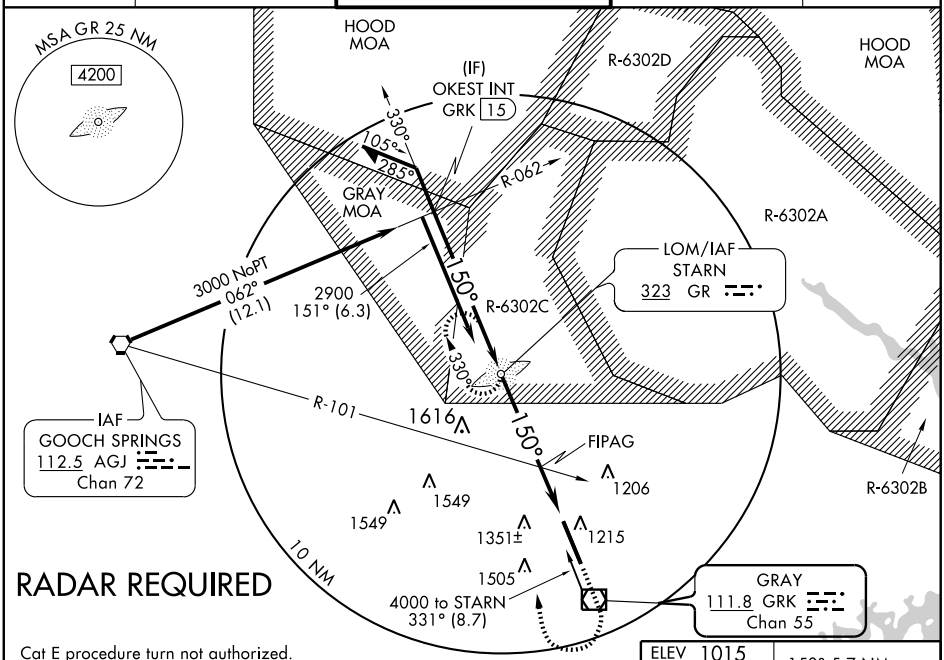
NDB RWY 15

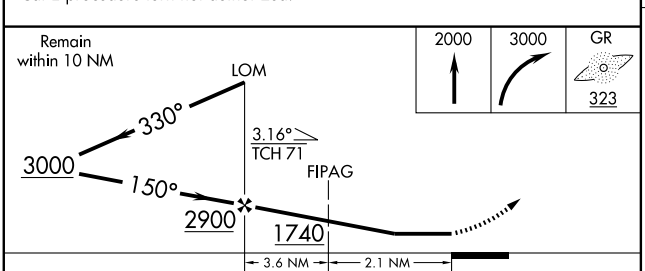
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

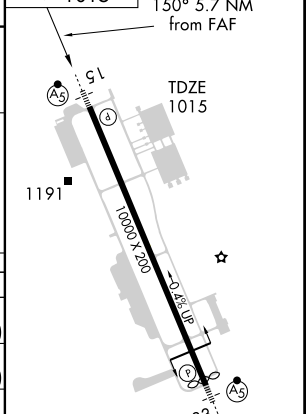
T A ASR/PAR — Inoperative table does not apply to S-15 Cat A, B and FIPAG fix minimums S-15 Cat A, B. Circling NA W of Rwy 15-33. For inoperative MALSR, increase all S-15 Cat D and E visibilities ¼ mile.

MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct STARN LOM and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







CATEGORY	A	B	C	D	E
S-15	1740/40	725 (800-¾)	1740-1½ 725 (800-1½)	1740-2 725 (800-2)	1740-2¼ 725 (800-2¼)
CIRCLING	1740-1	725 (800-1)	1740-2 725 (800-2)	1740-2¼ 725 (800-2¼)	1740-2½ 725 (800-2½)
FIPAG FIX MINIMUMS					
S-15	1660/40	645 (700-¾)	1660/60 645 (700-1¼)	1660-1¾ 645 (700-1¾)	1660-2 645 (700-2)
CIRCLING	1660-1	645 (700-1)	1660-1¾ 645 (700-1¾)	1660-2 645 (700-2)	1740-2½ 725 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 78099	150°	TDZE	1015
W15A		Apt Elev	1015

RNAV (GPS) RWY 15

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

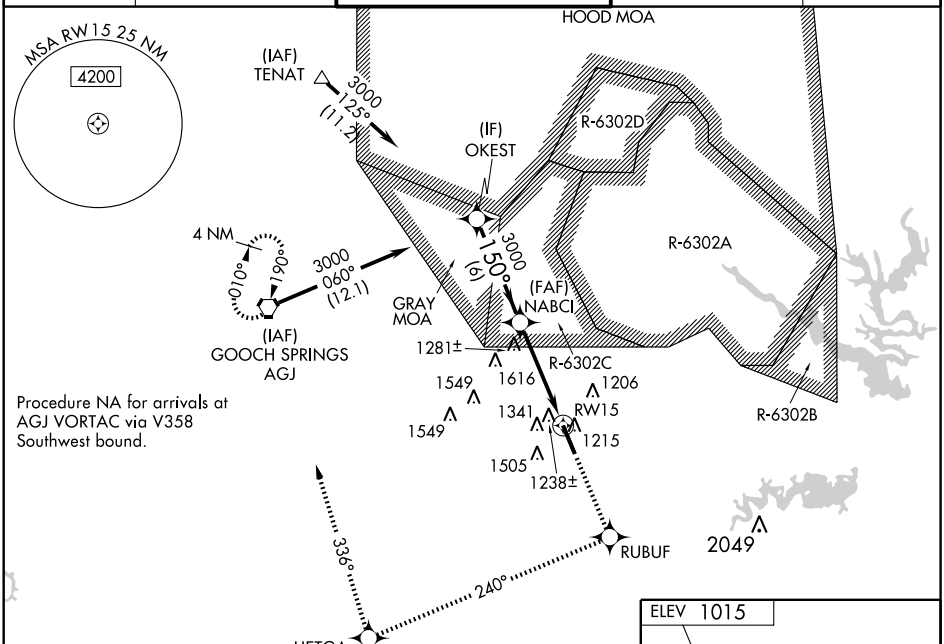
T A PAR/ASR

Circling NA W of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Inoperative table does not apply to LPV all Cats, and LNAV Cats A/B. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility ½ mile and LNAV Cat E visibility ½ mile.

MALSR (A5)

MISSED APPROACH: Climb to 3000 direct RUBUF and right turn via track 240° to HETGA and right turn via track 336° to AGJ VORTAC and hold.

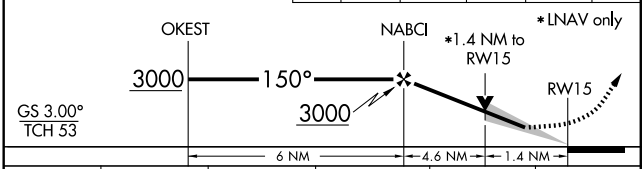
ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1

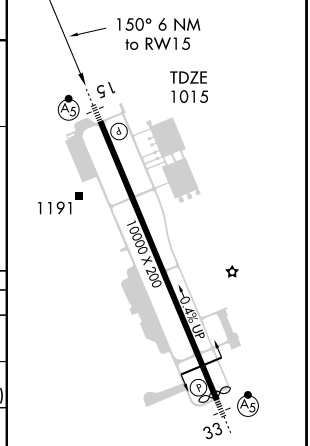


SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

Procedure Turn NA	VGSI and RNAV glide-path not coincident.	3000	RUBUF	trk 240°	HETGA	trk 336°	AGJ





CATEGORY	A	B	C	D	E
LPV DA	1271/24 256 (300-½)				
LNAV/ VNAV DA	1547/60 532 (600-1¼)				1547-1½ 532 (600-1½)
LNAV MDA	1540/24 525 (600-½)		1540/50 525 (600-1)	1540/60 525 (600-1¼)	
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

HIRL Rwy 15-33

WAAS CH 82399 W33A | APP CRS 330° | Rwy Idg 9806 | TDZE 995 | Apt Elev 1015

RNAV (GPS) RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

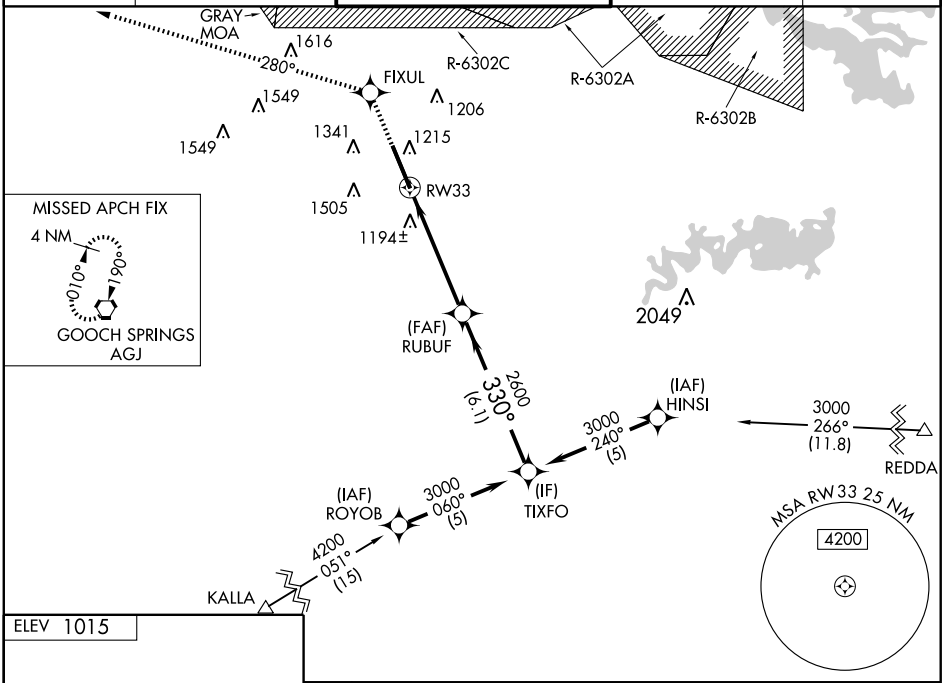
T A ASR/PAR

Circling NA W of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to ¼ mile and LNAV/VNAV and LNAV Cat E visibility ½ mile.

MALSR

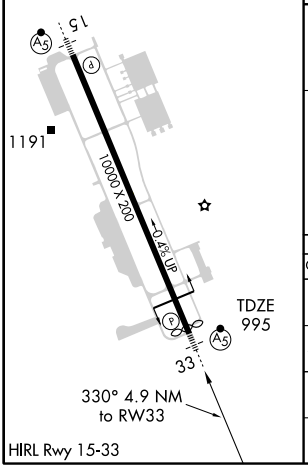
MISSED APPROACH: Climb to 3000 direct FIXUL and via track 280° to AGJ VORTAC and hold.

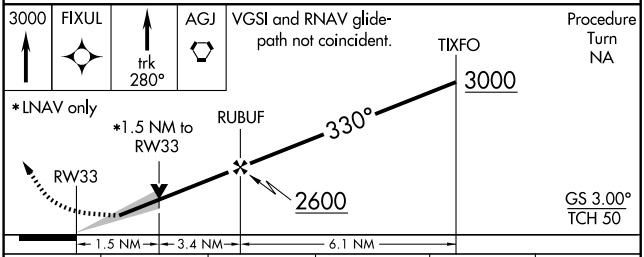
ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D	E
LPV DA	1195-½ 200 (200-½)				
LNAV/VNAV DA	1552-1½ 557 (600-1½)				
LNAV MDA	1460-½ 465 (500-½)		1460-¾ 465 (500-¾)	1460-1 465 (500-1)	1460-1¼ 465 (500-1¼)
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)

VOR/DME GRK	APP CRS	Rwy Idg	N/A
111.8	333°	TDZE	N/A
Chan 55		Apt Elev	1015

VOR-A

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

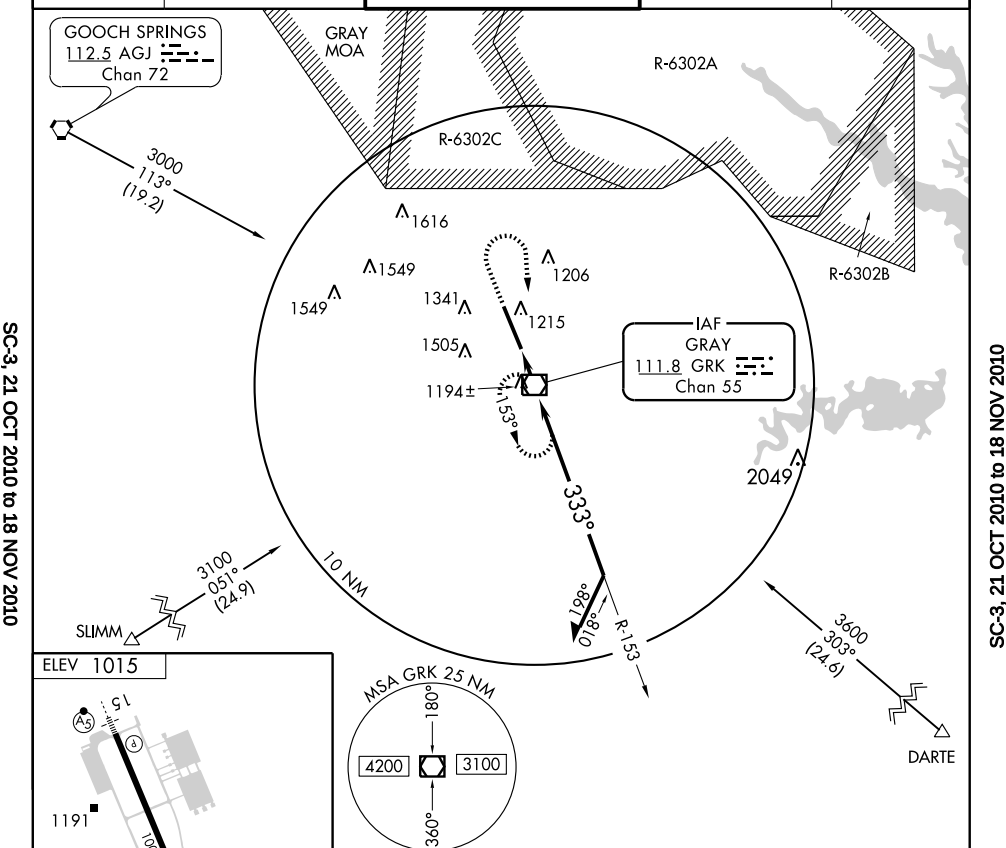
T
NA
ASR/PAR

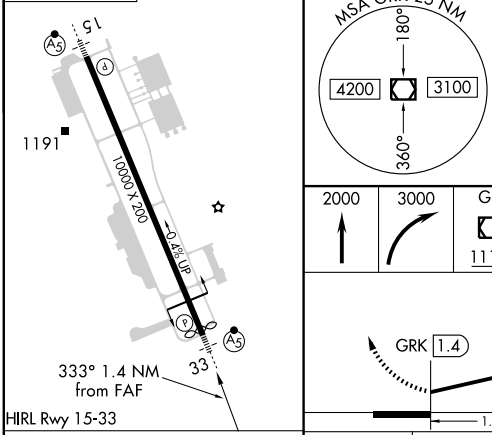
Circling NA W of Rwy 15-33.

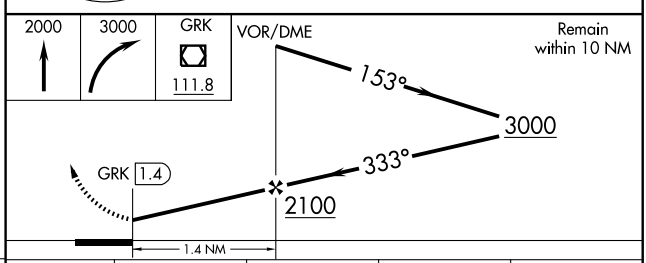
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GRK VOR/DME and hold.

ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1







FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	A	B	C	D
CIRCLING	1540-1 525 (600-1)		1560-1½ 545 (600-1½)	1580-2 565 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME GRK	APP CRS	Rwy Idg	10000
111.8	152°	TDZE	1015
Chan 55		Apt Elev	1015

VOR/DME RWY 15

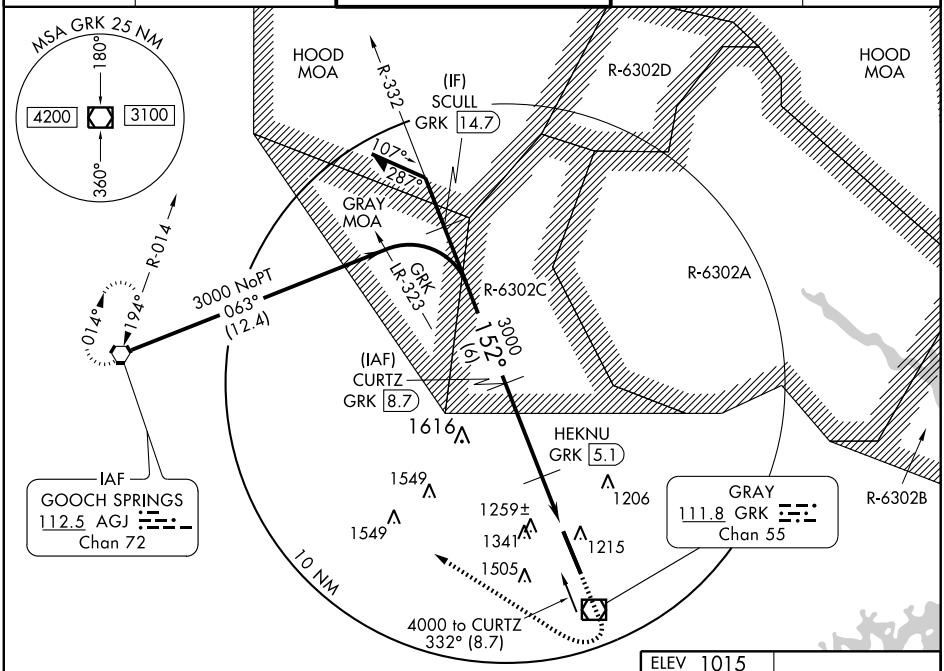
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

T NA ASR/PAR — Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-15 Cat E visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

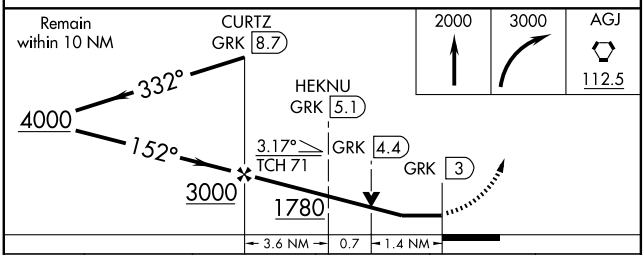
ATIS	GRAY APP CON	GRAY TOWER	GND CON	CLNC DEL
124.9	120.075 323.15	120.75 285.5	126.2 279.5	121.8 251.1



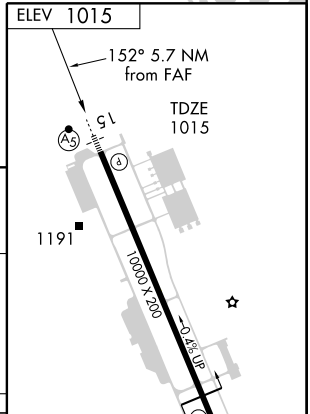
1616±

RADAR REQUIRED

Cat E procedure turn not authorized.



CATEGORY	A	B	C	D	E
S-15	1520/24	505 (600-½)	1520/50	505 (600-1)	1520/60 505 (600-1¼)
CIRCLING	1540-1	525 (600-1)	1560-1½ 545 (600-1½)	1580-2 565 (600-2)	1740-2½ 725 (800-2½)



HIRL Rwy 15-33

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7508
CH 78014	117°	TDZE	3002
W12A		Apt Elev	3011

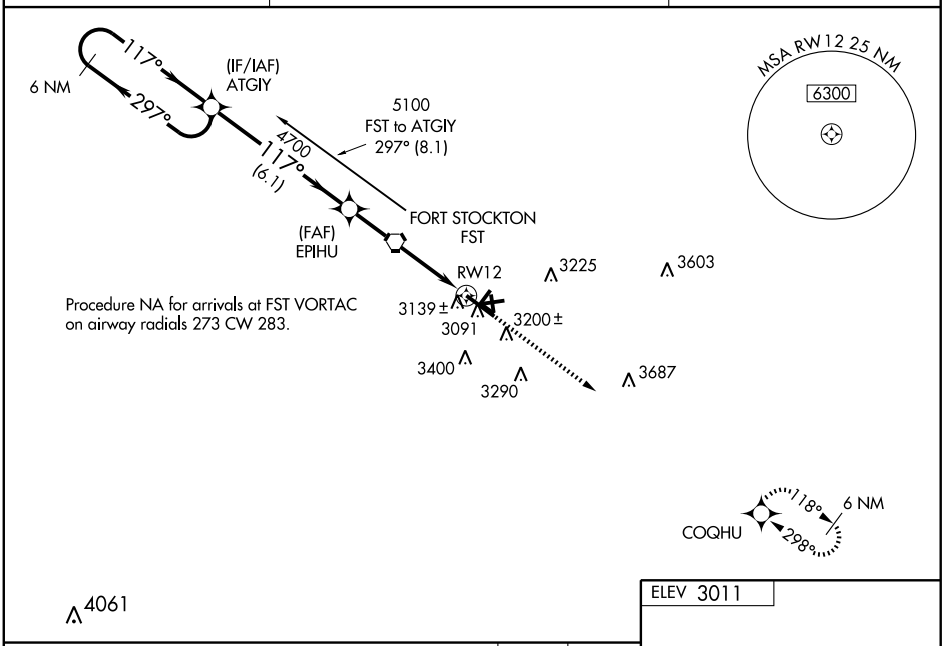
RNAV (GPS) RWY 12

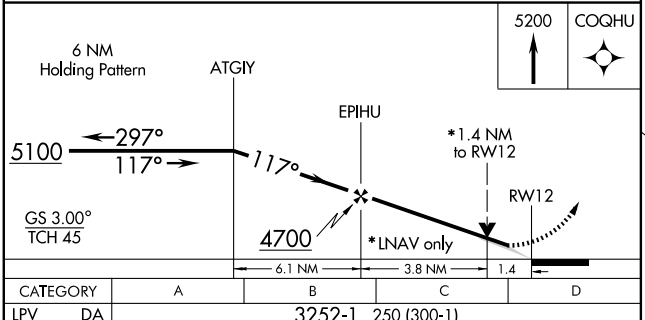
FORT STOCKTON-PECOS COUNTY (FST)

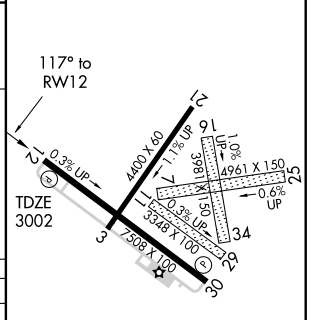
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all DA 152 feet and all MDA 160 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Pecos altimeter setting. Circling to Rwy 11-29, 7-25, 16-34 NA. Circling to Rwy 30 NA at night.

MISSED APPROACH: Climb to 5200 direct COQHU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3252-1 250 (300-1)			
LNAV/VNAV DA	3409-1½ 407 (400-1½)			
LNAV MDA	3480-1 478 (500-1)		3480-1¼ 478 (500-1¼)	3480-1½ 478 (500-1½)
CIRCLING	3540-1 529 (600-1)		3600-1½ 589 (600-1½)	3760-2½ 749 (800-2½)

MIRL Rwys 3-21 and 12-30 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7508
298°	TDZE	3011
	Apt Elev	3011

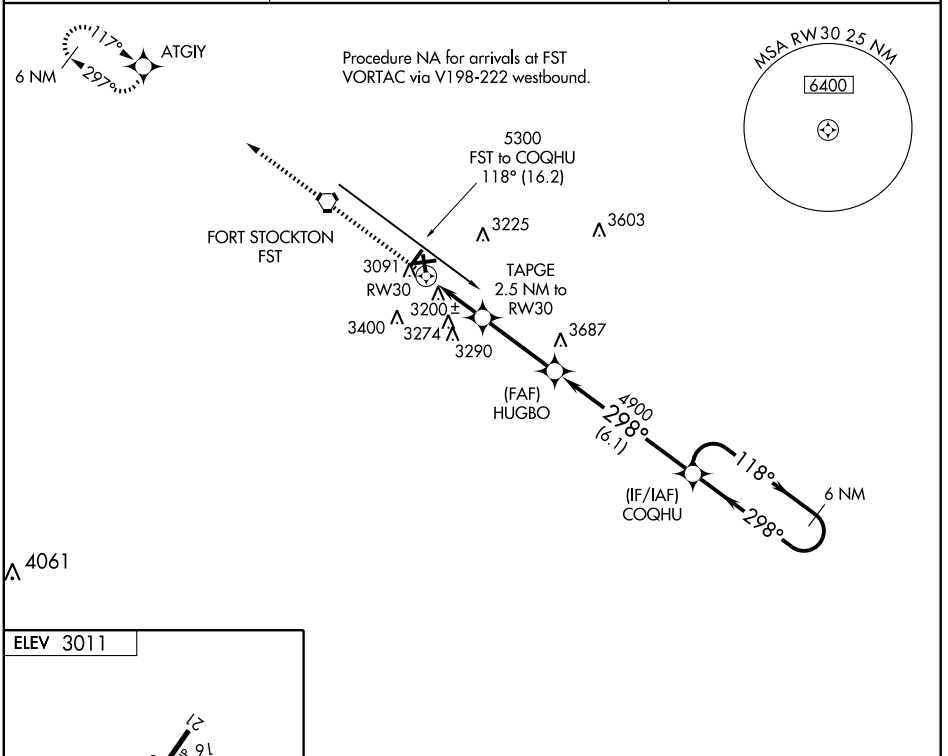
RNAV (GPS) RWY 30

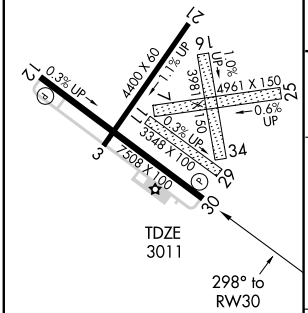
FORT STOCKTON-PECOS COUNTY (FST)

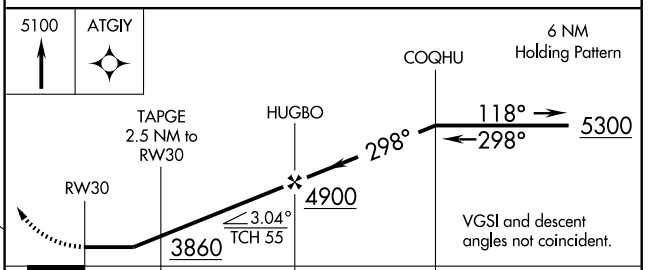
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 160 feet, increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Circling to Rwy 11-29, 7-25, 16-34 NA. Procedure NA at night.

MISSED APPROACH: Climb to 5100 direct ATGIY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3500-1	489 (500-1)	3500-1¼ 489 (500-1¼)	3500-1½ 489 (500-1½)
CIRCLING	3540-1	529 (600-1)	3600-1½ 589 (600-1½)	3760-2½ 749 (800-2½)

MIRL Rwys 3-21 and 12-30 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC FST	APP CRS	Rwy Idg	7508
116.9	296°	TDZE	3011
Chan 116		Apt Elev	3011

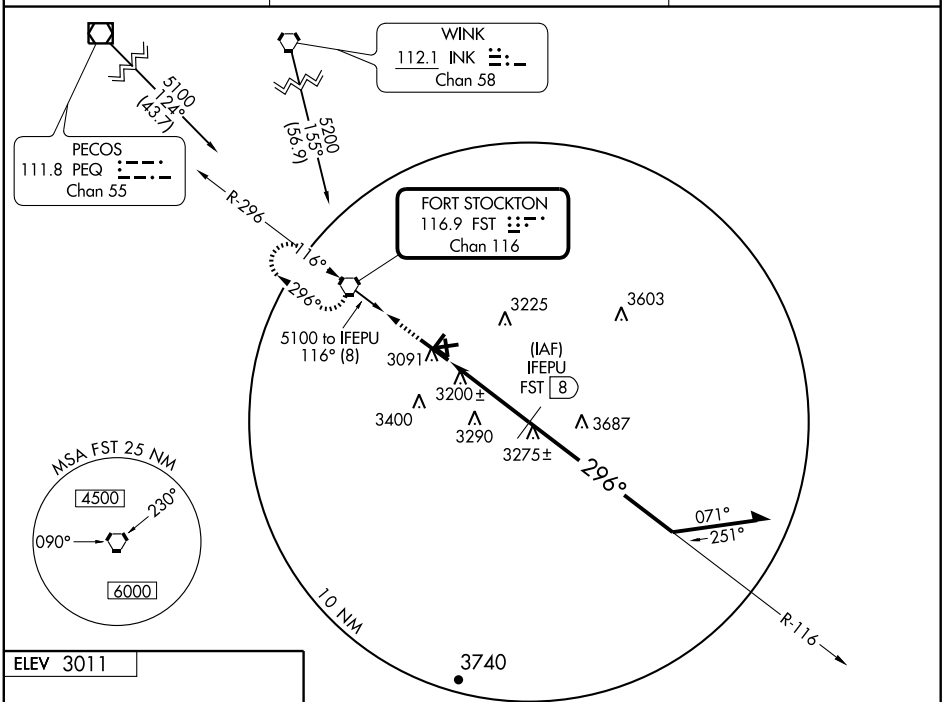
VOR/DME RWY 30

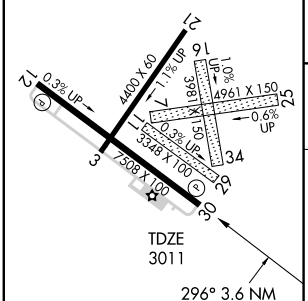
FORT STOCKTON-PECOS COUNTY (FST)

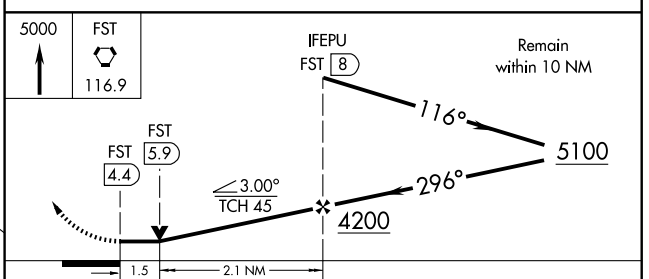
NA

MISSED APPROACH: Climb to 5000 direct FST VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3540-1¾ 529 (600-1¾)
CIRCLING	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3760-2½ 749 (800-2½)

MIRL Rwys 3-21 and 12-30 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC FST	APP CRS	Rwy Idg	7508
116.9	116°	TDZE	3002
Chan 116		Apt Elev	3011

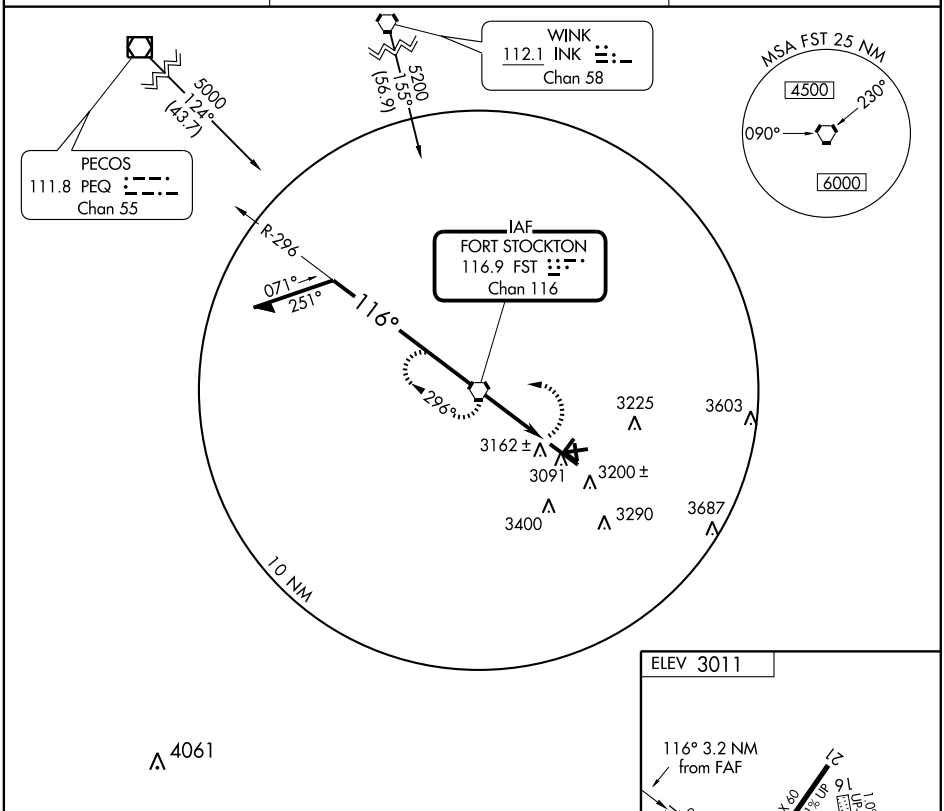
VOR RWY 12

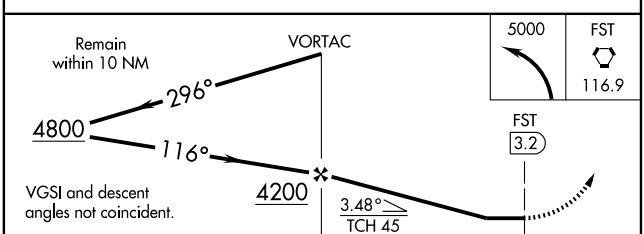
FORT STOCKTON-PECOS COUNTY (FST)

NA

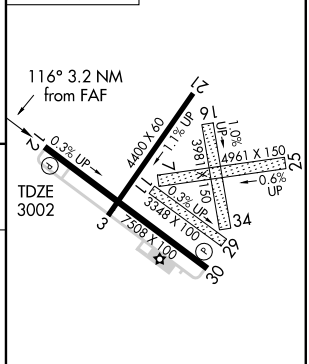
MISSED APPROACH: Climbing left turn to 5000 direct FST VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	135.875 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	3500-1	498 (500-1)	3500-1¼ 498 (500-1¼)	3500-1½ 498 (500-1½)
CIRCLING	3540-1	529 (600-1)	3540-1½ 529 (600-1½)	3760-2½ 749 (800-2½)



MIRL Rwys 3-21 and 12-30 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3700
165°	TDZE	873
	Apt Elev	873

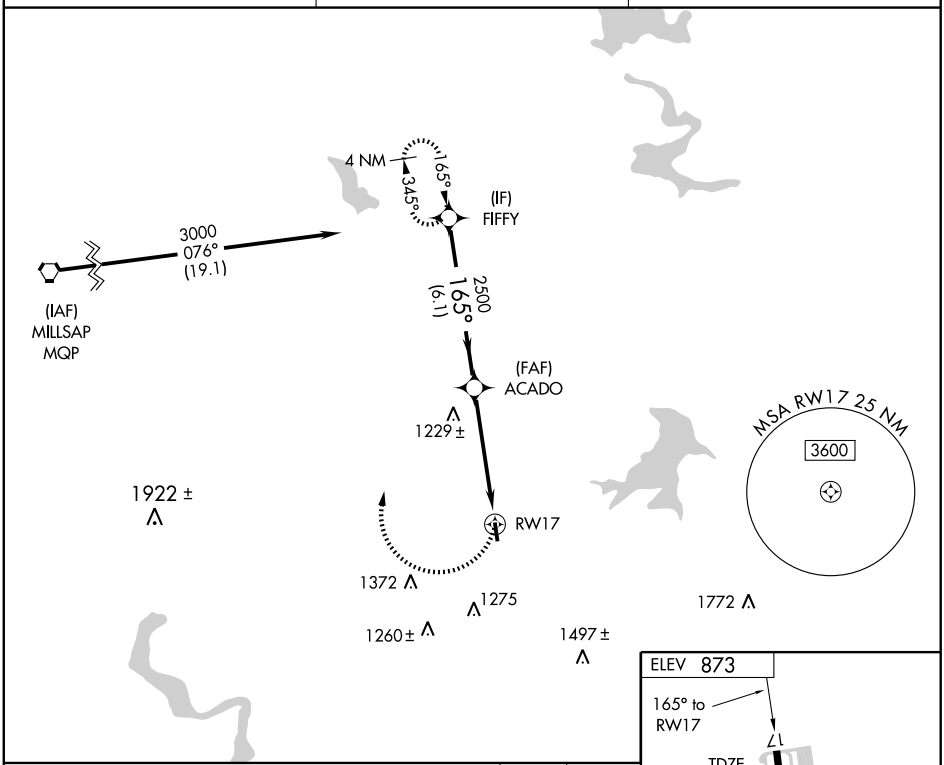
RNAV (GPS) RWY 17

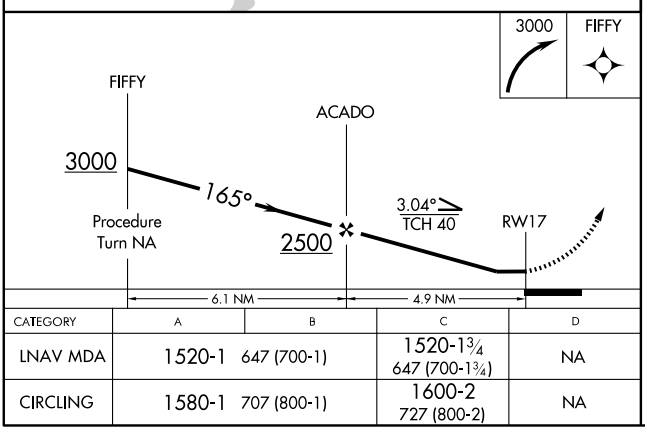
FORT WORTH/BOURLAND FIELD (5ØF)

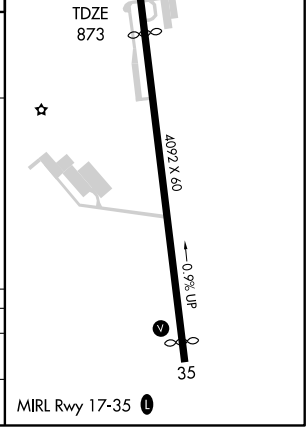
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Cleburne altimeter setting, when not received, use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct FIFFY and hold.

CLEBURNE AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1520-1 647 (700-1)		1520-1¾ 647 (700-1¾)	NA
CIRCLING	1580-1 707 (800-1)		1600-2 727 (800-2)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

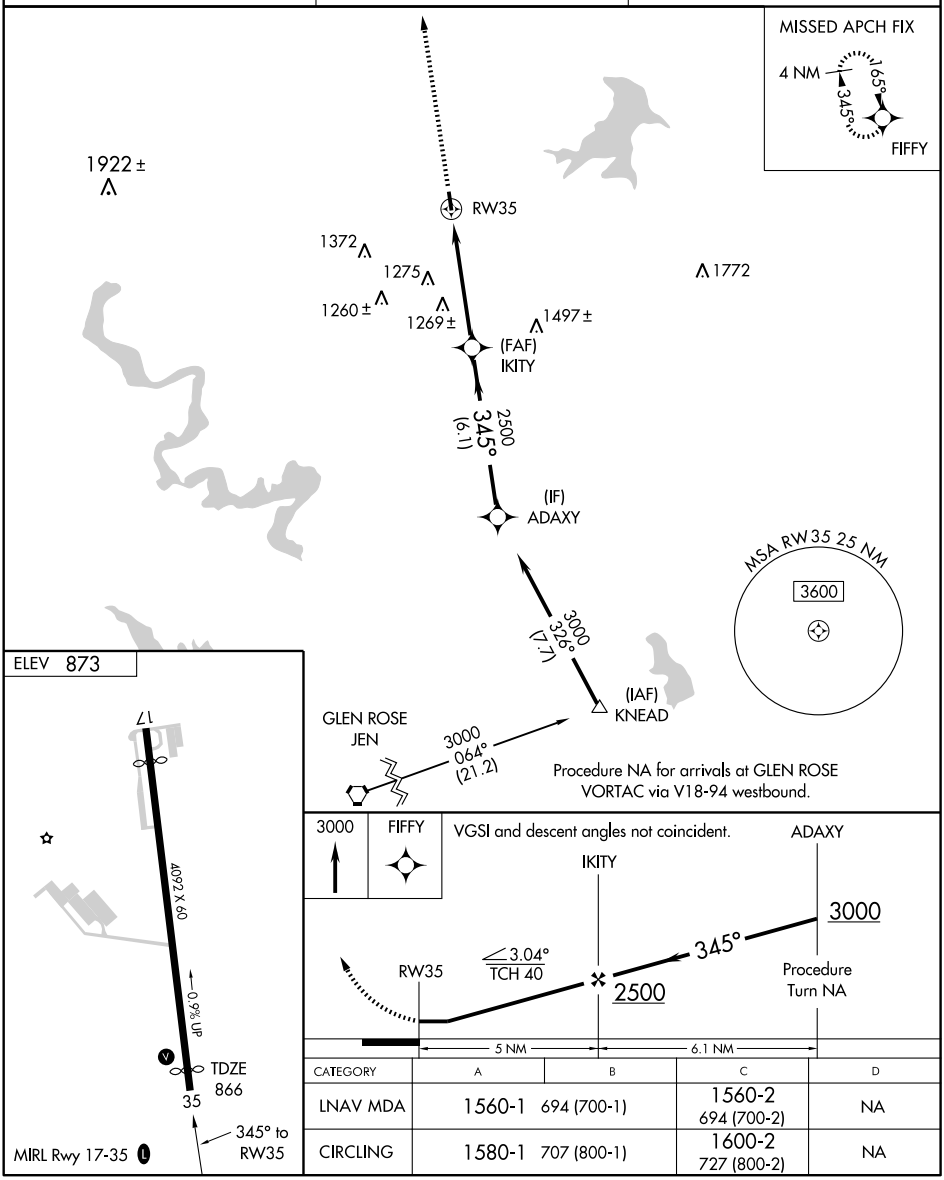
FORT WORTH/BOURLAND FIELD (5ØF)

APP CRS	Rwy Idg	3832
345°	TDZE	866
	Apt Elev	873

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Cleburne altimeter setting, when not received use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet and increase circling Cat B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FIFFY and hold.

CLEBURNE AWOS-3	REGIONAL APP CON	UNICOM
119.525	135.975 379.9	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1560-1	694 (700-1)	1560-2 694 (700-2)	NA
CIRCLING	1580-1	707 (800-1)	1600-2 727 (800-2)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC JEN 115.0 Chan 97	APP CRS 024°	Rwy Idg N/A TDZE N/A Apt Elev 873

VOR/DME-A

FORT WORTH/BOURLAND FIELD (5ØF)

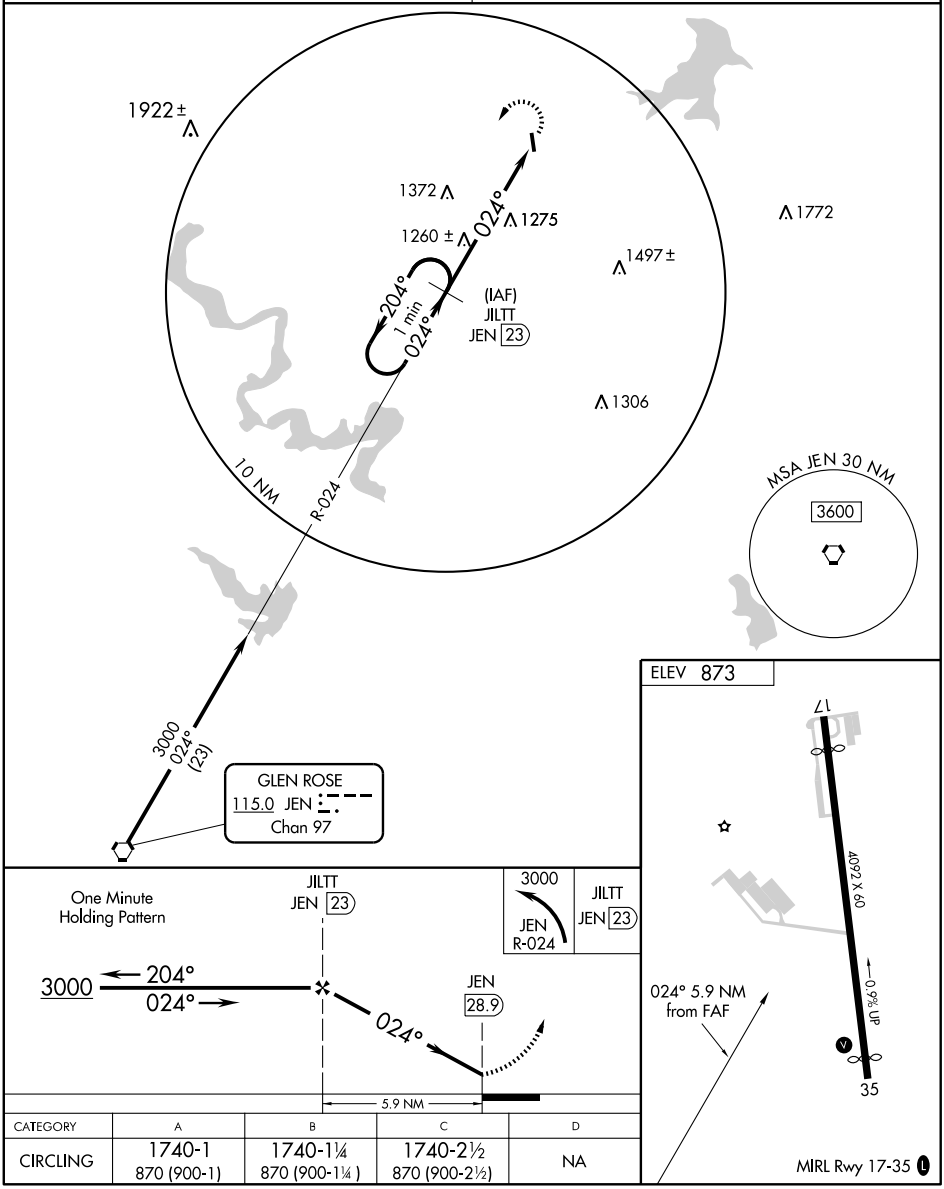
Use Fort Worth Meacham altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3000 via JEN R-024 to JILTT 23 DME and hold.

REGIONAL APP CON
135.975 379.9

UNICOM
123.0 (CTAF) L



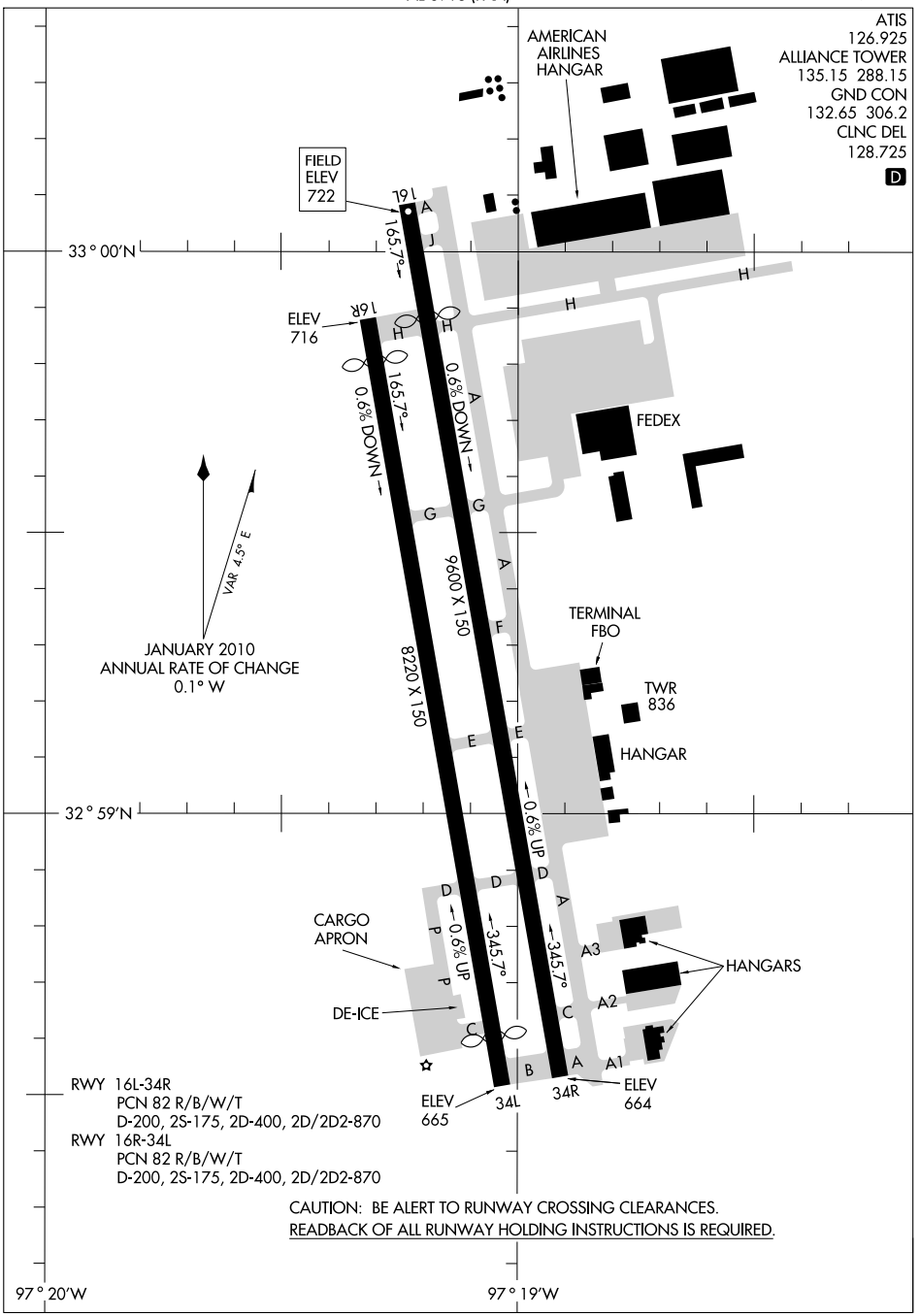
CATEGORY	A	B	C	D
CIRCLING	1740-1 870 (900-1)	1740-1¼ 870 (900-1¼)	1740-2½ 870 (900-2½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS



RWY 16L-34R
PCN 82 R/B/W/T
D-200, 2S-175, 2D-400, 2D/2D2-870
RWY 16R-34L
PCN 82 R/B/W/T
D-200, 2S-175, 2D-400, 2D/2D2-870

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FORT WORTH, TEXAS
FORT WORTH ALLIANCE (AFW)

10266

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95

TAKE-OFF MINIMUMS:
All runways standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

GREGG COUNTY
112.3 GGG
Chan 70

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SOLDO
N32°51.92'
W96°19.94'
L-17

SHERO
N33°04.49'
W95°33.78'

SHRLY
N32°44.60'
W94°18.17'

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

055° (117) R-235
FL230 064° (75)
R-320
151
R-244
6500 064° (79)
5000 (38) 76
R-324
R-184
R-182
R-181
064° (38)
074° (36)
5000 (39) 76
R-312
5000 081° (49)
R-261
R-183
084° (36)
094° (36)
R-180
6000 (34)
94
10000 079° (44)
71
R-187
R-259
(25) (25)
R-346
14000 111° (116)
R-291
FL200 077° (125)
R-262
R-254
FL200 097° (206)
R-281
14000 072° (134)

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

SL-6918 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

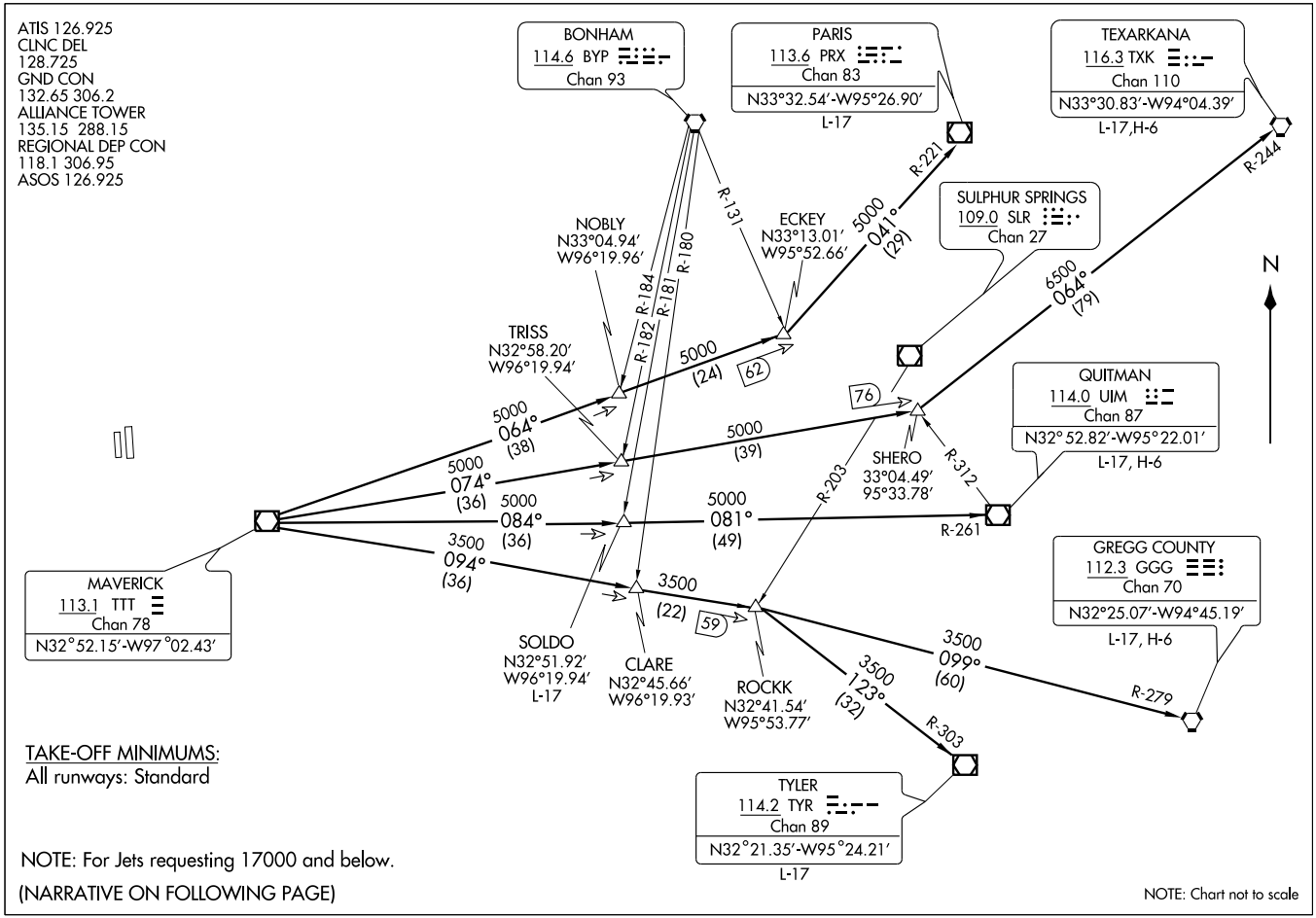
. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS



SL-6918 (FAA)

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 21 OCT 2010 to 18 NOV 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95
ASOS 126.925

TAKE-OFF MINIMUMS:
Rwys 34 L/R: Standard.
Rwy 16R: 300-2¼ or standard with minimum climb of 210 feet per NM to 1100′, or alternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1,500′ prior to departure end of runway.
Rwy 16L: 300-2¼ or standard with minimum climb of 208 feet per NM to 1100′, oralternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1,400′ prior to departure end of runway.

N

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54′-W95°26.90′
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′-W94°45.19′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TYLER
114.2 TYR
Chan 89
N32°21.35′-W95°24.21′
L-17

NOBLY
N33°04.94′
W96°19.96′

ECKEY
N33°13.01′
W95°52.66′

TRISS
N32°58.20′
W96°19.94′

SHERO
33°04.49′
95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

CLARE
N32°45.66′
W96°19.93′

ROCKK
N32°41.54′
W95°53.77′

NAHMU
N32°32.22′
W97°04.90′

R-131
R-180
R-184
R-181
R-182
R-221
R-244
R-203
R-312
R-261
R-279
R-303

5000 041° (29)
6500 064° (79)
5000 (24) 62
5000 064° (38)
5000 (39)
76
5000 074° (36)
5000 084° (36)
5000 081° (49)
3500 094° (36)
3500 (22) 59
3500 099° (60)
3500 123° (32)

DEPARTURE PROCEDURE:
Rwy16R: Climb heading 163° to 1200 before turning right.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS

SL-6918 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 16R:
Fence 4' from departure end of runway, 250' right of centerline, 12'AGL/669' MSL.
Water tower 1.8 NM from departure end of runway, 2,521' right of centerline, 148' AGL/MSL. Tower 1.5 NM south of departure end of runway, 4,138' right of centerline, 203' AGL/1,002' MSL.
Rwy 16L:
Light pole 1,285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL.
Water tower 1.8 NM from departure end of runway, 3,122' right of centerline, 148' AGL/954' MSL.
Rwy 34L:
Fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL.
Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.
Rwy 34R:
Antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-UPE	APP CRS	Rwy 16L Idg	8210	Rwy 16R Idg	7118
110.15	163°	TDZE	715	TDZE	714
Chan 38 (Y)		Apt Elev	722	Apt Elev	722

ILS or LOC RWY 16L

FORT WORTH ALLIANCE (AFW)

Circling not authorized east of runway 16L-34R.
For inperative ALSF-2, increase S-ILS-16L Cat E visibility to RVR 4000, increase S-LOC-16L Cat E visibility to 1½.

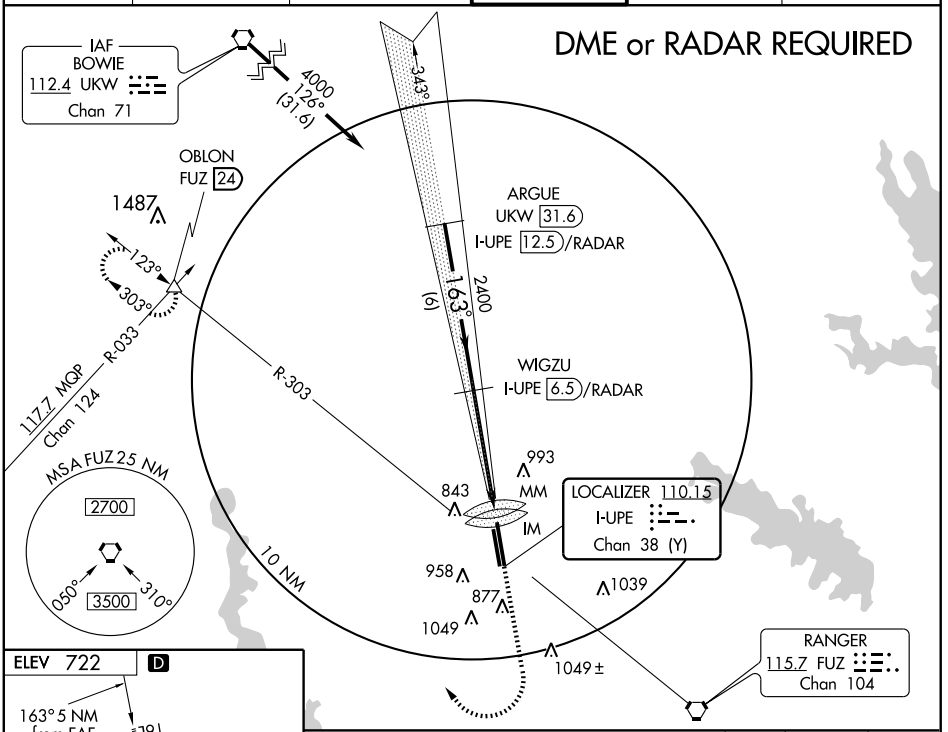
ALSF2 Rwy 16L

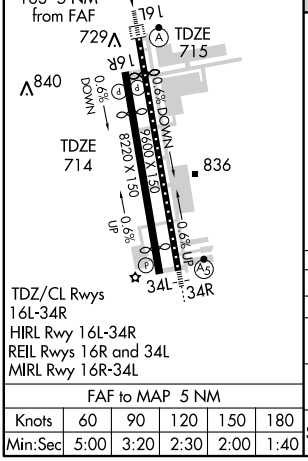
MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

SC-2, 21 OCT 2010 to 18 NOV 2010

DME or RADAR REQUIRED

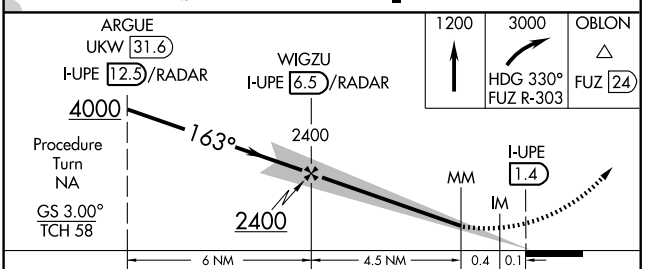




TDZ/CL Rwys
16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-ILS 16L	915/18 200 (200-½)				
S-LOC 16L	1120/24 405 (400-½)		1120/40 405 (400-¾)		1120/50 405 (400-1)
CIRCLING	1200-1 478 (500-1)	1260-1 538 (600-1)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)
SIDESTEP 16R	1120-1 406 (400-1)		1120-1½ 406 (400-1½)	1120-2 406 (400-2)	1120-2¼ 406 (400-2¼)

32°59′ N-97°19′ W

LOC I-JVX	APP CRS	Rwy 34R Idg	Rwy 34L Idg
110.15	343°	8516	8220
Chan 38 (Y)		TDZE 681	TDZE 686
		Apt Elev 722	Apt Elev 722

ILS or LOC RWY 34R

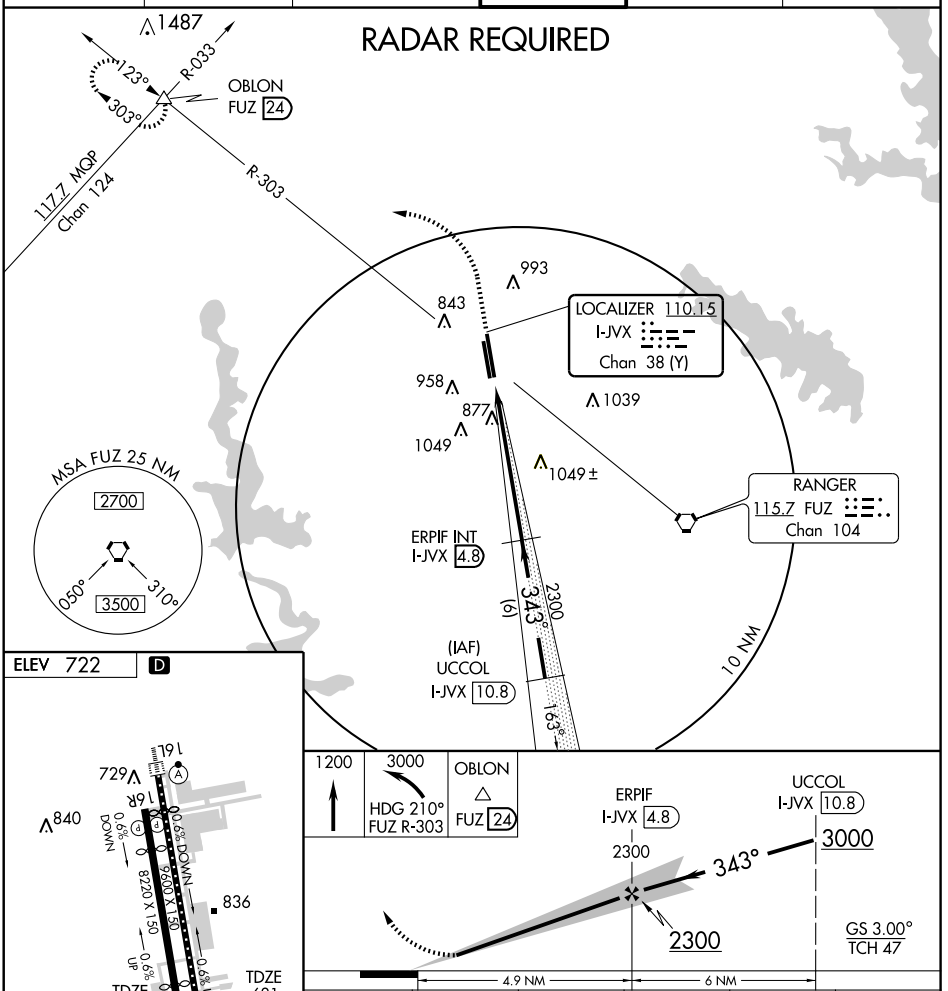
FORT WORTH ALLIANCE (AFW)

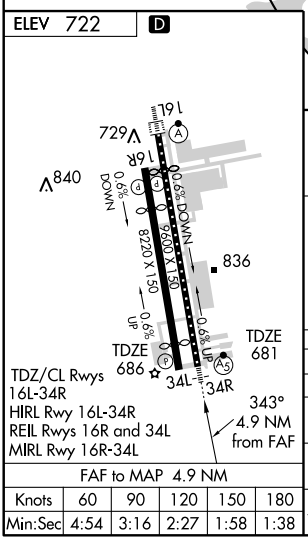
Circling NA east of runway 16L-34R. Inoperative table does not apply to S-ILS 34R, all Cats. For inoperative MALSR, increase S-LOC 34R Cats A and B to RVR 5000, Cat E visibility to 1½.

MALSR Rwy 34R

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 210° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D	E
S-ILS 34R	881/40 200 (200-¾)				
S-LOC 34R	1140/40 459 (500-¾)			1140/50 459 (500-1)	
CIRCLING	1200-1 478 (500-1)	1260-1 538 (600-1)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)
SIDESTEP 34L	1140-1 459 (500-1)		1140-1½ 459 (500-1½)	1140-2 459 (500-2)	1140-2¼ 459 (500-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-UPE	APP CRS	Rwy Idg	8210
110.15	163°	TDZE	715
Chan 38 (Y)		Apt Elev	722

AL-6918 (FAA)

ILS RWY 16L (CAT II)

FORT WORTH ALLIANCE (AFW)

Circling not authorized east of runway 16L-34R.

ALSF2

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

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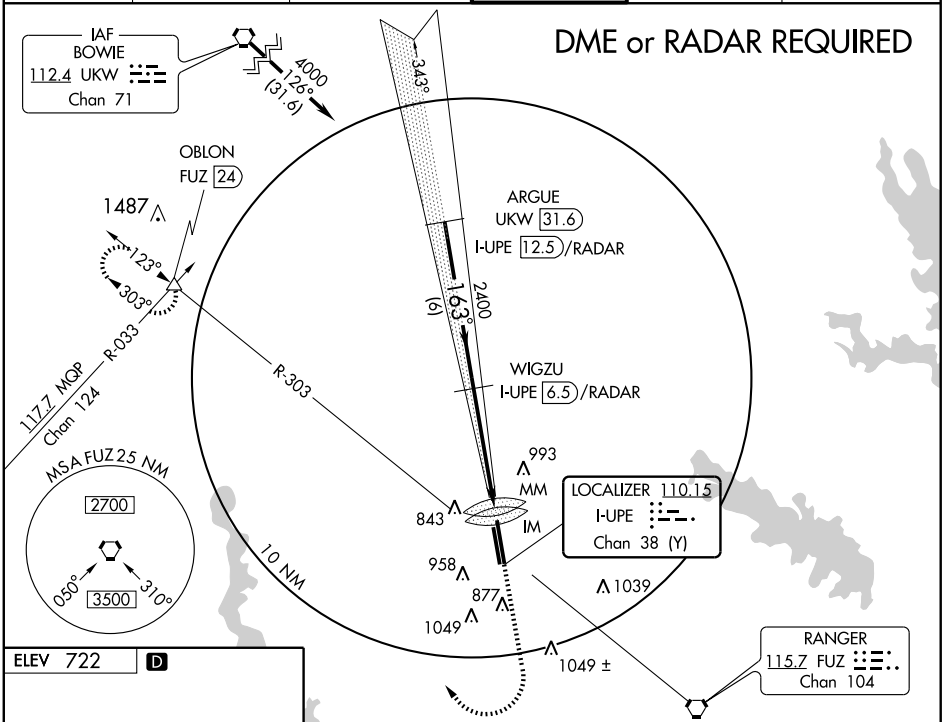
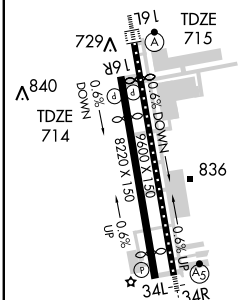
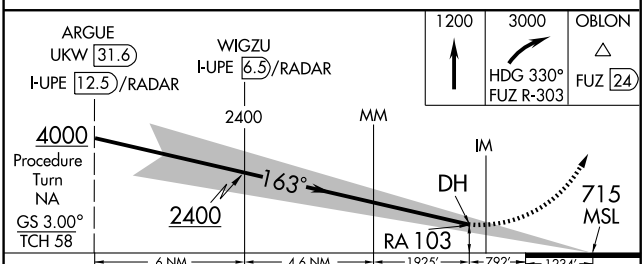
DME or RADAR REQUIRED



ELEV 722 D



TDZ/CL Rwys
16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D
S-ILS 16L	RA 103/12 100 DA 815			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

32°59′ N-97°19′ W

AL-6918 (FAA)

ILS RWY 16L (CAT III)

FORT WORTH ALLIANCE (AFW)

LOC I-UPE	APP CRS	Rwy Idg	8210
110.15	163°	TDZE	715
Chan 38 (Y)		Apt Elev	722

Circling not authorized east of runway 16L-34R.

ALSF2

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

DME or RADAR REQUIRED

IAF
BOWIE
112.4 UKW
Chan 71

4000
126°
(31.6)

343°

OBLON
FUZ 24

1487

123°
303°

R-033

117.7 MQP
Chan 124

R-303

ARGUE
UKW 31.6
I-UPE 12.5/RADAR

163°
(6)
2400

WIGZU
I-UPE 6.5/RADAR

MSA FUZ 25 NM
2700
3500
050°
310°

10 NM

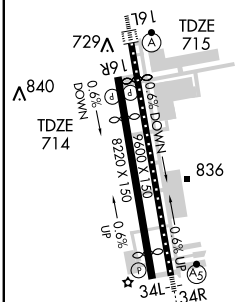
993
843
MM
IM

LOCALIZER 110.15
I-UPE
Chan 38 (Y)

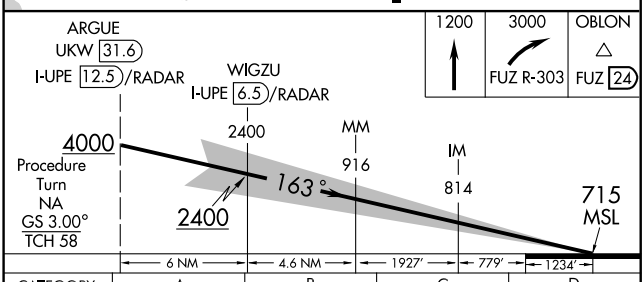
958
877
1049
1039
1049 ±

RANGER
115.7 FUZ
Chan 104

ELEV 722 D



TDZ/CL Rwys
16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D
S-ILS 16L	CAT IIIa RVR 07			
S-ILS 16L	CAT IIIb RVR 06			
S-ILS 16L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

32°59′N-97°19′W

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

JOE POOL FOUR DEPARTURE

SL-6918 (FAA)

TAKE-OFF MINIMUMS:

Rwys 34L, 34R: Standard.

Rwy 16R: 300-2¼ or standard with minimum climb of 210′ per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1500′ prior to DER.

Rwy 16L: 300-2¼ or standard with minimum climb of 208′ per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ prior to DER.

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95
ASOS 126.925

DEPARTURE PROCEDURE:

Rwy 16R: Climb heading 163° to 1200 before turning right.

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

NELYN
N32°17.10′
W97°11.15′

JASPA
N32°17.10′
W97°03.54′
L-17

ARDIA
N32°17.10′
W96°56.27′
L-17

DARTZ
N32°17.07′
W96°48.93′

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06′
W96°39.80′

TORNN
N31°31.22′
W96°30.88′
H-6

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

TNV
R-334

WACO
115.3 ACT
Chan 100
N31°39.74′-W97°16.14′
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′-W96°25.24′
L-19-21,H-7

HOARY
N30°34.63′
W97°46.52′
L-19-21, H-7

CENTEX
112.8 CWK
Chan 75

NAVASOTA
115.9 TNV
Chan 106

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19,H-7

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

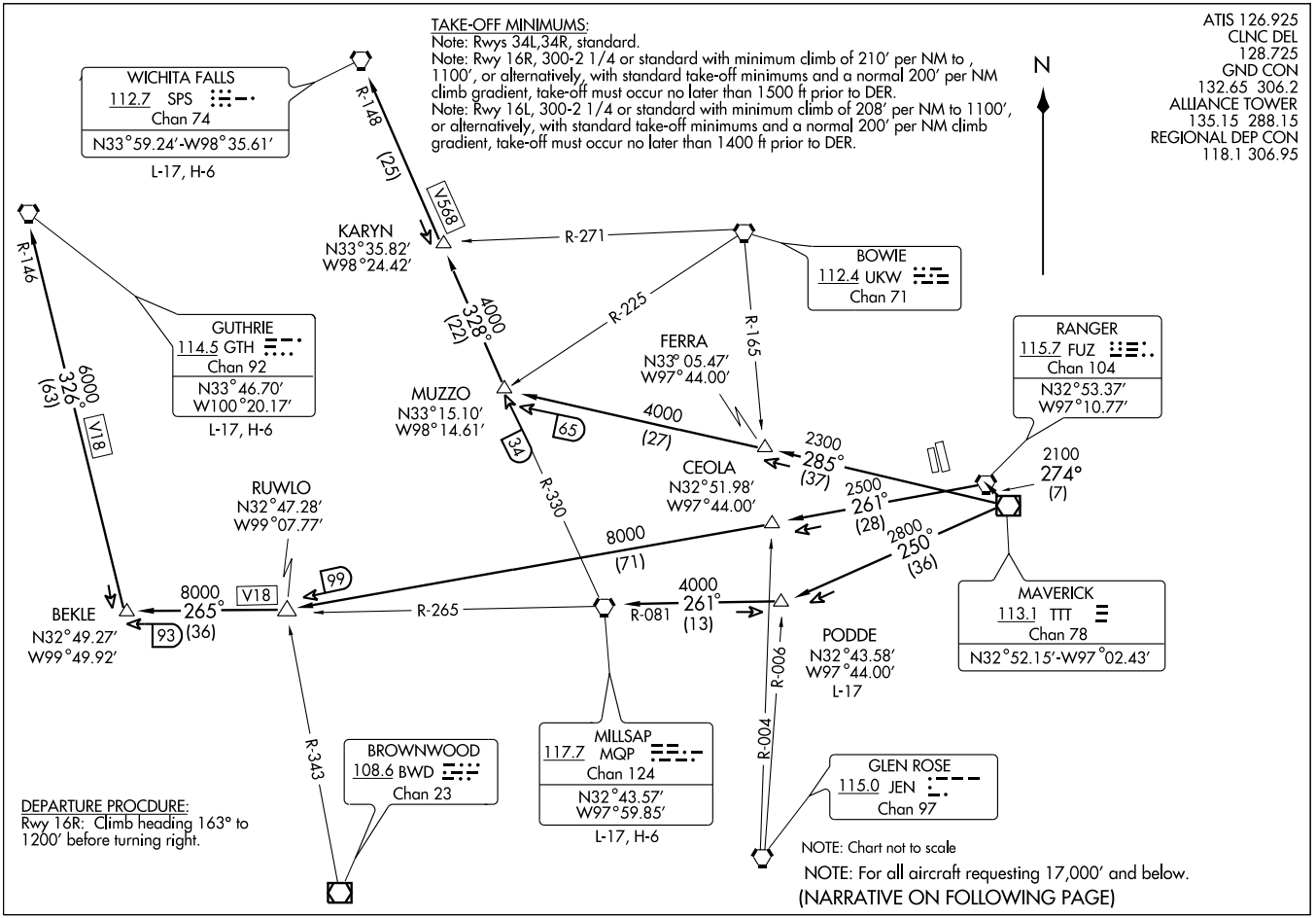
Rwy 16R: Fence 4′ from DER, 250′ right of centerline, 12′AGL/669′ MSL.
Water tower 1.8 NM from DER, 2521′ right of centerline, 148′ AGL/954′ MSL.
Tower 1.5 NM south of DER, 4138′ right of centerline, 203′ AGL/1002′ MSL.
Rwy 16L: Light pole 1285′ from DER, 689′ left of centerline, 48′ AGL/697′ MSL.
Water tower 1.8 NM from DER, 3122′ right of centerline, 148′ AGL/954′ MSL.
Rwy 34R: Antenna 218′ from DER, 146′ left of centerline, 28′ AGL/728′ MSL.
Rwy 34L: Fence 8′ from DER, 250′ left of centerline, 6′ AGL/719′ MSL.
Railroad 421′ from DER, 409′ left of centerline, 23′ AGL/738′ MSL.

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 08213

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS



KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213 FORT WORTH ALLIANCE (AFW) FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES

Note: Rwy 16L, Light pole 1285' from DER, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from DER, 3122' right of cenrerline, 148' AGL/954' MSL.
Note: Rwy 16R, Fence 4' from DER, 250' right of centerline, 12 AGL/669' MSL. Water tower 1.8 NM from DER, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of DER, 4138' right of centerline, 203' AGL/1002' MSL.
Note: Rwy 34L, fence 8' from DER, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from DER, 409' left of centerline, 23' AGL/738' MSL.
Note: Rwy 34R, Antenna 218' from DER, 146' left of centerline, 28' AGL/728'MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

AL-6918 (FAA)

RNAV (GPS) RWY 16L

FORT WORTH ALLIANCE (AFW)

APP CRS	Rwy Idg	8210
163°	TDZE	715
	Apt Elev	722

T A NA — DME/DME RNP-0.3 NA. GPS or RNP-0.3 REQUIRED. For inoperative ALSF2, increase LNAV/VNAV Cat E visibility to 1½. For inoperative ALSF2, increase LNAV Cat D visibility to 1¼ and Cat E to 1½. Circling not authorized east of runway 16L-34R. BARO-VNAV NA below -16°C (4°F).

ALSF2

MISSED APPROACH: Climb to 3000 direct RISIE WP, direct FIGES WP and via 332° track to OBLON WP and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725

Procedure NA for arrival on UKW VORTAC airway radials 078 CW 196.
Procedure NA for arrival on MQP VORTAC airway radials 337 CW 096.

BOWIE UKW
4000
137°
(27.7)
1487
(IAF) RAVYA
3000
075°
(7.1)
ARGUE
2400
(6)
163°
122°
4 NM
302°
OBLON
332°
(6.6)
(FAF) WIGZU
4000 to RAVYA
037°
(36.4)
FIGES
993
MILLSAP MQP
843
RW16L
855±
RISIE
958
1039
877
1049
1049 ±
MSA RW16L 25 NM
4000

ELEV 722 D
163° to RW16L
TDZE 715
729
840
836
0.6% DOWN
0.6% UP
9600 X 150
8220 X 150
16L
16R
34L
34R

TDZ/CL Rwys 16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L

3000	RISIE	FIGES	TRK 332°	OBLON

ARGUE
3000
Procedure Turn NA
GS 3.00°
TCH 58
163°
WIGZU
2400
*LNAV only.
*1.1 NM to RW16L
RW16L
6 NM
3.9 NM
1.1 NM

CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	1120-1 405 (400-1)				
LNAV MDA	1120/24 405 (400-½)		1120/40 405 (400-¾)	1120/50 405 (400-1)	
CIRCLING	1200-1½ 478 (500-1½)	1260-1½ 538 (600-1½)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)

32°59'N-97°19'W

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8516
343°	TDZE	681
	Apt Elev	722

RNAV (GPS) RWY 34R

FORT WORTH ALLIANCE (AFW)

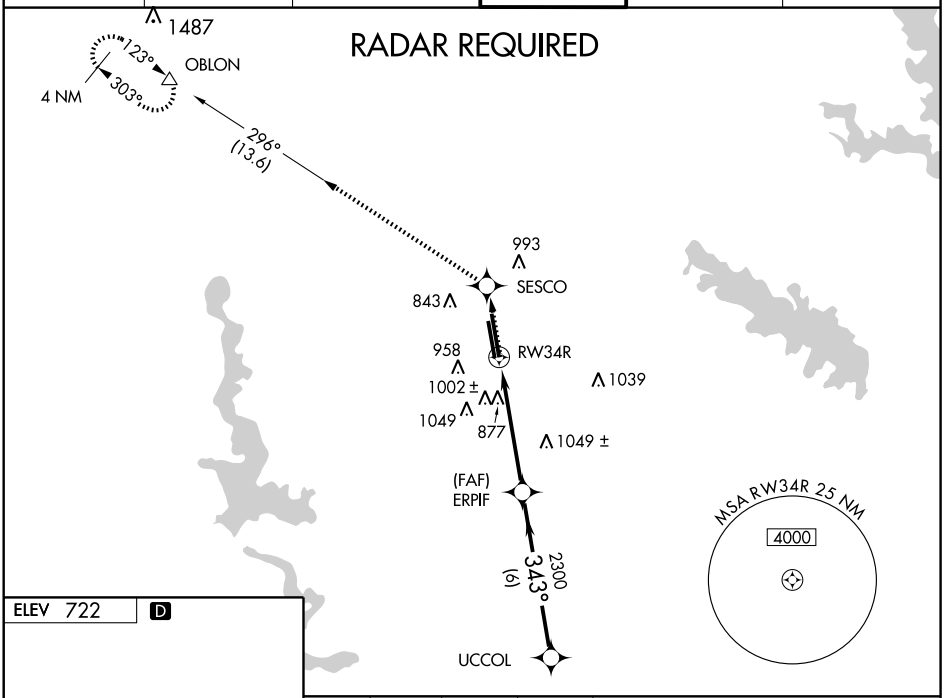
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000, and Cat E to 2 miles. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 2¾. When VGSI inoperative circling Rwy 34L not authorized at night. Circling not authorized east of runway 16L-34R. BARO-VNAV NA below -16°C (4°F).

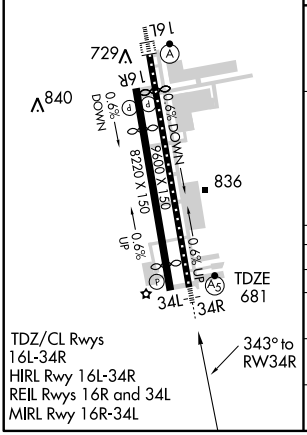
NA

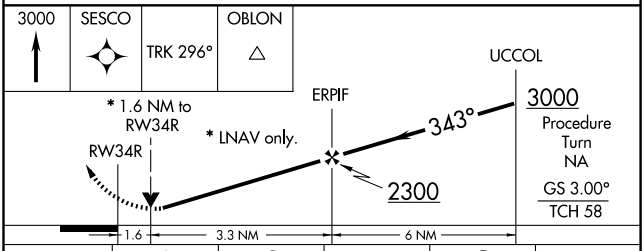
MALSR

MISSED APPROACH: Climb to 3000 direct SESCO WP and via 296° track to OBLON WP and hold.

ATIS	ASOS	REGIONAL APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	126.925	118.1 306.95	135.15 288.15	132.65 306.2	128.725







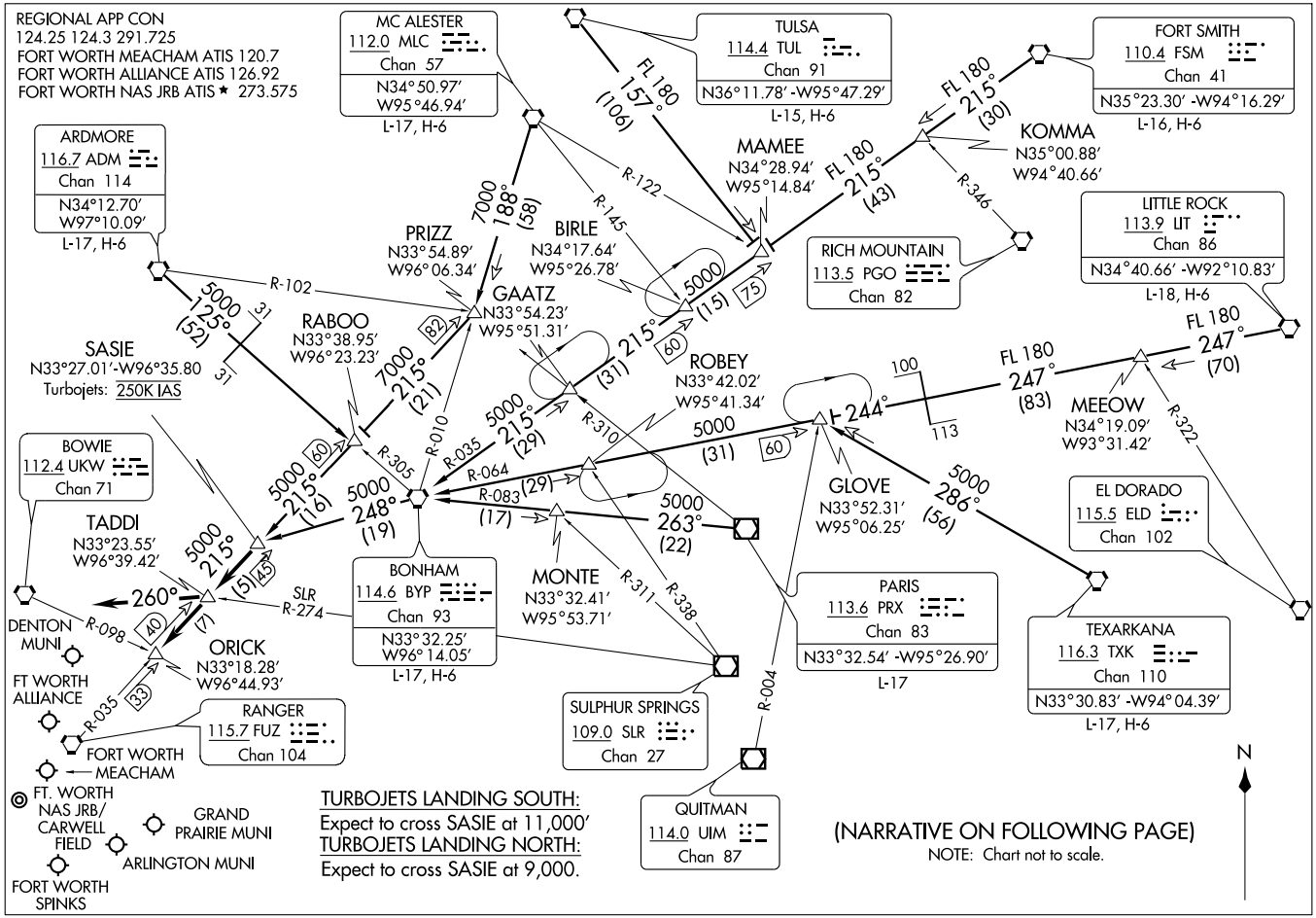
CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	1420-2¼ 739 (700-2¼)				
LNAV MDA	1240/40 559 (600-¾)		1240/50 559 (600-1)	1240/60 559 (600-1¼)	1240-1½ 559 (600-1½)
CIRCLING	1240-2¾ 518 (600-2¾)	1260-2¾ 538 (600-2¾)	1320-2¾ 598 (600-2¾)	1380-2¾ 658 (700-2¾)	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ARRIVAL DESCRIPTION

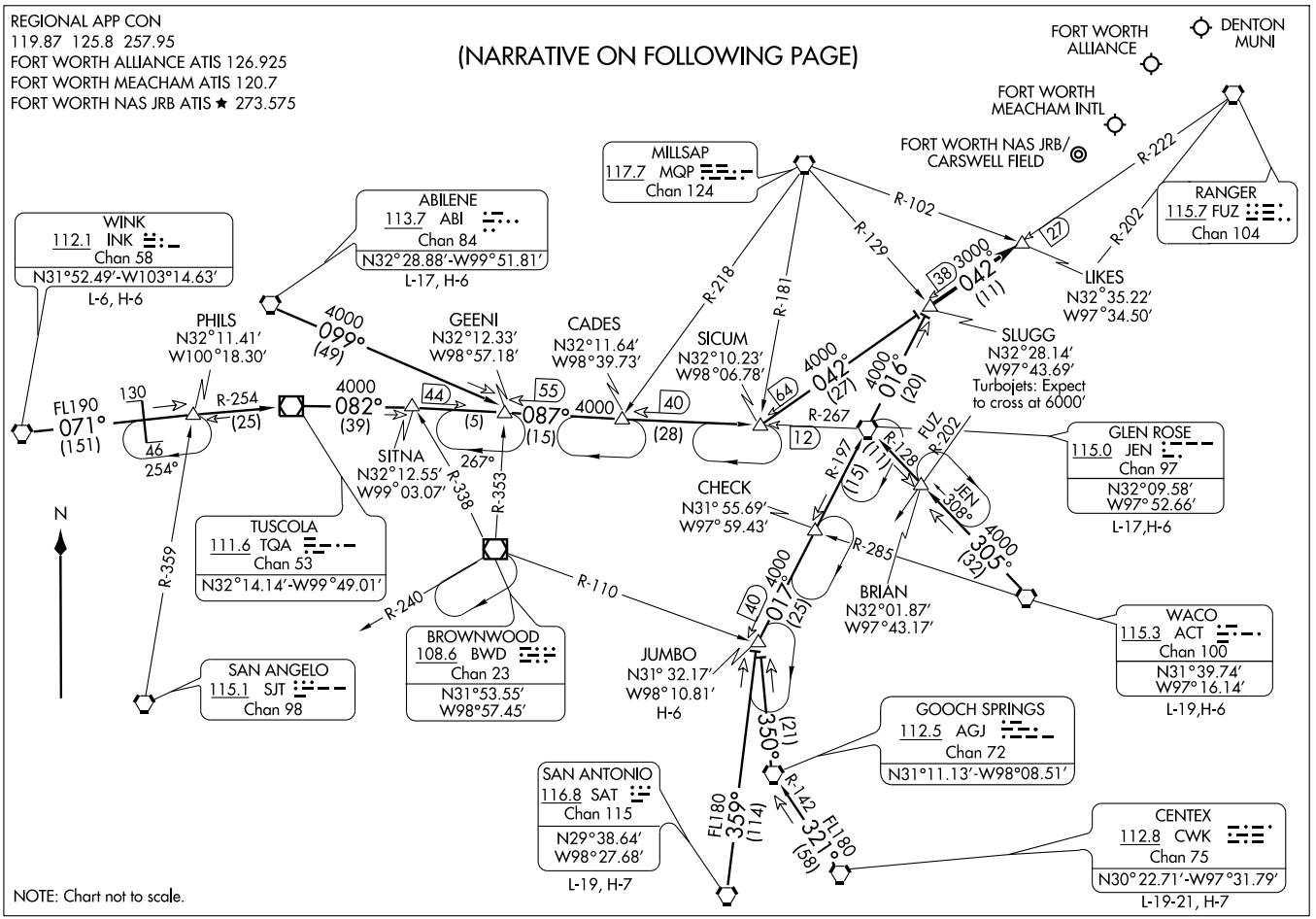
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

SLUGG SIX ARRIVAL

(SLUGG.SLUGG6) 09351

DALLAS-FT. WORTH, TEXAS



(SLUGG.SLUGG6) 09351

SLUGG SIX ARRIVAL

ST-6918 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

TEXOMA ONE DEPARTURE

SL-6918 (FAA)

SC-2, 21 OCT 2010 to 18 NOV 2010

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95
ASOS 126.925

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

112.3 LBL R-176 Chan 70

115.2 SYO R-010 Chan 99

J52

R-277

R-212

R-145

R-201

R-196

R-206

13000 021° (124)

11000 016° (90)

11000 026° (57)

15000 303° (85)

11000 325° (66)

15000 303° (60)

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

ADM R-071

URH R-307

90

90

ADM R-097

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34° 12.70′-W97° 10.09
L-17, H-6

R-179

4000 359° (46)

9000 360° (56)

9000 012° (55)

8000 022° (42)

80

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

R-094

R-092

R-256

R-254

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

348° (34)

360° (34)

012° (35)

022° (38)

TAKE-OFF MINIMUMS:
All runways STANDARD.

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95

DEPARTURE PROCEDURE:
Rwy 16R: climb heading 163° to 1200 before turning right.

TAKE-OFF MINIMUMS:
Rwys 34L/R: Standard
Rwy 16R: 300-2¼ or standard with minimum climb of 210 ft per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.
Rwy 16L: 300-2¼ or standard with minimum climb of 208 ft per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1400 ft prior to departure end of runway.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SHERO
N33°04.49'
W95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

SHRLY
N32°44.60'
W94°18.17'

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

FL230 055° (117)
R-235
R-320
R-244
R-187
6500 064° (79)
FL230 (75)
5000 (38)
R-324
R-184
R-182
R-181
R-180
R-312
R-261
R-183
R-254
14,000 072° (134)
FL200 077° (125)
R-262
FL200 097° (206)
R-281
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
5000 (39)
5000 081° (49)
5000 (34)
9000 079° (44)
14,000 111° (116)
R-259
R-346
R-291
151
76
94
50
71
(25)

N

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SL-6918 (FAA)

SC-2, 21 OCT 2010 to 18 NOV 2010

T

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

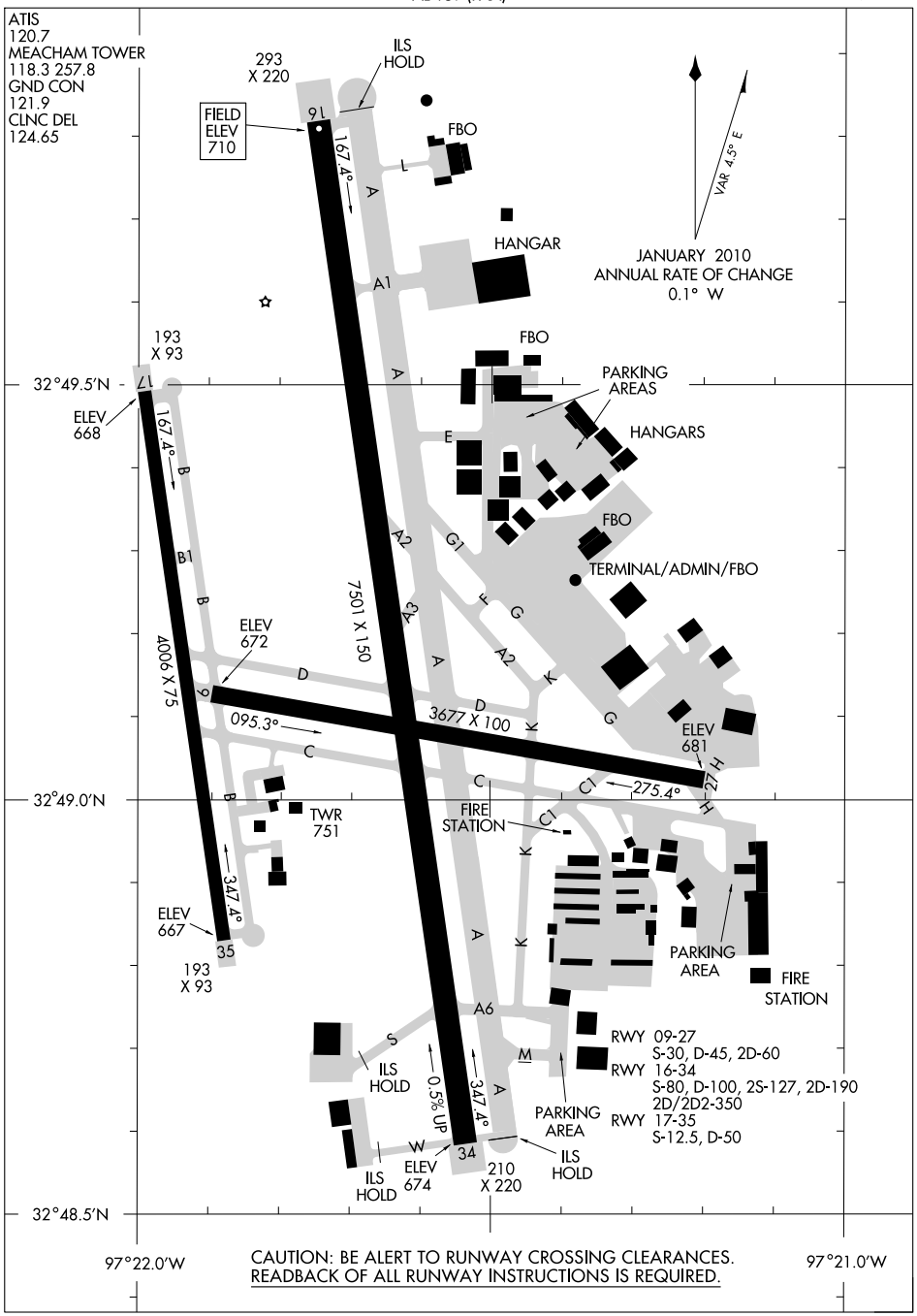
BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 16R, fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL. Water tower 1.8 NM from departure end of runway, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL.
Rwy 16L, light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL.
Rwy 34R, antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.
Rwy 34L, fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.

AIRPORT DIAGRAM

AL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)
FORT WORTH, TEXAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY INSTRUCTIONS IS REQUIRED.

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FORT WORTH, TEXAS
FORT WORTH MEACHAM INTL (FTW)

10266

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

FORT WORTH MEACHAM INTL (FTTW)

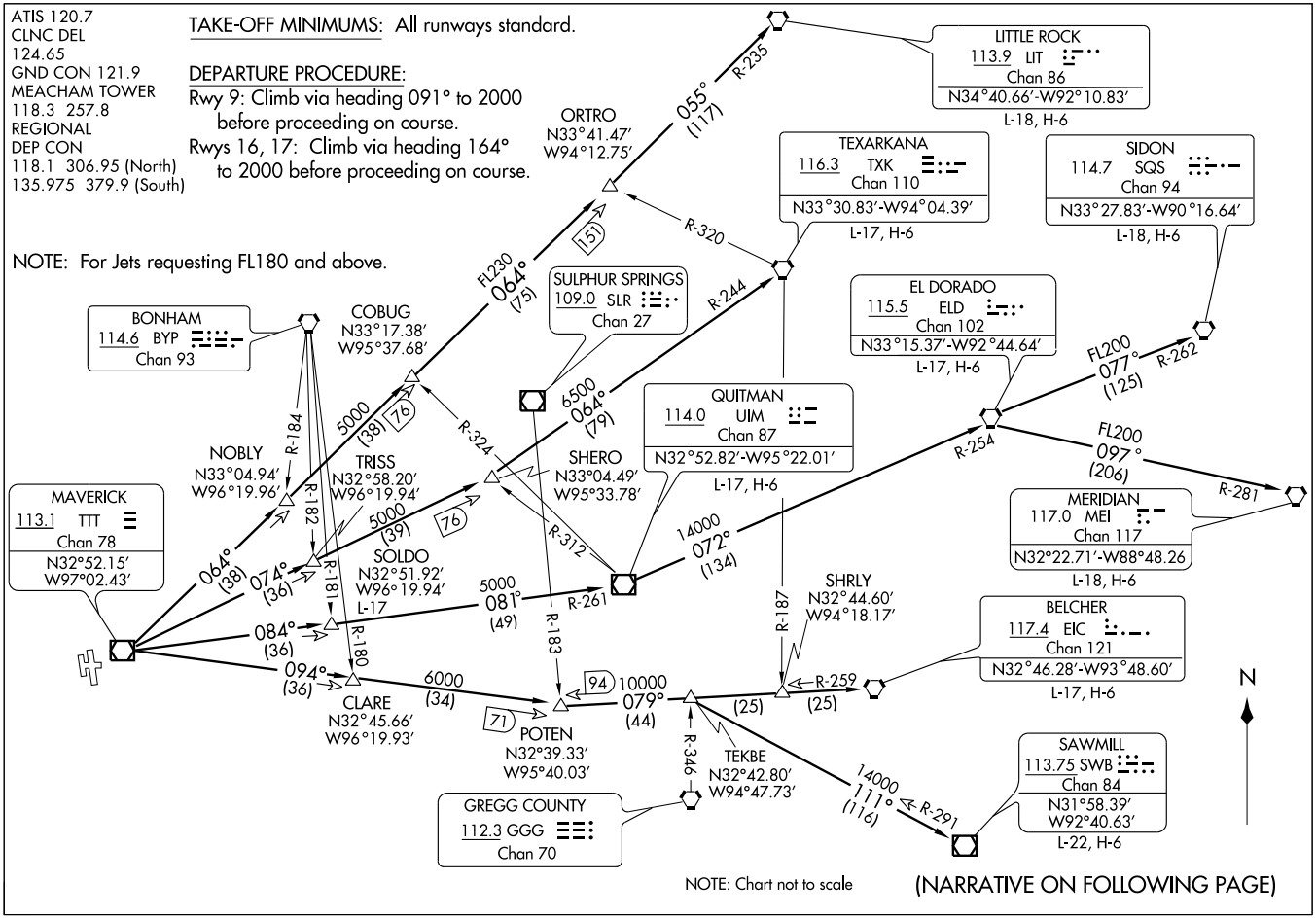
FORT WORTH, TEXAS

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL
DEP CON
118.1 306.95 (North)
135.975 379.9 (South)

TAKE-OFF MINIMUMS: All runways standard.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 091° to 2000 before proceeding on course.
Rwys 16, 17: Climb via heading 164° to 2000 before proceeding on course.

NOTE: For Jets requesting FL180 and above.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 34: Billboard 692' from departure end of runway, 686' right of centerline, 37' AGL/739' MSL.

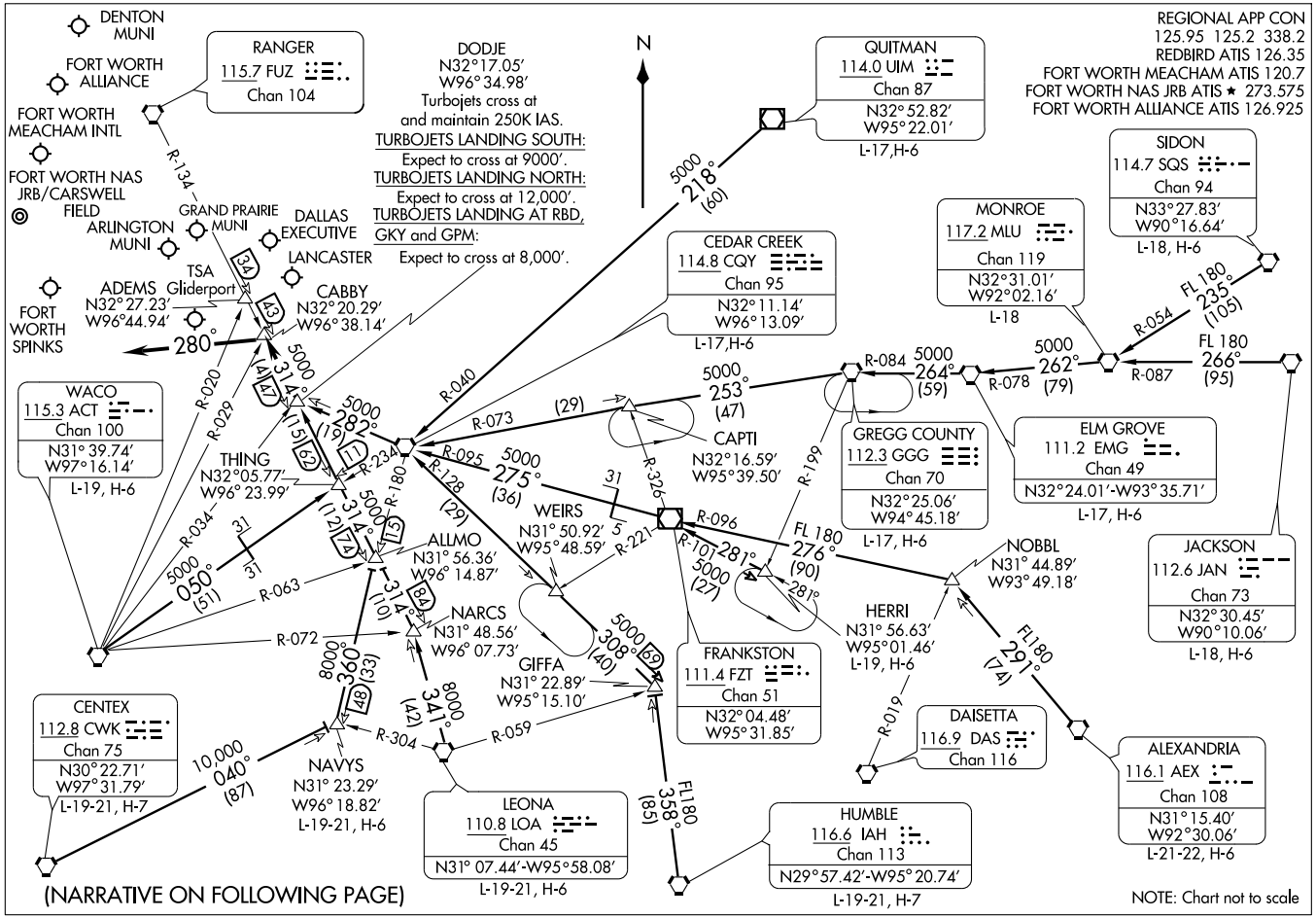
Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL.
Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (North)
135.975 379.9 (South)

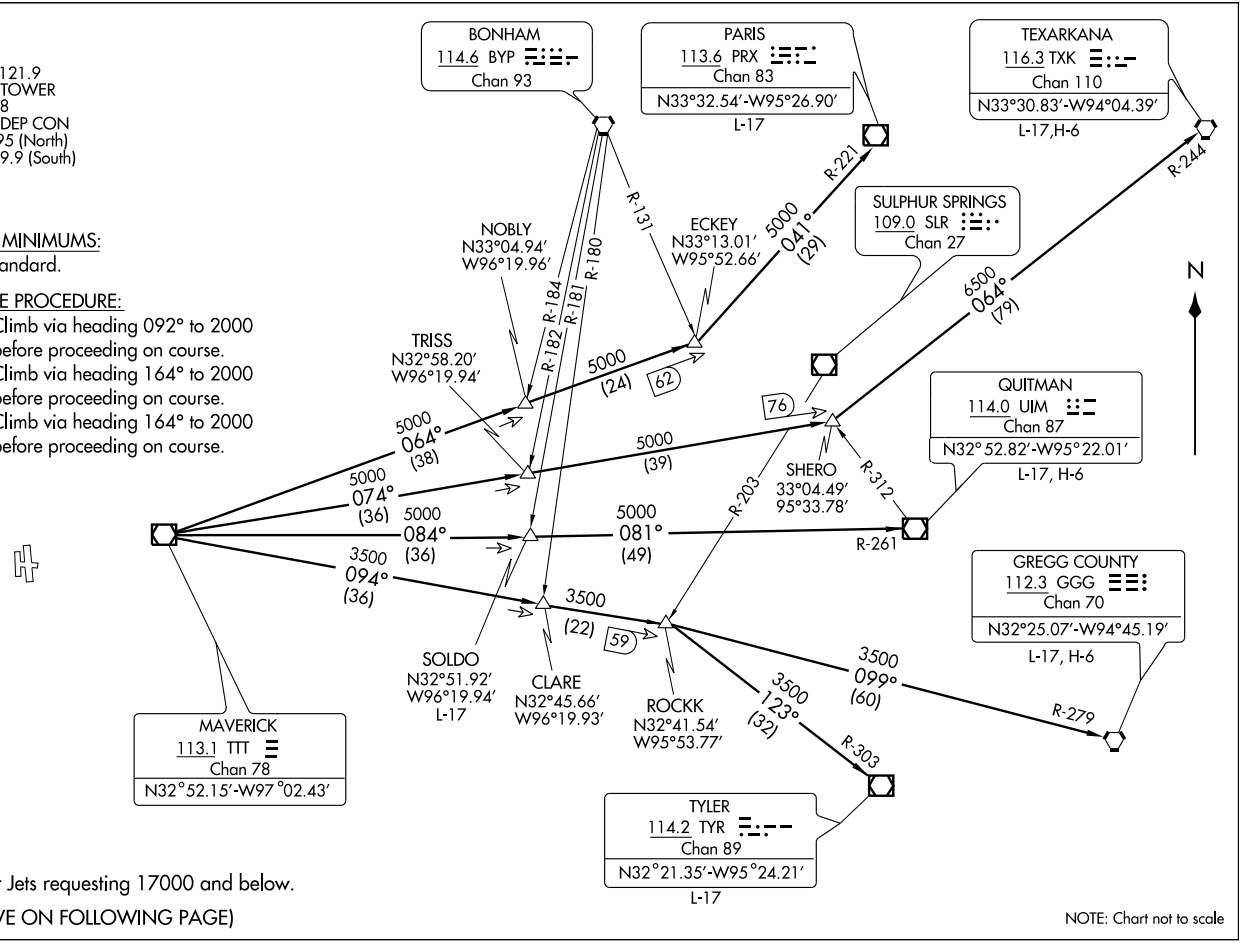
TAKE-OFF MINIMUMS:
All Rwys standard.

DEPARTURE PROCEDURE:

Rwy 9: Climb via heading 092° to 2000 before proceeding on course.

Rwy 16: Climb via heading 164° to 2000 before proceeding on course.

Rwy 17: Climb via heading 164° to 2000 before proceeding on course.



NOTE: For Jets requesting 17000 and below.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
FORT WORTH MEACHAM INTL (FTW)
FORT WORTH, TEXAS

SL-159 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 35: Tree 55′ from DER, 143′ left of centerline, 21′ AGL/681′ MSL.
Tree 567′ from DER, 225′ right of centerline, 36′ AGL/699′ MSL.
Rwy 34: Billboard 692′ right of centerline, 37′ AGL/739′ MSL.

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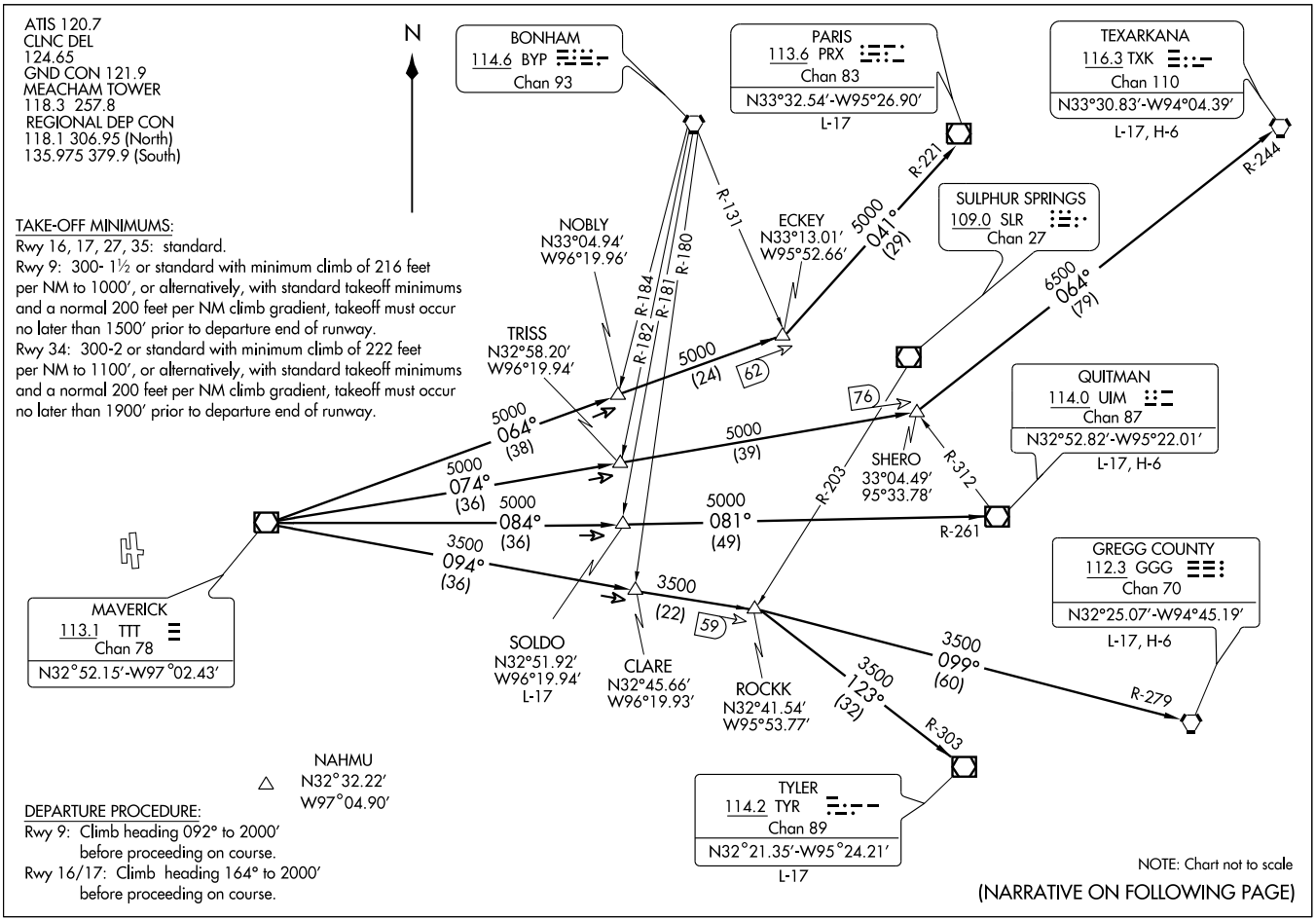
HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS



TAKE-OFF MINIMUMS:

Rwy 16, 17, 27, 35: standard.

Rwy 9: 300- 1½ or standard with minimum climb of 216 feet per NM to 1000′, or alternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1500′ prior to departure end of runway.

Rwy 34: 300-2 or standard with minimum climb of 222 feet per NM to 1100′, or alternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1900′ prior to departure end of runway.

DEPARTURE PROCEDURE:

Rwy 9: Climb heading 092° to 2000′ before proceeding on course.

Rwy 16/17: Climb heading 164° to 2000′ before proceeding on course.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

SL-159 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

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TAKE-OFF OBSTACLES:
Rwy 9:
Windsock 293′ from departure end of runway, 354′ left of centerline, 51′ AGL/721′ MSL. Sign of building 481′ from departure end of runway, 407′ right of centerline, 39′ AGL/702′ MSL. Sign 2,448′ from departure end of runway, 540′ left of centerline, 75′ AGL/742′ MSL. Grain elevators beginning 7,085′ from departure end of runway, 2,191′ left of centerline, up to 229′ AGL/877′ MSL.
Rwy 27:
Tree 239′ from departure end of runway, 492′ left of centerline, 35′ AGL/685′ MSL.
Rwy 17:
Bush 13′ from departure end of runway, 160′ right of centerline, 21′ AGL/674′ MSL. Antenna 953′ from departure end of runway, 394′ left of centerline, 72′ AGL/722′ MSL. Hangar 1,380′ from departure end of runway, 774′ left of centerline, 43′ AGL/703′ MSL.
Rwy 34:
Multiple trees 974′ from departure end of runway, 682′ right of centerline, up to 47′ AGL/746′ MSL. Grain elevator 1.52 NM from departure end of runway, 2,775′ right of centerline, 254′ AGL/969′ MSL.
Rwy 35:
Tree 1′ from departure end of runway, 248′ left of centerline, 40′ AGL/690′ MSL. Tree 567′ from departure end of runway, 225′ right of centerline, 45′ AGL/699′ MSL. Bush 55′ from departure end of runway, 143′ left of centerline, 21′ AGL/681′ MSL. OL on Dam 1,359′ from departure end of runway, 1′ right of centerline, 46′ AGL/706′ MSL.

LOC I-FTW	APP CRS	Rwy Idg	7501
109.9	164°	TDZE	710
Chan 36		Apt Elev	710

ILS or LOC RWY 16

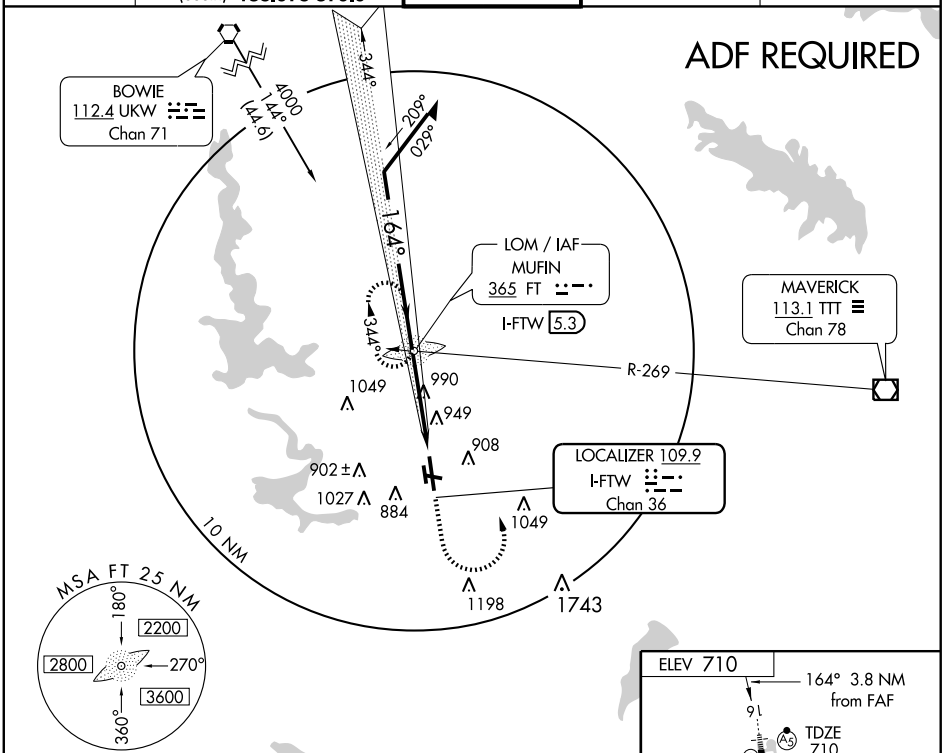
FORT WORTH MEACHAM INTL (FTW)

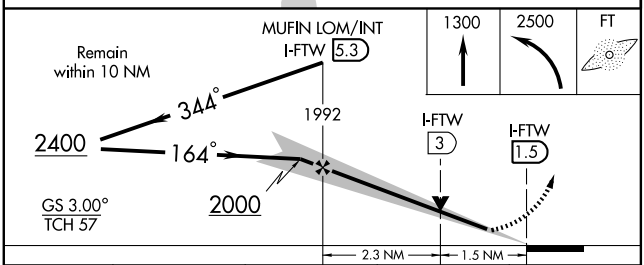
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

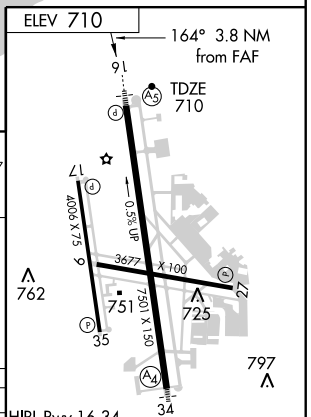
MALSR

MISSED APPROACH : Climb to 1300 then climbing left turn to 2500 direct FT LOM and hold, continue climb-in-hold to 2500.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65







CATEGORY	A	B	C	D
S- ILS 16	* 910/24	200 (200-½)		
S- LOC 16	1240/24	530 (600-½)	1240/50 530 (600-1)	1240/60 530 (600-1¼)
CIRCLING	1260- 1	550 (600-1)	1280-1½ 570 (600-1½)	1300-2 590 (600-2)

HIRL Rwy 16-34
MIRL Rwys 9-27 and 17-35
REIL Rwys 16 and 34

FAF to MAP 3.8NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-UXT	APP CRS	Rwy Idg	7501
109.9	344°	TDZE	680
Chan 36		Apt Elev	710

ILS or LOC RWY 34

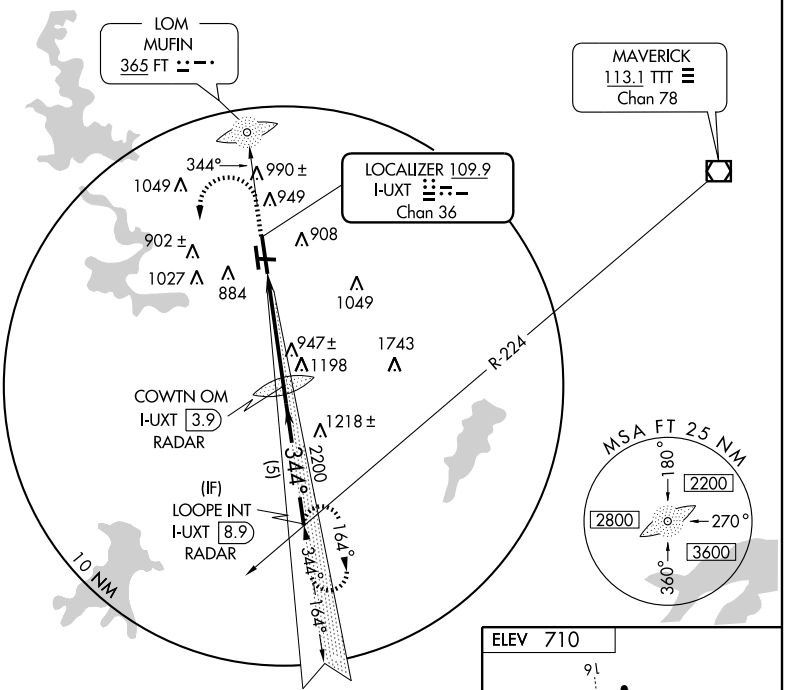
FORT WORTH MEACHAM INTL (FTW)

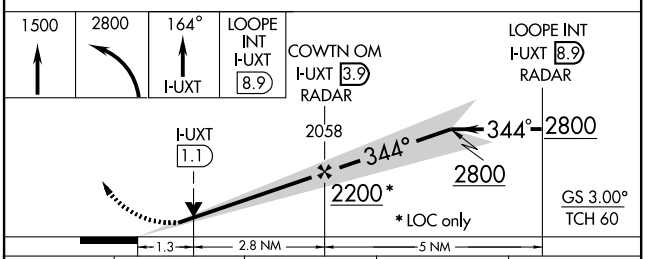
Inoperative table does not apply to S-LOC 34 Cat C.

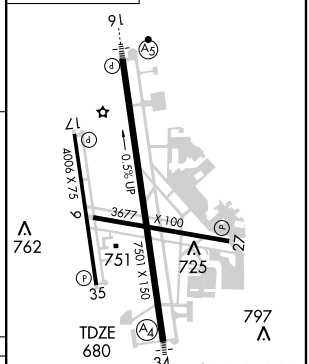
MALS

MISSED APPROACH : Climb to 1500, then climbing left turn to 2800 via I-UXT south course to LOOPE Int/ I-UXT 8.9 DME and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65







CATEGORY	A	B	C	D
S- ILS 34	880-¾ 200 (200-¾)			
S-LOC 34	1200-¾ 520 (500-¾)		1200-1½ 520 (500-1½)	1200-1¾ 520 (500-1¾)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

HIRL Rwy 16-34
REIL Rwys 16 and 34
MIRL Rwys 9-27 and 17-35

344° 4.1 NM from FAF

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

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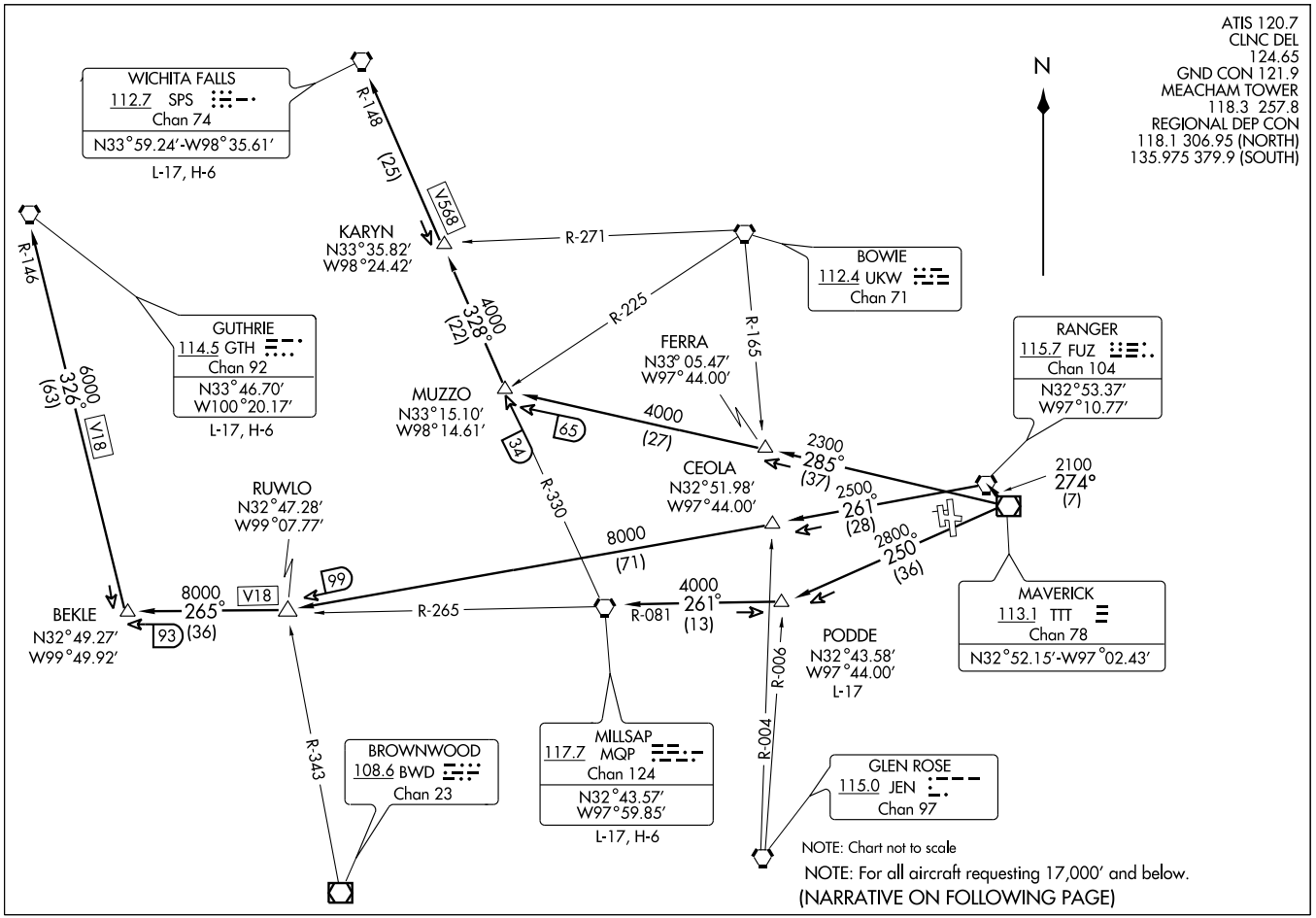
KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS



SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF MINIMUMS:
Rwys 16, 17, 27, 35 standard.
Rwy 9, 300-1 1/2 or standard with minimum climb of 216′ per NM to 1000′ or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to DER.
Rwy 34, 300-2 or standard with minimum climb of 222′ per NM to 1100′ or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1900′ prior to DER.
DEPARTURE PROCEDURE:
Rwy 9: Climb heading 092° to 2000′ before proceeding on course.
Rwy 16: Climb heading 164° to 2000′ before proceding on course.
Rwy 17: Climb heading 164° to 2000′ before proceding on course.

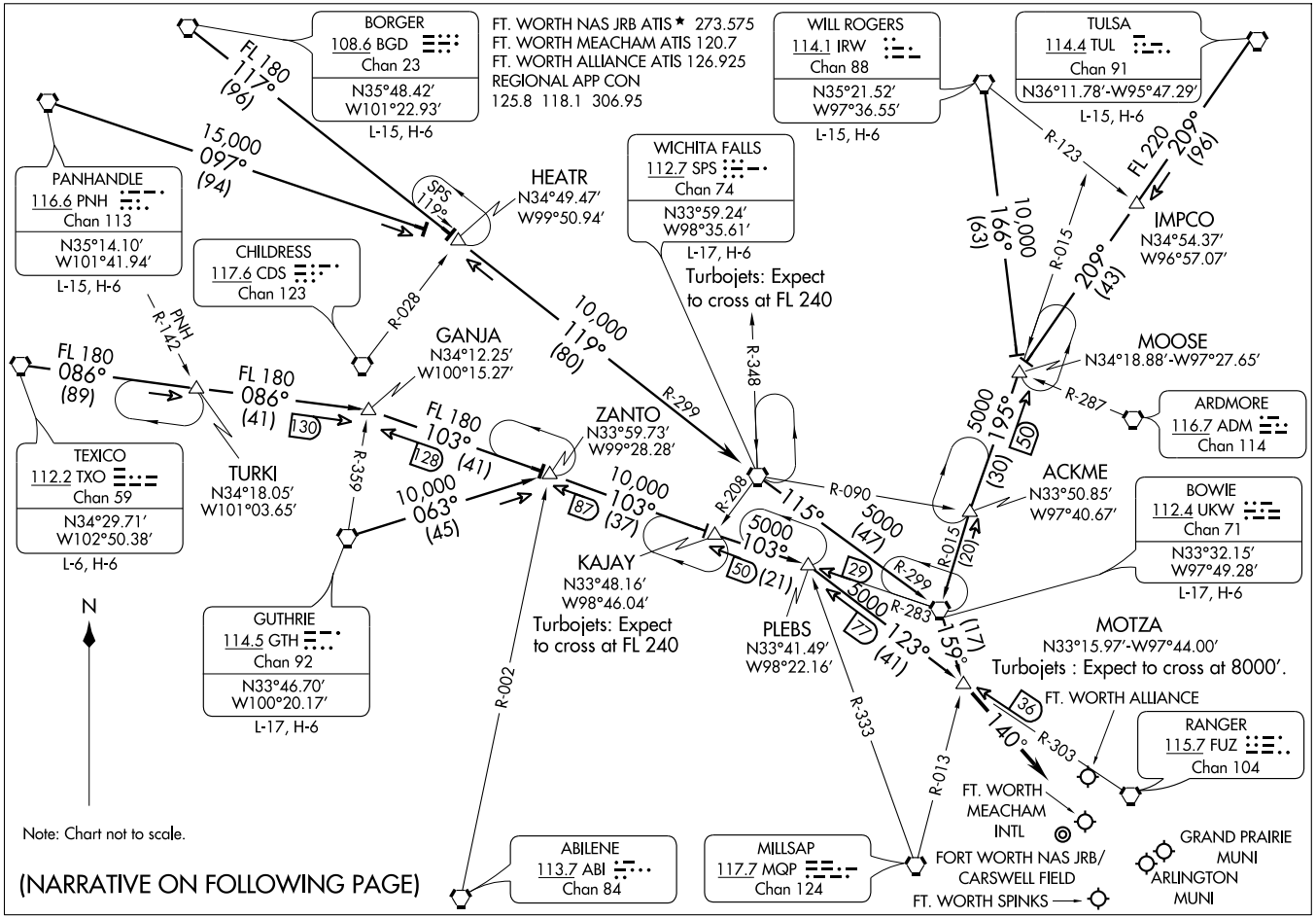
TAKE-OFF OBSTACLES:

Note: Rwy 9, Windsock 293′ from DER, 354′ left of centerline, 51′ AGL/721′ MSL. Sign on building 481′ from DER, 407′ right of centerline, 39′ AGL/702′ MSL. Sign 2448′ from DER, 540′ left of centerline, 75′ AGL/742′ MSL. Grain elvators beginning 1.2 NM from DER, 2191′ left of centerline, up to 229′ AGL/877′ MSL.
Note: Rwy 17, Bush 13′ from DER, 160′ right of centerline, 21′ AGL/674′ MSL. Antenna 953′ from DER, 394′ left of centerline, 72′ AGL/722′ MSL. Hangar 1380′ from DER, 744′ left of centerline, 43′ AGL/703′ MSL.
Note: Rwy 27, Tree 239′ from DER, 492′ left of centerline, 35′ AGL/685′ MSL.
Note: Rwy 34, Multiple trees 974′ from DER, 682′ right of centerline, up to 47′ AGL/746′ MSL. Grain elevator 1.52 NM from DER, 2775′ right of centerline, 254′ AGL/969′ MSL.
Note: Rwy 35, Tree 1′ from DER, 248′ left of centerline, 40′ AGL/690′ MSL. Tree 567′ from DER, 225′ right of centerline, 45′ AGL/699′ MSL. Bush 55′ from DER, 143′ left of centerline, 21′ AGL/681′ MSL. OL on DAM 1359′ from DER, 1′ right of centerline, 46′ AGL/706′ MSL.

MOTZA SIX ARRIVAL

(MOTZA.MOTZA6) 07298

DALLAS-FT. WORTH, TEXAS



ST-6918 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7501
CH 42612	164°	TDZE	710
W16A		Apt Elev	710

RNAV (GPS) RWY 16

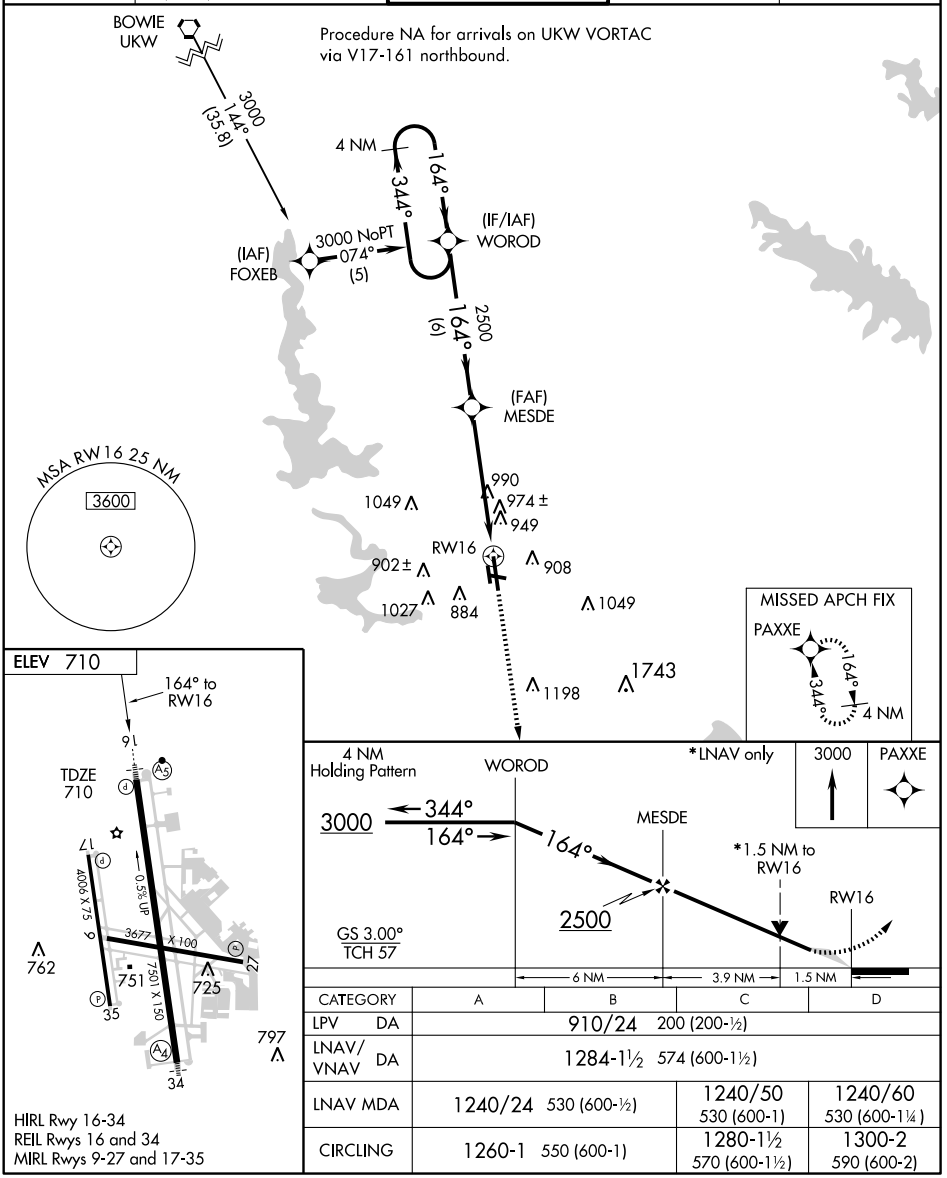
FORT WORTH MEACHAM INTL (FTW)

Circling to RW17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct PAXXE and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65



CATEGORY	A	B	C	D
LPV DA	910/24 200 (200-½)			
LNAV/VNAV DA	1284-1½ 574 (600-1½)			
LNAV MDA	1240/24 530 (600-½)		1240/50 530 (600-1)	1240/60 530 (600-1¼)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7501
CH 53412	344°	TDZE	680
W34A		Apt Elev	710

RNAV (GPS) RWY 34

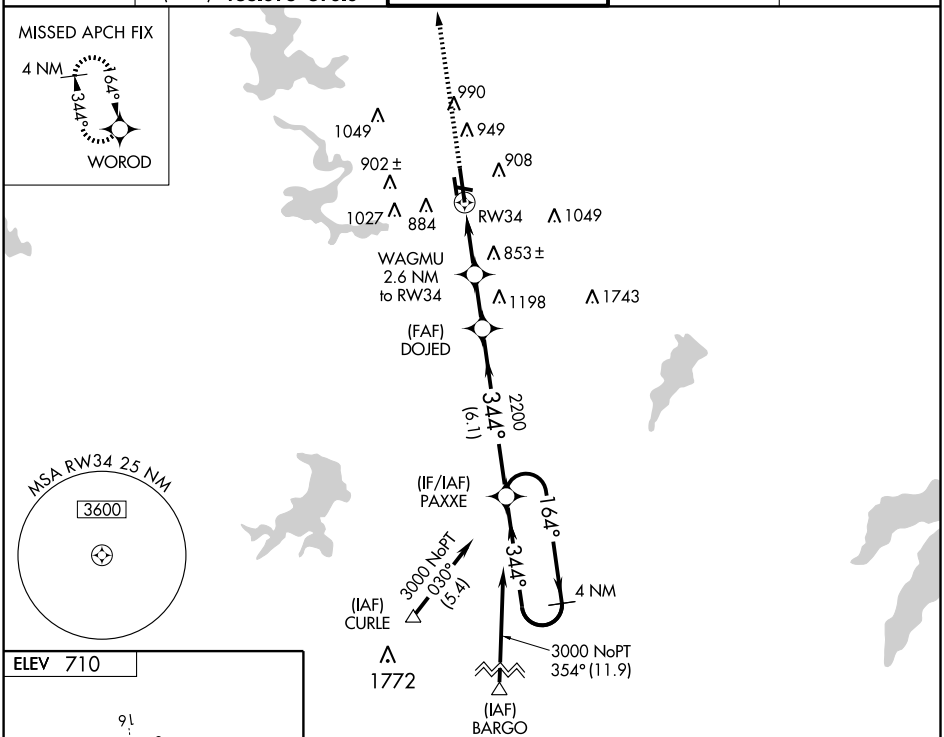
FORT WORTH MEACHAM INTL (FTW)

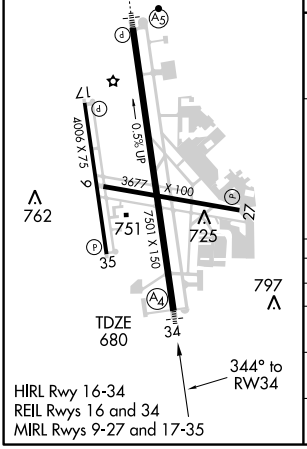
Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

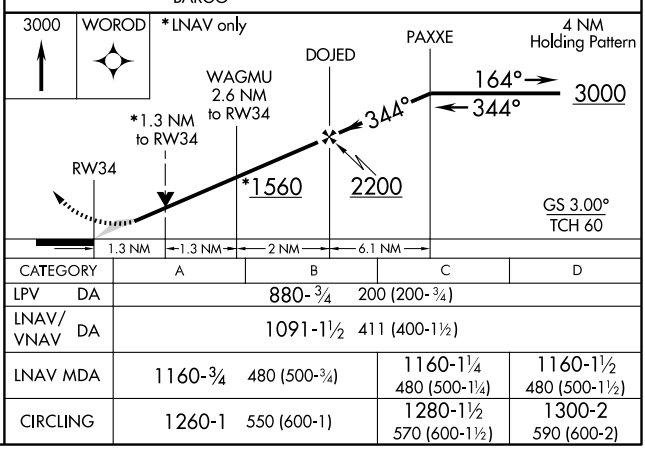
MALS

MISSED APPROACH: Climb to 3000 direct WOROD and hold.

ATIS	REGIONAL APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65







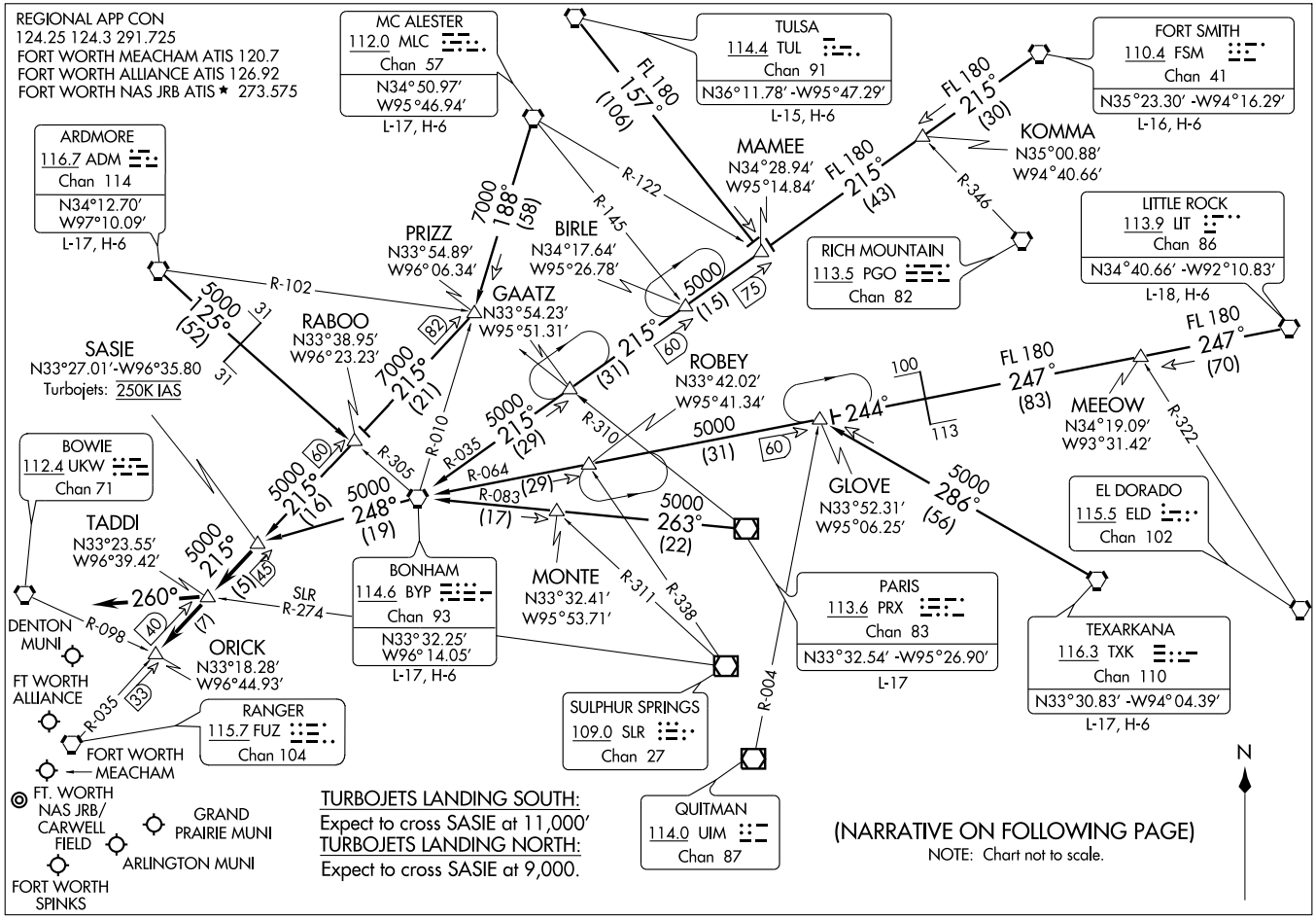
CATEGORY	A	B	C	D
LPV DA	880-¾ 200 (200-¾)			
LNAV/VNAV DA	1091-1½ 411 (400-1½)			
LNAV MDA	1160-¾ 480 (500-¾)		1160-1¼ 480 (500-1¼)	1160-1½ 480 (500-1½)
CIRCLING	1260-1 550 (600-1)		1280-1½ 570 (600-1½)	1300-2 590 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

TEXOMA ONE DEPARTURE

SL-159 (FAA)

SC-2, 21 OCT 2010 to 18 NOV 2010

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (NORTH)
135.975 379.9 (SOUTH)

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34° 12.70′-W97° 10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

112.3 IBL R-176 Chan 70
115.2 SYO R-010 Chan 99
J52
R-277
R-212
R-145
R-179
R-201
R-196
R-206
R-094
R-092
R-256
R-254
ADM R-071
URH R-307
ADM R-097
15000 303° (85)
15000 303° (60)
11000 325° (66)
13000 021° (124)
11000 016° (90)
11000 026° (57)
4000 359° (46)
9000 360° (56)
9000 012° (55)
8000 022° (42)
348° (34)
360° (34)
012° (35)
022° (38)
90
90
80

TAKE-OFF MINIMUMS:
All runways STANDARD.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 091° to 2000 before proceding on course.
Rwys 16, 17: Climb via heading 164° to 2000 before proceding on course.

TAKE-OFF OBSTACLES:
Rwy 34: Billboard 692′ from DER, 696′ right of centerline, 37′ AGL/739′ MSL.
Rwy 35: Tree 55′ from DER, 143′ left of centerline, 21′ AGL/681′ MSL. Tree 567′ from DER, 225′ right of centerline, 36′ AGL/699′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

WYLIE FIVE DEPARTURE

(WYLIE5.TTT) 07298

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

ATIS 120.7
CLNC DEL 124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (NORTH)
135.975 379.9 (SOUTH)

DEPARTURE PROCEDURE:
Rwy 9, Climb heading 092° to 2000 before proceeding on course.
Rwy 16: Climb heading 164° to 2000 before proceeding on course.
Rwy 17: Climb heading 164° to 2000 before proceeding on course.

TAKE-OFF MINIMUMS
Rwys 16, 17, 27, 35: Standard
Rwy 9: 300-1½ or standard with minimum climb of 216 feet per NM to 1000 or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.
Rwy 34: 300-2 or standard with minimum climb of 222 ft per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1900 ft prior to departure end of runway.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

GREGG COUNTY
112.3 GGG
Chan 70

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SHERO
N33°04.49'
W95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

SHRLY
N32°44.60'
W94°18.17'

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

FL230 055° (117) R-235
R-320
FL230 (75) 151
6500 064° (79) R-244
5000 (38) 76 R-324
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
5000 (39) 76 R-312
5000 081° (49) R-261
5000 (34) 71
9000 079° (44) 94
14,000 072° (134) R-254
FL200 077° (125) R-262
FL200 097° (206) R-281
14,000 111° (116) R-291
R-259 (25) (25) 50
R-346
R-187
R-184
R-182
R-181
R-180
R-183

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

N

SL-159 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign on building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7085' from departure end of runway, 2191' left of centerline, up to 229' AGL/877' MSL.

Rwy 27, tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL.

Rwy 17, bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1380' feet from departure end of runway, 744' left of centerline, 43' AGL/703' MSL.

Rwy 34, multiple trees 974' from departure end of runway, 682' right of centerline, up to 47' AGL/746' MSL.

Rwy 35, tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. Obstruction light on dam 1359' from departure end runway, 1' right of centerline, 46' AGL/706' MSL.

Rwy 16, Tower 5.8 NM southeast from departure end of runway, 1113' AGL/1743' MSL. Building 3.5 NM southeast from departure end of runway, 590' AGL/1196' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

DALLAS NINE DEPARTURE

(DALL9.TTI) 09351

FORT WORTH, TEXAS

FORT WORTH SPINKS (FWS)

REGIONAL DEP CON
135.975 379.9
CTAF 124.625

TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA (Environmental)
Rwys 17R/35L: Standard.

DEPARTURE PROCEDURE:
Rwy 17R: Climb via heading 173° to 1200 before turning right.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

MAVERICK
113.1 TTT
Chan 78
N32°52.15'
W97°02.43'

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SOLDO
N32°51.92'
W96°19.94'
L-17

SHERO
N33°04.49'
W95°33.78'

SHRLY
N32°44.60'
W94°18.17'

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

055° (117) R-235
FL230 064° (75) R-320
151
R-244
6500 064° (79)
FL200 077° (125) R-262
FL200 097° (206) R-281
R-254
14000 072° (134)
5000 (38) 76
R-324
R-184
R-182
5000 (39) 76
R-312
064° (38)
074° (36)
R-181
5000 081° (49) R-261
R-187
084° (36)
094° (36)
R-180
6000 (34)
R-183
94
10000 079° (44)
(25) R-259 (25)
71
R-346
14000 111° (116) R-291

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

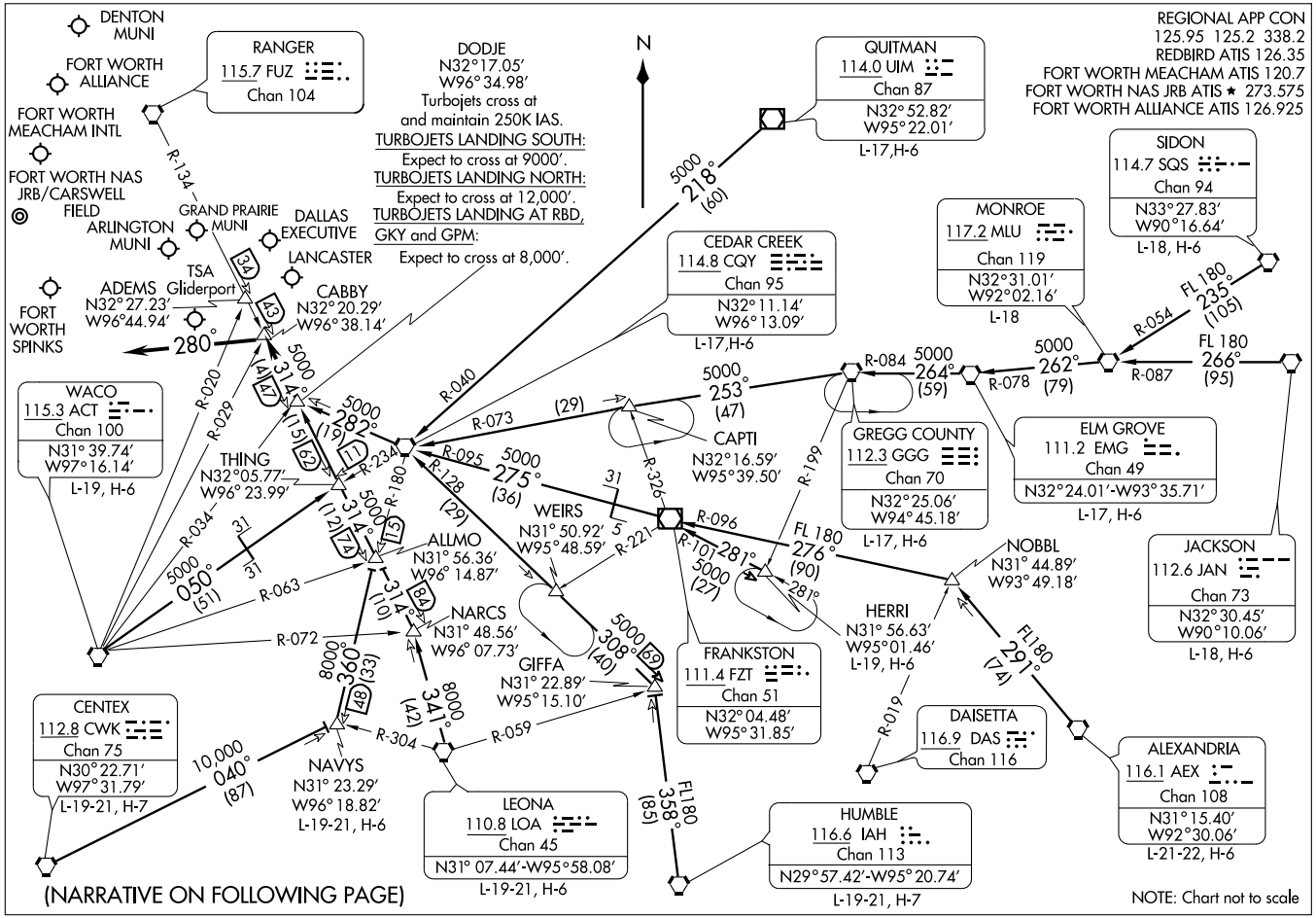
N

SL-6917 (FAA)

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

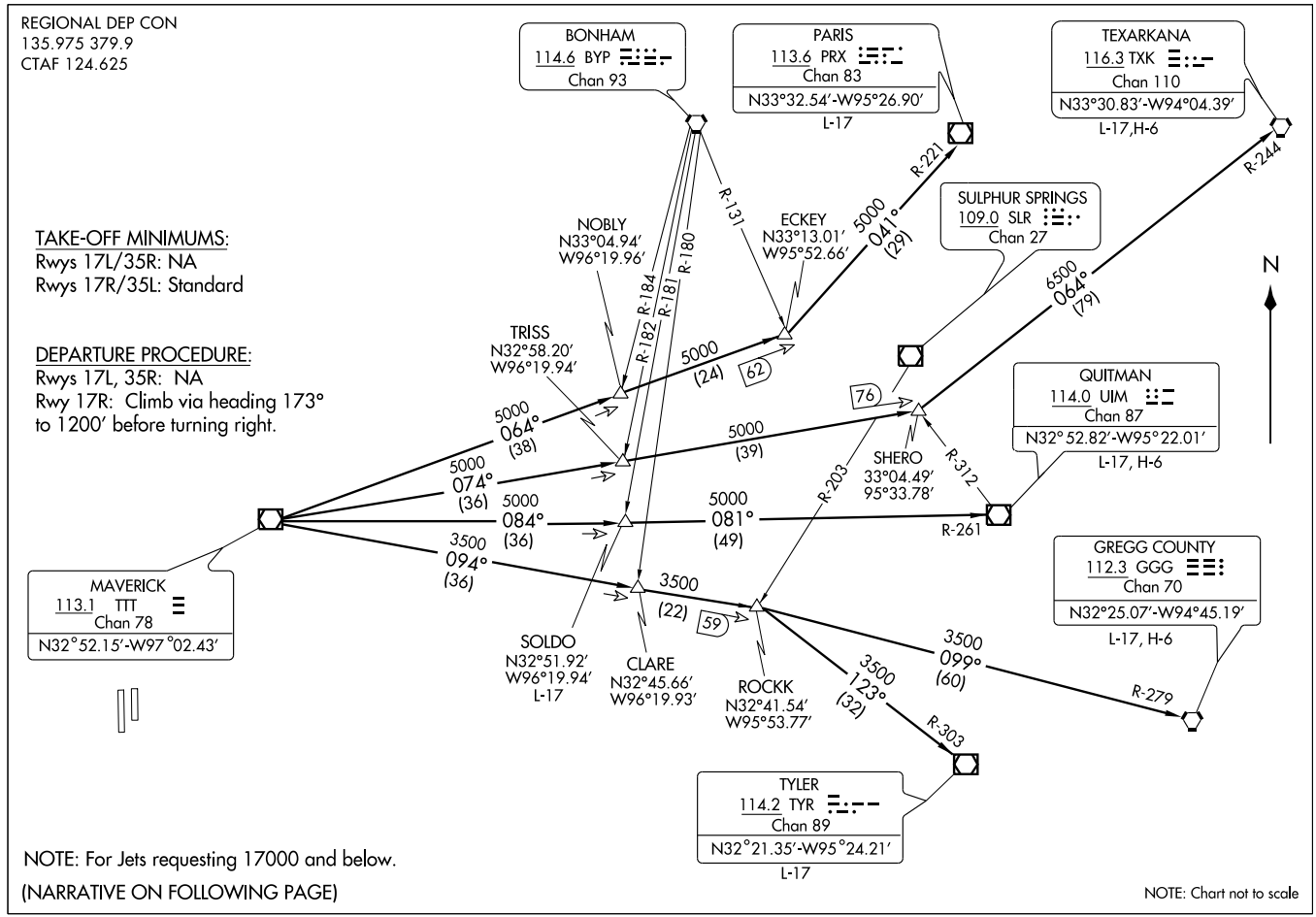
FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

REGIONAL DEP CON
135.975 379.9
CTAF 124.625

TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA
Rwys 17R/35L: Standard

DEPARTURE PROCEDURE:
Rwys 17L, 35R: NA
Rwy 17R: Climb via heading 173° to 1200′ before turning right.



NOTE: For Jets requesting 17000 and below.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
SL-6917 (FAA)
FORT WORTH SPINKS (FWS)
FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 21 OCT 2010 to 18 NOV 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

REGIONAL DEP CON
135.975 379.9
CTAF 124.625
AWOS-3 120.025

N

TAKE-OFF MINIMUMS:
Rwys 17L/35R NA.
Rwys 17R/35L standard.

DEPARTURE PROCEDURE:
Rwy 17R: Climb heading 173° to 1200 before turning right.

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54′-W95°26.90′
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′-W94°45.19′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TYLER
114.2 TYR
Chan 89
N32°21.35′-W95°24.21′
L-17

NOBLY
N33°04.94′
W96°19.96′

ECKEY
N33°13.01′
W95°52.66′

TRISS
N32°58.20′
W96°19.94′

SHERO
33°04.49′
95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

CLARE
N32°45.66′
W96°19.93′

ROCKK
N32°41.54′
W95°53.77′

NAHMU
N32°32.22′
W97°04.90′

R-131 R-180 R-184 R-181 R-182 R-221 R-244 R-203 R-312 R-261 R-279 R-303

5000 041° (29)
6500 064° (79)
5000 (24) 62
5000 064° (38)
5000 (39)
76
5000 074° (36)
5000 084° (36)
5000 081° (49)
3500 094° (36)
3500 (22) 59
3500 099° (60)
3500 123° (32)

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SL-6917 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17R:
Tree 4,909' from departure end of runway, 1,556' left of centerline, 60' AGL/830' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-JZW	APP CRS	Rwy Idg	6002
110.95	353°	TDZE	697
		Apt Elev	700

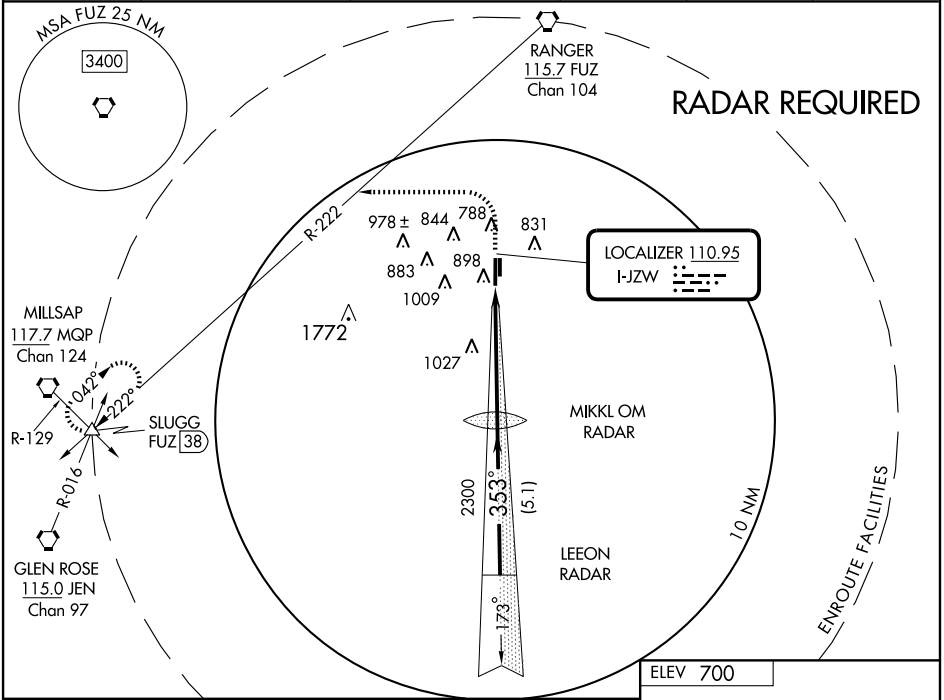
ILS RWY 35L
FORT WORTH SPINKS (FWS)

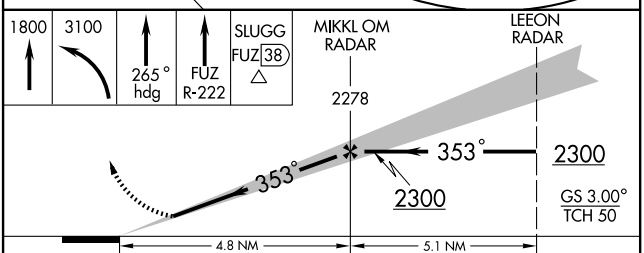
Circling not authorized west of Runway 17R-35L. Obtain local altimeter on CTAF; when not received, use Fort Worth Meacham altimeter setting minimums.

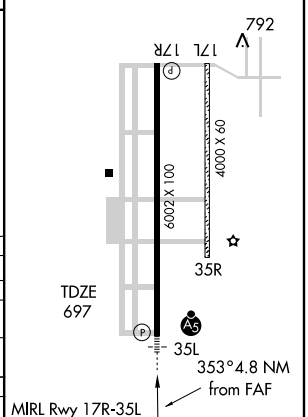
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 3100 via heading 265°and FUZ R-222 to SLUGG Int/FUZ 38 DME and hold.

AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) L	119.475	121.725	122.7







CATEGORY	A	B	C	D
S-ILS 35L	897-½ 200 (200-½)			
S-LOC 35L	1220-½ 523 (600-½)		1220-1 523 (600-1)	1220-1¼ 523 (600-1¼)
CIRCLING	1220-1 520 (600-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)
	FORT WORTH MEACHAM ALTIMETER SETTING MINIMA			
S-ILS 35L	934-½ 237 (300-½)			
S-LOC 35L	1260-½ 563 (600-½)		1260-1 563 (600-1)	1260-1¼ 563 (600-1¼)
CIRCLING	1260-1 560 (600-1)		1260-1½ 560 (600-1½)	1260-2 560 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

JOE POOL FOUR DEPARTURE

SL-6917 (FAA)

GND CON 119.475
SPINKS TOWER*
124.625 (CTAF)
REGIONAL DEP CON
135.975 379.9
AWOS-3 120.025

DEPARTURE PROCEDURE:
Rwys 17L, 35R: NA
Rwy 17R: Climb via heading 173° to 1200 before turning right.

TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA
Rwys 17R/35L: Standard

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10′
W97°11.15′

DARTZ
N32°17.07′
W96°48.93′

JASPA
N32°17.10′
W97°03.54′
L-17

ARDIA
N32°17.10′
W96°56.27′
L-17

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06′
W96°39.80′

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

TORNN
N31°31.22′
W96°30.88′
H-6

TNV
R-334

WACO
115.3 ACT
Chan 100
N31°39.74′-W97°16.14′
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′-W96°25.24′
L-19-21,H-7

HOARY
N30°34.63′
W97°46.52′
L-19-21, H-7

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19,H-7

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

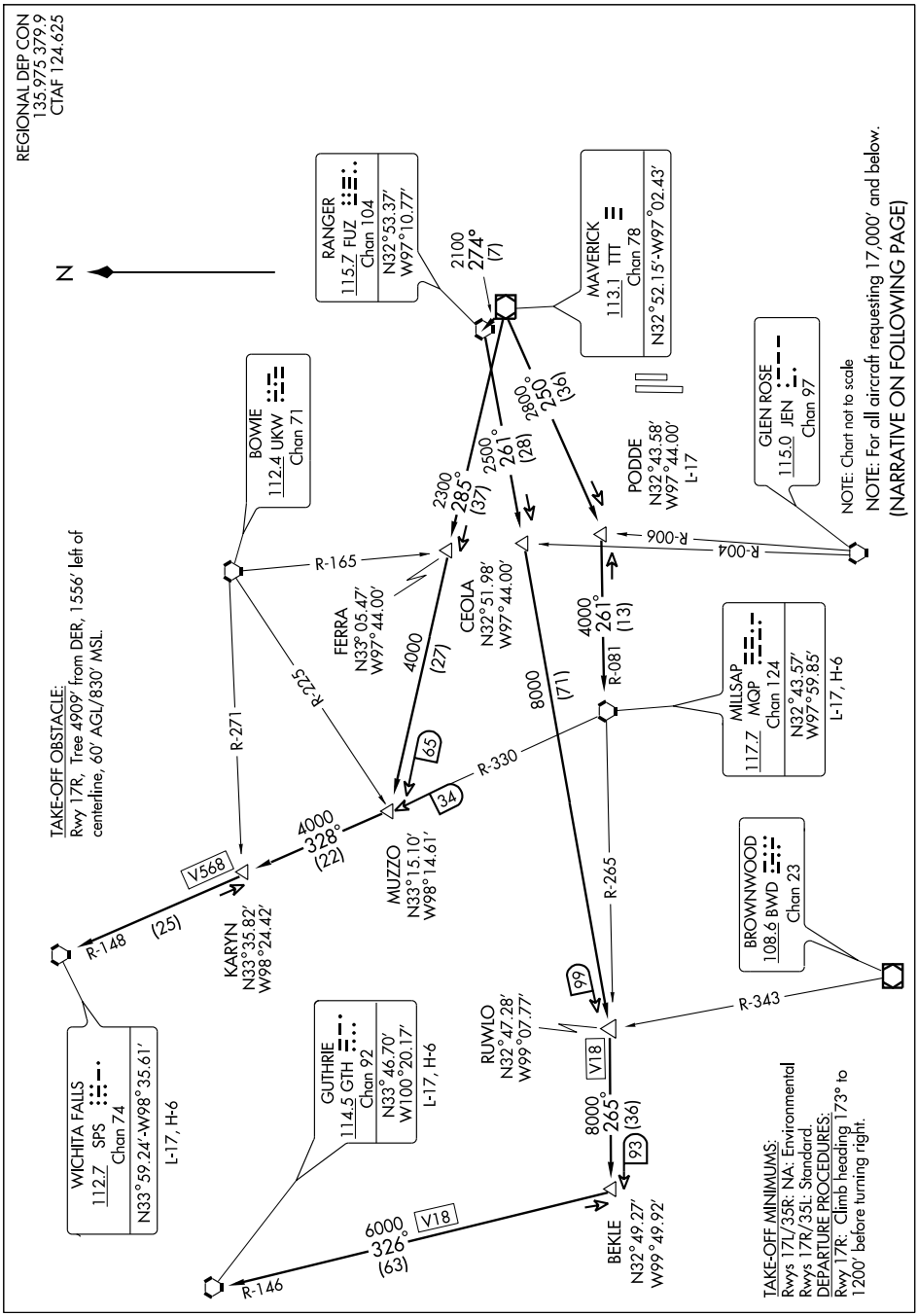
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 21 OCT 2010 to 18 NOV 2010



SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

4000
099°
(49)

FL190
071°
(151)

130

R-254
(25)

4000
082°
(39)

44

(5)

087°
(15)

4000

40

(28)

R-267
(12)

4000
064°
(21)

4000
033°
(19)

3000

47

151

075°

42

R-213

R-218

R-181

R-119

R-127

46

254°

267°

55

SITNA
N32°12.55′
W99°03.07′

R-338

R-353

R-359

R-128

R-207

CVE

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

17

66

128°

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

GAINS
N31° 57.12′
W97°37.34′

18

5000
033°
(38)

5000
334°
(51)

5000
305°
(25)

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

060°

R-240

R-110

R-197

R-213

104

BRIAN
N32°01.87′
W97°43.17′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

SAN ANGELO
115.1 SJT
Chan 98

JUMBO
N31° 32.17′
W98° 10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

FL180
(21)

350°

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

FL180
359°
(114)

R-142

FL180
321°
(58)

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

KNEAD SIX ARRIVAL
(KNEAD.KNEAD6) 09351

ST-106 (FAA)

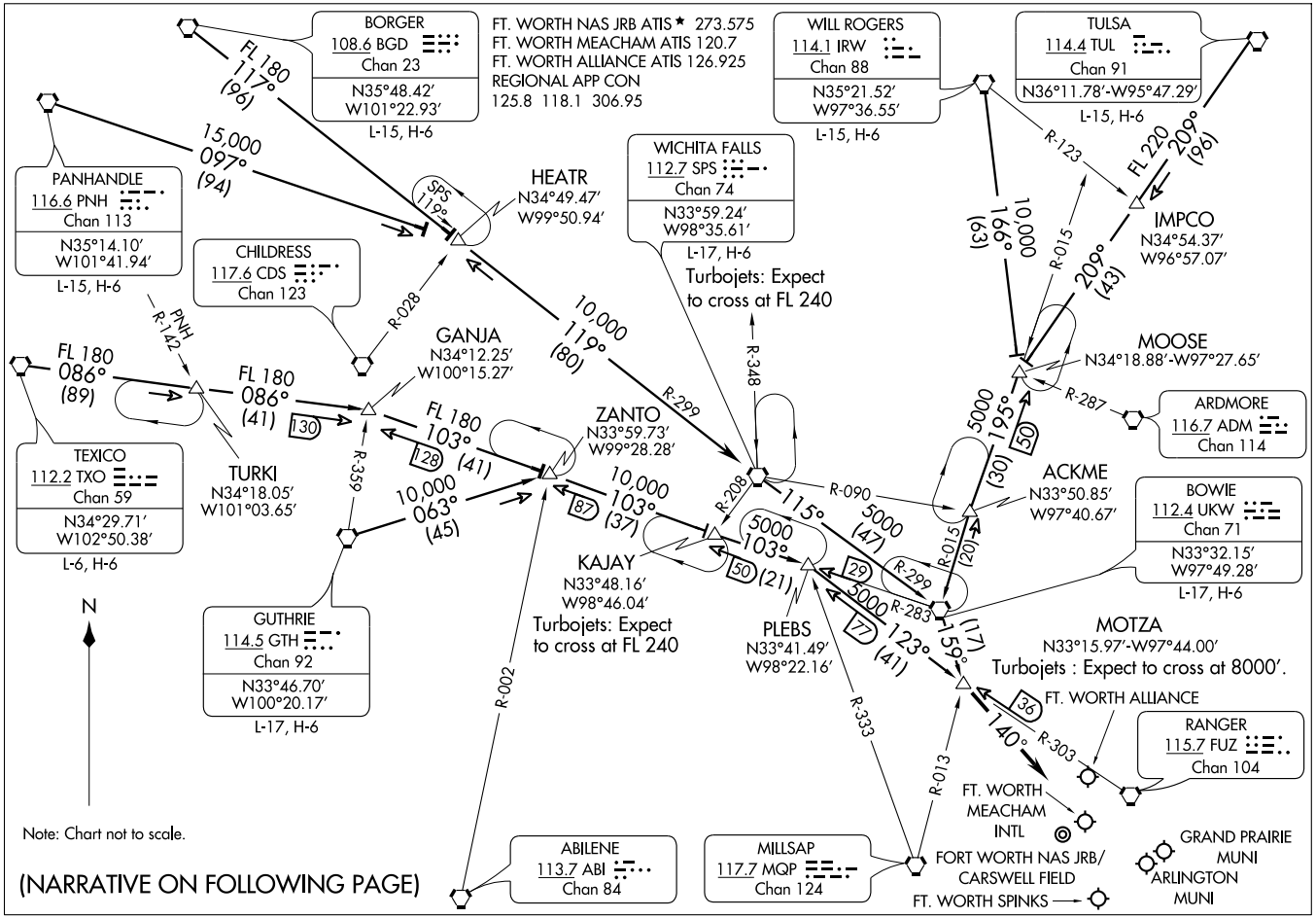
DALLAS-FT. WORTH, TEXAS

DALLAS-FT. WORTH, TEXAS

MOTZA SIX ARRIVAL

(MOTZA.MOTZA6) 07298

DALLAS-FT. WORTH, TEXAS



ST-6918 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6002
CH 62899	173°	TDZE	700
W17A		Apt Elev	700

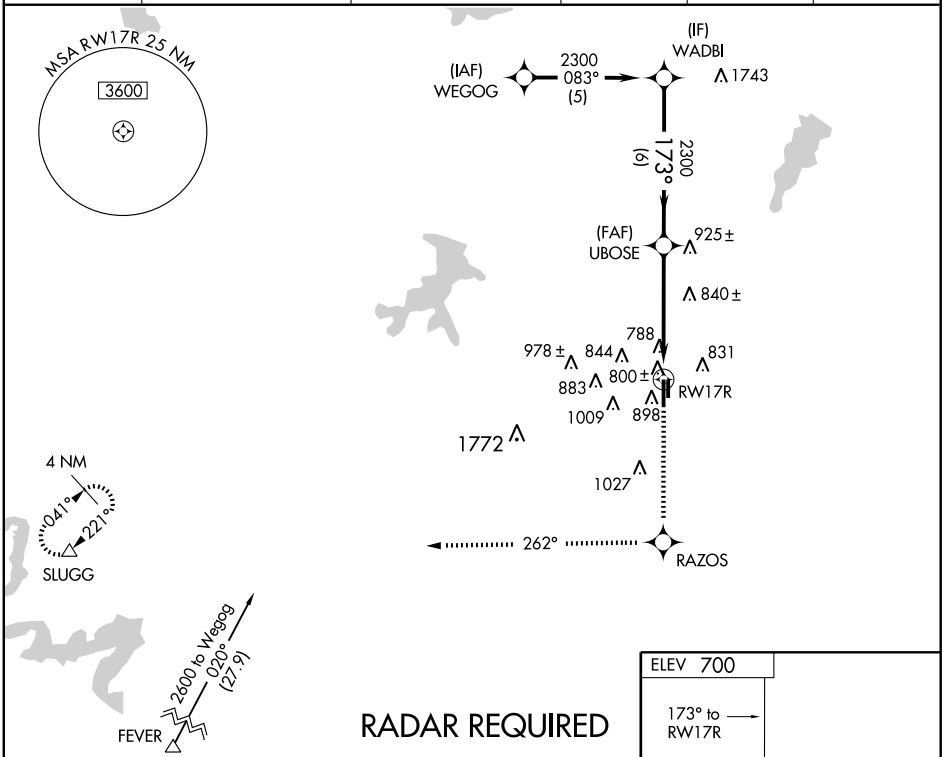
RNAV (GPS) RWY 17R

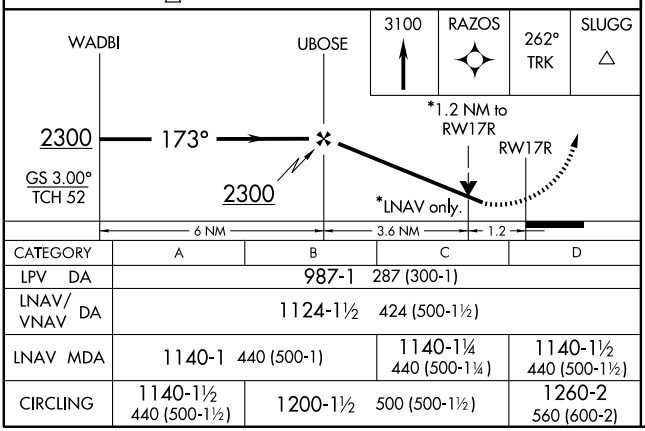
FORT WORTH SPINKS (FWS)

DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DAs/MDAs 40 feet. Circling NA west of Rwy 17R-35L. BARO/VNAV and VDP NA with Fort Worth Meacham altimeter setting.

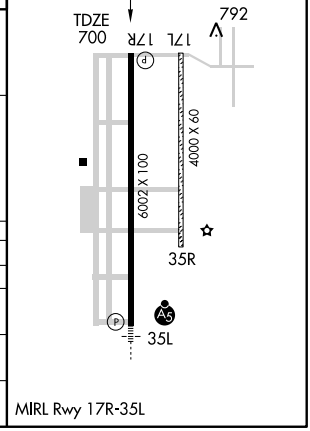
MISSED APPROACH: Climb to 3100 direct RAZOS and via 262° track to SLUGG and hold.

AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) (L)	119.475	121.725	122.7





CATEGORY	A	B	C	D
LPV DA	987-1	287 (300-1)		
LNAV/VNAV DA	1124-1½	424 (500-1½)		
LNAV MDA	1140-1	440 (500-1)	1140-1¼ 440 (500-1¼)	1140-1½ 440 (500-1½)
CIRCLING	1140-1½ 440 (500-1½)	1200-1½ 500 (500-1½)		1260-2 560 (600-2)



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 57999 W35A	APP CRS 353°	Rwy Idg 6002 TDZE 697 Apt Elev 700

RNAV (GPS) RWY 35L

FORT WORTH SPINKS (FWS)

DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DAs/MDAs 40 feet. For inoperative MALSR increase LPV visibility all Cats to 1. Circling NA west of Rwy 17R-35L. BARO/VNAV and VDP NA with Fort Worth Meacham altimeter setting.

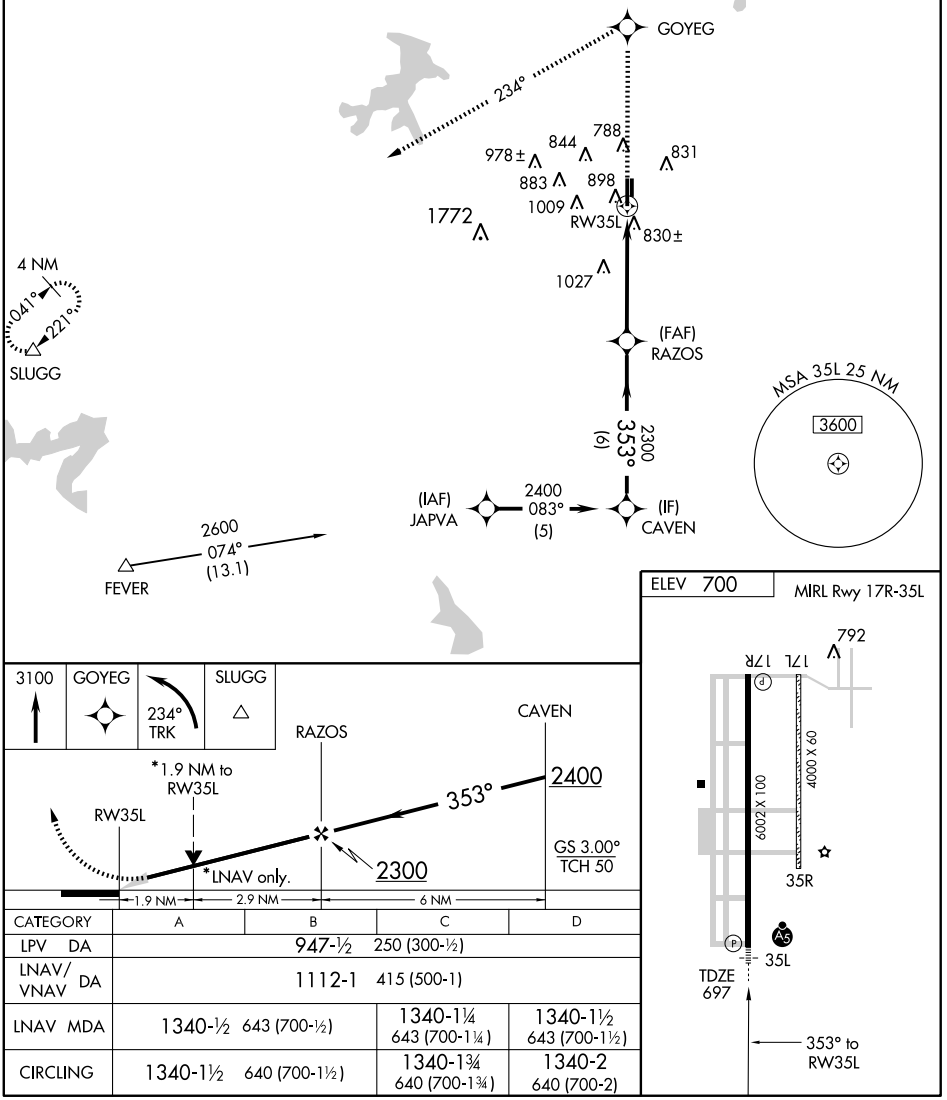
MALSR

MISSED APPROACH: Climb to 3100 direct GOYEG and left turn via 234° track to SLUGG and hold.

AWOS-3	REGIONAL APP CON	SPINKS TOWER ★	GND CON	GCO	UNICOM
120.025	135.975 379.9	124.625 (CTAF) L	119.475	121.725	122.7

SC-2, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED

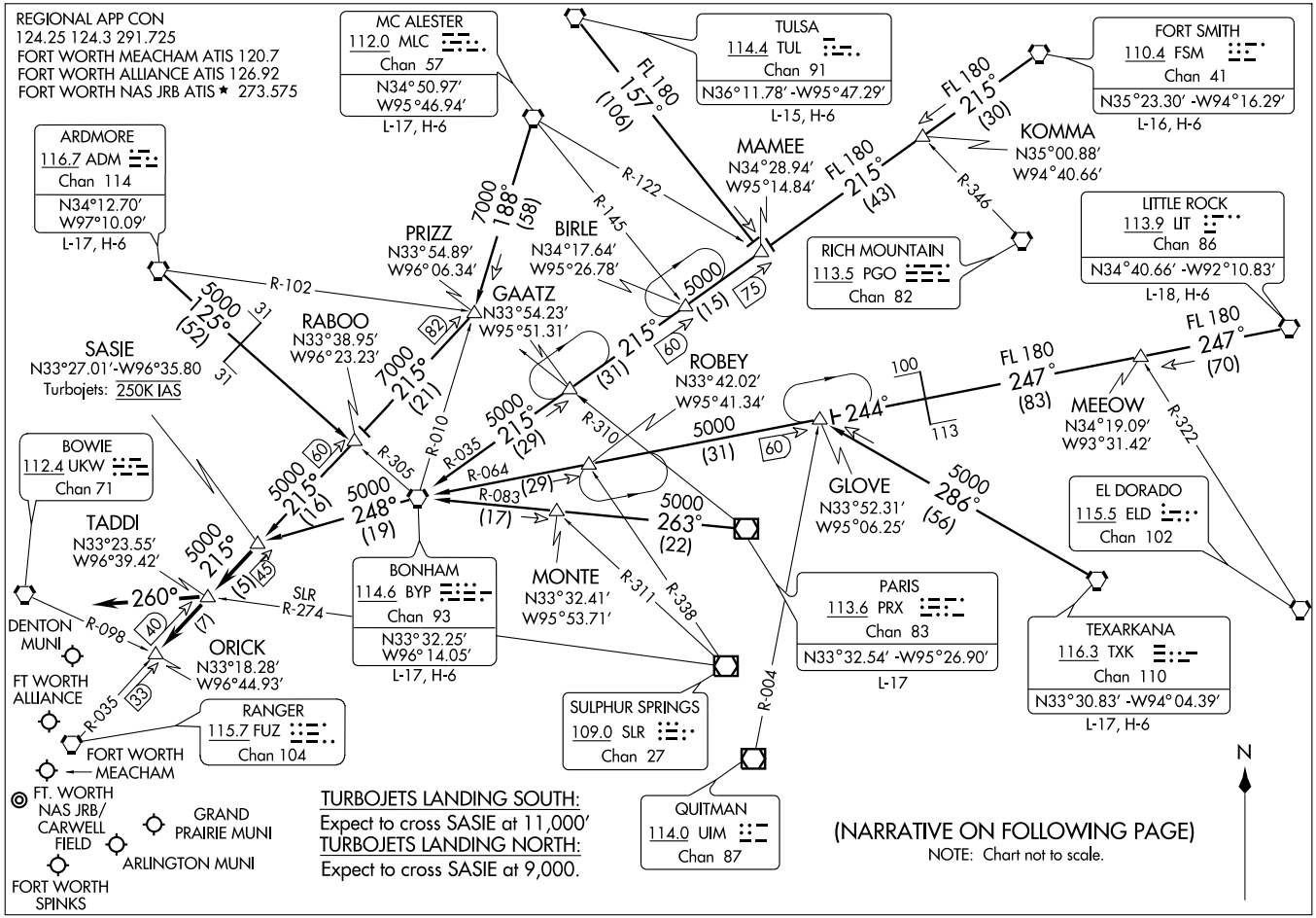


CATEGORY	A	B	C	D
LPV DA		947-½ 250 (300-½)		
LNAV/VNAV DA		1112-1 415 (500-1)		
LNAV MDA	1340-½ 643 (700-½)		1340-1¼ 643 (700-1¼)	1340-1½ 643 (700-1½)
CIRCLING	1340-1½ 640 (700-1½)		1340-1¾ 640 (700-1¾)	1340-2 640 (700-2)

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



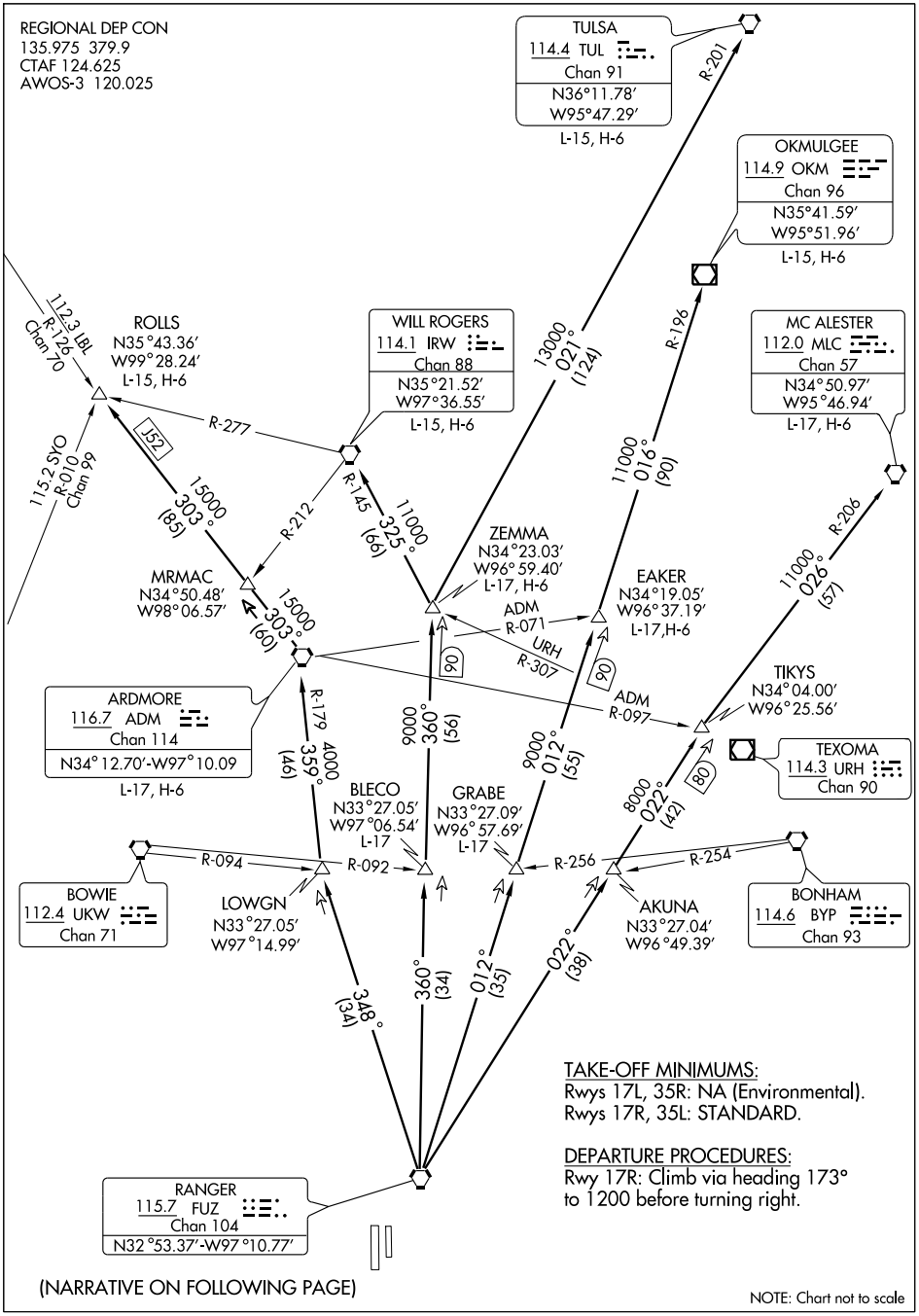
ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

TEXOMA ONE DEPARTURE

SL-6917 (FAA)



TAKE-OFF MINIMUMS:
Rwys 17L, 35R: NA (Environmental).
Rwys 17R, 35L: STANDARD.

DEPARTURE PROCEDURES:
Rwy 17R: Climb via heading 173° to 1200 before turning right.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

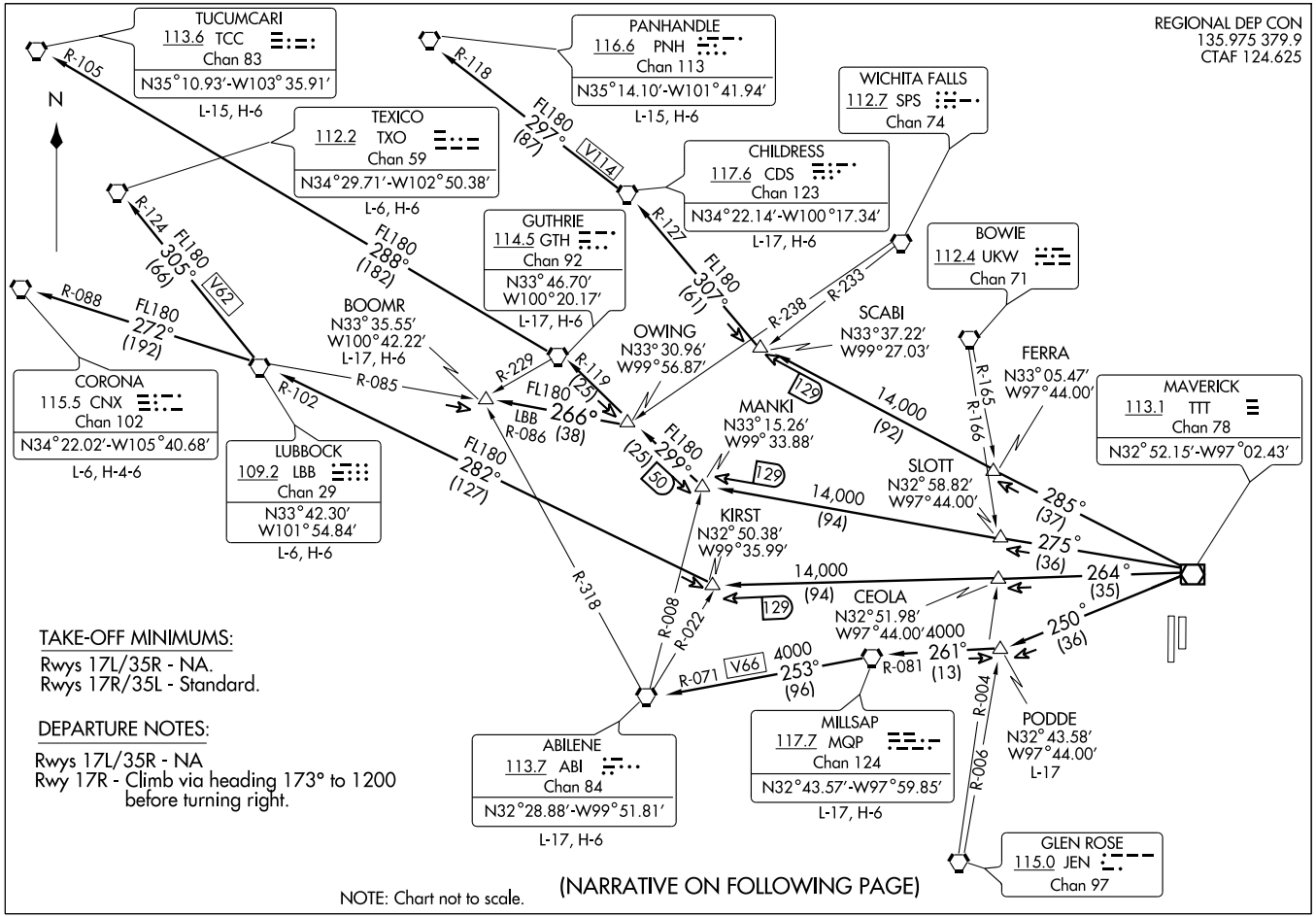
SC-2, 21 OCT 2010 to 18 NOV 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS



(WORTH5.TTT) 08269

WORTH FIVE DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

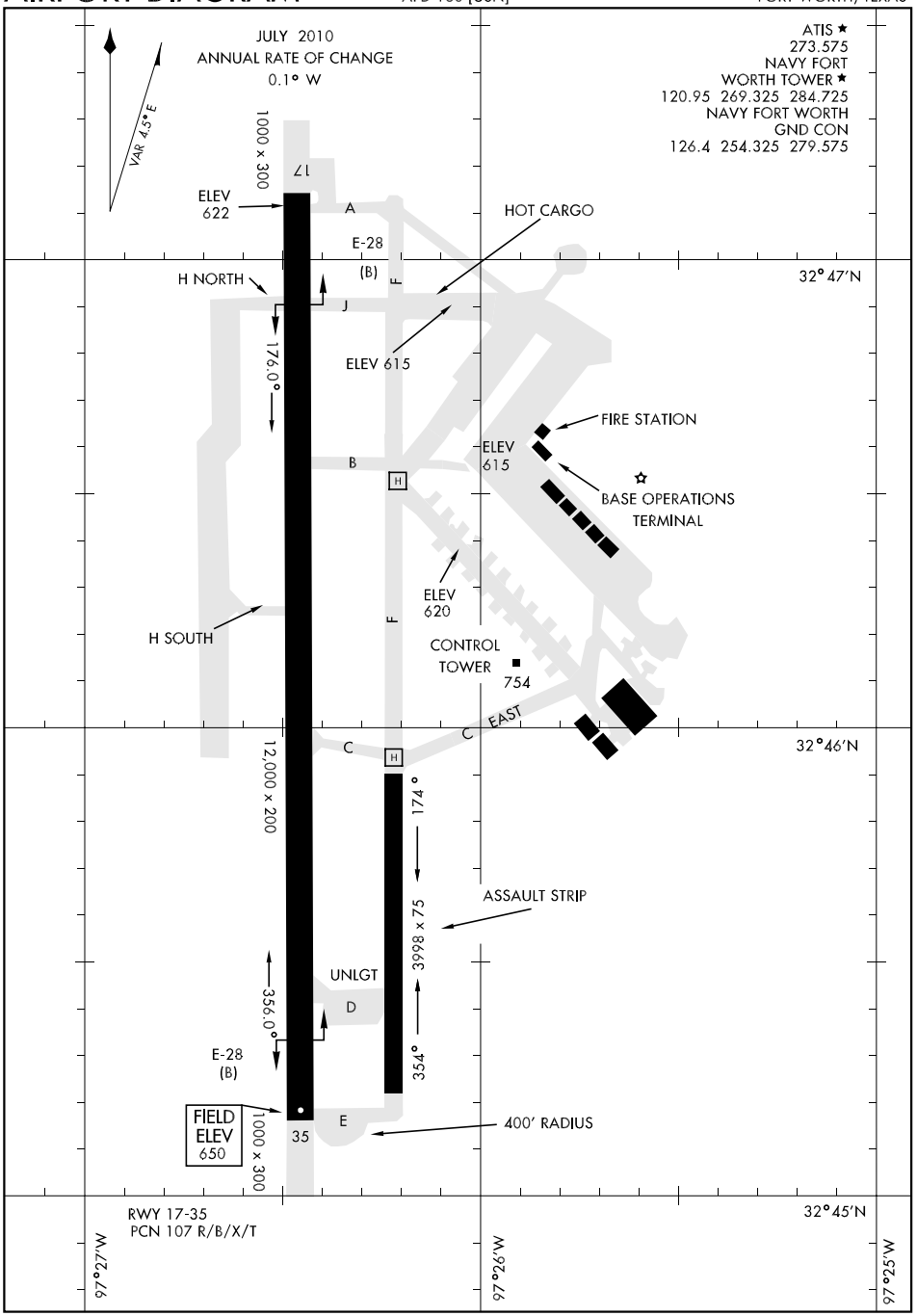
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

ATIS 273.575★
GND CON
126.4 254.325
FORT WORTH NAS TOWER★
120.95 269.325
REGIONAL DEP CON
125.8 257.95

TAKE-OFF MINIMUMS
Refer to appropriate military service directives.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHERO
N33°04.49′
W95°33.78′

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

055° (117) R-235
FL230 064° (75)
R-320
151
R-244
6500 064° (79)
5000 (38) 76
R-324
R-184
R-182
R-181
064° (38)
074° (36)
084° (36)
094° (36)
R-180
6000 (34)
5000 081° (49)
R-261
R-312
R-183
14000 072° (134)
R-254
FL200 077° (125)
R-262
FL200 097° (206)
R-281
R-187
R-259
(25) (25)
94 10000 079° (44)
71
R-346
14000 111° (116)
R-291

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

DALLAS NINE DEPARTURE
(DALL9.TTT) 09351
FORT WORTH NAS JRB/CARSWELL FIELD (NFW)
DALLAS, TEXAS

SL-160 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

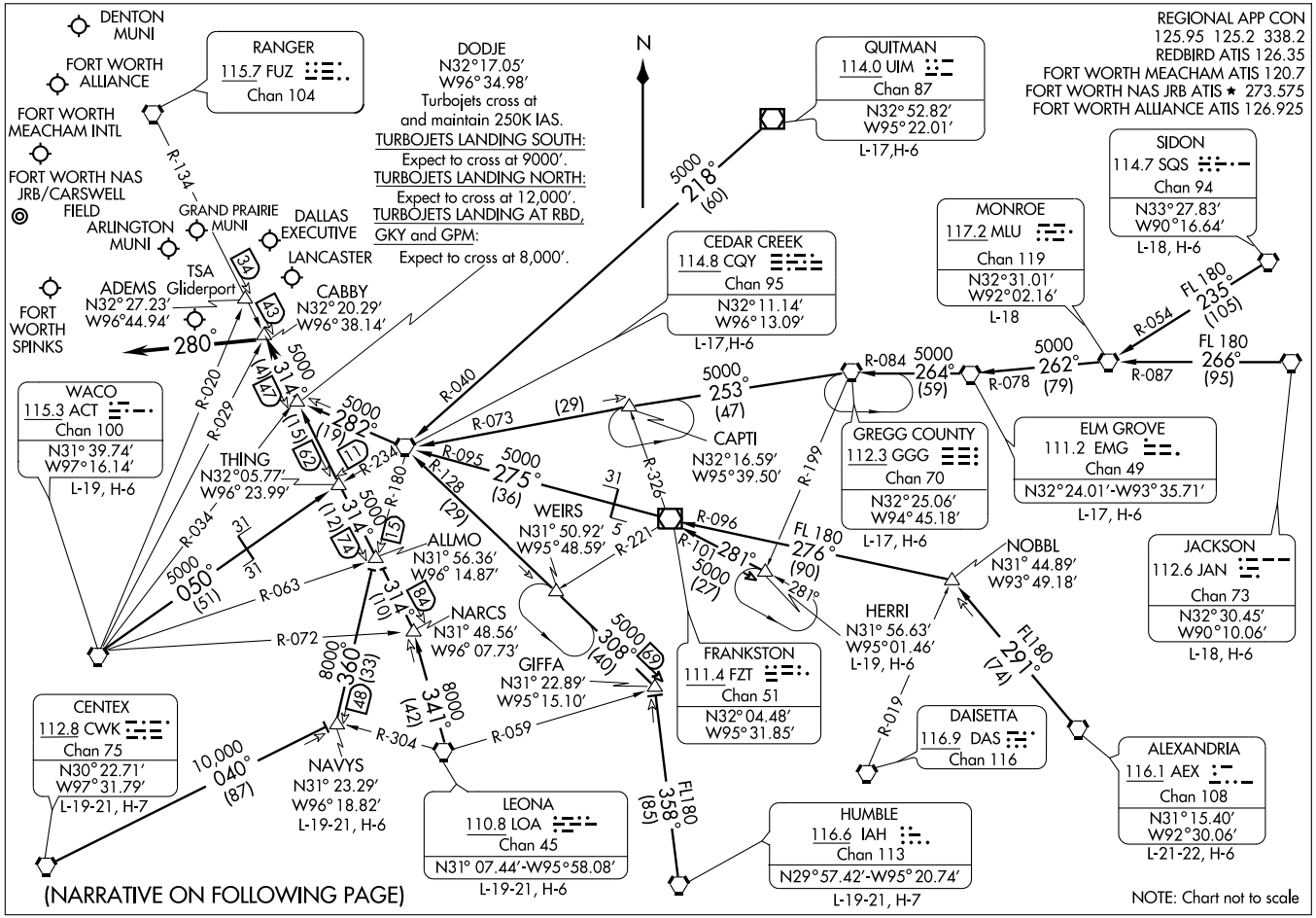
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

GARLAND THREE DEPARTURE SL-160 (FAA)

ATIS 273.575 ★
GND CON
126.4 254.325
FORT WORTH NAS TOWER ★
120.95 269.325
REGIONAL DEP CON
125.8 257.95

TAKE-OFF MINIMUMS:
Refer to appropriate military service directives.

NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
FORT WORTH NAS JRB/CARSWELL FIELD (NFW)
FORT WORTH, TEXAS
SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 17

LOC I-NFW 108.7	APCH CRS 174°	Rwy ldg 12,000 TDZE 636 Arpt Elev 650

JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS 120.7	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575		125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

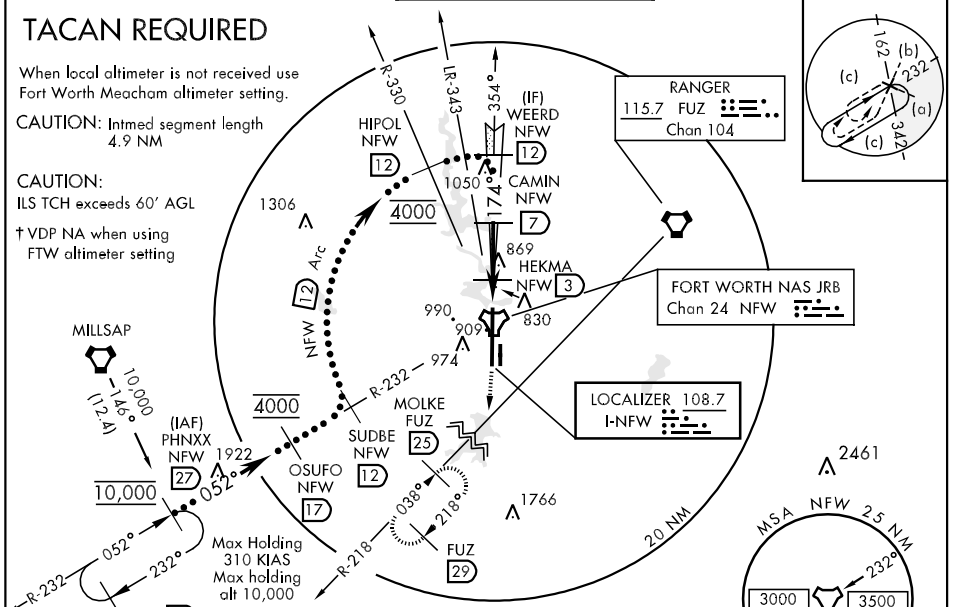
TACAN REQUIRED

When local altimeter is not received use Fort Worth Meacham altimeter setting.

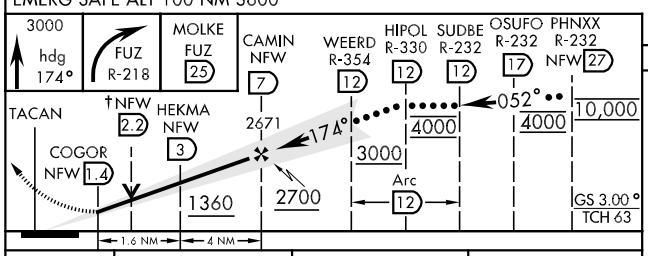
CAUTION: Intmed segment length 4.9 NM

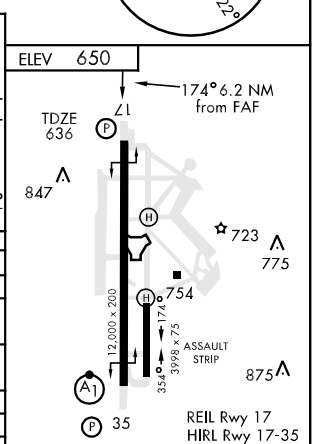
CAUTION: ILS TCH exceeds 60' AGL

† VDP NA when using FTW altimeter setting



EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-ILS 17	836-¾ 200 (200-¾)		
S-LOC 17	1080-1¼ 444 (500-1¼)	1080-1 ½ 444 (500-1½)	
CIRCLING *	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-ILS 17	856-1 220 (300-1)		
S-LOC 17	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

FAF to MAP 5.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 35

LOC I-FWH 109.3	APCH CRS 354°	Rwy ldg 12,000 TDZE 650 Arpt Elev 650

JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

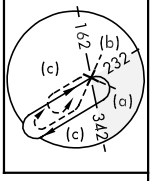
ALSF-1

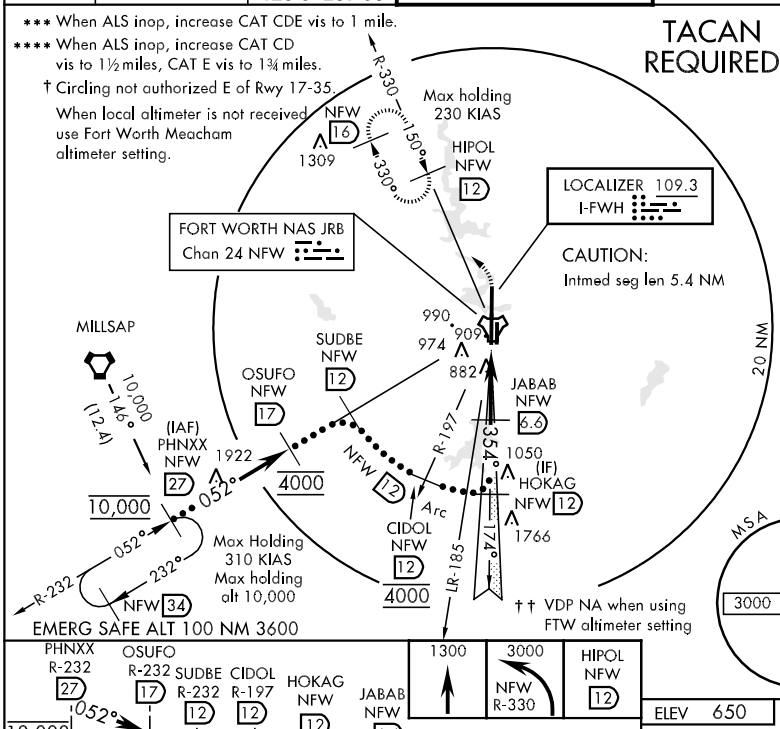
MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 via NFW TACAN R-330 to HIPOL and hold.

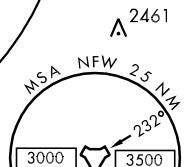
ATIS ★ 273.575	FORT WORTH MEACHAM INTL ATIS 120.7	REGIONAL APP CON 125.8 257.95	NAVY FORT WORTH TOWER ★ 120.95 269.325 284.725	NAVY FORT WORTH GND CON 126.4 254.325 279.575	ASR/ PAR

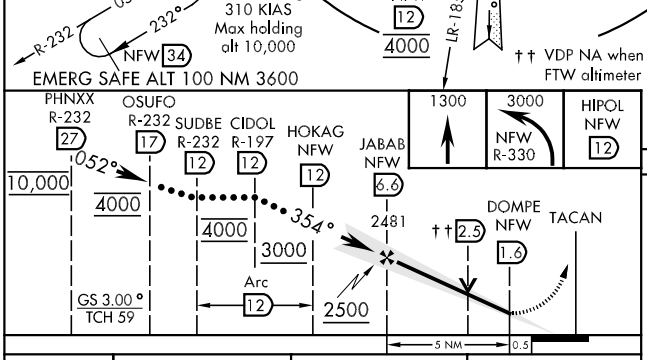
*** When ALS inop, increase CAT CDE vis to 1 mile.
**** When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
† Circling not authorized E of Rwy 17-35.
When local altimeter is not received, use Fort Worth Meacham altimeter setting.

TACAN REQUIRED

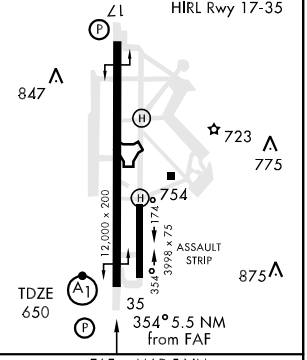








ELEV 650



CATEGORY	C	D	E
S-ILS 35*	850-½	200	(200-½)
S-LOC 35**	1140-¾ 490 (500-¾)	1140-1 490 (500-1)	1140-1¼ 490 (500-1¼)
CIRCLING †	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-ILS 35***	870-½	220	(300-½)
**** S-LOC 35	1160-1 510 (600-1)		1160-1¼ 510 (600-1¼)
CIRCLING †	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

FAF to MAP 5 NM

Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

HI-ILS or LOC/DME RWY 35

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 17

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NFW Chan 24	172°	12,000	636	650

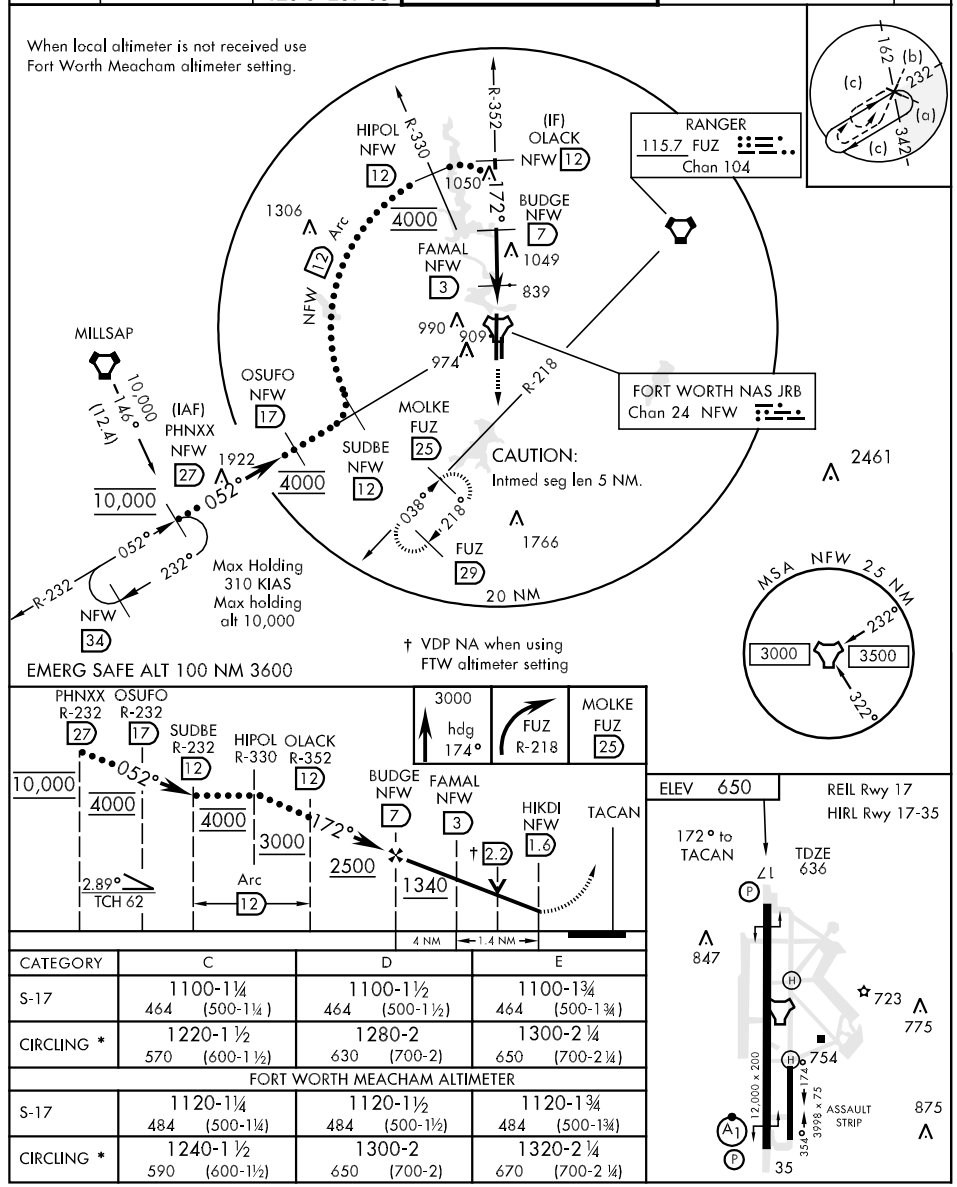
JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

* Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

When local altimeter is not received use Fort Worth Meacham altimeter setting.



CATEGORY	C	D	E
S-17	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1220-1 ½ 570 (600-1 ½)	1280-2 630 (700-2)	1300-2 ¼ 650 (700-2 ¼)
FORT WORTH MEACHAM ALTIMETER			
S-17	1120-1¼ 484 (500-1¼)	1120-1½ 484 (500-1½)	1120-1¾ 484 (500-1¾)
CIRCLING *	1240-1 ½ 590 (600-1½)	1300-2 650 (700-2)	1320-2 ¼ 670 (700-2 ¼)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 35

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NFW Chan 24	355°	12,000	650	650

JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT DE to 1¾ miles.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E to 2 miles.

ALSF-1 (A1)

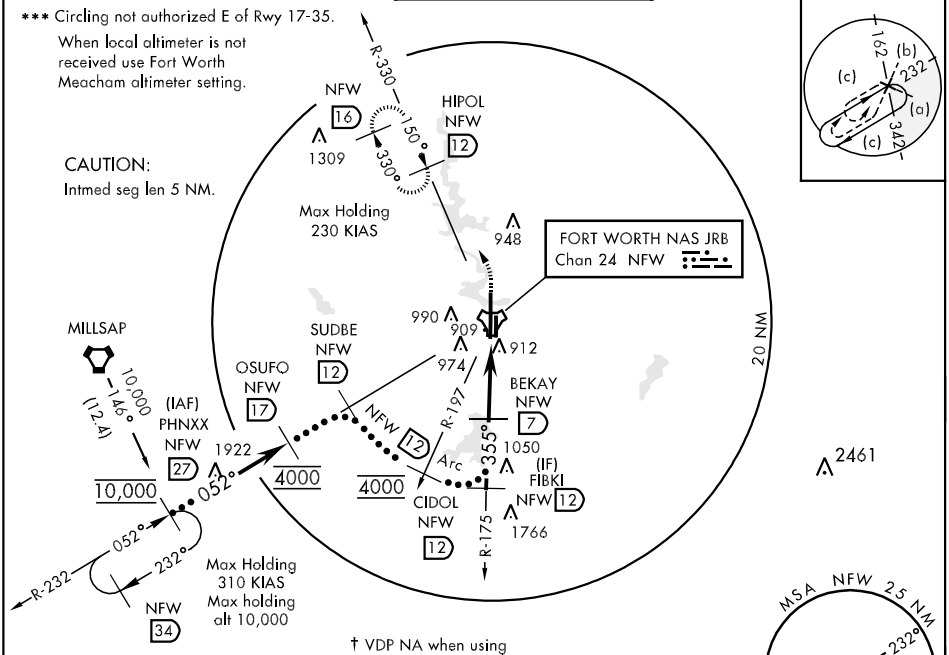
MISSED APPROACH: Climb direct NFW TACAN, then climbing left to 3000 via NFW R-330 to HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	ATIS 120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

*** Circling not authorized E of Rwy 17-35.

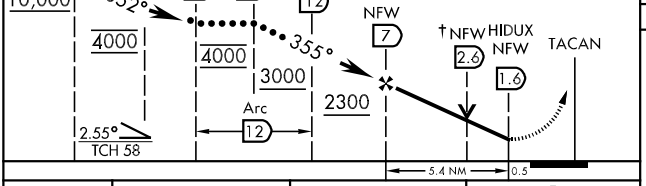
When local altimeter is not received use Fort Worth Meacham altimeter setting.

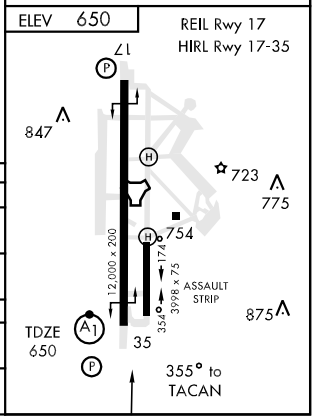
CAUTION:
Intmed seg len 5 NM.



† VDP NA when using FTW altimeter setting

EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-35 *	1180-1 530 (600-1)	1180-1¼ 530 (600-1¼)	
*** CIRCLING	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER			
S-35 **	1200-1 550 (600-1)	1200-1¼ 550 (600-1¼)	1200-1½ 550 (600-1½)
*** CIRCLING	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HUBBARD SIX DEPARTURE

SL-160 (FAA)

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 17

LOC I-NFW 108.7	APCH CRS 174°	Rwy ldg 12,000 TDZE 636 Arpt Elev 650

AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

*Circling not authorized E of Rwy 17-35.

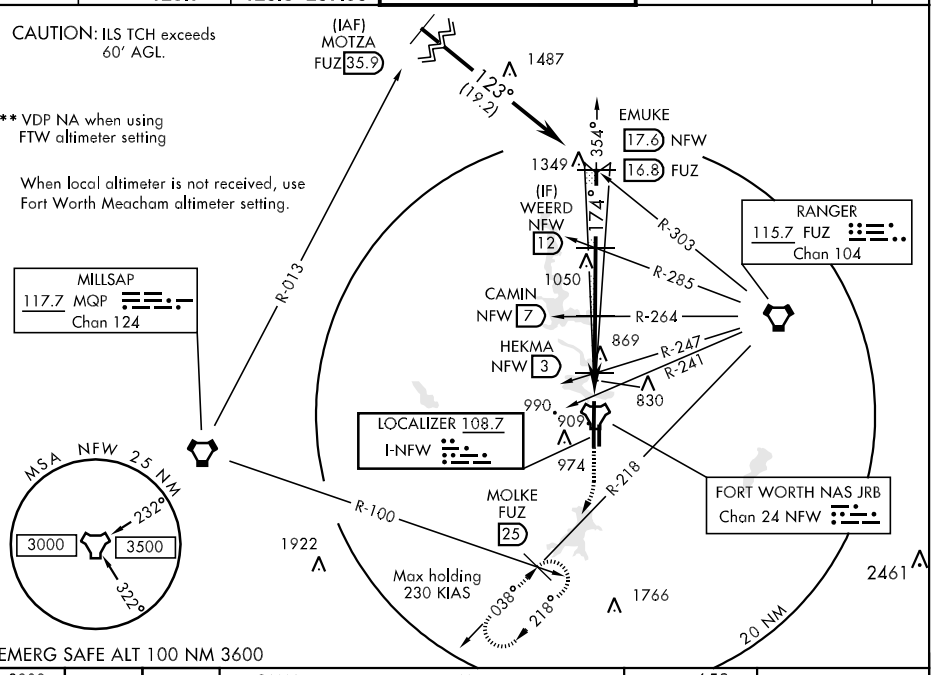
MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

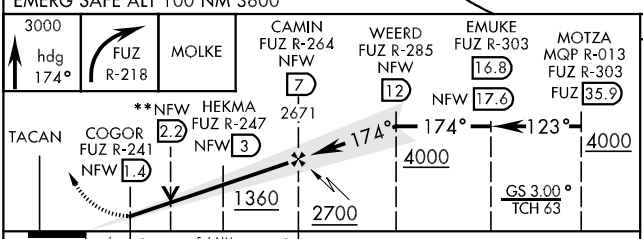
ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

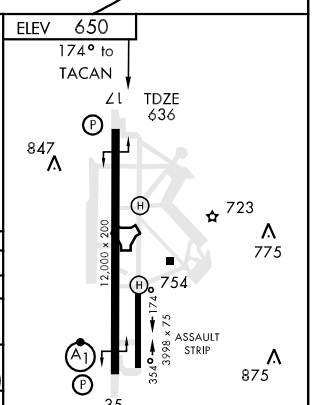
CAUTION: ILS TCH exceeds 60' AGL.

** VDP NA when using FTW altimeter setting

When local altimeter is not received, use Fort Worth Meacham altimeter setting.







CATEGORY	A	B	C	D	E
S-ILS 17	836-¾		200	(200-¾)	
S-LOC 17	1080-1 444 (500-1)		1080-1¼ 444 (500-1¼)	1080-1½ 444 (500-1½)	
CIRCLING *	1220-1 570 (600-1)		1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 17	856-¾ 220 (300-¾)		856-1 220 (300-1)		
S-LOC 17	1100-1 464 (500-1)		1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)	1100-1¾ 464 (500-1¾)
CIRCLING *	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

LOC FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:35	3:43	2:47	2:14	1:51

SC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 35

LOC I-FWH	APCH CRS	Rwy ldg 12,000 / TDZE 650 / Arpt Elev 650
109.3	354°	

AL-160 [USN]

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to ¾ mile, CAT CDE vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 330° and FUZ VORTAC R-277 to HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	ATIS 120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

*** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
**** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
*****Circling not authorized E of Rwy 17-35.

HIPOL FUZ 18.3
097°
277°
R-277
R-051
Max holding 230 KIAS

RANGER 115.7 FUZ Chan 104

LOCALIZER 109.3 I-FWH

FORT WORTH NAS JRB Chan 24 NFW

990
974
909
882
R-089
JABAB NFW 6.6
20 NM
ENROUTE FACILITIES

MILLSAP 117.7 MQP Chan 124

(IF) LUCCK NFW 14.7 JEN 31.1
354°
1766
039°
1220
R-113

GLEN ROSE 115.0 JEN Chan 97

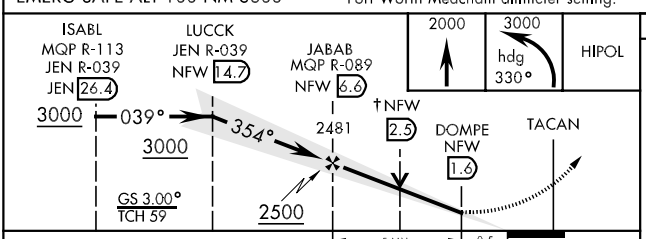
(IAF) ISABL JEN 26.4
174°
R-039

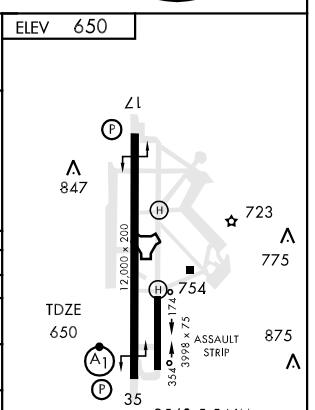
MSA NFW 25 NM
232°
3000
3500
322°

† VDP NA when using FTW altimeter setting

When local altimeter is not received use Fort Worth Meacham altimeter setting.

EMERG SAFE ALT 100 NM 3600





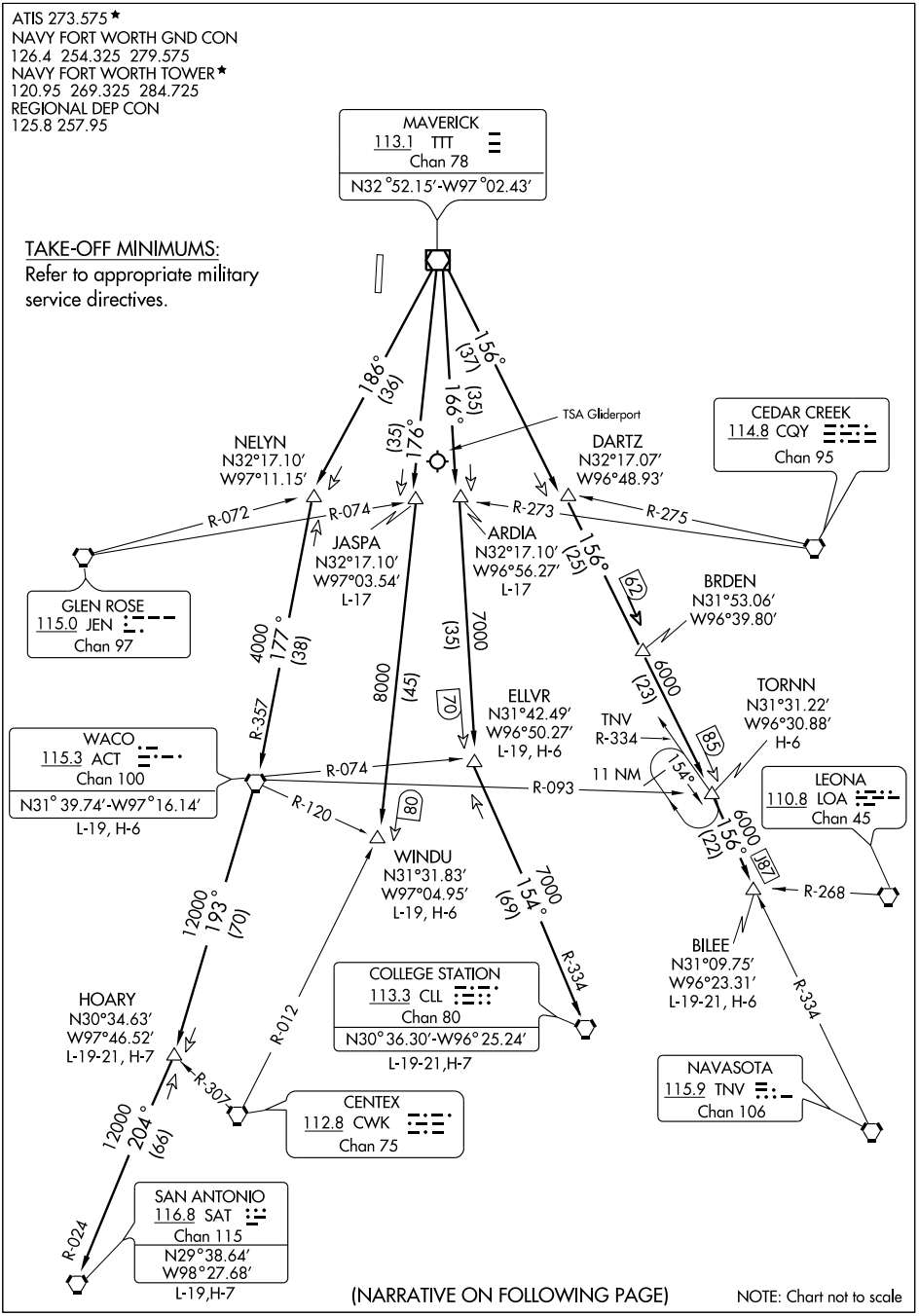
CATEGORY	A	B	C	D	E
S-ILS 35 *	850-½		200		(200-½)
*** S-LOC 35	1140-½	490 (500-½)	1140-¾ 490 (500-¾)	1140-1 490 (500-1)	1140-1¼ 490 (500-1¼)
***** CIRCLING	1220-1	570 (600-1)	1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 35 **	870-½		220		(300-½)
**** S-LOC 35	1160-½	510 (600-½)	1160-1	510 (600-1)	1160-1¼ 510 (600-1¼)
***** CIRCLING	1240-1	590 (600-1)	1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

LOC FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

JOE POOL FOUR DEPARTURE



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

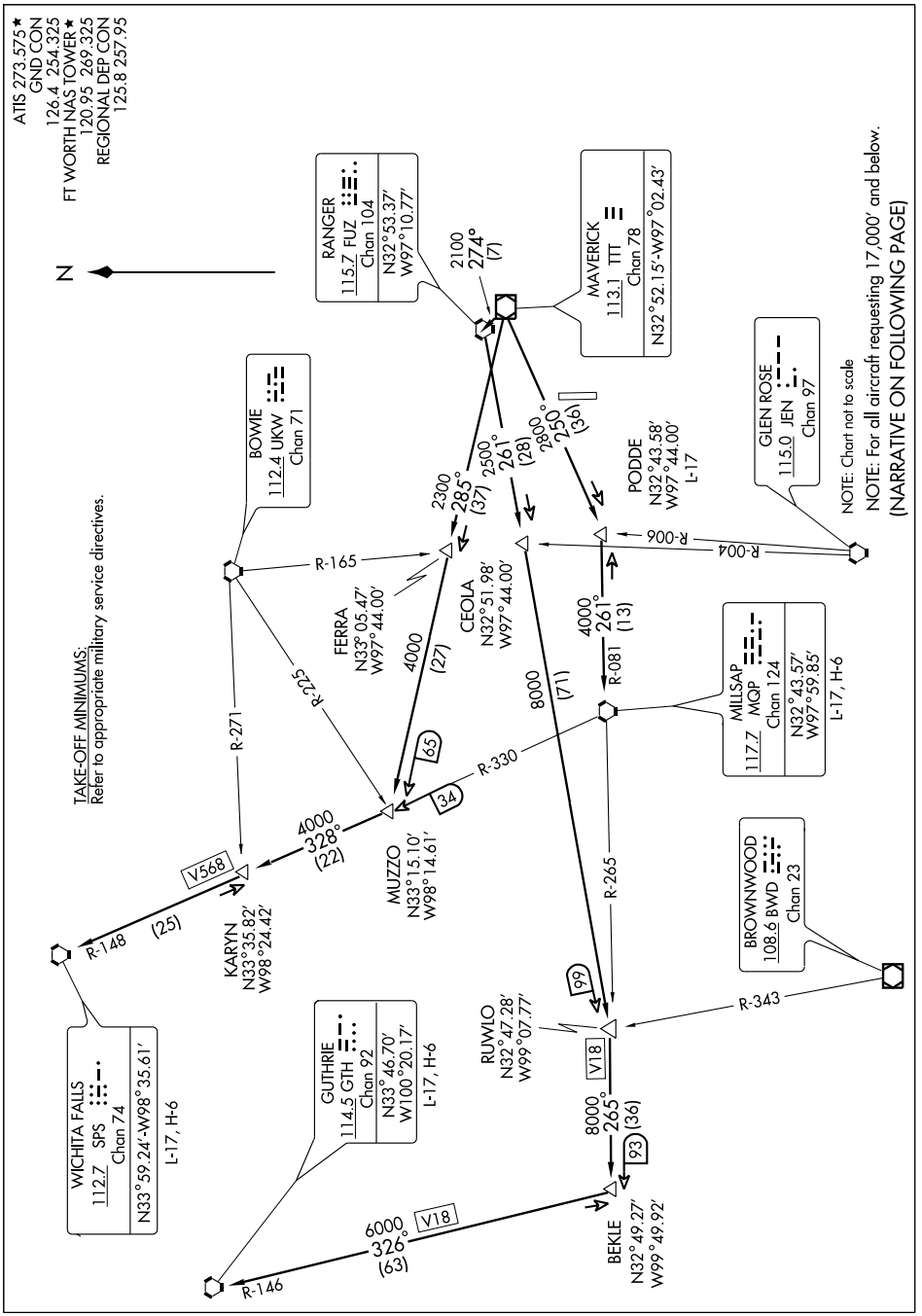
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.



SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

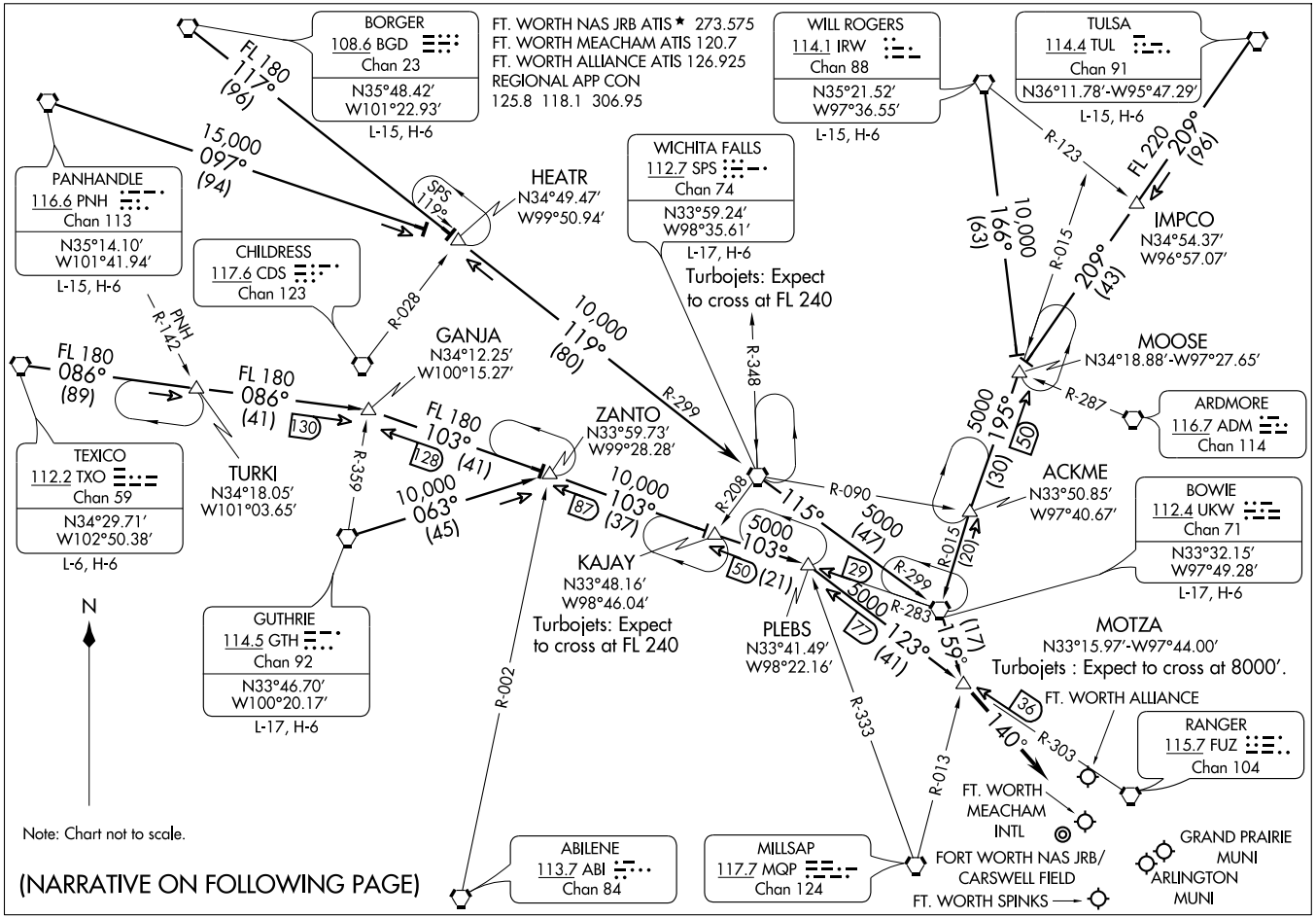
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

MOTZA SIX ARRIVAL

(MOTZA.MOTZA6) 07298

DALLAS-FT. WORTH, TEXAS



ST-6918 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

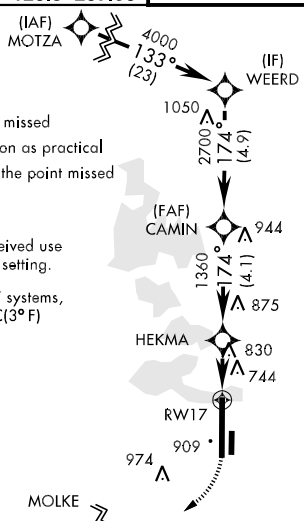
WAAS CH 71215 W17A	APCH CRS 174°	Rwy ldg 12,000 TDZE 636 Arpt Elev 650

AL-160 [USN]

* Circling not authorized E of Rwy 17-35.
** Baro VNAV NA when local altimeter not received.

MISSED APPROACH: Climb to 2300, then climbing right turn to 3000 direct MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	



CAUTION:

DAFIF USERS: When executing missed approach, climb to 2300 as soon as practical but no later than 6.4 NM from the point missed approach was executed from.

When local altimeter is not received use Fort Worth Meacham altimeter setting.

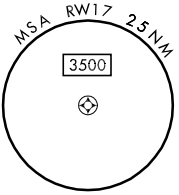
For uncompensated BaroVNAV systems, LNAV/VNAV NA below -16°C(3°F) or above 38°C(100°F)

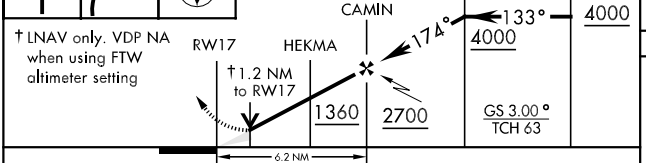
DME/DME RNP-0.3 NA

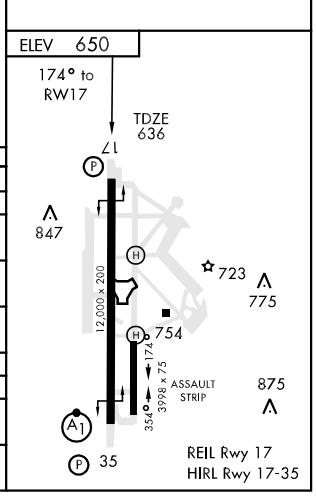
CAUTION:

LPV TCH exceeds 60'.

Max speed all segments 210 KIAS







CATEGORY	A	B	C	D
LPV DA	836-¾	200	(200-¾)	
LNAV/VNAV DA **	1040-1½	404	(500-1½)	
LNAV MDA	1080-1	444 (500-1)	1080-1¼ 444 (500-1¼)	1080-1½ 444 (500-1½)
CIRCLING *	1220-1½	570 (600-1½)		1280-2 630 (700-2)
FORT WORTH MEACHAM ALTIMETER				
LPV DA	856-¾	220 (300-¾)	856-1 220	(300-1)
LNAV MDA	1100-1	464 (500-1)	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)
CIRCLING *	1240-1	590 (600-1)	1240-1½ 590 (600-1½)	1300-2 650 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

WAAS CH 80949 W35A	APCH CRS 354°	Rwy ldg 12,000 TDZE 650 Arpt Elev 650	AL-160 [USN]

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

* When ALS inop, increase CAT ABCD vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 direct HIPOL and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

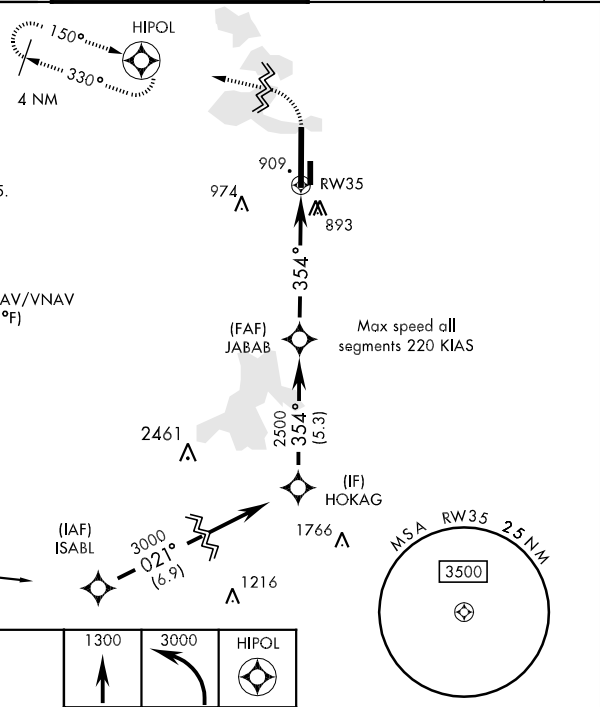
*** When ALS inop, increase CAT ABCD vis to 2 miles, Baro VNAV NA when local altimeter not received.
**** When ALS inop, increase CAT AB vis to ¾ mile, CAT CD vis to 1 mile.
***** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

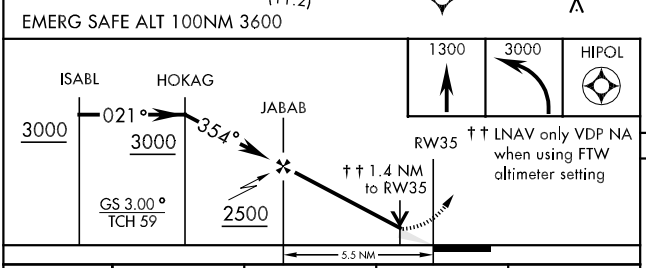
† Circling not authorized E of Rwy 17-35.

When local altimeter is not received use Fort Worth Meacham altimeter setting.

For uncompensated BaroVNAV systems, LNAV/VNAV NA below -16°C(3°F) or above 38°C(101°F)

DME/DME RNP-0.3 NA

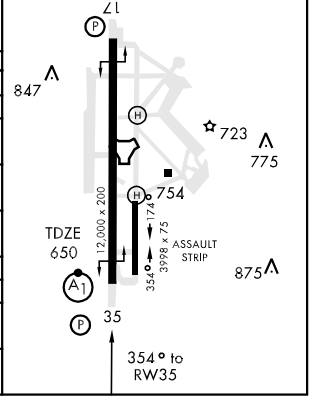




CATEGORY	A	B	C	D
LPV DA *	850-½ 200 (200-½)			
LNAV MDA **	1140-½ 490 (500-½)		1140-¾ 490 (500-¾)	1140-1 490 (500-1)
LNAV/VNAV DA ***	1220-1½ 570 (600-1½)			
CIRCLING †	1220-2 570 (600-2)			1280-2 630 (700-2)
FORT WORTH MEACHAM ALTIMETER				
LPV DA ****	870-½ 220 (300-½)			
LNAV MDA *****	1160-½ 510 (600-½)		1160-1 510 (600-1)	
CIRCLING †	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)

ELEV 650

REIL Rwy 17
HIRL Rwy 17-35

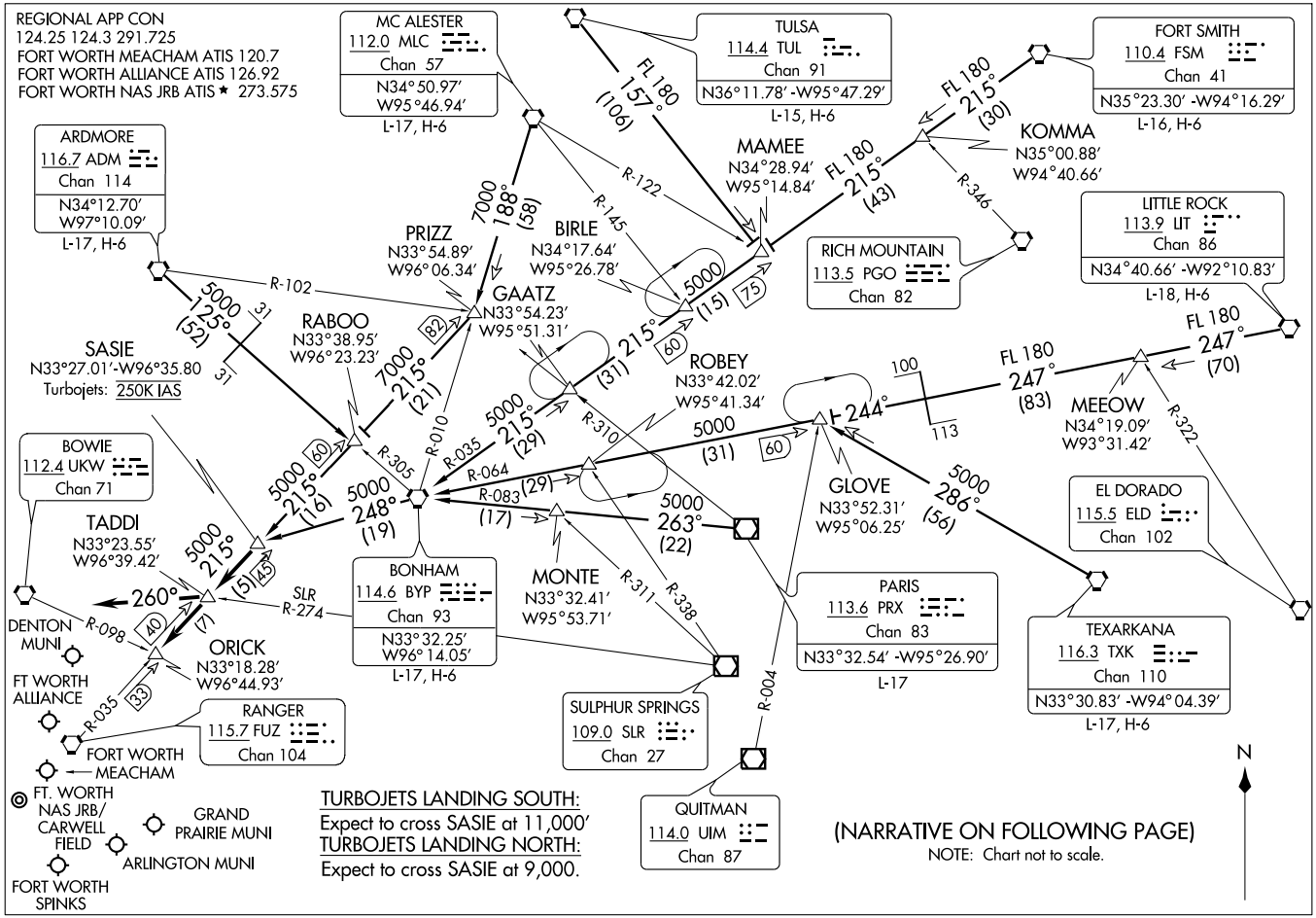


SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ARRIVAL DESCRIPTION

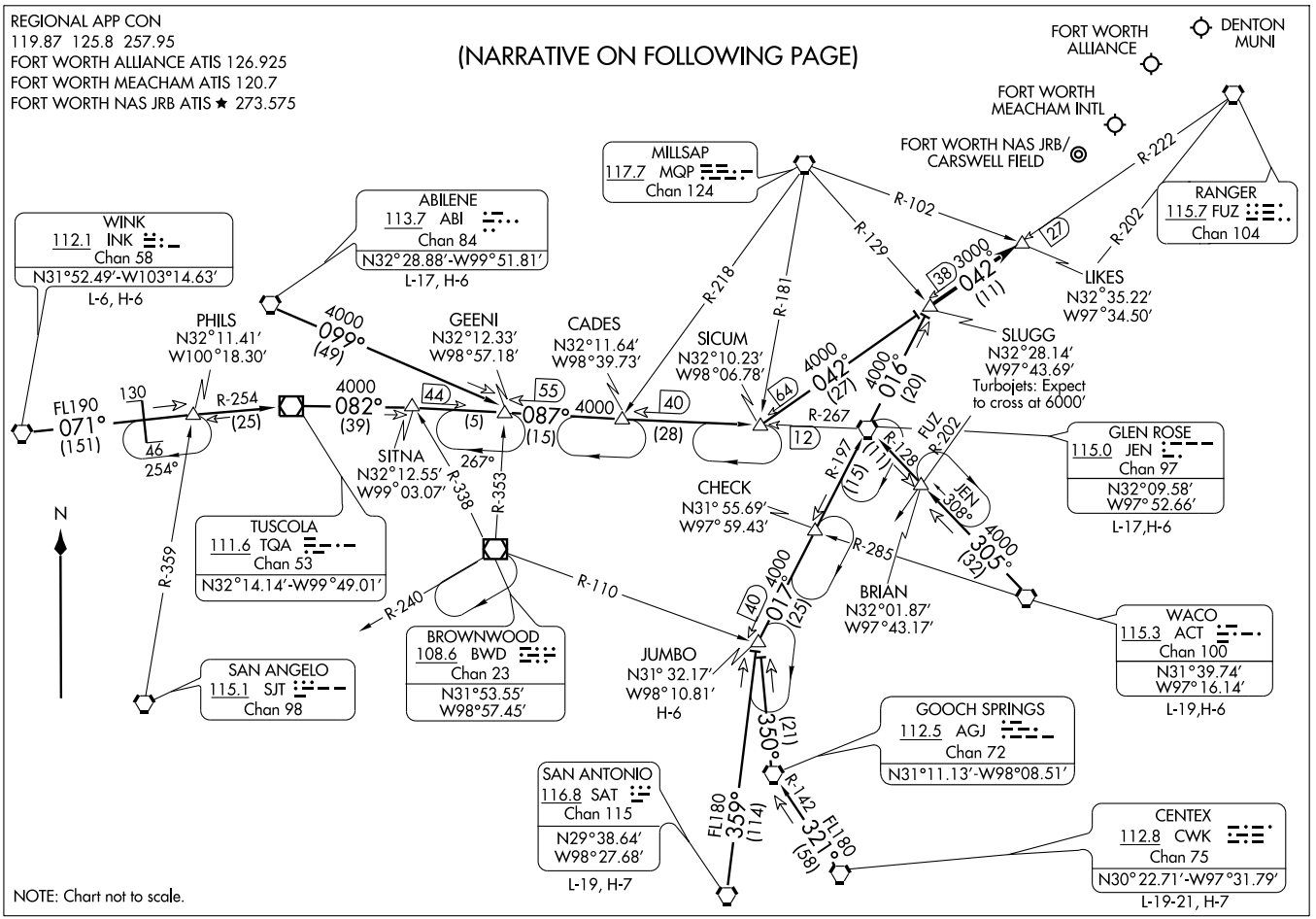
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

SLUGG SIX ARRIVAL

(SLUGG.SLUGG6) 09351

DALLAS-FT. WORTH, TEXAS



(SLUGG.SLUGG6) 09351

SLUGG SIX ARRIVAL

ST-6918 (FAA)

DALLAS-FT. WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 17

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NFW Chan 24	172°	12,000	636	650

AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

*Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000, via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

When local altimeter is not received use Fort Worth Meacham altimeter setting.

† VDP NA when using FTW altimeter setting

(IAF) MOTZA FUZ 35.9

123°

1487

R-352

NOKEE FUZ 17.3 NFW 17.9

(IF) OLACK NFW 12

172°

R-303

RANGER 115.7 FUZ Chan 104

1050

BUDGE NFW 7

1049

FAMAL NFW 3

839

MILLSAP 117.7 MQP Chan 124

R-013

CAUTION: Intmed seg len 5 NM.

990 909 974

MOLKE FUZ 25

R-218

R-100

FORT WORTH NAS JRB Chan 24 NFW

MSA NFW 25 NM

232°

322°

3000

3500

1922

Max holding 230 KIAS

038°

218°

1766

2461

FUZ 29

20 NM

EMERG SAFE ALT 100 NM 3600

3000 hdg 174°

FUZ R-218

MOLKE

MOTZA MQP R-013 FUZ R-303 FUZ 35.9

NOKEE FUZ R-303 FUZ 17.3 NFW 17.9

OLACK NFW 12

BUDGE NFW 7

†NFW 2.2

FAMAL NFW 3

HIKDI NFW 1.6

TACAN

172° 172° 123° 4000

4000

1340

2500

2.89° TCH 62

.6 1.4 NM 4 NM

ELEV 650

172° to TACAN

TDZE 636

847

723

775

754

12,000 x 200

174°

354°

3998 x 75

ASSAULT STRIP

875

35

REIL Rwy 17

HIRL Rwy 17-35

CATEGORY	A	B	C	D	E
S-17	1100-1 464 (500-1)		1100-1¼ 464(500-1¼)	1100-1½ 464(500-1½)	1100-1¾ 464(500-1¾)
CIRCLING *	1220-1 570 (600-1)		1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-17	1120-1 484 (500-1)		1120-1¼ 484 (500-1¼)	1120-1½ 484 (500-1½)	1120-1¾ 484 (500-1¾)
CIRCLING *	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 35

TACAN FWH Chan 24	APCH CRS 355°	Rwy ldg 12,000 TDZE 650 Arpt Elev 650	AL-160 [USN]	FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

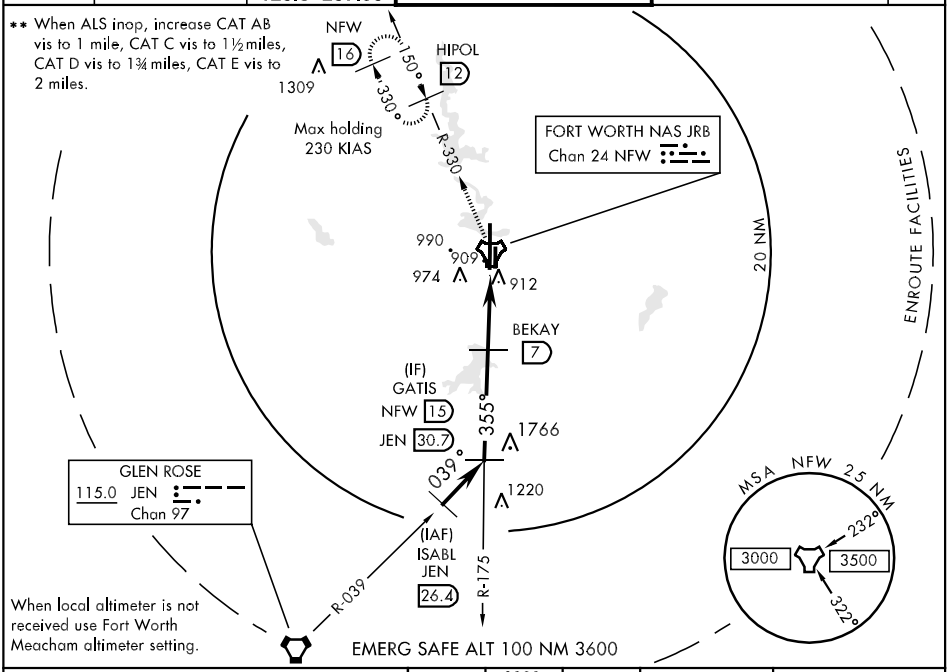
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.
*** Circling not authorized E of Rwy 17-35.

ALSF-1

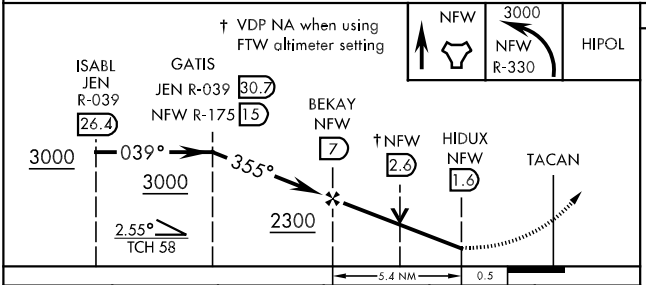
MISSED APPROACH: Climb direct NFW TACAN, then climbing left to 3000 via NFW R-330 to HIPOL and hold.

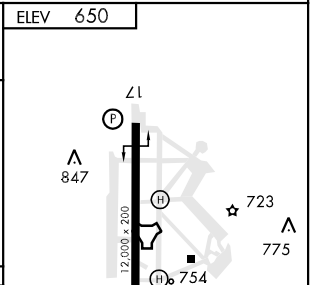
ATIS ★	FORT WORTH MEACHAM INTL ATIS	REGIONAL APP CON	NAVY FORT WORTH TOWER ★	NAVY FORT WORTH GND CON	ASR/ PAR
273.575	120.7	125.8 257.95	120.95 269.325 284.725	126.4 254.325 279.575	

** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.



† VDP NA when using FTW altimeter setting

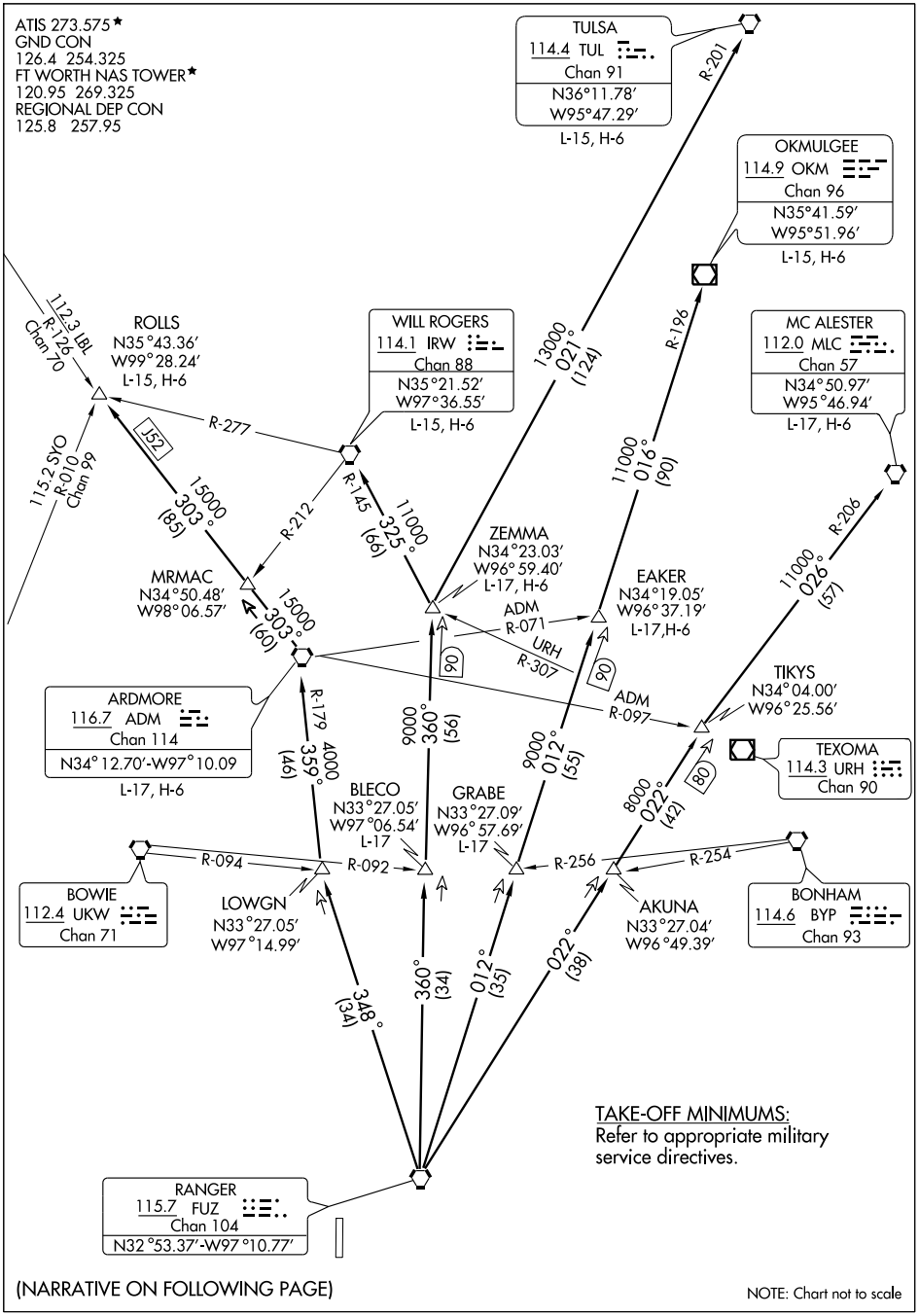




CATEGORY	A	B	C	D	E
S-35 *	1180-½ 530 (600-½)		1180-1 530 (600-1)	1180-1¼ 530 (600-1¼)	
CIRCLING ***	1220-1 570 (600-1)		1220-1½ 570 (600-1½)	1280-2 630 (700-2)	1300-2¼ 650 (700-2¼)
FORT WORTH MEACHAM ALTIMETER					
S-35**	1200-½ 550 (600-½)		1200-1 550 (600-1)	1200-1¼ 550 (600-1¼)	1200-1½ 550 (600-1½)
CIRCLING ***	1240-1 590 (600-1)		1240-1½ 590 (600-1½)	1300-2 650 (700-2)	1320-2¼ 670 (700-2¼)

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

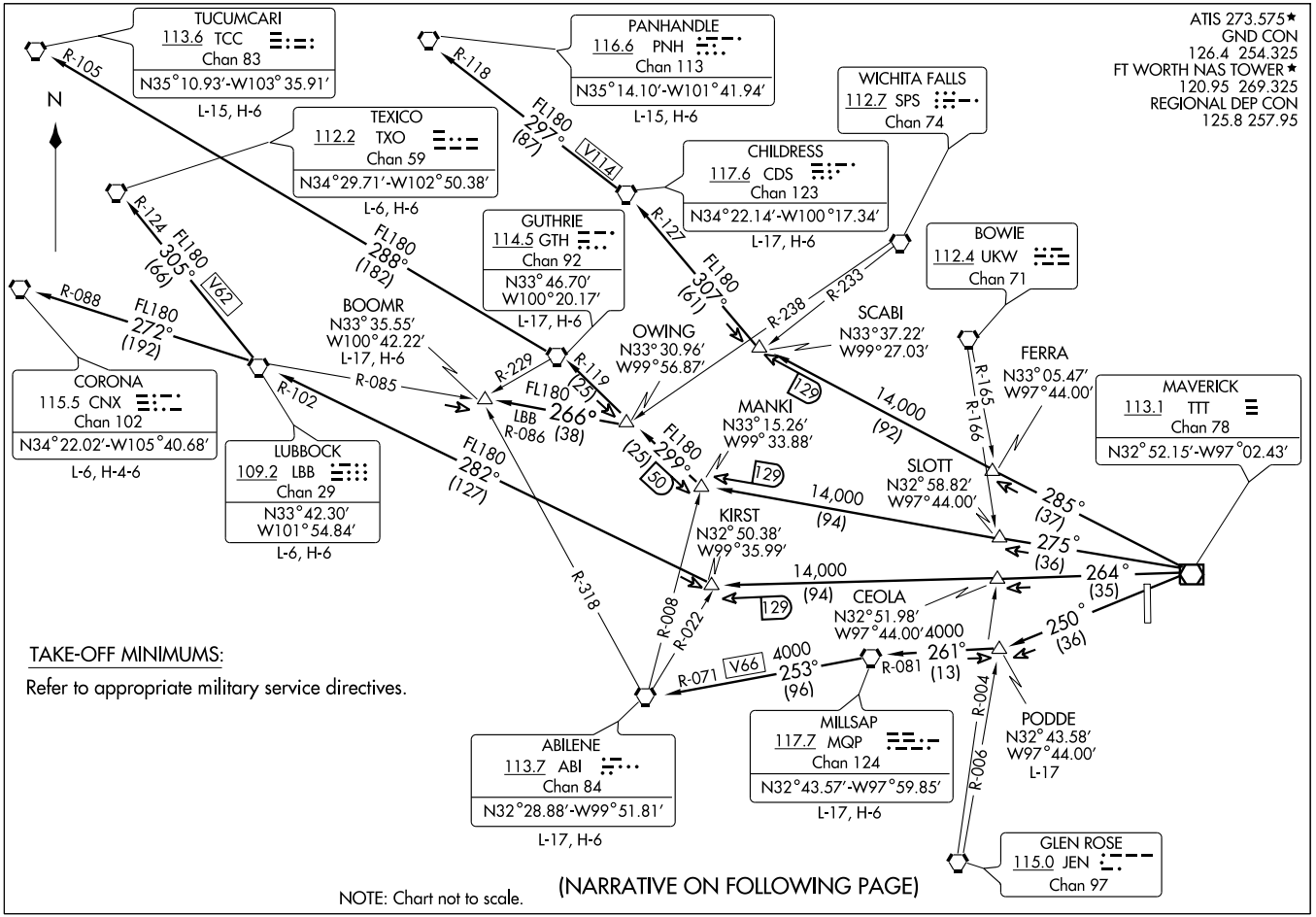
SC-2, 21 OCT 2010 to 18 NOV 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS



WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

SL-160 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
141°	TDZE	1695
	Apt Elev	1695

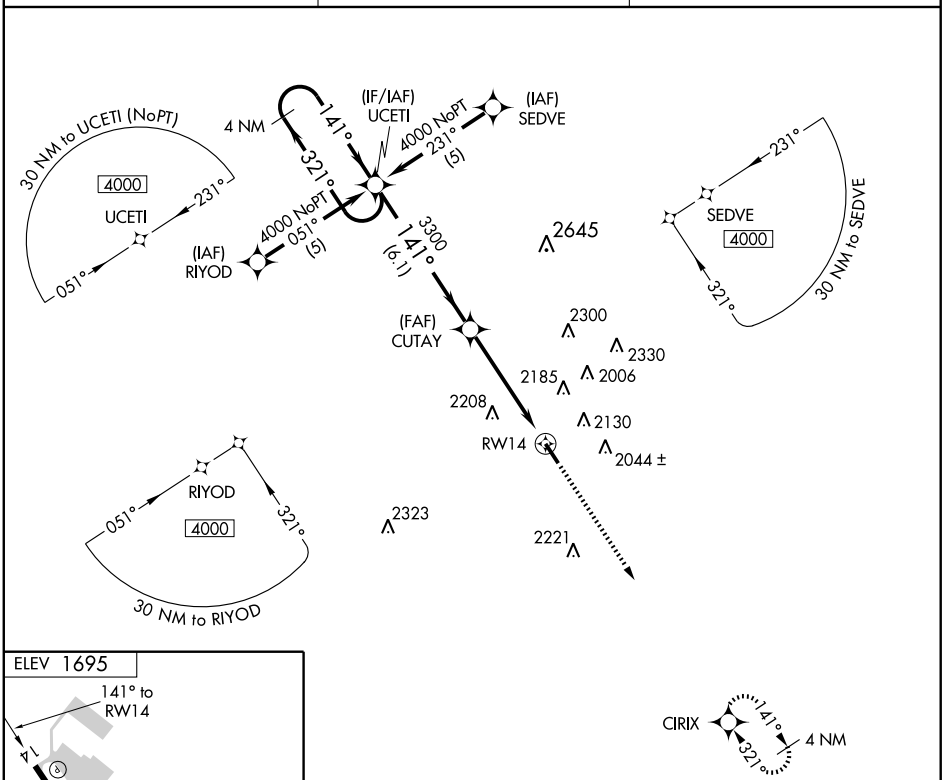
RNAV (GPS) RWY 14

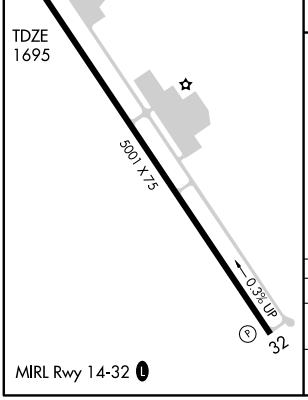
FREDERICKSBURG/GILLESPIE COUNTY (T82)

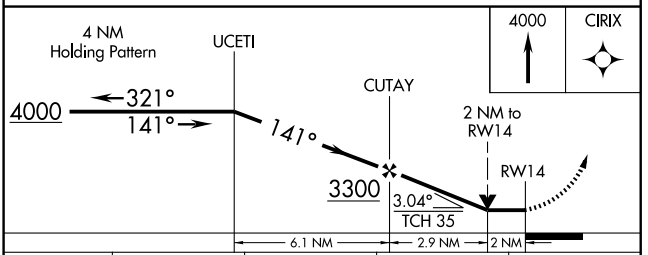
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct CIRIX and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2380-1	685 (700-1)	2380-2 685 (700-2)	NA
CIRCLING	2380-1	685 (700-1)	2480-2¼ 785 (800-2¼)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
321°	TDZE	1682
	Apt Elev	1695

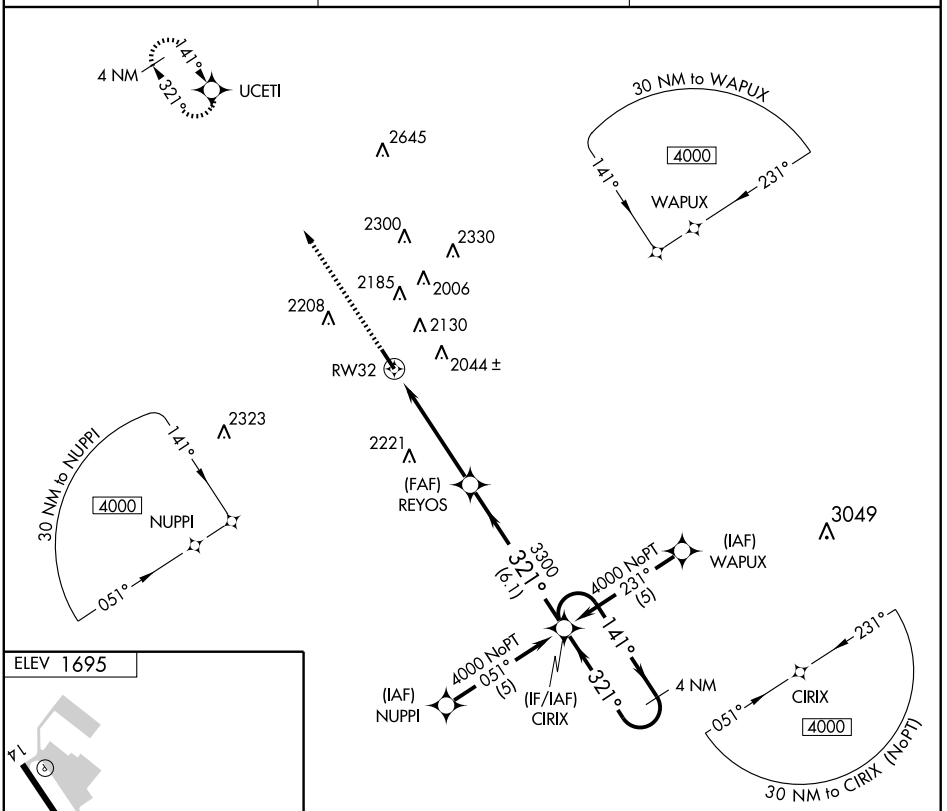
RNAV (GPS) RWY 32

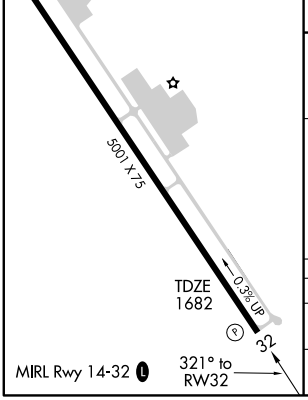
FREDERICKSBURG/GILLESPIE COUNTY (T82)

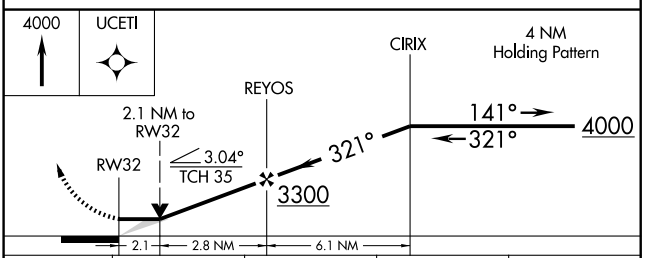
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct UCETI and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2380-1	698 (700-1)	2380-2 698 (700-2)	NA
CIRCLING	2380-1	685 (700-1)	2480-2¼ 785 (800-2¼)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

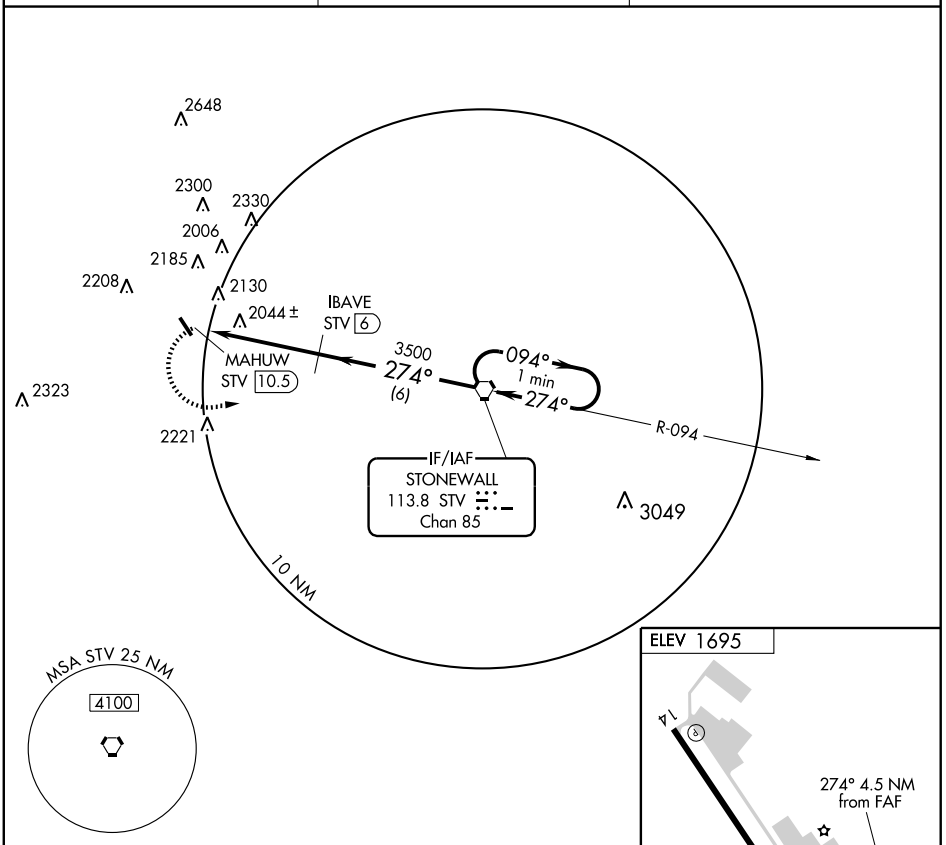
VORTAC STV 113.8 Chan 85	APP CRS 274°	Rwy Idg N/A TDZE N/A Apt Elev 1695

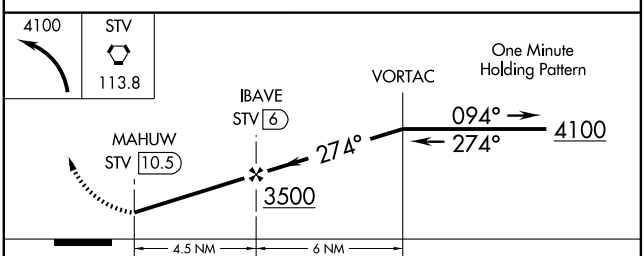
VOR/DME-A

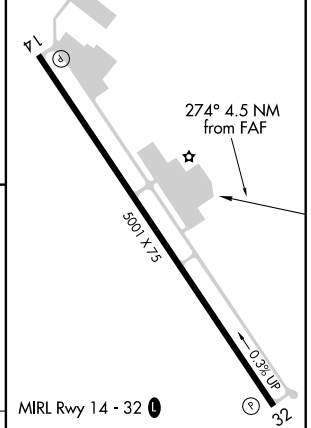
FREDERICKSBURG/GILLESPIE COUNTY (T82)

MISSED APPROACH: Climbing left turn to 4100 direct STV VORTAC and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.00	134.2 307.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2440-1 745 (800-1)	2440-1¼ 745 (800-1¼)	2480-2¼ 785 (800-2¼)	NA

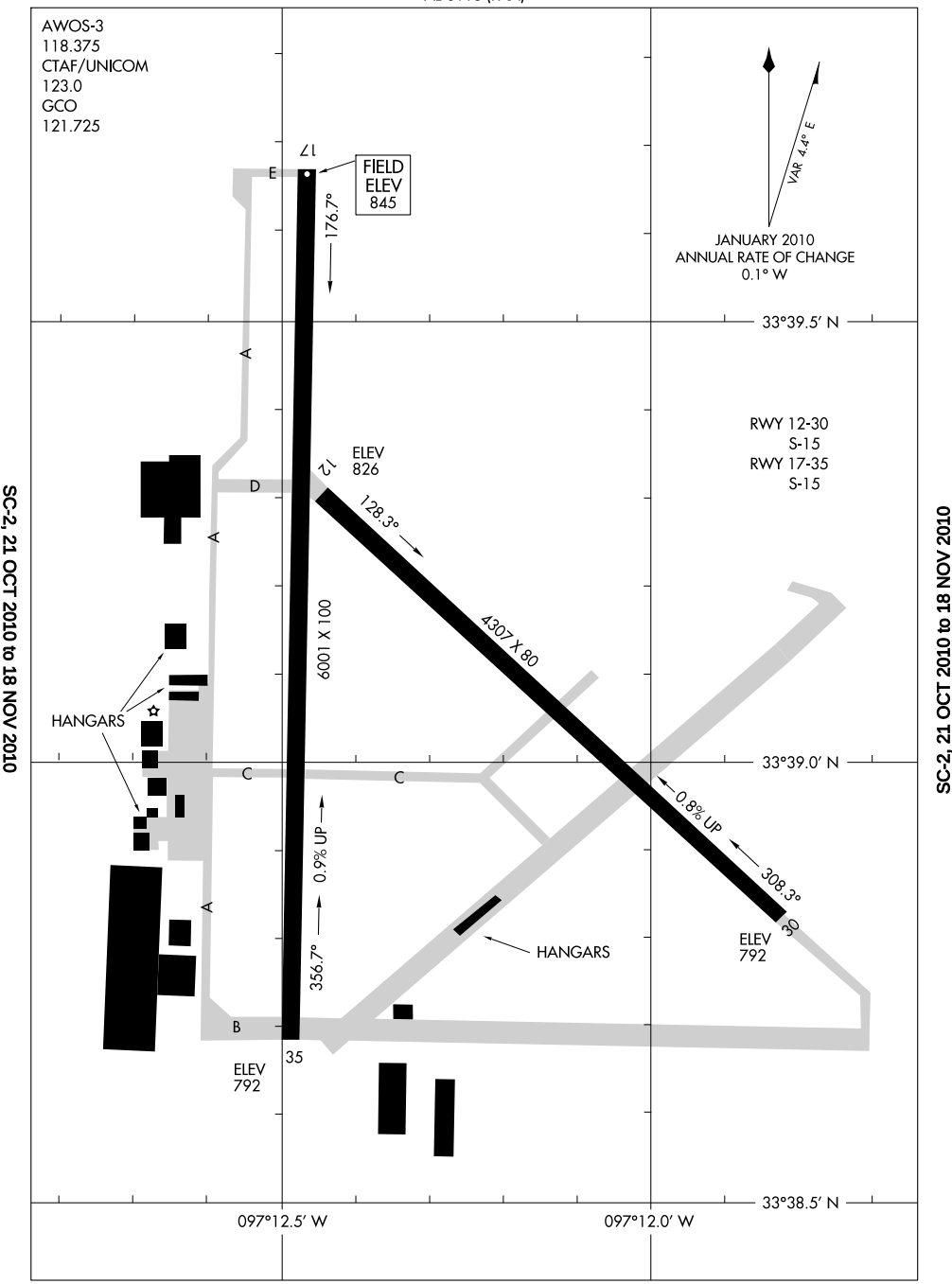
Knots	60	90	120	150	180
Min:Sec					

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6113 (FAA)

GAINESVILLE MUNI (GLE)
GAINESVILLE, TEXAS



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

NDB GLE	APP CRS	Rwy Idg	6001
330	175°	TDZE	845
		Apt Elev	845

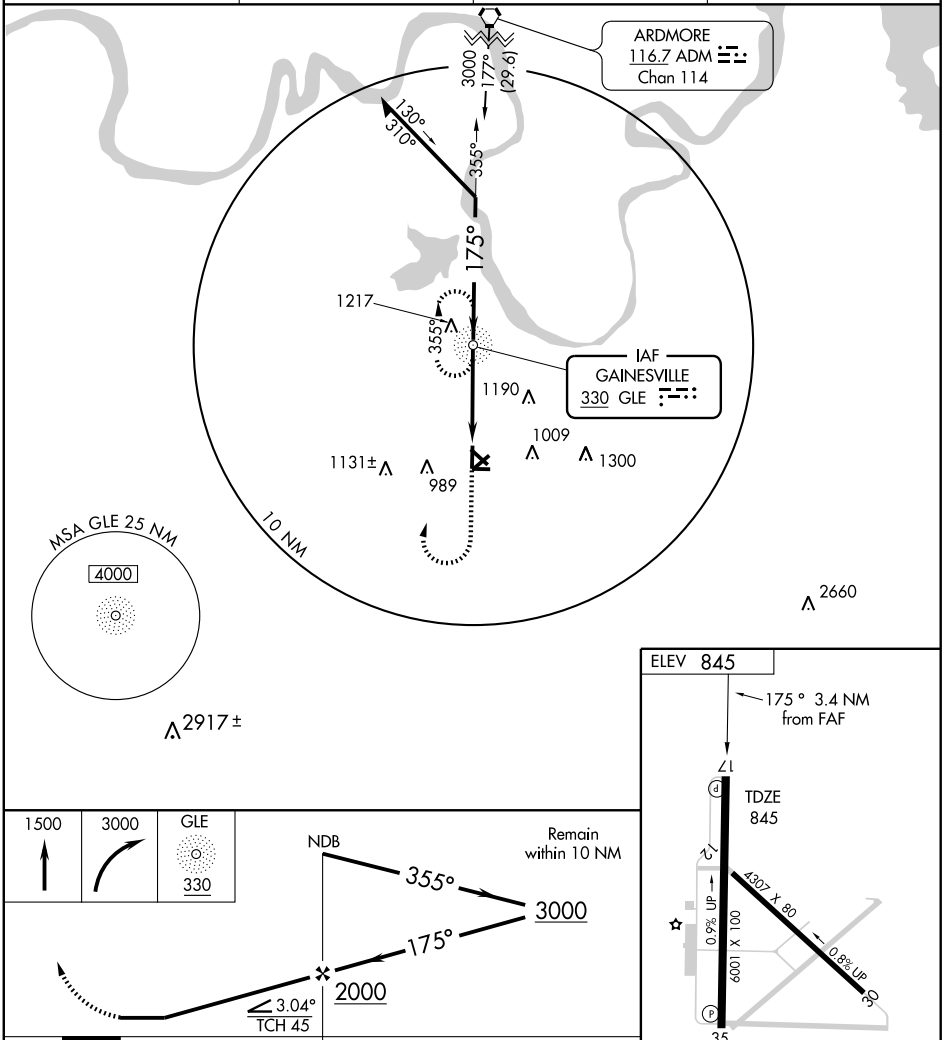
NDB RWY 17

GAINESVILLE MUNI (GLE)

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct GLE NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.375	124.75 377.1	123.0 (CTAF) L	121.725



MIRL Rwy 17-35 L
REIL Rwy 17-35

CATEGORY	A	B	C	D
S-17	1340-1 495 (500-1)		1340-1¼ 495 (500-1¼)	1340-1½ 495 (500-1½)
CIRCLING	1340-1 495 (500-1)		1340-1½ 495 (500-1½)	1460-2 615 (700-2)

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6001
CH 58111	175°	TDZE	845
W17A		Apt Elev	845

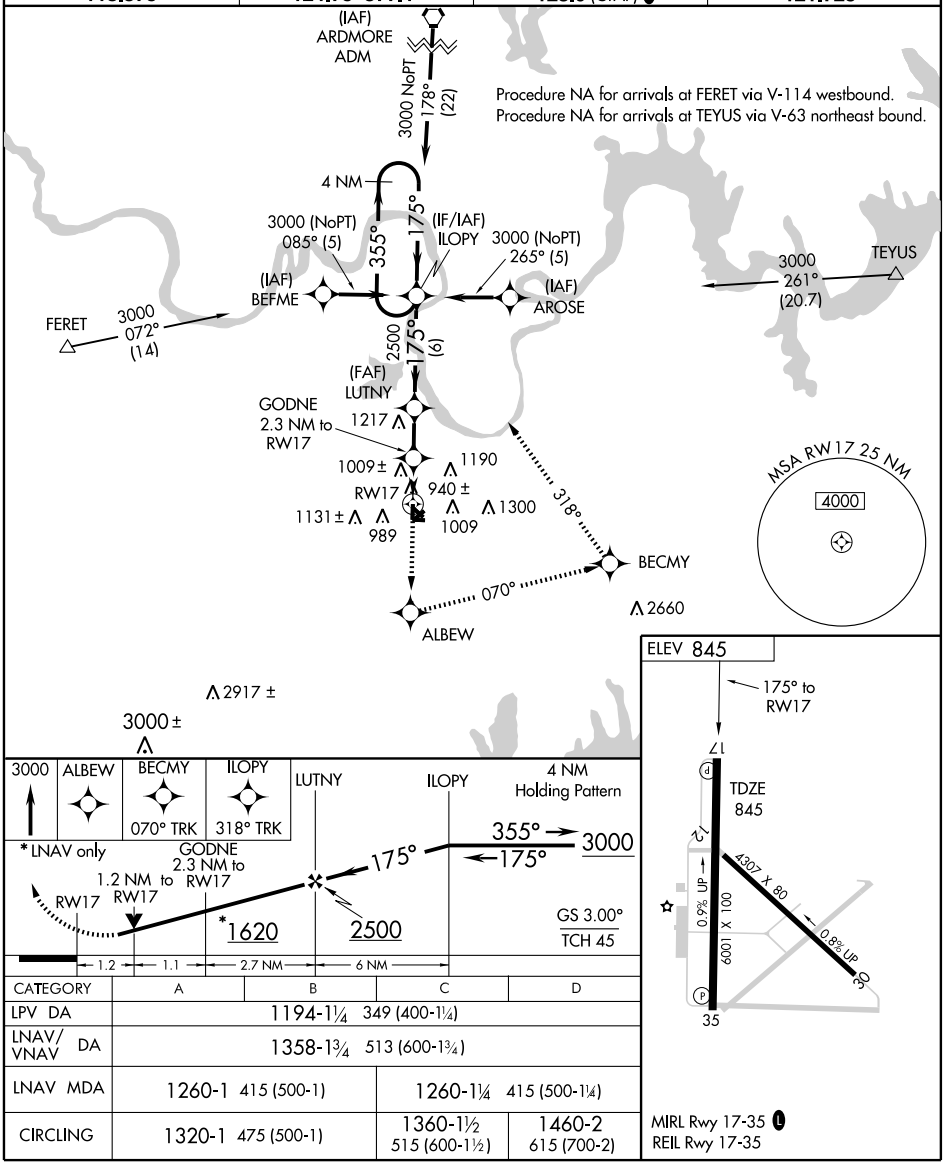
RNAV (GPS) RWY 17

GAINESVILLE MUNI (GLE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Denton altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility ½ all Cats, increase LNAV visibility Cat C ¼ and Cat D ½ and increase circling Cat C/D ¼ mile. Baro-VNAV and VDP NA when using Denton altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALBEW and via 070° track to BECMY and via 318° track to ILOPY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.375	124.75 377.1	123.0 (CTAF) L	121.725



CATEGORY	A	B	C	D
LPV DA	1194-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1358-1¾ 513 (600-1¾)			
LNAV MDA	1260-1 415 (500-1)		1260-1¼ 415 (500-1¼)	
CIRCLING	1320-1 475 (500-1)		1360-1½ 515 (600-1½)	1460-2 615 (700-2)

MIRL Rwy 17-35 L
REIL Rwy 17-35

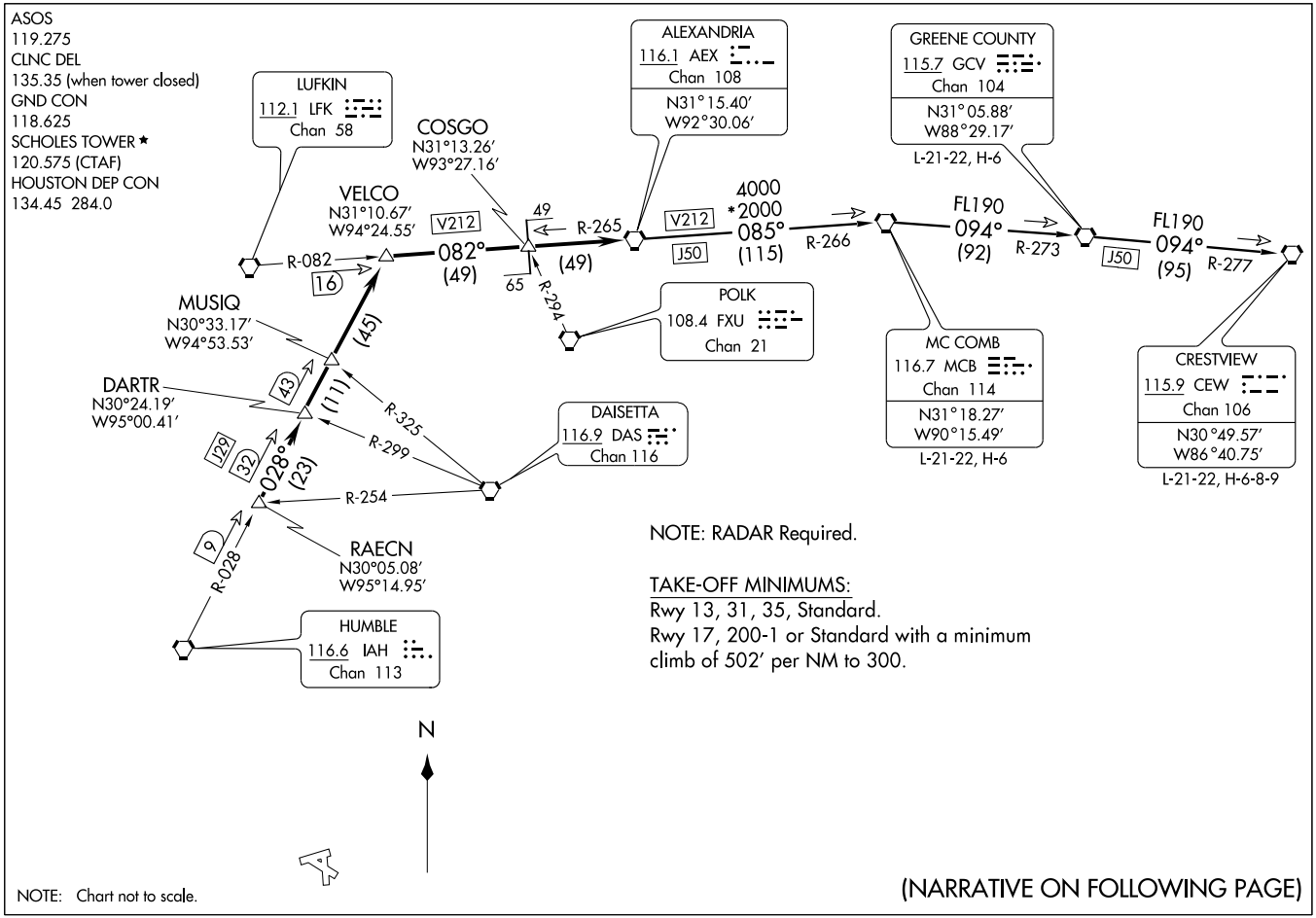
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS



ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS

SL-164 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

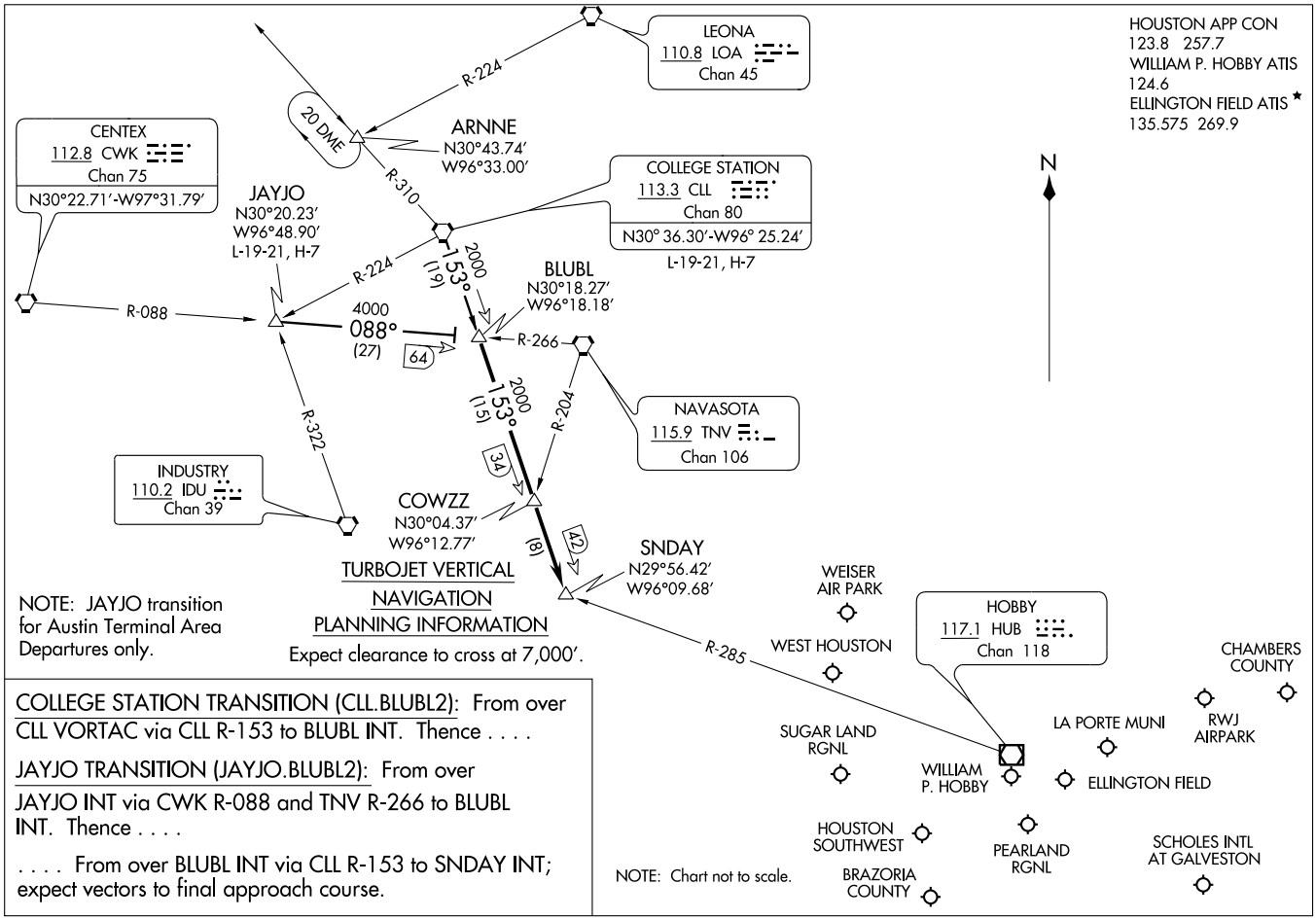
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575
HOUSTON DEP CON
134.45 284.0

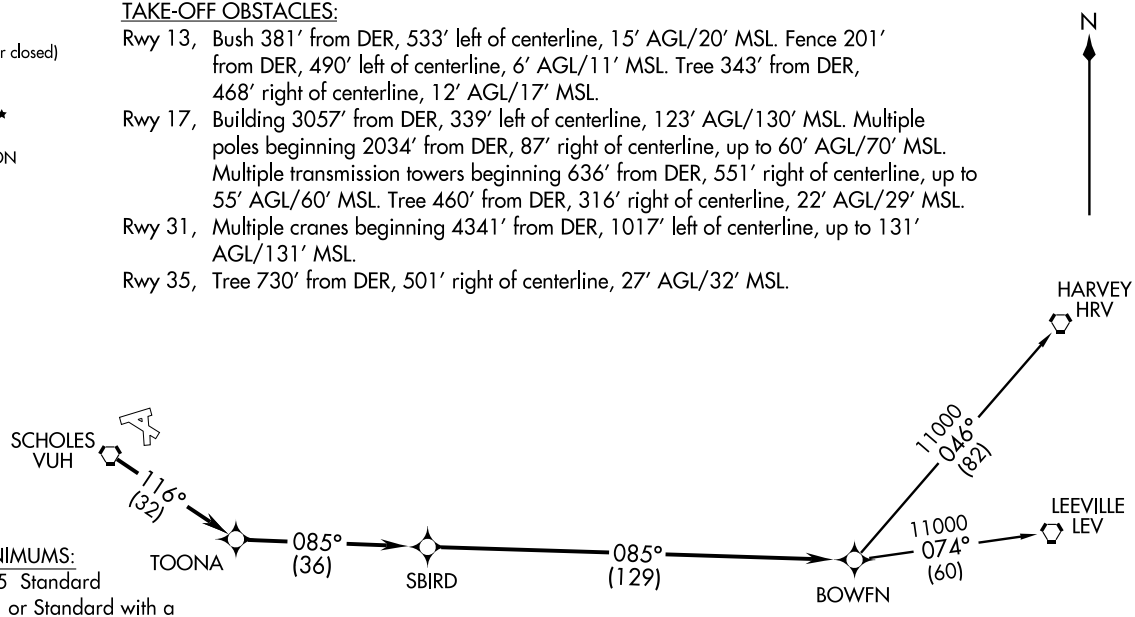
TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.



TAKE-OFF MINIMUMS:
Rwy 13, 31, 35 Standard
Rwy 17, 300-1 or Standard with a minimum climb of 502′ per NM to 300.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

(BOWFN1.BOWFN) 10266

BOWFN ONE DEPARTURE (RNAV) SL-164 (FAA)

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

SC-5, 21 OCT 2010 to 18 NOV 2010

HOUSTON APP CON
126.675 339.8
WILLIAM P. HOBBY ATIS
124.6
* ELLINGTON FIELD ATIS
135.575 269.9

COWBOY
CVE
172°
(71)
6000
10 NM
ELLVR
167°
(7)
6000
GOALL
(24)
PPUNT
(25)
DRPPD
(12)
20 NM
133°
313°
ARNNE
LLANO
LLO
6000
091°
(111)
FTBAL
6000
129°
(16)
10 NM
309°
MRRIO
(9)
ILEXY
6000
089°
(40)
TEXNN
6000
129°
(8)
3100
150°
(10)
QTRBK
(13)
TAKKL
(6)
RECVR
250 KIAS
3100
137°
(17)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

COACH
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.

NOTE: CVE TRANSITION: For non-GPS equipped aircraft, ACT, and GNL DMEs must be operational.

NOTE: LLO TRANSITION: For non-GPS equipped aircraft, TPL DME must be operational.

ROYOH
Landing other than HOU: Expect vectors to final approach course at or prior to ROYOH.

See following page for arrival routes.

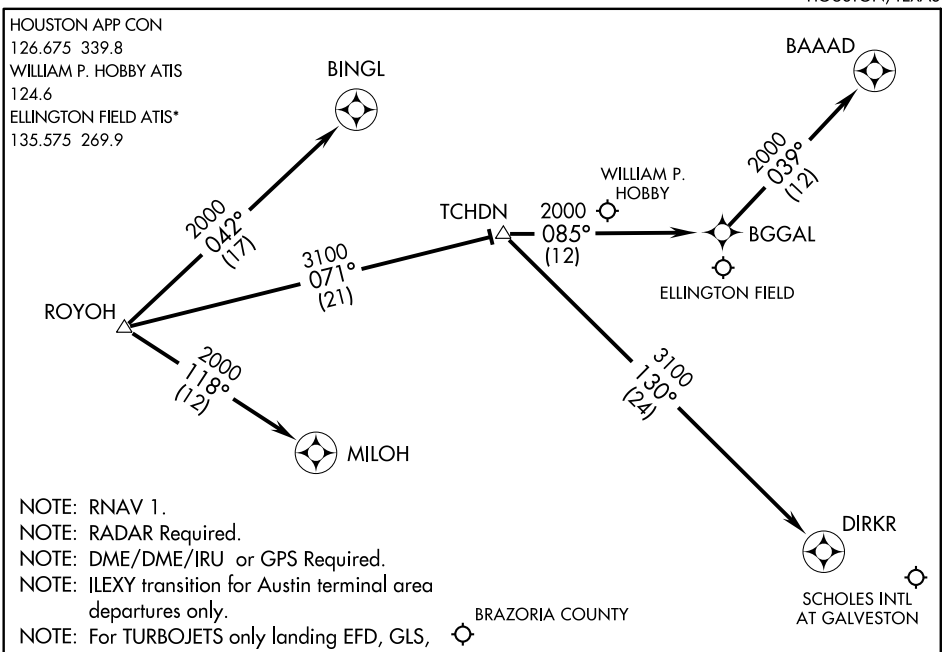
NOTE: Chart not to scale.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

(COACH.COACH1) 10210

COACH ONE ARRIVAL (RNAV) Arrival Routes



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.COACH1)
ILEXY TRANSITION (ILEXY.COACH1)
LLANO TRANSITION (LLO.COACH1)

From COACH via 150° track to QTRBK, thence as depicted to ROYOH. Thence. . . .

WILLIAM P. HOBBY:

LANDING RUNWAY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RUNWAY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RUNWAY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RUNWAY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

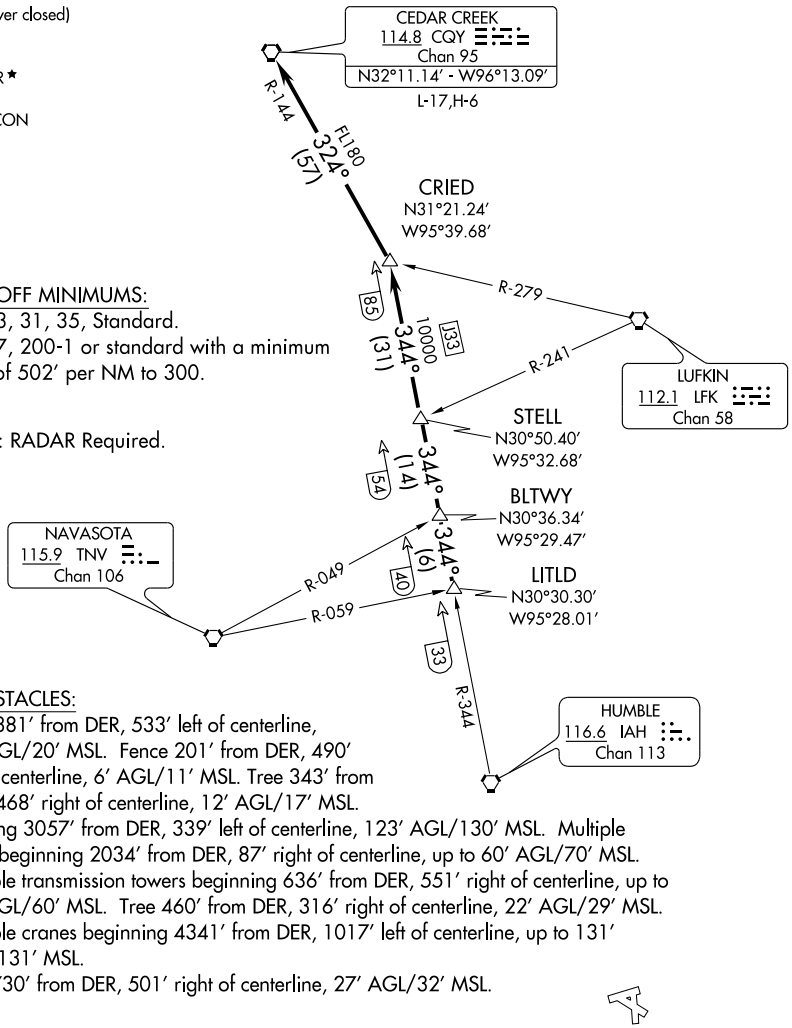
LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, Standard.
Rwy 17, 200-1 or standard with a minimum climb of 502' per NM to 300.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11' MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17, Building 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60' MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

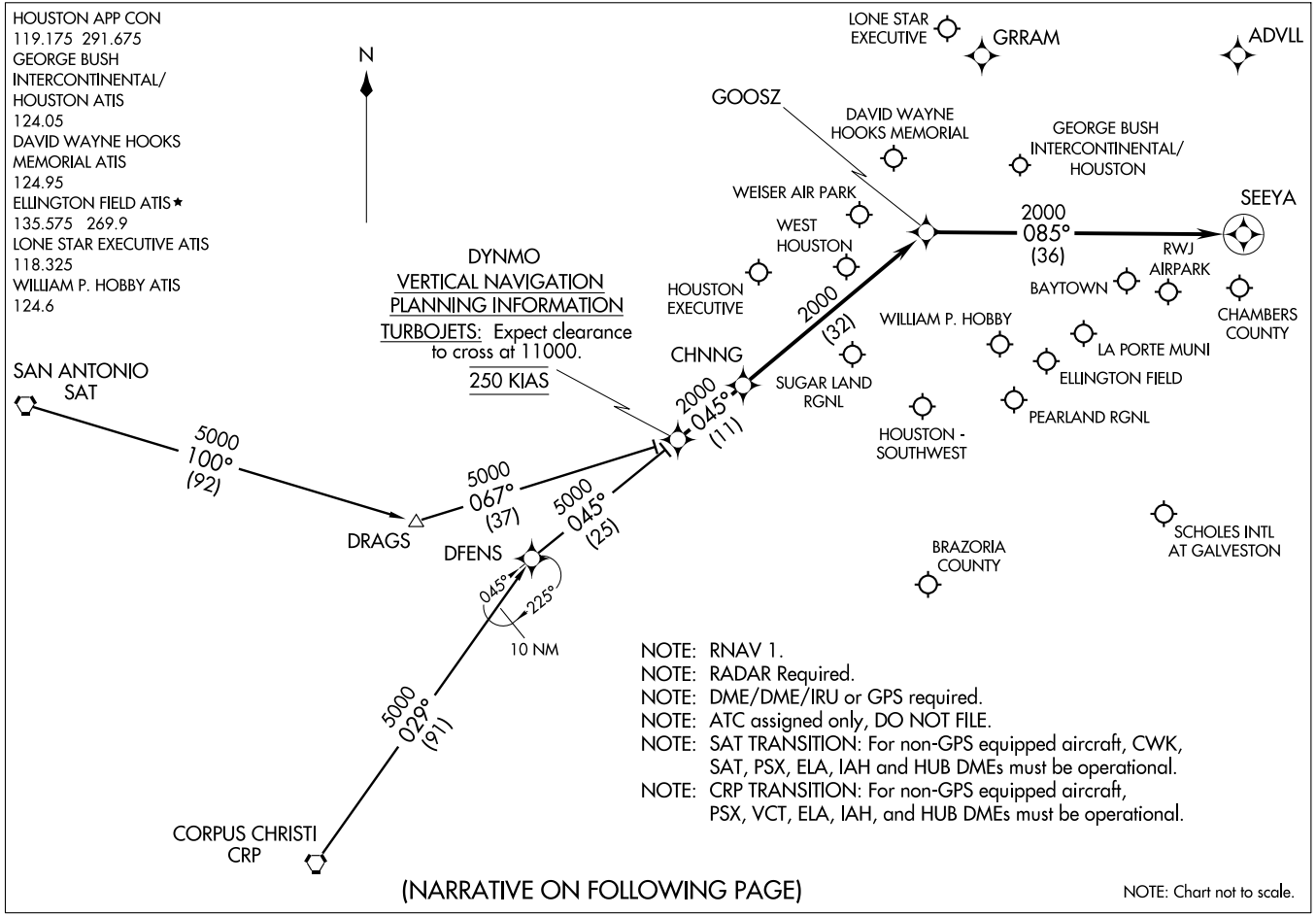
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

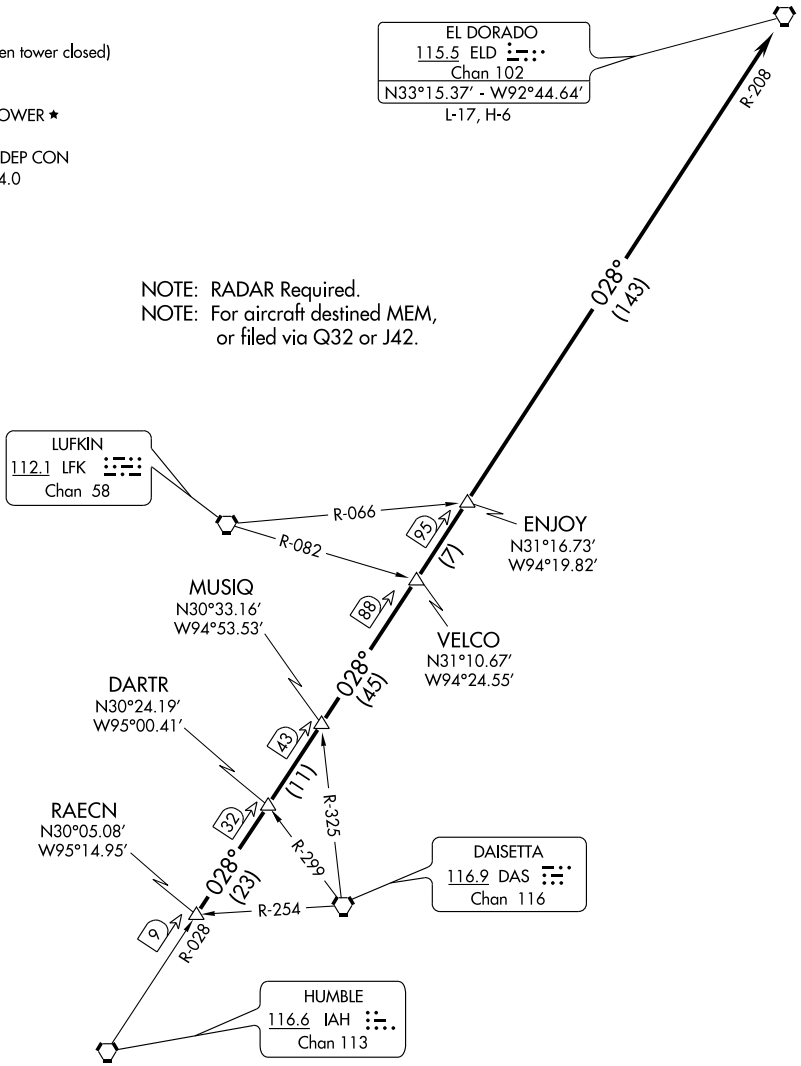
LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

EL DORADO THREE DEPARTURE

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575
HOUSTON DEP CON
134.45 284.0

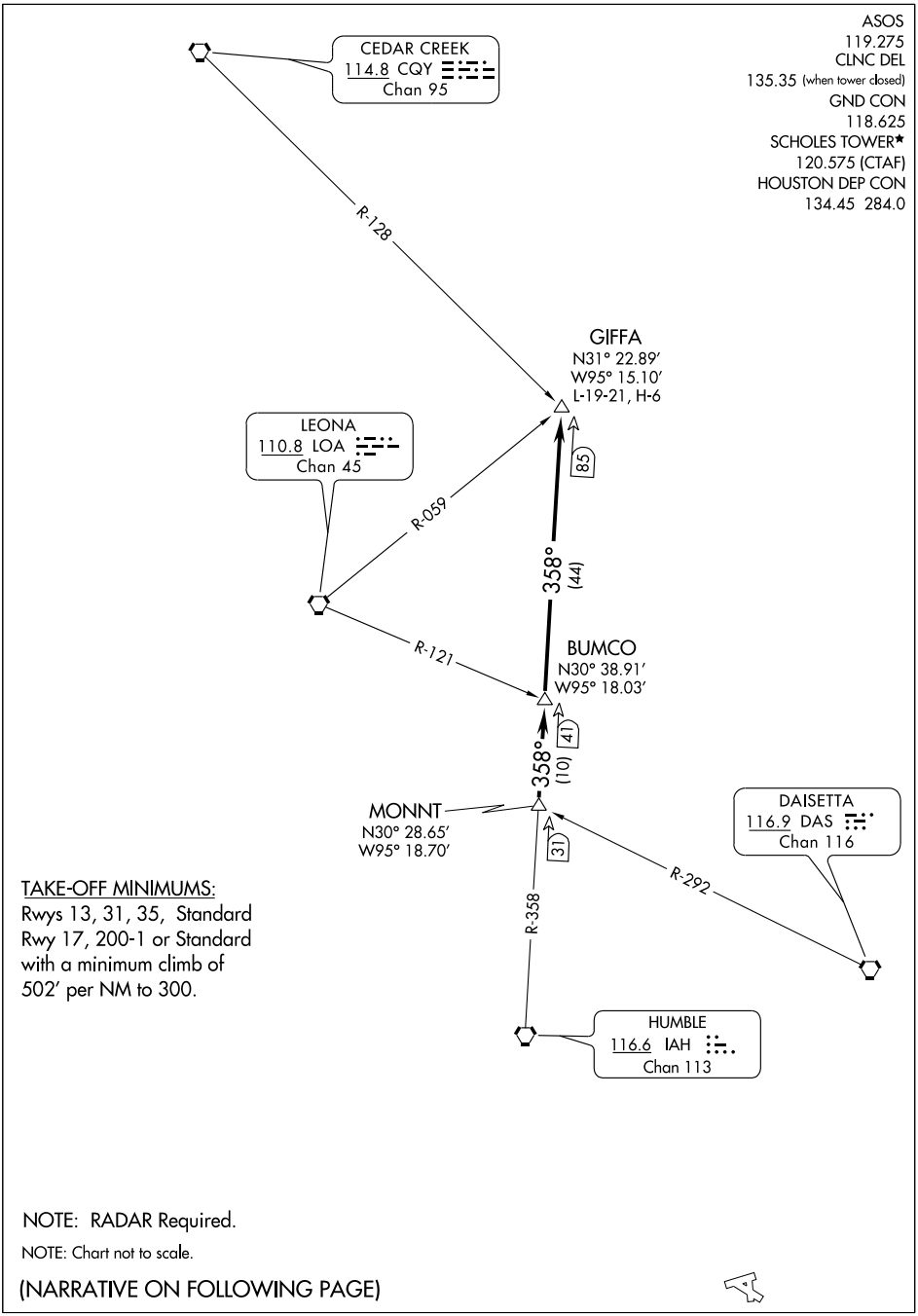


TAKE-OFF MINIMUMS:
Rwy 13, 31, 35 Standard.
Rwy 17, 200-1 or Standard with a minimum climb of 502′ per NM to 300.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010



SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL.
Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL.
Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL.
Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL.
Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL.
Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

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LOC I-GLS	APP CRS	Rwy Idg	6000
111.7	134°	TDZE	5
		Apt Elev	6

ILS or LOC RWY 13

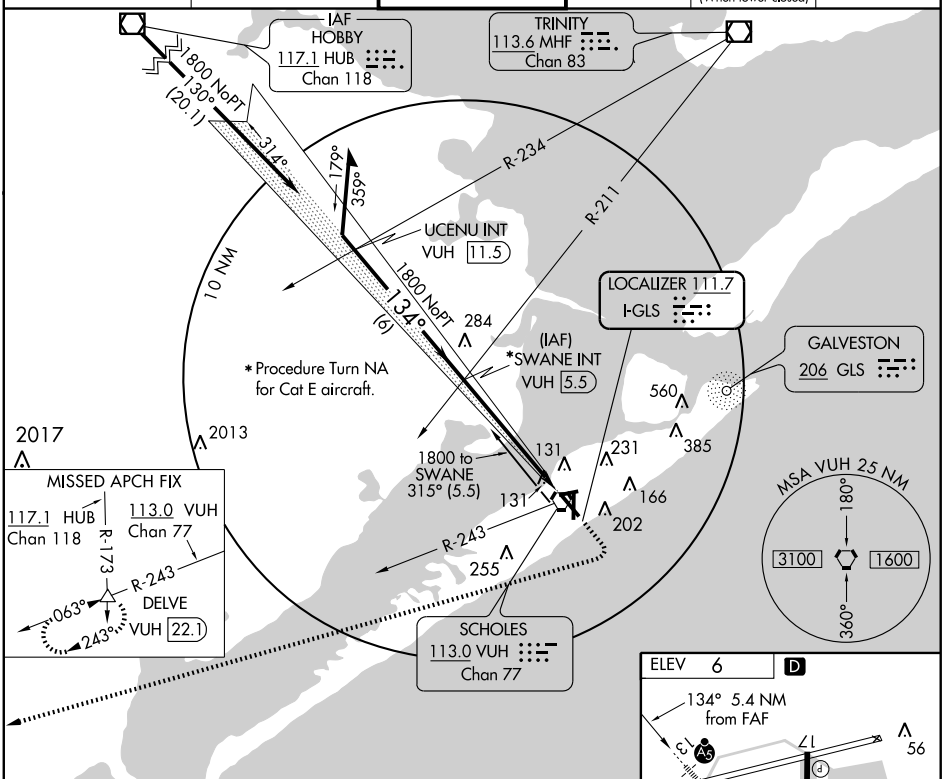
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

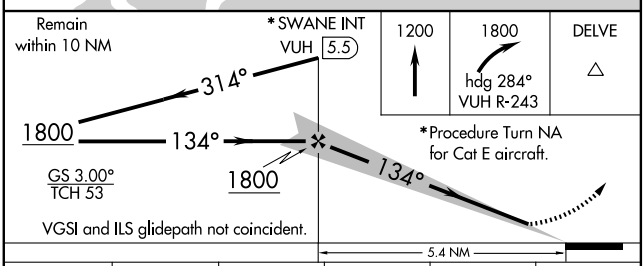
Circling not authorized east of Rwy 17 and northeast of Rwy 31. For inoperative MALSR, increase S-ILS 13 Cat E visibility to ¾, and S-LOC 13 Cat E to 1¾.

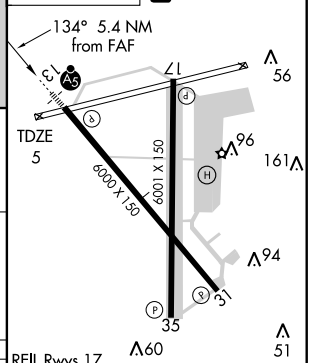
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1800 via heading 284° and VUH R-243 to DELVE Int/VUH 22.1 DME and hold.

ASOS	HOUSTON APP CON	GALVESTON TOWER ★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D	E
S-ILS 13	205-½ 200 (200-½)				
S-LOC 13	480-½ 475 (500-½)		480-¾ 475 (500-¾)	480-1 475 (500-1)	480-1¼ 475 (500-1¼)
CIRCLING	500-1 494 (500-1)		500-1½ 494 (500-1½)	560-2 554 (600-2)	620-2¼ 614 (700-2¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

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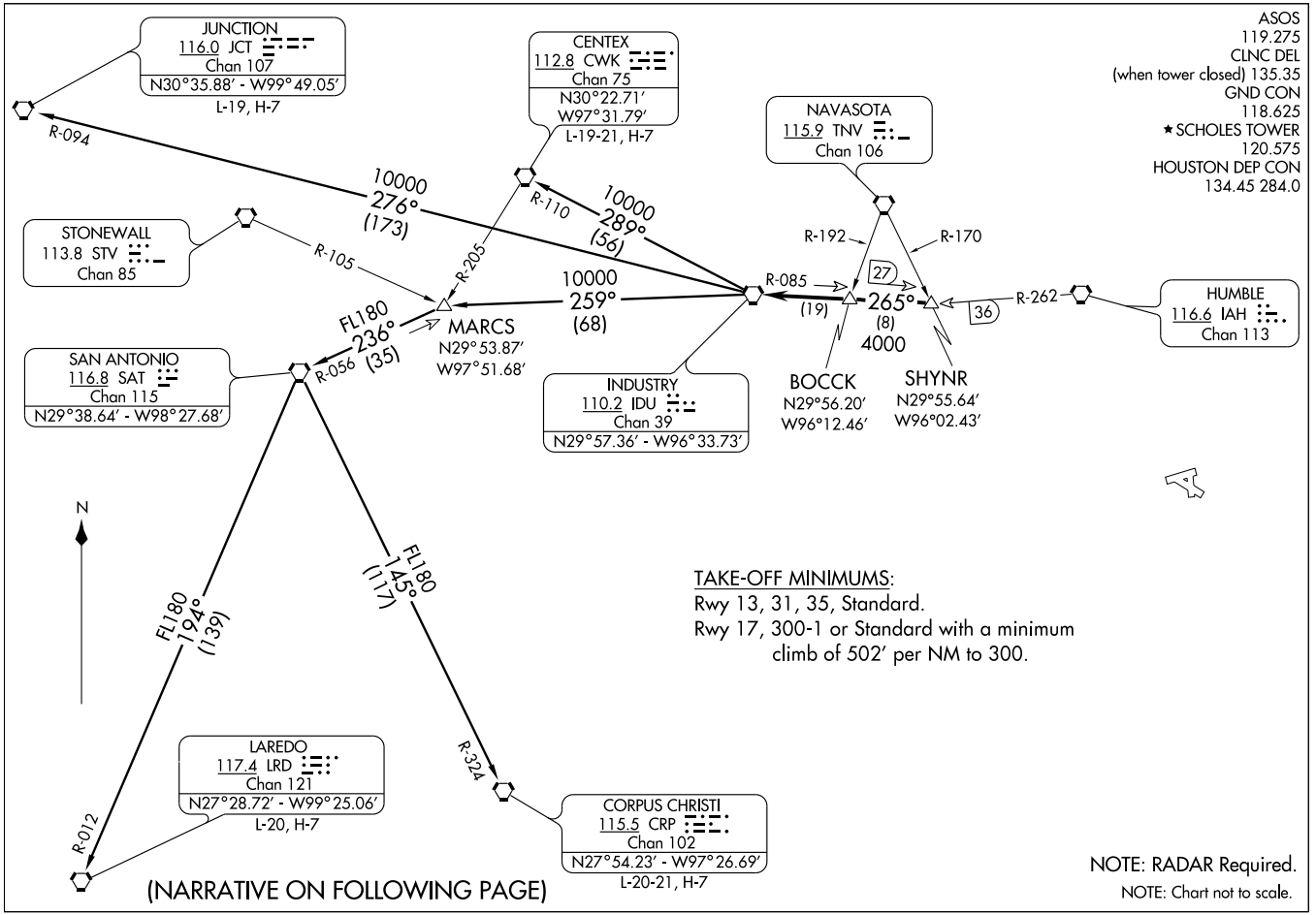
SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS



INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

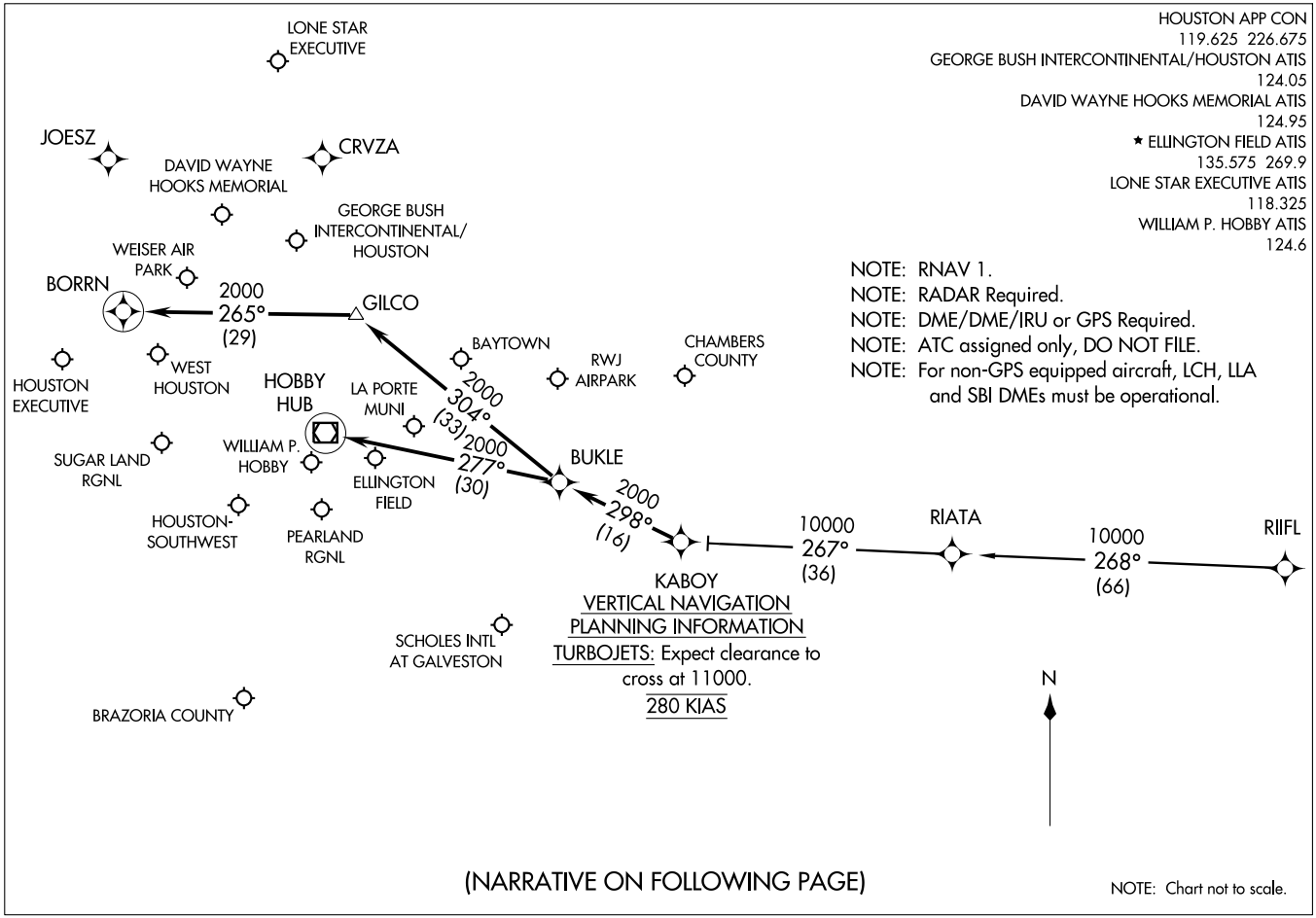
GALVESTON, TEXAS

SL-164 (FAA)

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

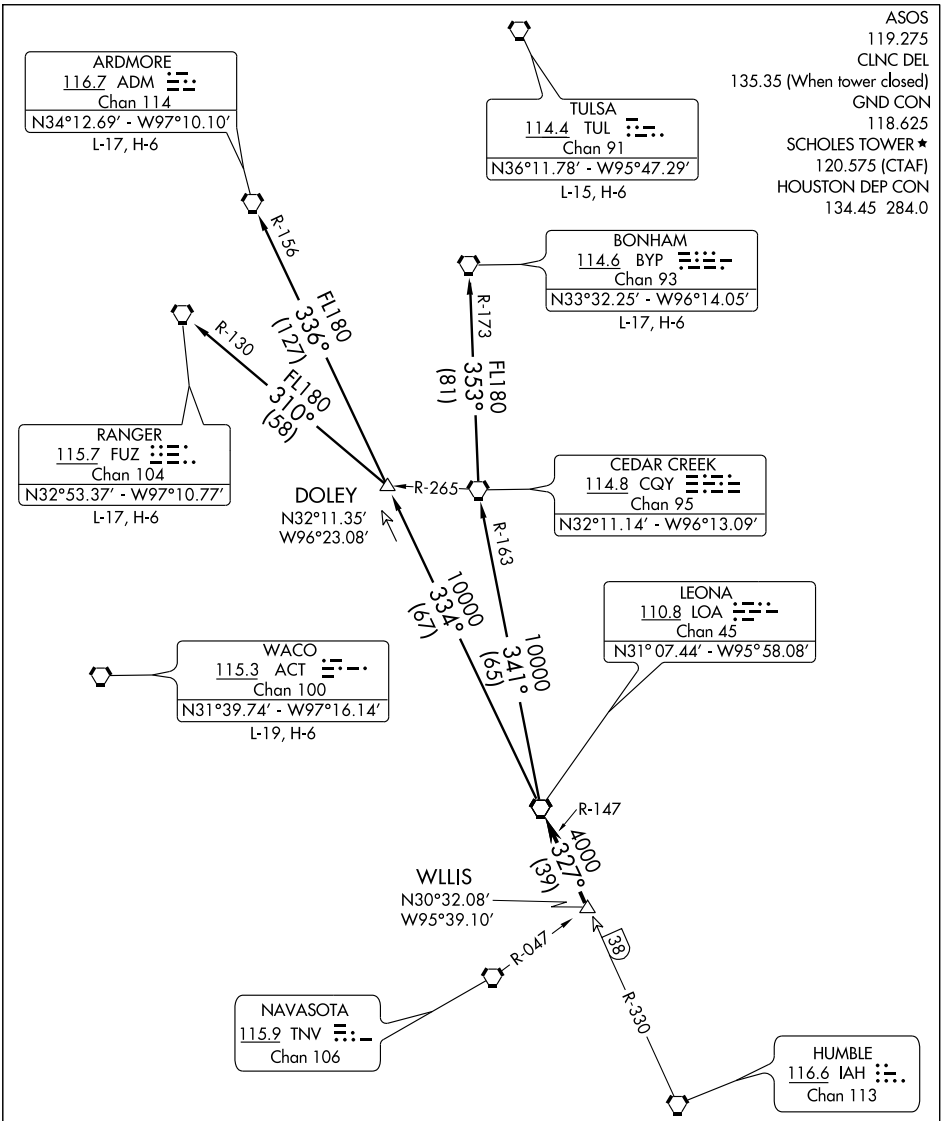
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, Standard.
Rwy 17, 200-1 or Standard with a minimum climb of 502 ft per NM to 300.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

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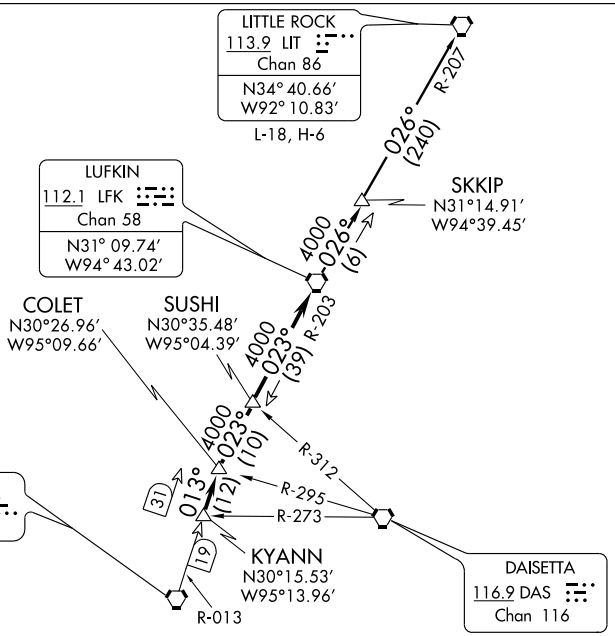
LUFKIN SIX DEPARTURE

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0

TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, Standard.
Rwy 17, 300-1 or Standard with a minimum climb of 502 ft per NM to 300.



NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

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SC-5, 21 OCT 2010 to 18 NOV 2010

PALACIOS FOUR DEPARTURE

(PSX4.PSX) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575
HOUSTON DEP CON
134.45 284.0

TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, Standard.
Rwy 17, 200-1 or Standard with a minimum climb of 502′ per NM to 300.

FORT STOCKTON
116.9 FST
Chan 116
N30°57.13′
W102°58.54′
L-19, H-6

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7

EAGLE LAKE
116.4 ELA
Chan 111

HOBBY
117.1 HUB
Chan 118

SKUBA
N29°11.72′
W95°47.47′

ROCKSPRINGS
111.2 RSG
Chan 49
N30°00.88′ - W100°17.99′

COTULLA
115.8 COT
Chan 105
N28°27.72′ -W99°07.11′

THREE RIVERS
111.4 THX
Chan 51
N28°30.30′ - W98°09.03′

PALACIOS
117.3 PSX
Chan 120
N28°45.87′ - W96°18.37′

R-100
FL180
283°
(150)
R-136
FL180
318°
(112)
R-078
FL180
259°
(51)
R-158
FL180
339°
(70)
R-073
10000
253°
(99)
R-038
4000
218°
(37)
R-127
R-220

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required
NOTE: Chart not to scale

(PSX4.PSX) 10210
PALACIOS FOUR DEPARTURE
GALVESTON/SCHOLES INTL AT GALVESTON (GLS)
GALVESTON, TEXAS

SL-164 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 65606	134°	TDZE	5
W13A		Apt Elev	6

RNAV (GPS) RWY 13

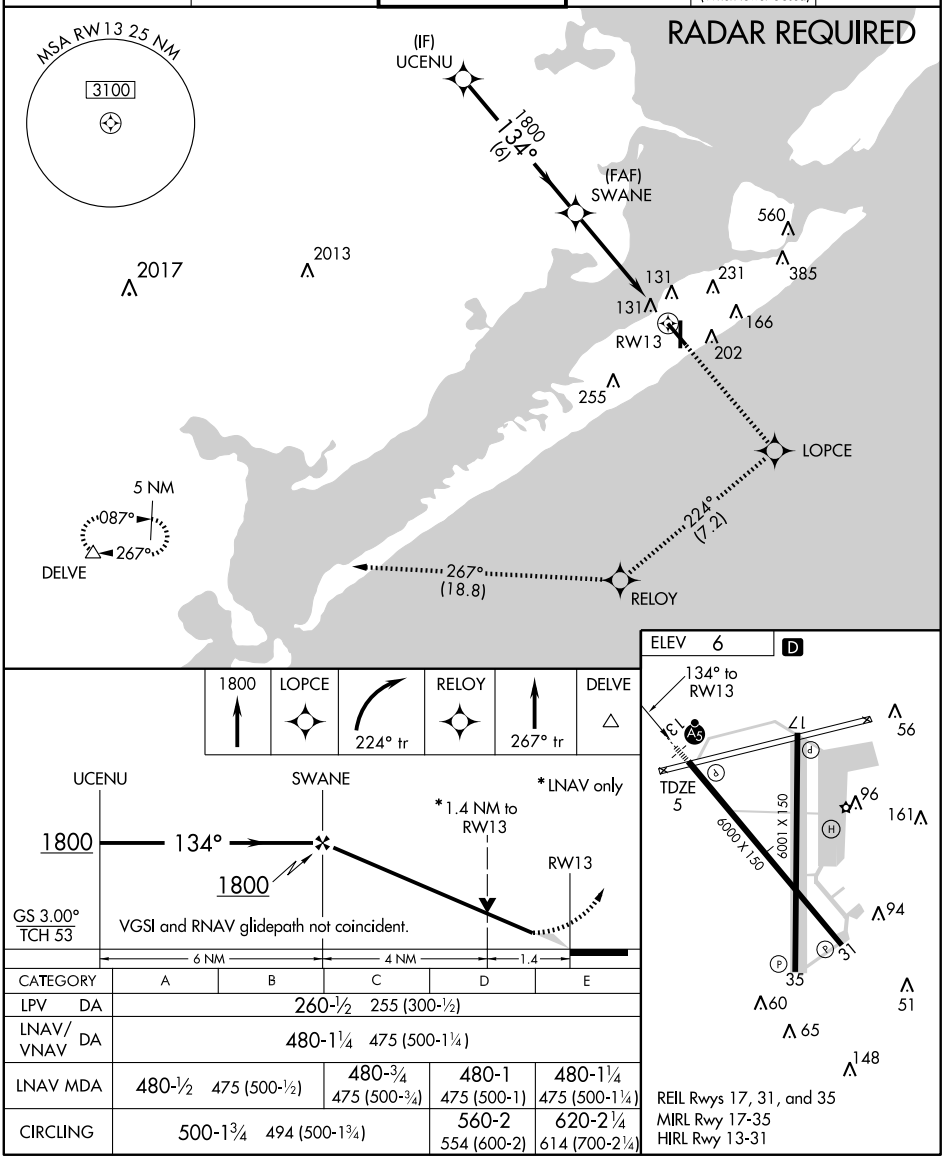
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Circling NA east of Rwy 17 and northeast of Rwy 31. For inoperative MALSR, increase LPV all Cats visibility to ¾, LNAV/VNAV and LNAV Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 1800 direct LOPCE and right turn via 224° track to RELOY and via 267° track to DELVE and hold.

ASOS	HOUSTON APP CON	GALVESTON TOWER ★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05



CATEGORY	A	B	C	D	E
LPV DA	260-½ 255 (300-½)				
LNAV/VNAV DA	480-1¼ 475 (500-1¼)				
LNAV MDA	480-½ 475 (500-½)		480-¾ 475 (500-¾)	480-1 475 (500-1)	480-1¼ 475 (500-1¼)
CIRCLING	500-1¾ 494 (500-1¾)			560-2 554 (600-2)	620-2¼ 614 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6001
CH 82301	175°	TDZE	6
W17A		Apt Elev	6

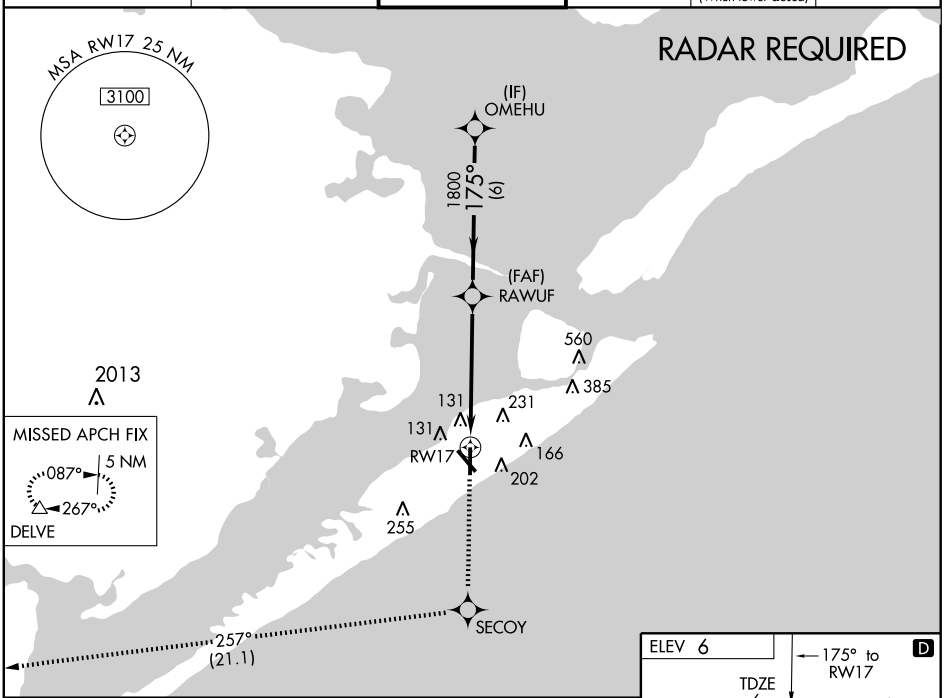
RNAV (GPS) RWY 17

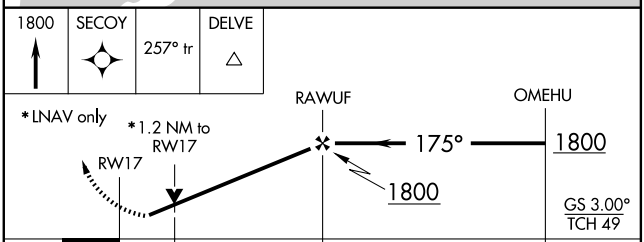
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

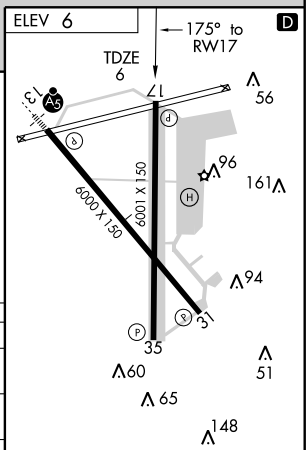
T A W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. If local altimeter setting not received, procedure NA. Circling NA east of Rwy 17 and northeast of Rwy 31.

MISSED APPROACH: Climb to 1800 direct SECOY and via 257° track to DELVE and hold.

ASOS	HOUSTON APP CON	GALVESTON TOWER ★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D	E
LPV DA	256-1 250 (300-1)				
LNAV/VNAV DA	528-1¾ 522 (600-1¾)				
LNAV MDA	420-1 414 (500-1)		420-1¼ 414 (500-1¼)		420-1½ 414 (500-1½)
CIRCLING	540-1¾ 534 (600-1¾)			560-2 554 (600-2)	620-2¼ 614 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
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WAAS	APP CRS	Rwy Idg 6000
CH 40101	314°	TDZE 5
W31A		Apt Elev 6

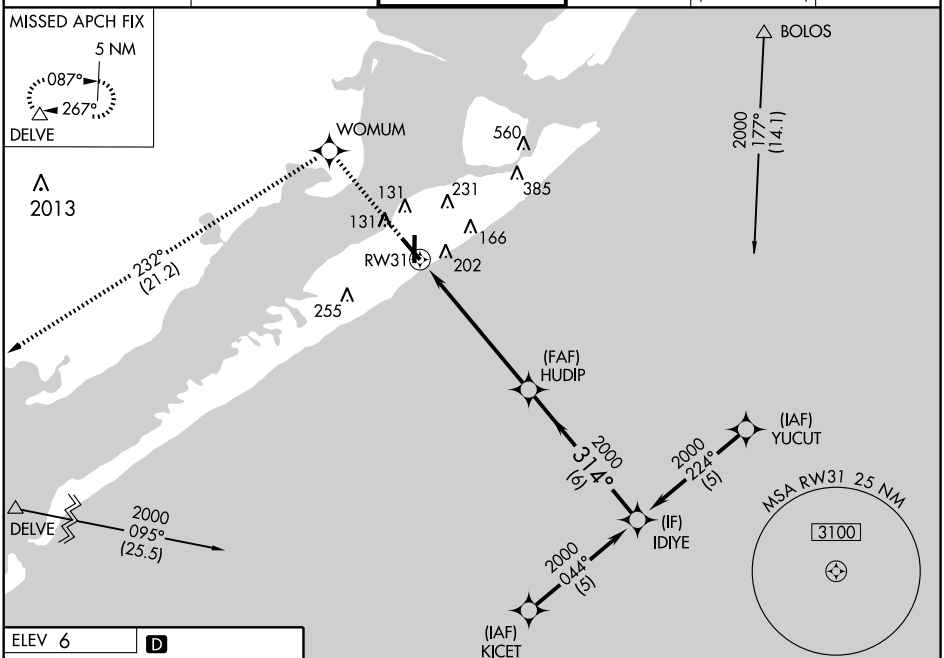
RNAV (GPS) RWY 31

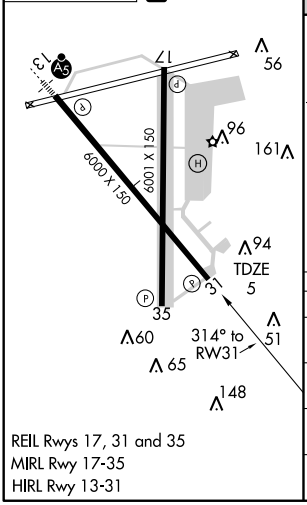
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

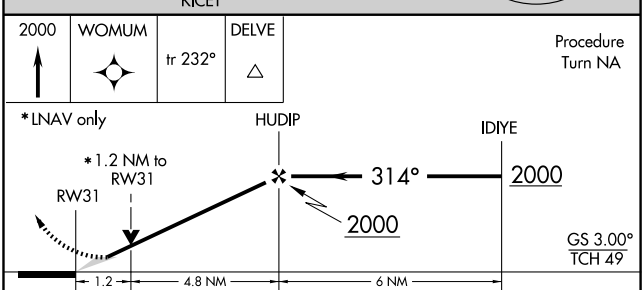
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). If local altimeter setting not received, procedure NA.
W Circling NA east of Rwy 17 and northeast of Rwy 31. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct WOMUM and via 232° track to DELVE and hold.

ASOS	HOUSTON APP CON	GALVESTON TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D
LPV DA	298-1 293 (300-1)			
LNAV/ VNAV DA	448-1½ 443 (500-1½)			
LNAV MDA	440-1 435 (500-1)		440-1¼ 435 (500-1¼)	440-1½ 435 (500-1½)
CIRCLING	500-1½ 494 (500-1½)			560-2 554 (600-2)

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RNAV (GPS) RWY 35

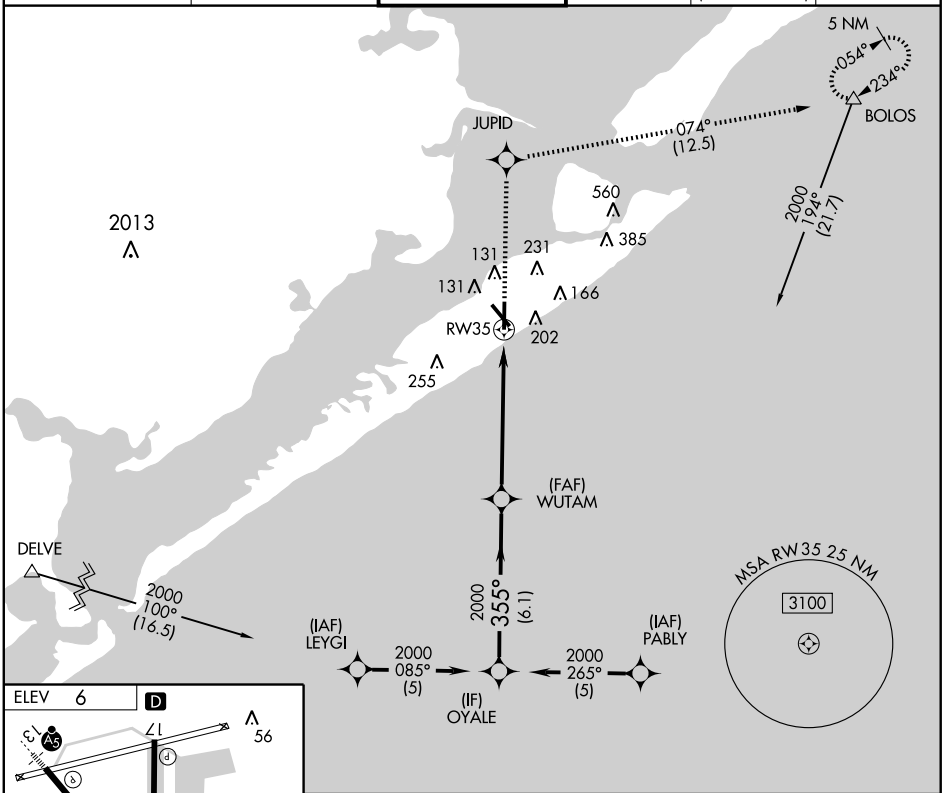
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

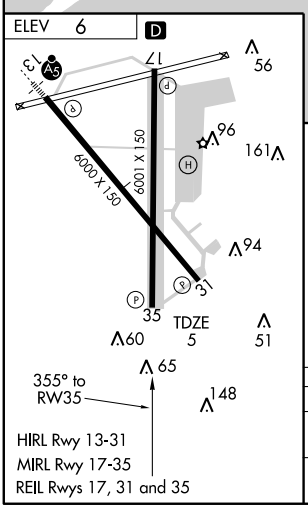
APP CRS	Rwy Idg	6001
355°	TDZE	5
	Apt Elev	6

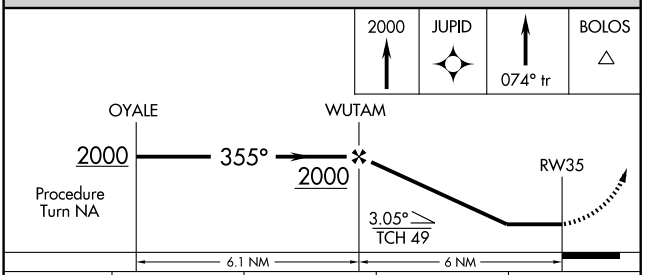
DME/DME RNP-0.3 NA. Circling NA east of Rwy 17 and northeast of Rwy 31. Visibility reduction by helicopters NA. If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct JUPID and via 074° track to BOLOS and hold.

ASOS	HOUSTON APP CON	GALVESTON TOWER ★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D
LNAV MDA	460-1 455 (500-1)		460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	500-1 494 (500-1)		500-1½ 494 (500-1½)	560-2 554 (600-2)

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ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

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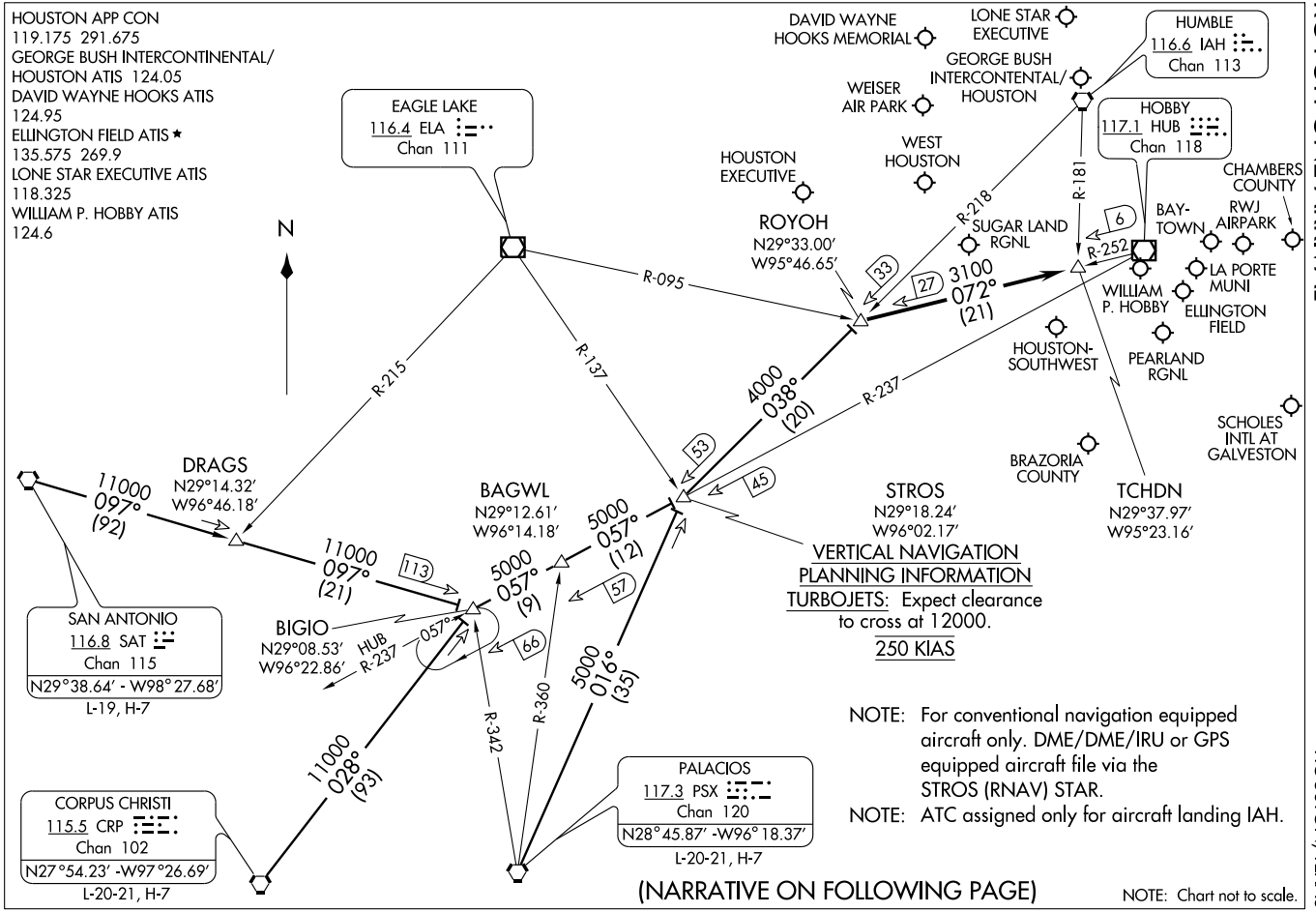
ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

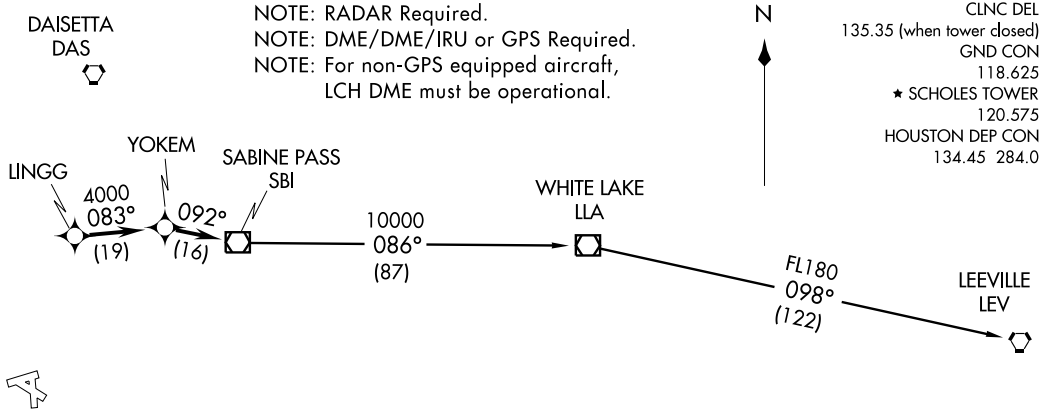
SC-5, 21 OCT 2010 to 18 NOV 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS



TAKE-OFF MINIMUMS:

Rwy 13, 31, 35, Standard.

Rwy 17, 300-1 or Standard with a minimum climb of 502′ per NM to 300.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 13: Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17: Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31: Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35: Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)

WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

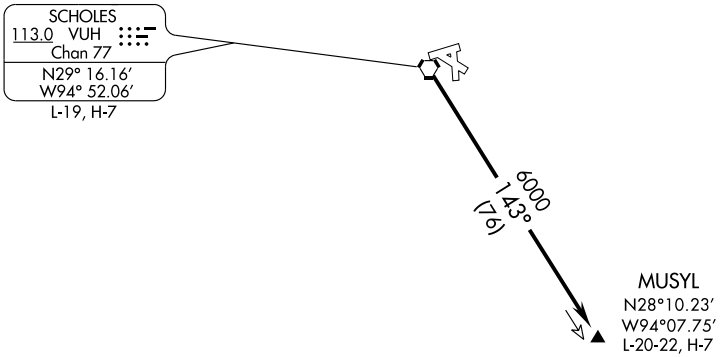
GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS

SL-164 (FAA)

TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, Standard.
Rwy 17, 200-1 or Standard with a minimum climb of 502′ per NM to 300.

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0



TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

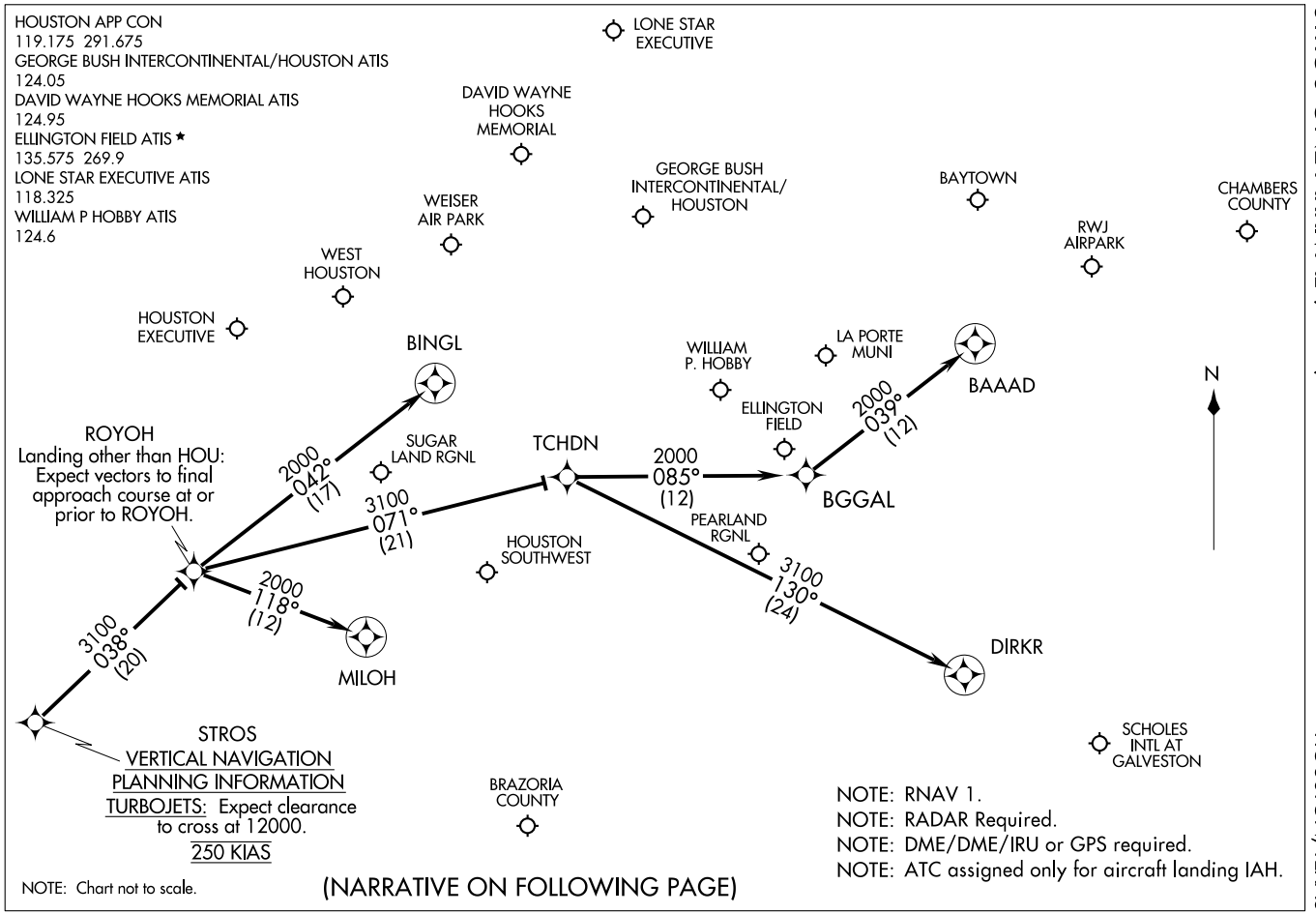
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

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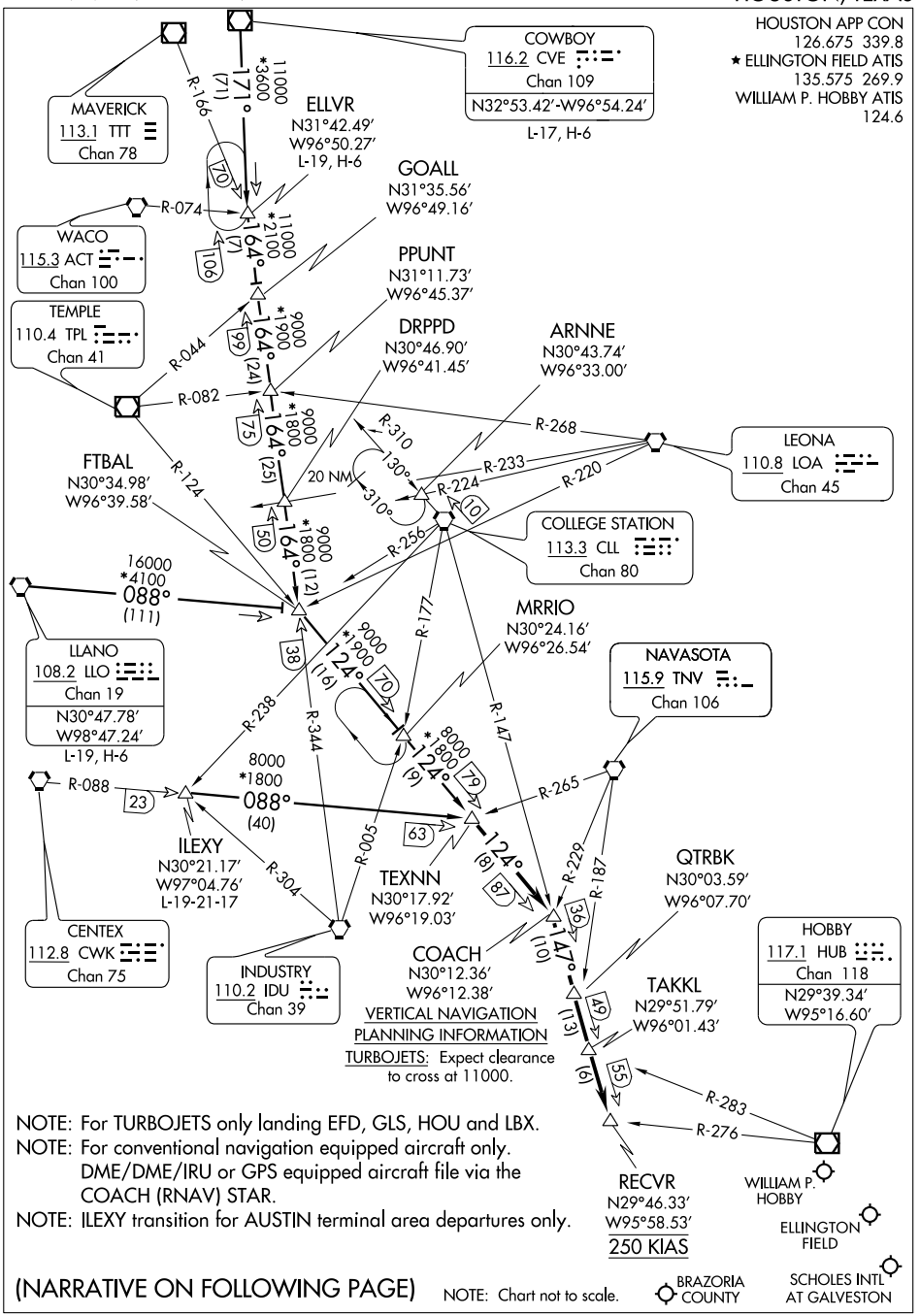
TEXNN FIVE ARRIVAL

HOUSTON, TEXAS



SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN5): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN5): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN5): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN5): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT, then via CLL R-147 to RECVR INT. Expect vectors to final approach course at or prior to RECVR INT.

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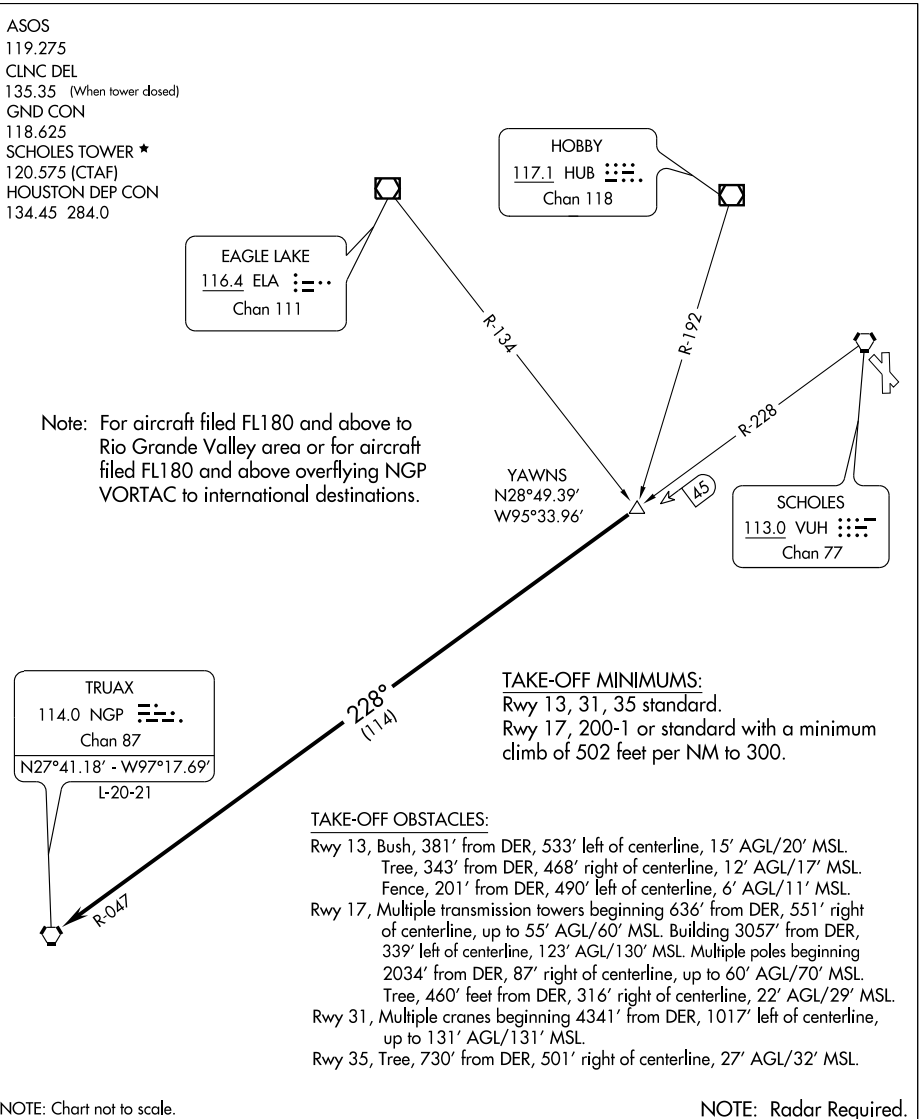
TRUAX TWO DEPARTURE

SC-5, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

VORTAC VUH	APP CRS	Rwy Idg	6000
113.0	143°	TDZE	5
Chan 77		Apt Elev	6

VOR RWY 13

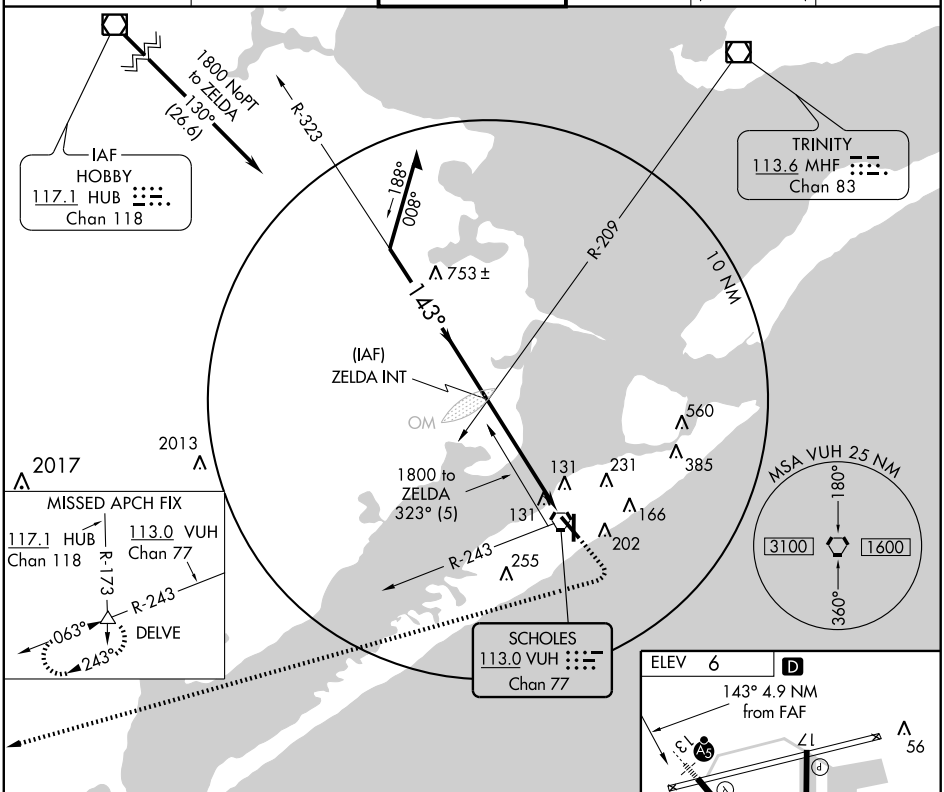
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

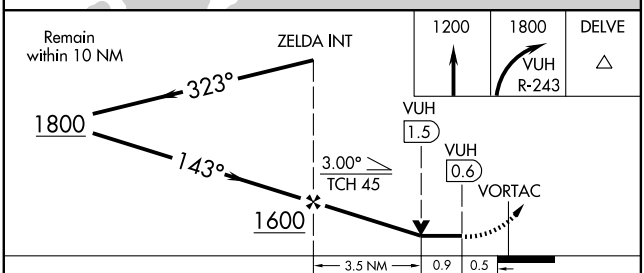
Circling not authorized east of Rwy 13-31.

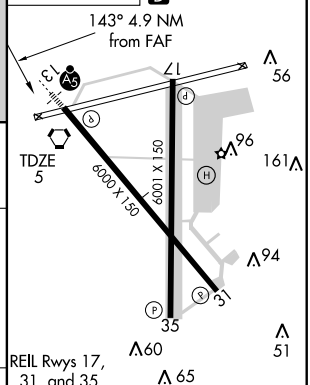
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1800 via VUH R-243 to DELVE Int and hold.

ASOS	HOUSTON APP CON	GALVESTON TOWER★	GND CON	CLNC DEL	UNICOM
119.275	134.45 284.0	120.575 (CTAF) L	118.625	135.35 (When tower closed)	123.05







CATEGORY	A	B	C	D
S-13	480-½	475 (500-½)	480-¾ 475 (500-¾)	480-1 475 (500-1)
CIRCLING	500-1	494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

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SC-5, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLES:

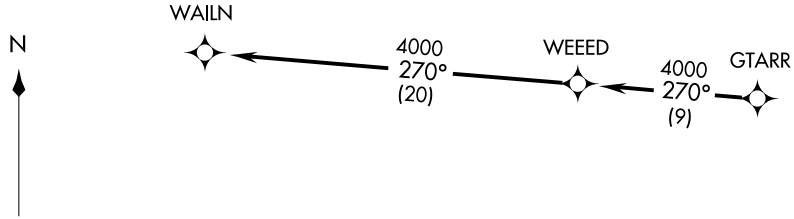
Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

ASOS
119.275
CLNC DEL
135.35 (when tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:

Rwy 13, 31, 35, Standard.

Rwy 17, 300-1 or standard with a minimum climb of 502′ per NM to 300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV)
GALVESTON/SCHOLES INTL AT GALVESTON (GLS)
GALVESTON, TEXAS

APP CRS	Rwy Idg	3800
130°	TDZE	129
	Apt Elev	129

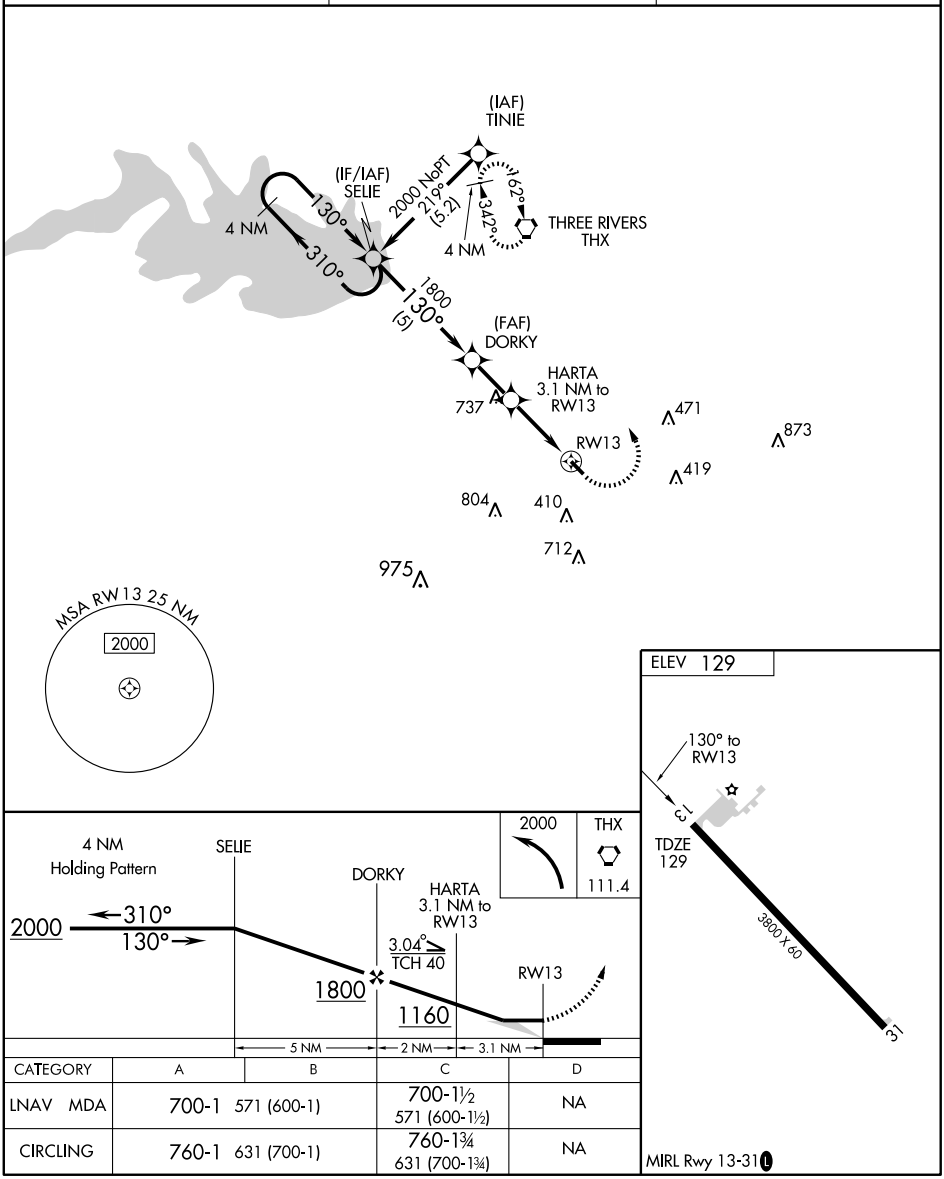
RNAV (GPS) RWY 13

GEORGE WEST/LIVE OAK COUNTY (8T6)

Use Alice Intl altimeter setting. GPS or RNP-0.3 required. NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

HOUSTON CENTER	CTAF	122.7 L
134.6 322.5	122.9	



CATEGORY	A	B	C	D
LNAV MDA	700-1 571 (600-1)		700-1½ 571 (600-1½)	NA
CIRCLING	760-1 631 (700-1)		760-1¾ 631 (700-1¾)	NA

MIRL Rwy 13-31 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC THX 111.4 Chan 51	APP CRS 160°	Rwy Idg N/A TDZE N/A Apt Elev 129

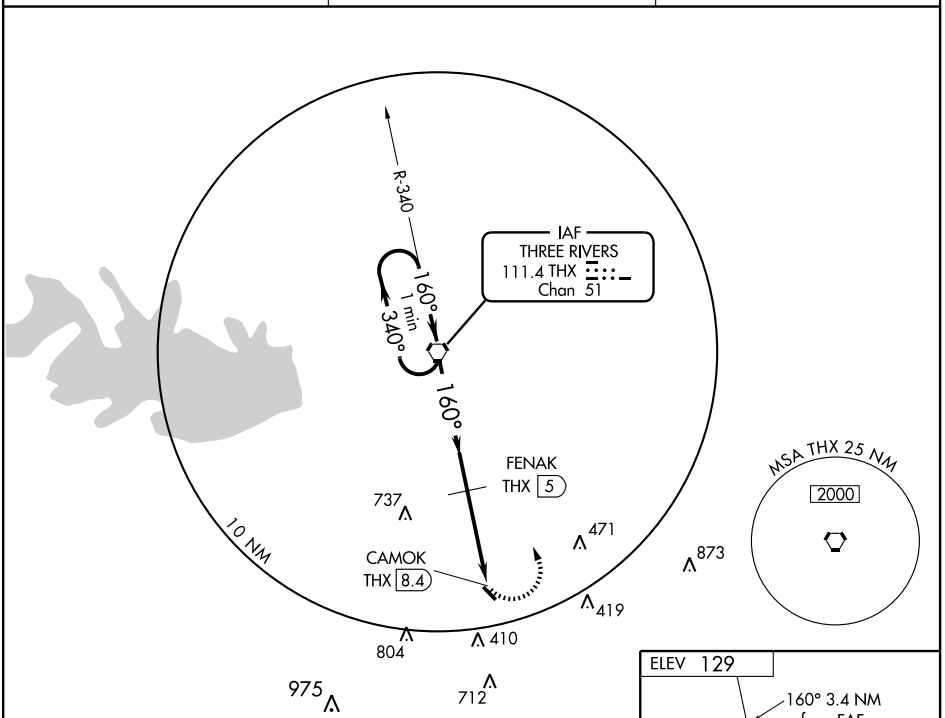
VOR/DME-A

GEORGE WEST/LIVE OAK COUNTY (8T6)

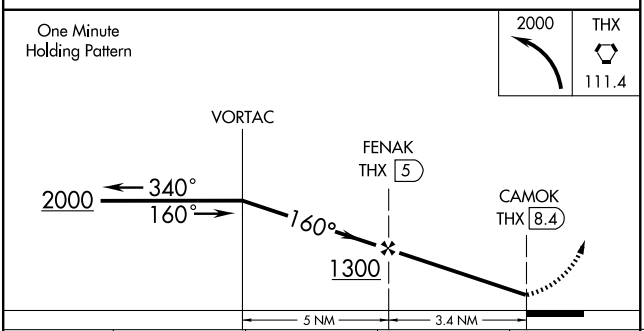
NA — Use Alice Intl altimeter setting.

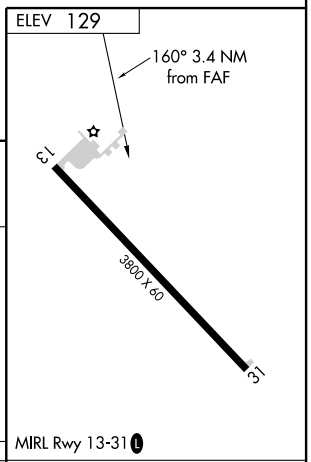
MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

HOUSTON CENTER	CTAF	
134.6 322.5	122.9	122.7 L



NoPT for arrivals on THX airway radials 319 clockwise 337.





CATEGORY	A	B	C	D
CIRCLING	760-1 631 (700-1)		760-1¾ 631 (700-1¾)	NA

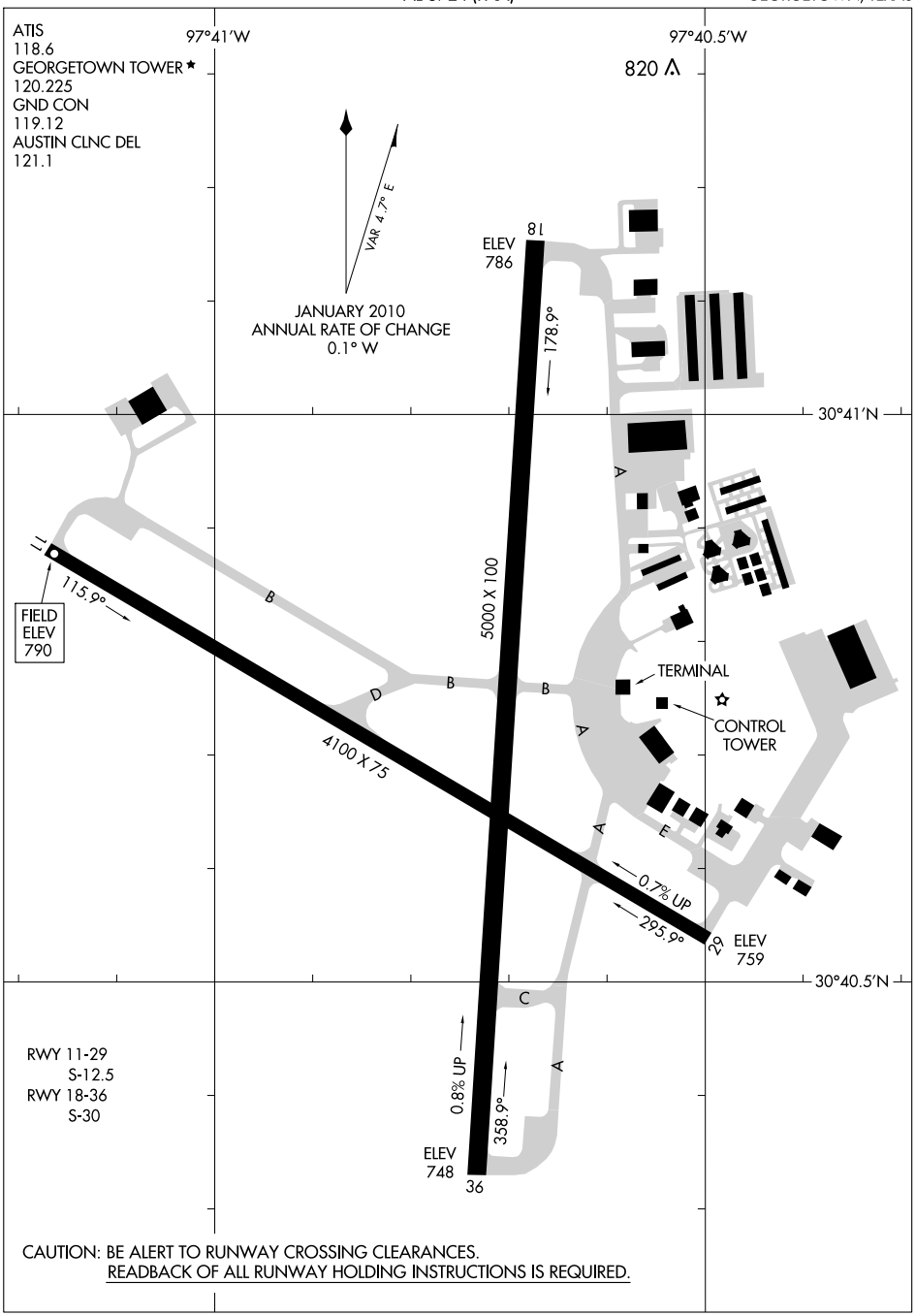
FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5724 (FAA)

GEORGETOWN MUNI (GTU)
GEORGETOWN, TEXAS



SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GEORGETOWN, TEXAS
GEORGETOWN MUNI (GTU)

10210

BEVOH ONE DEPARTURE (RNAV)
(BEVOH1.BEVOH) 10266

GEORGETOWN, TEXAS
GEORGETOWN MUNI (GTU)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LOUKE, then on depicted route to BEVOH, maintain 3000, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION: (BEVOH1.ELA)
WEMAR TRANSITION: (BEVOH1.WEMAR)

ATIS
118.6
GND CON
119.12
CTAF
120.225
★ GEORGETOWN TOWER
120.225

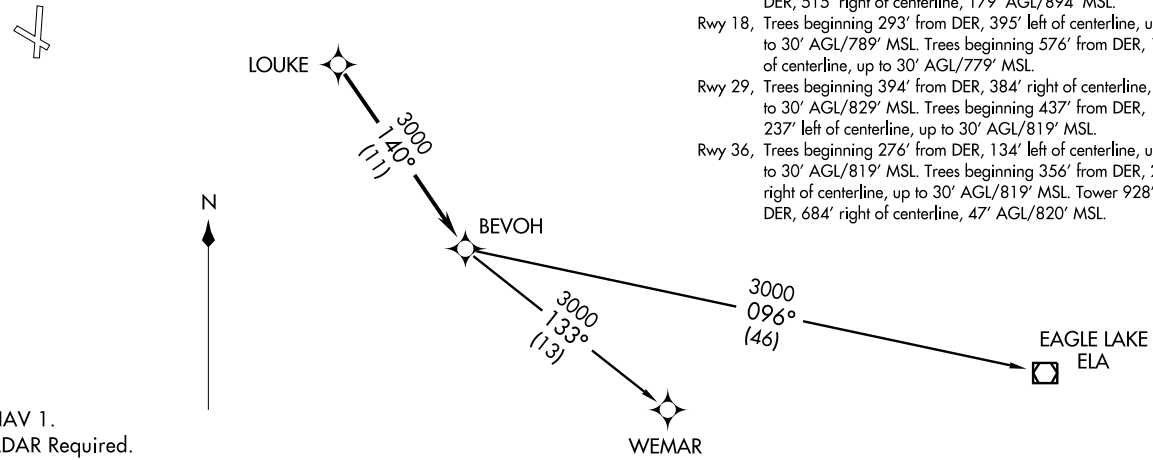
TAKEOFF OBSTACLE NOTES:

Rwy 11, Trees beginning 179′ from DER, 278′ left of centerline, up to 30′ AGL/799′ MSL. Trees beginning 318′ from DER, 115′ right of centerline, up to 30′ AGL/799′ MSL. Tower 5361′ from DER, 515′ right of centerline, 179′ AGL/894′ MSL.

Rwy 18, Trees beginning 293′ from DER, 395′ left of centerline, up to 30′ AGL/789′ MSL. Trees beginning 576′ from DER, 15′ right of centerline, up to 30′ AGL/779′ MSL.

Rwy 29, Trees beginning 394′ from DER, 384′ right of centerline, up to 30′ AGL/829′ MSL. Trees beginning 437′ from DER, 237′ left of centerline, up to 30′ AGL/819′ MSL.

Rwy 36, Trees beginning 276′ from DER, 134′ left of centerline, up to 30′ AGL/819′ MSL. Trees beginning 356′ from DER, 282′ right of centerline, up to 30′ AGL/819′ MSL. Tower 928′ from DER, 684′ right of centerline, 47′ AGL/820′ MSL.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: EAGLE LAKE TRANSITION: For non-GPS equipped aircraft, CWK, IDU and ELA DMEs must be operational.
NOTE: WEMAR TRANSITION: For non-GPS equipped aircraft, CWK and IDU DMEs must be operational.
NOTE: Procedure authorized at or below 7000.
NOTE: ELA TRANSITION: For aircraft landing Houston Terminal Area south of V222 except IWS and TME.

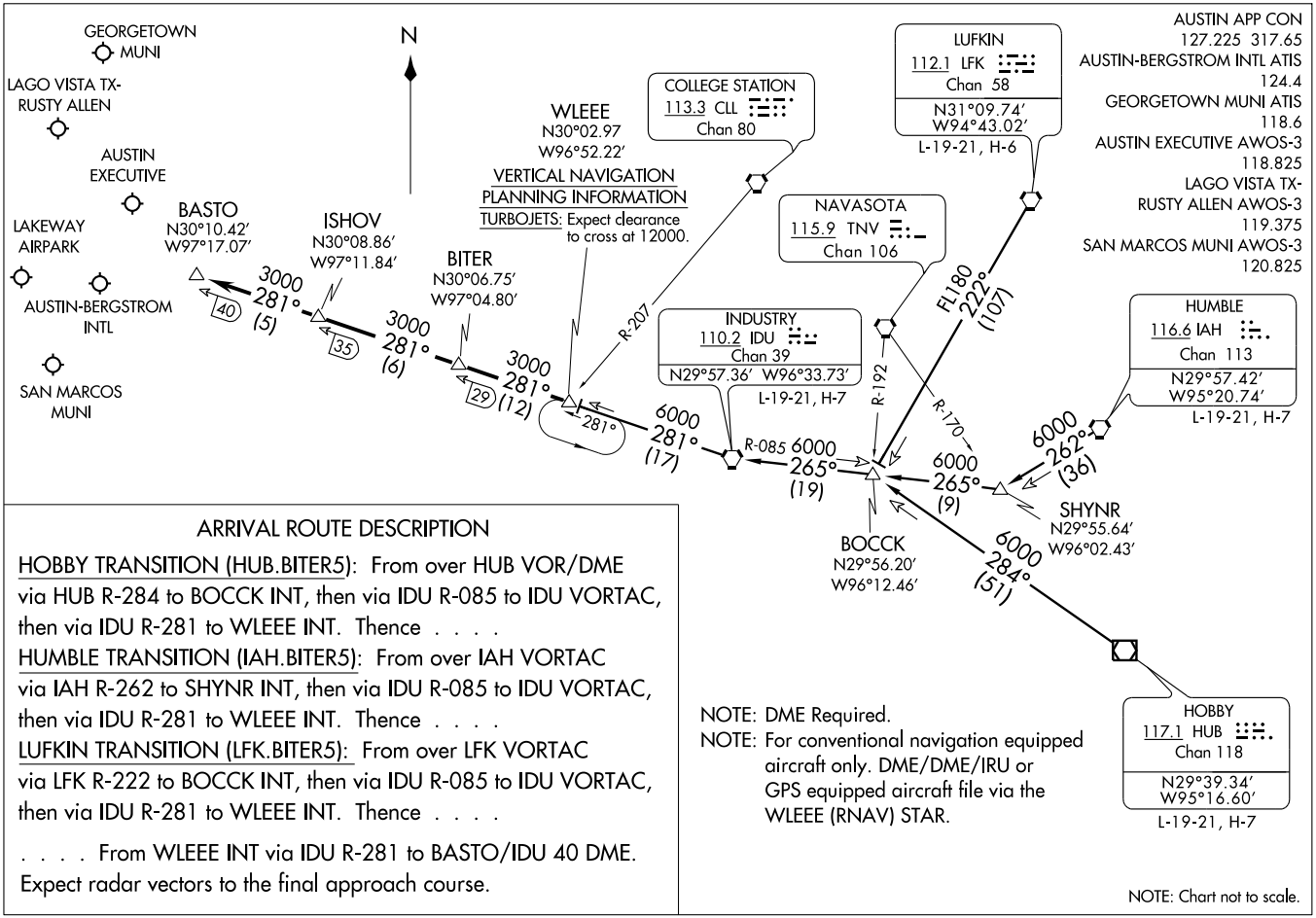
TAKE-OFF MINIMUMS:
Rwys 11, 18, 29, 36, Standard

NOTE: Chart not to scale.

(BEVOH1.BEVOH) 10266
BEVOH ONE DEPARTURE (RNAV) SL-5724 (FAA)

GEORGETOWN MUNI (GTU)
GEORGETOWN, TEXAS

BITER FIVE ARRIVAL (BITER.BITER5) 10266



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.BITER5): From over HUB VOR/DME via HUB R-284 to BOCCK INT, then via IDU R-085 to IDU VORTAC, then via IDU R-281 to WLEEE INT. Thence . . . .

HUMBLE TRANSITION (IAH.BITER5): From over IAH VORTAC via IAH R-262 to SHYNR INT, then via IDU R-085 to IDU VORTAC, then via IDU R-281 to WLEEE INT. Thence . . . .

LUFKIN TRANSITION (LFK.BITER5): From over LFK VORTAC via LFK R-222 to BOCCK INT, then via IDU R-085 to IDU VORTAC, then via IDU R-281 to WLEEE INT. Thence . . . .

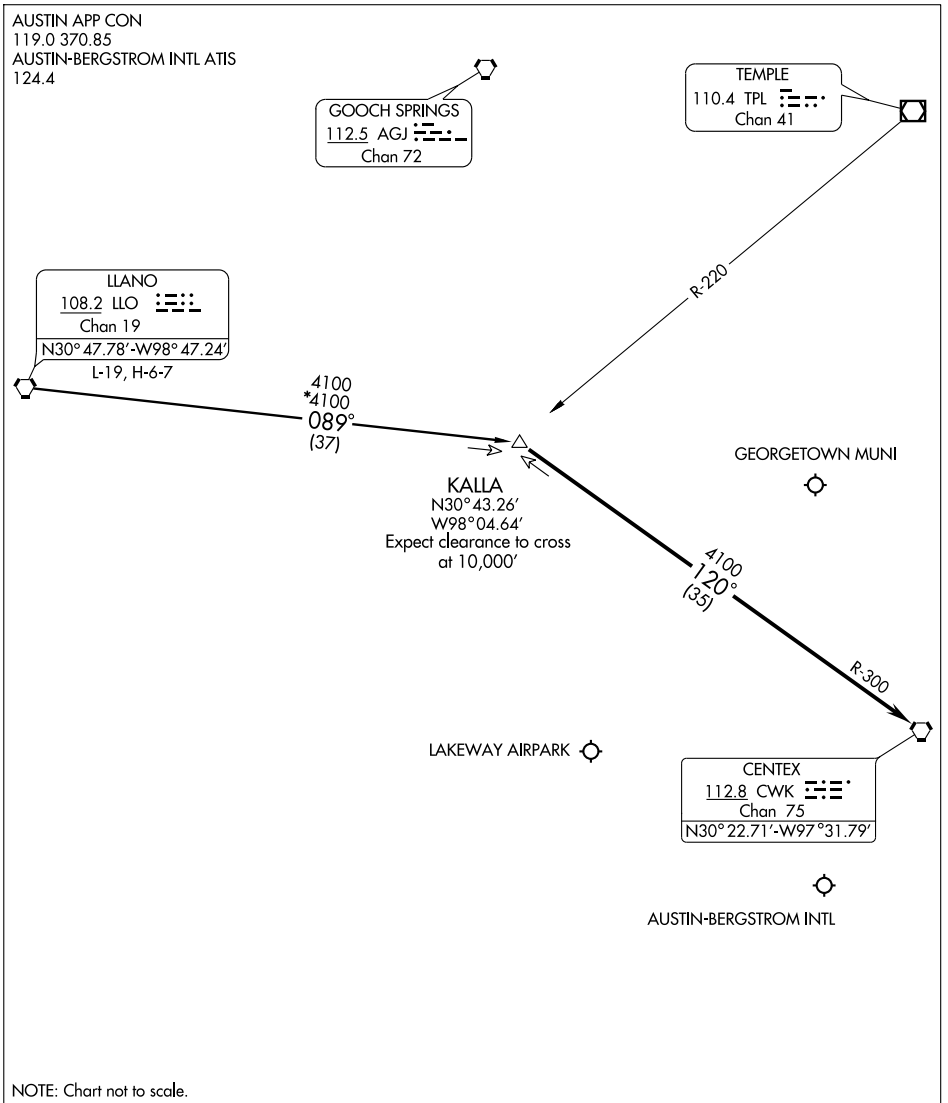
. . . . From WLEEE INT via IDU R-281 to BASTO/IDU 40 DME. Expect radar vectors to the final approach course.

BITER FIVE ARRIVAL (BITER.BITER5) 10266

AUSTIN, TEXAS

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS



NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .
. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

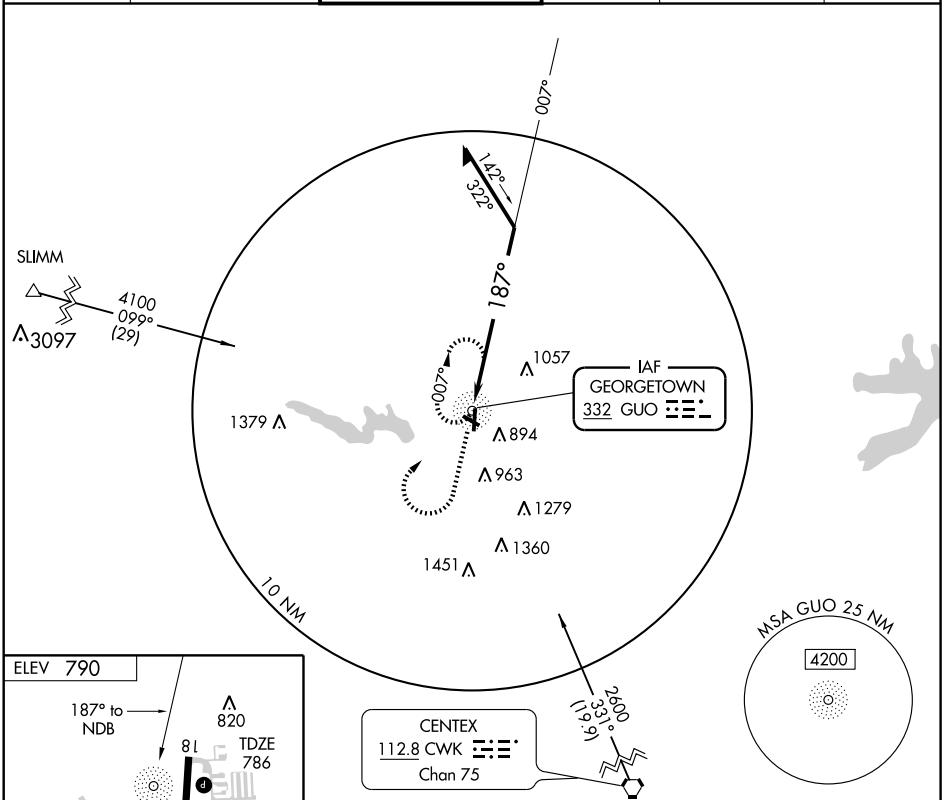
NDB GUO 332	APP CRS 187°	Rwy Idg 5000 TDZE 786 Apt Elev 790

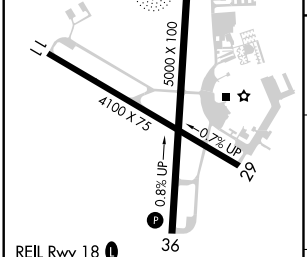
NDB RWY 18
GEORGETOWN MUNI (GTU)

NA

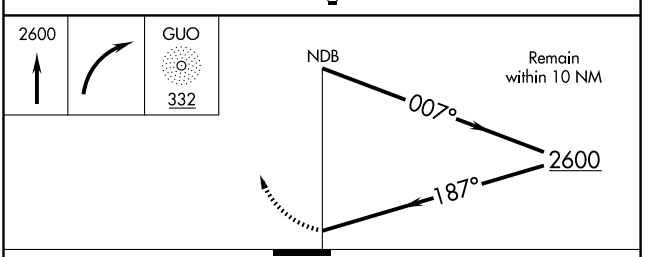
MISSED APPROACH: Climb to 2600 then right turn direct GUO NDB and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	1480-1	694 (700-1)	1480-2 694 (700-2)	NA
CIRCLING	1480-1	690 (700-1)	1480-2 690 (700-2)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4100
115°	TDZE	790
	Apt Elev	790

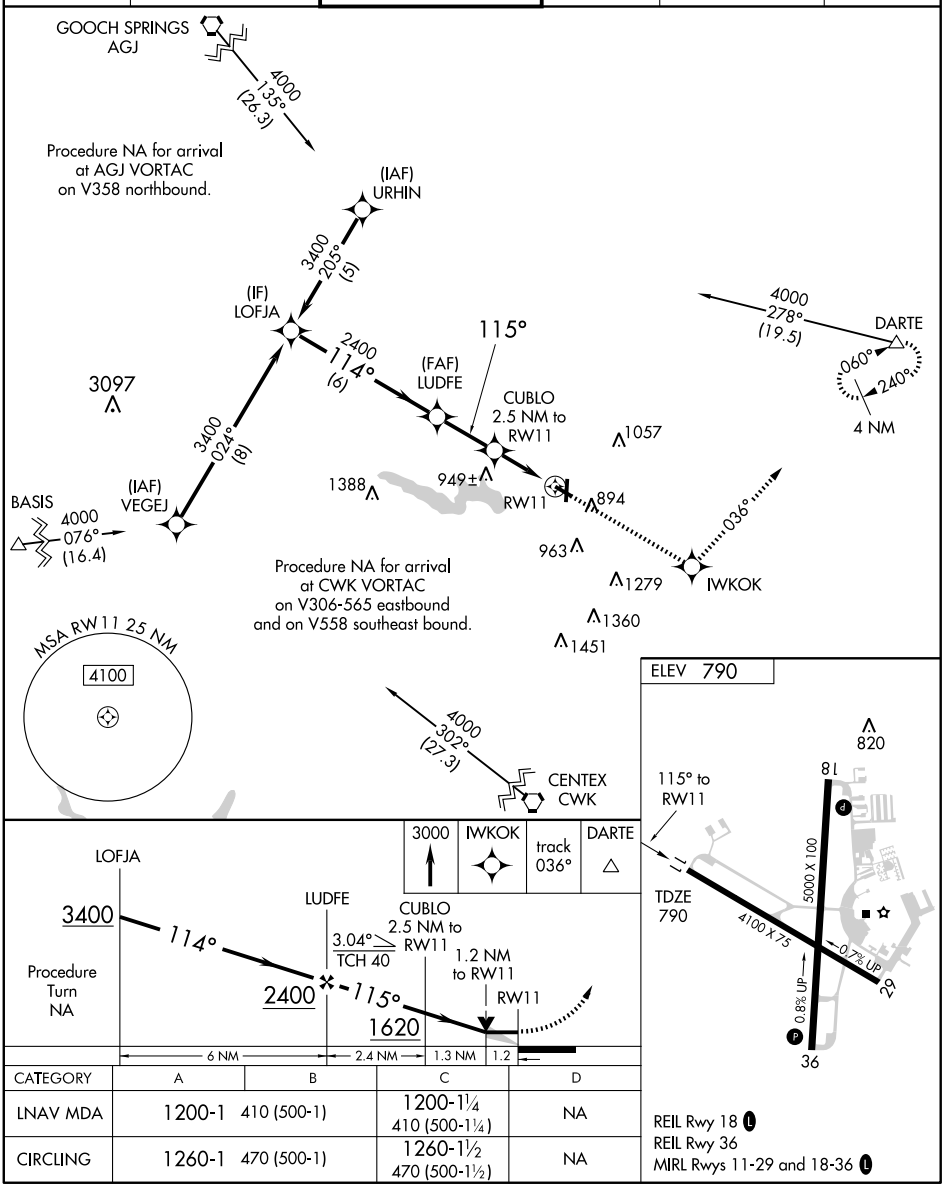
RNAV (GPS) RWY 11

GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet.
VDP NA when using Skylark Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct IWKOK and via track 036° to DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0



CATEGORY	A	B	C	D
LNAV MDA	1200-1 410 (500-1)		1200-1¼ 410 (500-1¼)	NA
CIRCLING	1260-1 470 (500-1)		1260-1½ 470 (500-1½)	NA

REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

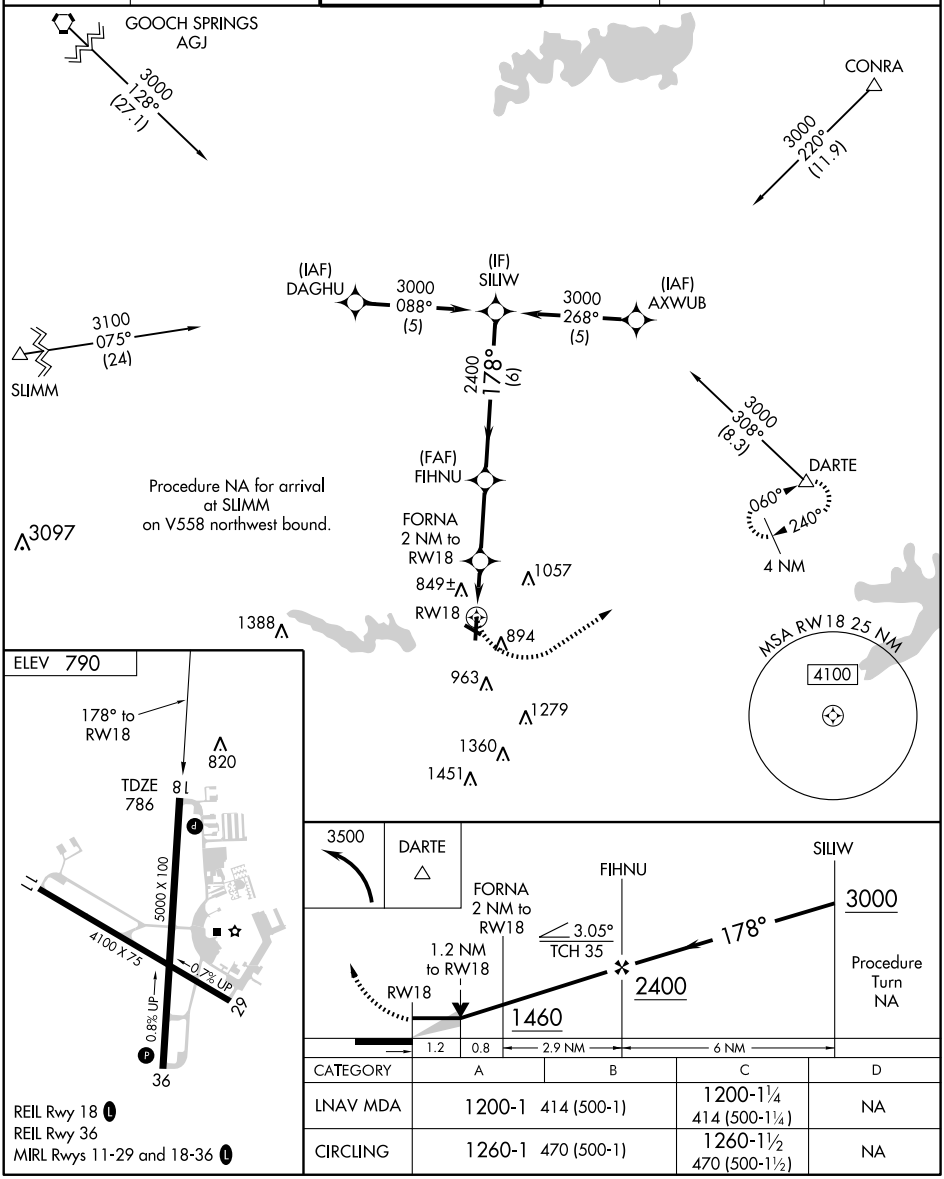
GEORGETOWN MUNI (GTU)

APP CRS	Rwy Idg	5000
178°	TDZE	786
	Apt Elev	790

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0



CATEGORY	A	B	C	D
LNAV MDA	1200-1 414 (500-1)		1200-1¼ 414 (500-1¼)	NA
CIRCLING	1260-1 470 (500-1)		1260-1½ 470 (500-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 29

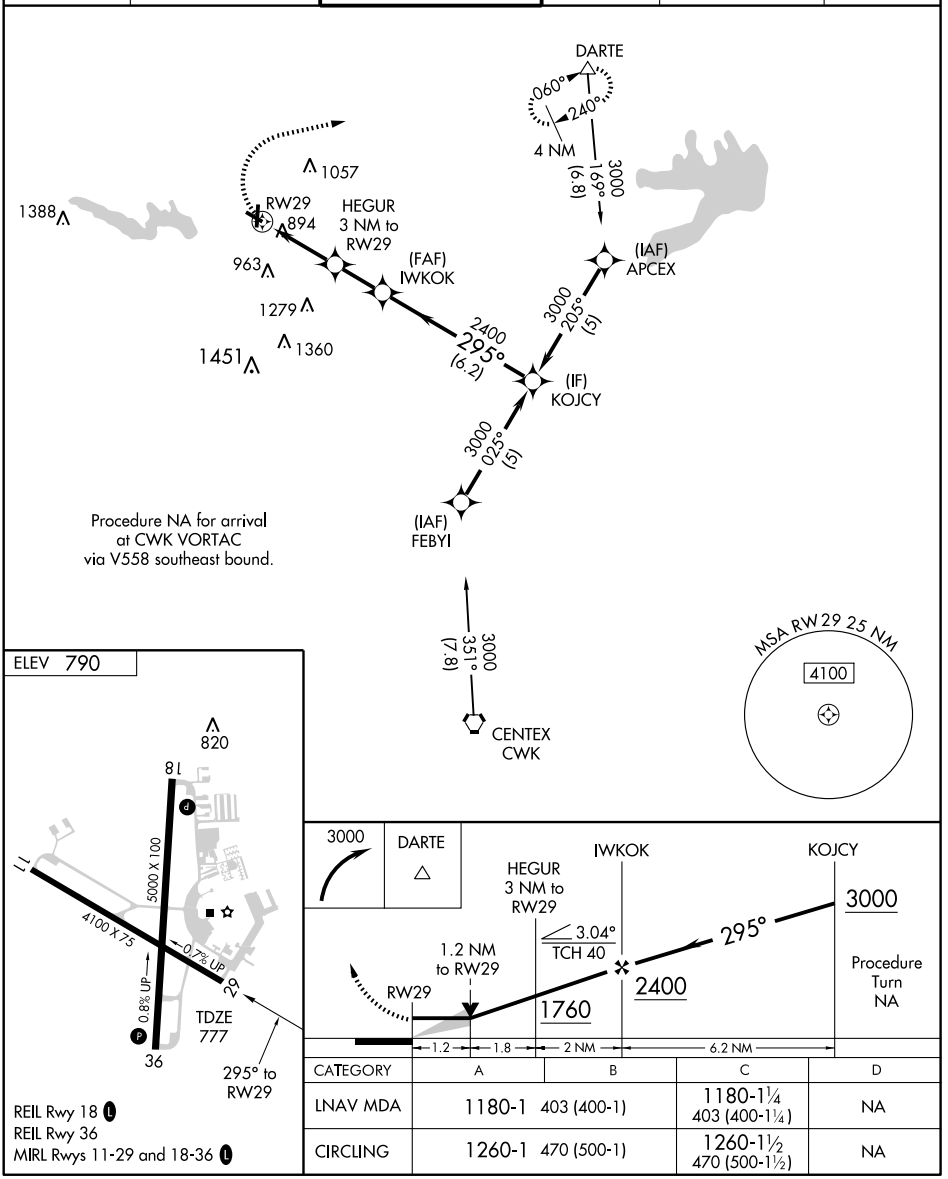
GEORGETOWN MUNI (GTU)

APP CRS	Rwy Idg	4100
295°	TDZE	777
	Apt Elev	790

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0



CATEGORY	A	B	C	D
LNAV MDA	1180-1 403 (400-1)		1180-1¼ 403 (400-1¼)	NA
CIRCLING	1260-1 470 (500-1)		1260-1½ 470 (500-1½)	NA

REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

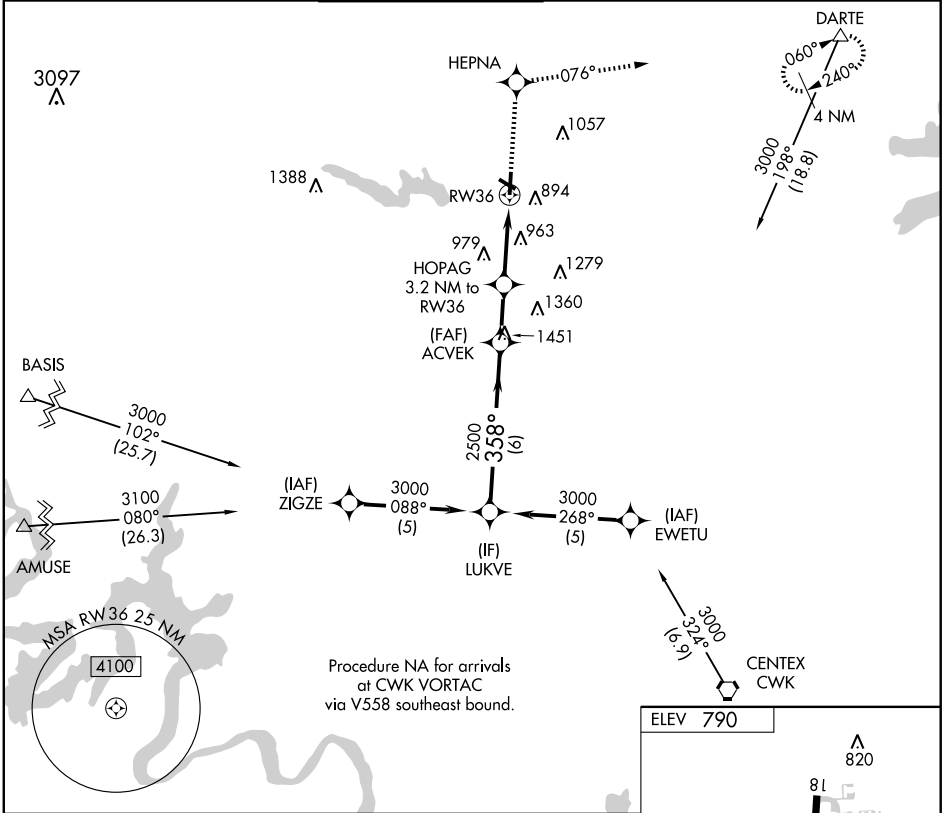
GEORGETOWN MUNI (GTU)

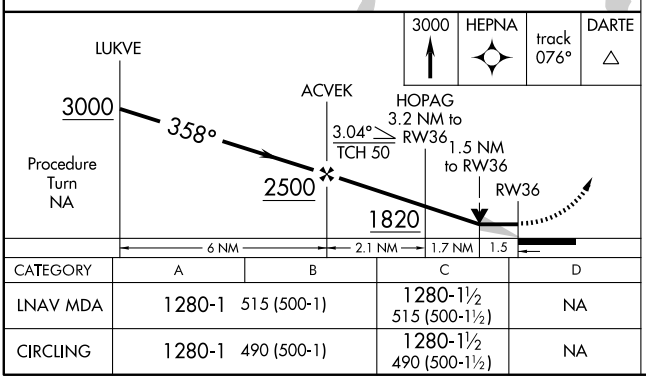
APP CRS	Rwy Idg	5000
358°	TDZE	765
	Apt Elev	790

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet.
VDP NA when using Skylark Field altimeter setting.

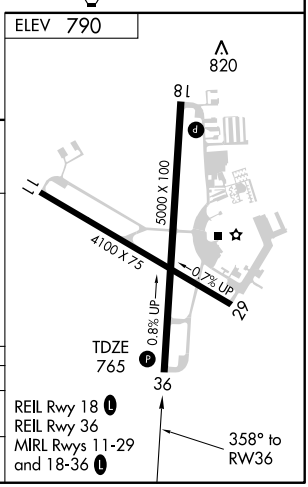
MISSED APPROACH: Climb to 3000 direct HEPNA and via track 076° to DARTE and hold.

ATIS	AUSTIN APP CON	GEORGETOWN TOWER ★	GND CON	AUSTIN CLNC DEL	UNICOM
118.6	119.0 370.85	120.225 (CTAF) L	119.12	121.1	123.0





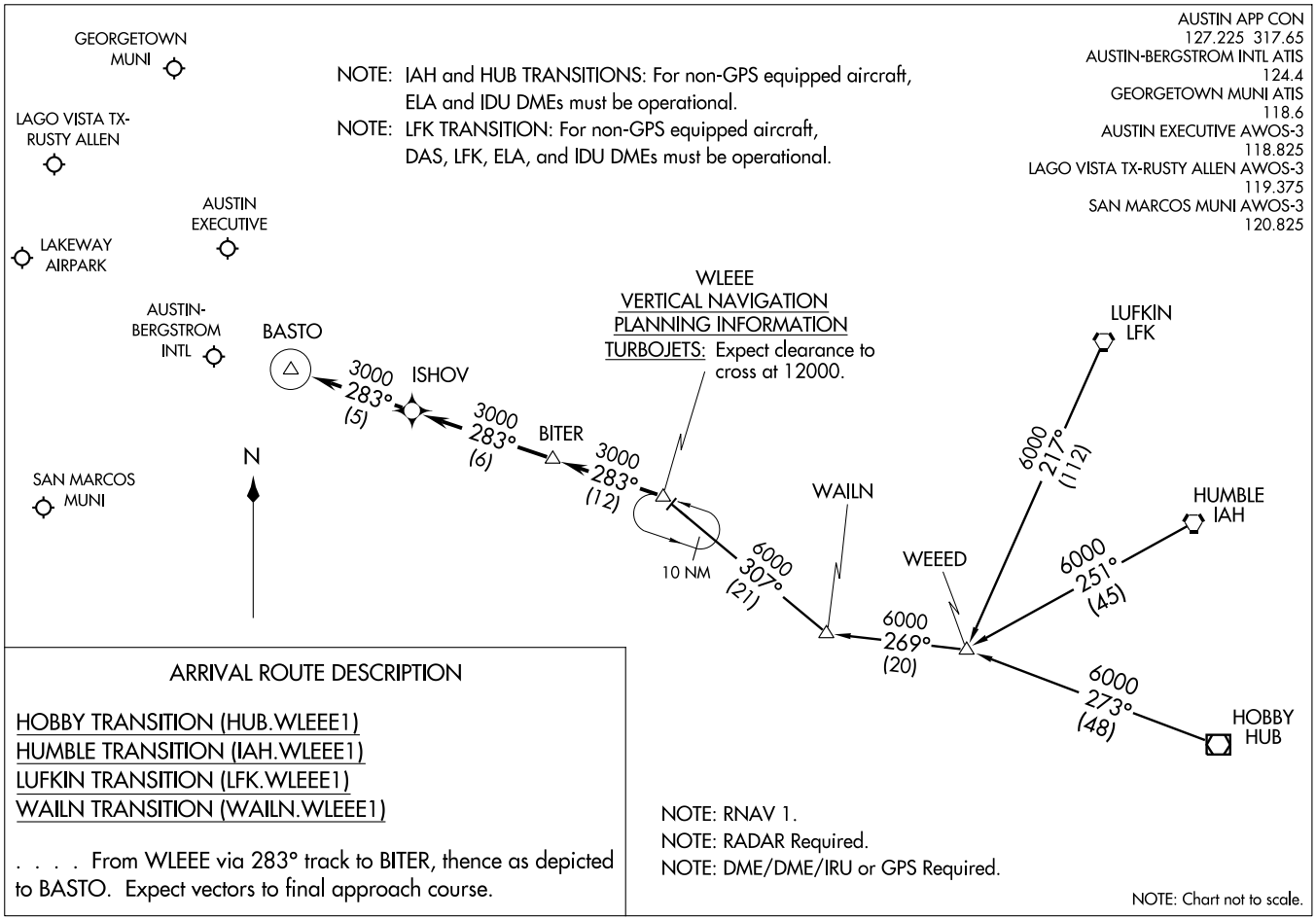
CATEGORY	A	B	C	D
LNAV MDA	1280-1 515 (500-1)		1280-1½ 515 (500-1½)	NA
CIRCLING	1280-1 490 (500-1)		1280-1½ 490 (500-1½)	NA



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WLEEE ONE ARRIVAL (RNAV)

(WLEEE.WLEEE1) 10266



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.WLEEE1)
HUMBLE TRANSITION (IAH.WLEEE1)
LUFKIN TRANSITION (LFK.WLEEE1)
WAILN TRANSITION (WAILN.WLEEE1)

. . . . From WLEEE via 283° track to BITER, thence as depicted to BASTO. Expect vectors to final approach course.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Chart not to scale.

AUSTIN, TEXAS

WLEEE ONE ARRIVAL (RNAV)
(WLEEE.WLEEE1) 10266
AUSTIN, TEXAS

ST-556 (FAA)

APP CRS	Rwy Idg	4000
168°	TDZE	485
	Apt Elev	485

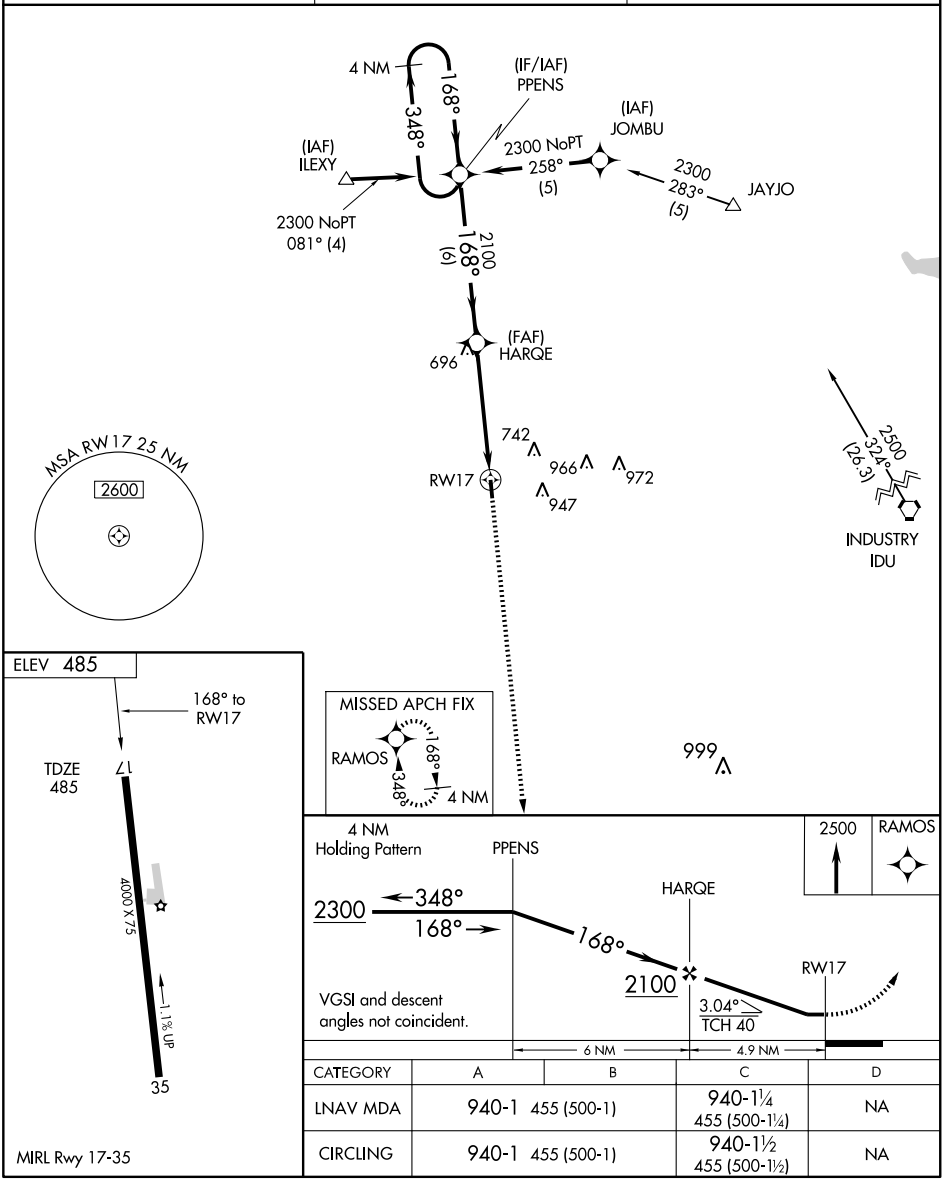
RNAV (GPS) RWY 17

GIDDINGS-LEE COUNTY (GYB)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night. When local altimeter setting not received, use Austin-Bergstrom Intl altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct RAMOS and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	940-1 455 (500-1)		940-1¼ 455 (500-1¼)	NA
CIRCLING	940-1 455 (500-1)		940-1½ 455 (500-1½)	NA

MIRL Rwy 17-35

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

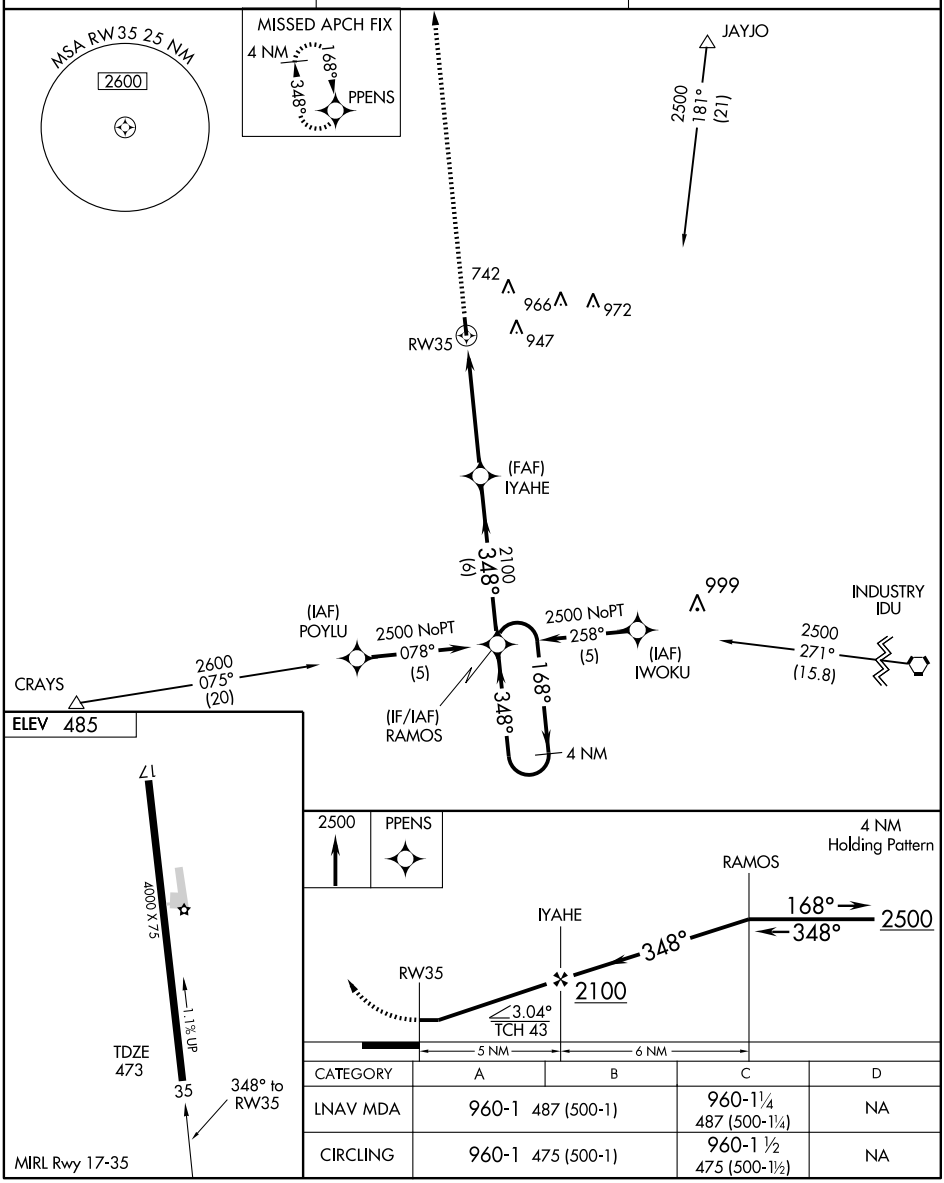
GIDDINGS-LEE COUNTY (GYB)

APP CRS	Rwy Idg	4000
348°	TDZE	473
	Apt Elev	485

DME/DME RNP-0.3 NA. Procedure NA at night. Visibilty reduction by helicopters NA. When local altimeter setting not received, use Austin-Bergstrom Intl altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct PPENS and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	960-1 487 (500-1)		960-1¼ 487 (500-1¼)	NA
CIRCLING	960-1 475 (500-1)		960-1 ½ 475 (500-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VORTAC IDU 110.2 Chan 39	APP CRS 293°	Rwy Idg N/A TDZE N/A Apt Elev 485

VOR/DME-A

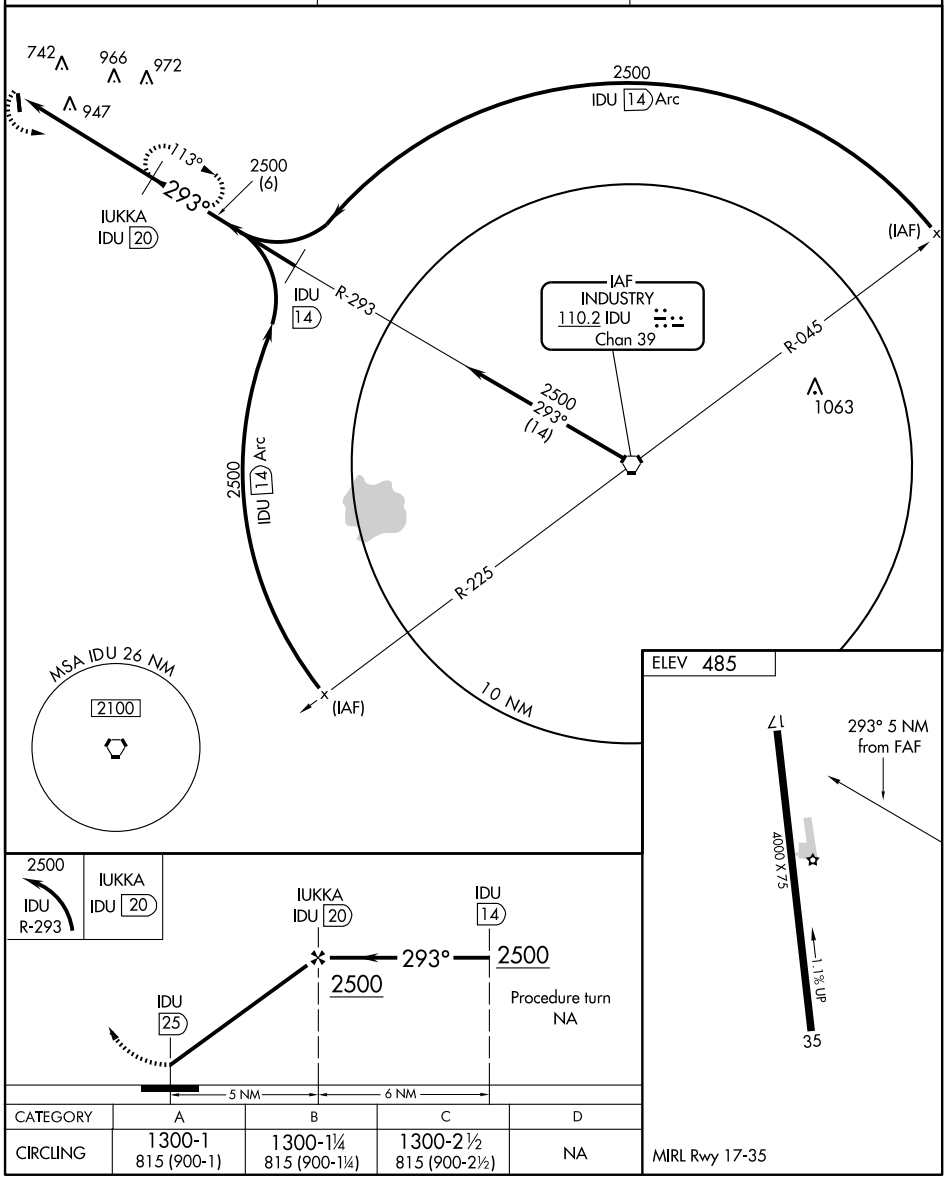
GIDDINGS-LEE COUNTY (GYB)

NA

Use Austin-Bergstrom Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via IDU R-293 to IUKKA 20 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.225	132.15 279.6	123.05 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1300-1 815 (900-1)	1300-1¼ 815 (900-1¼)	1300-2½ 815 (900-2½)	NA

MIRL Rwy 17-35

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME UIM 114.0 Chan 87	APP CRS 109°	Rwy Idg N/A TDZE N/A Apt Elev 415

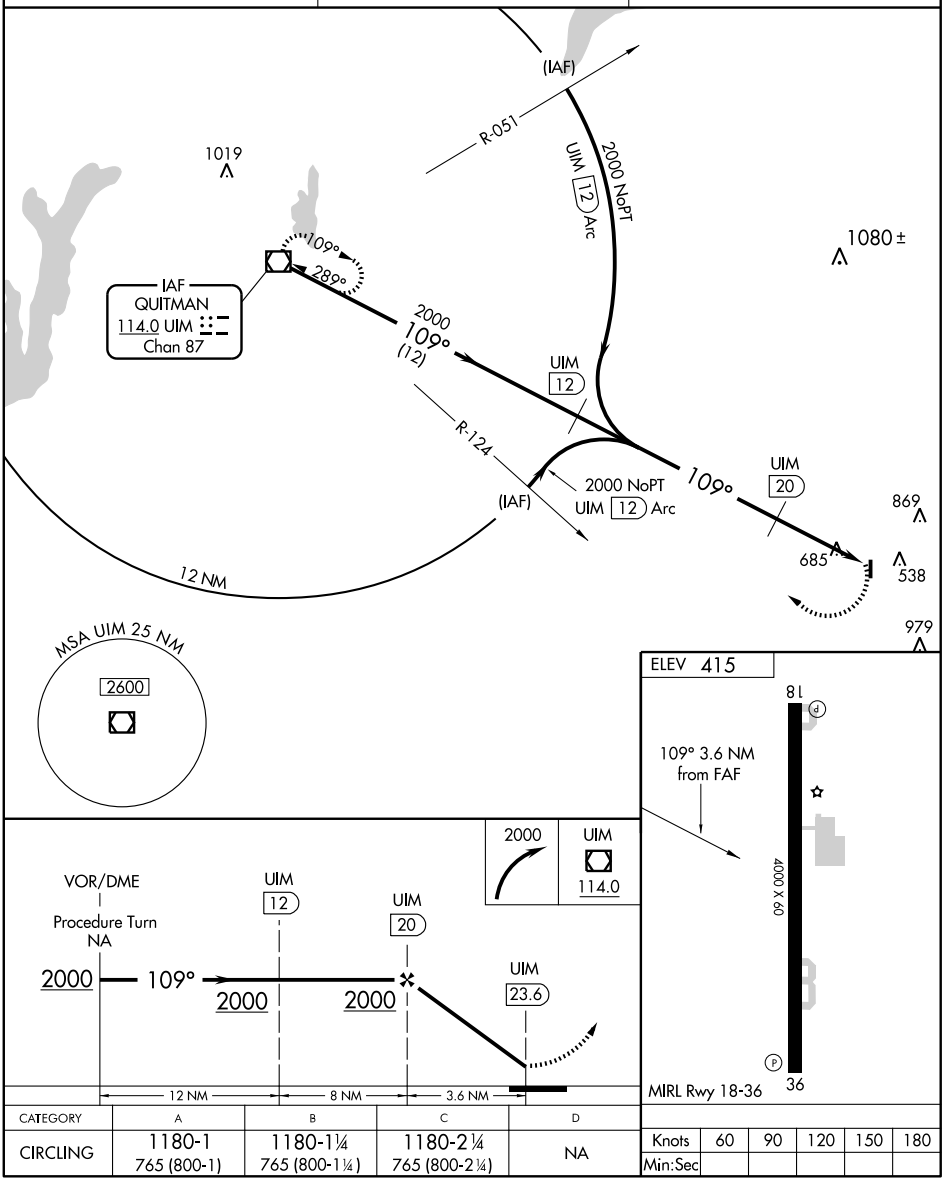
VOR/DME-A

GILMER/FOX STEPHENS FIELD-GILMER MUNI (JXI)

NA Use Gregg County altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 2000 direct UIM VOR/DME and hold.

AWOS-3	LONGVIEW APP CON ★	CTAF
118.2	118.25 270.3	122.9



CATEGORY	A	B	C	D
CIRCLING	1180-1 765 (800-1)	1180-1¼ 765 (800-1¼)	1180-2¼ 765 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GGG 112.3 Chan 70	APP CRS 115°	Rwy Idg 3301 TDZE 297 Apt Elev 297

VOR/DME or GPS RWY 14

GLADEWATER MUNI (Ø7F)

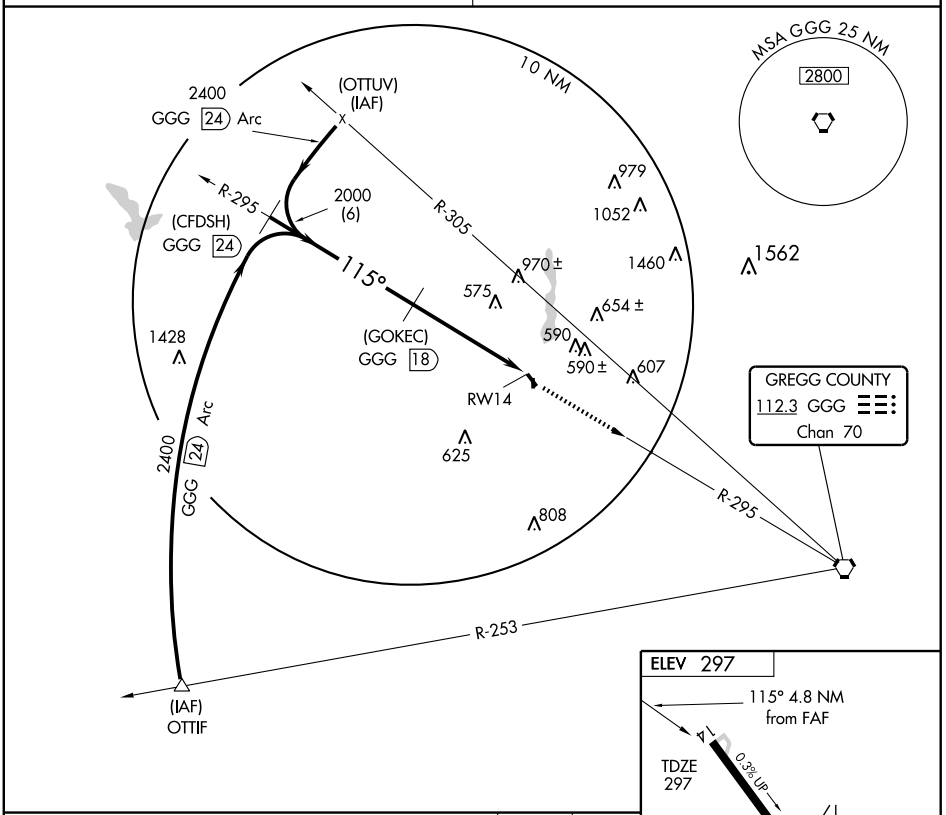
Use Gregg County altimeter setting; when not received procedure not authorized.

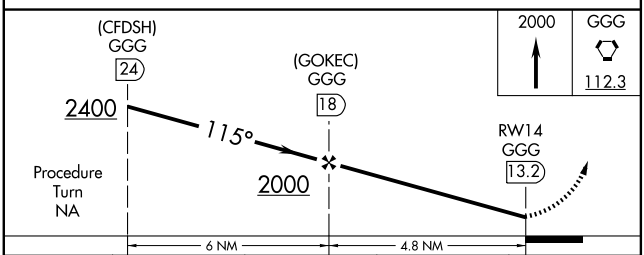
NA

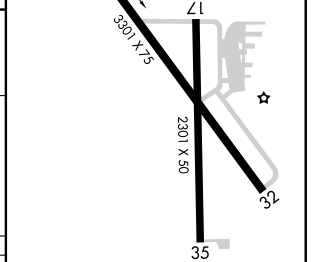
MISSED APPROACH: Climb to 2000 direct GGG VORTAC.

LONGVIEW APP CON ★ 118.25 270.3

CTAF 122.9







CATEGORY	A	B	C	D
S-14	880-1 583 (600-1)		880-1½ 583 (600-1½)	NA
CIRCLING	880-1 583 (600-1)		880-1½ 583 (600-1½)	NA

MIRL Rwy 14-32

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3500
023°	TDZE	1008
	Apt Elev	1008

RNAV (GPS) RWY 2

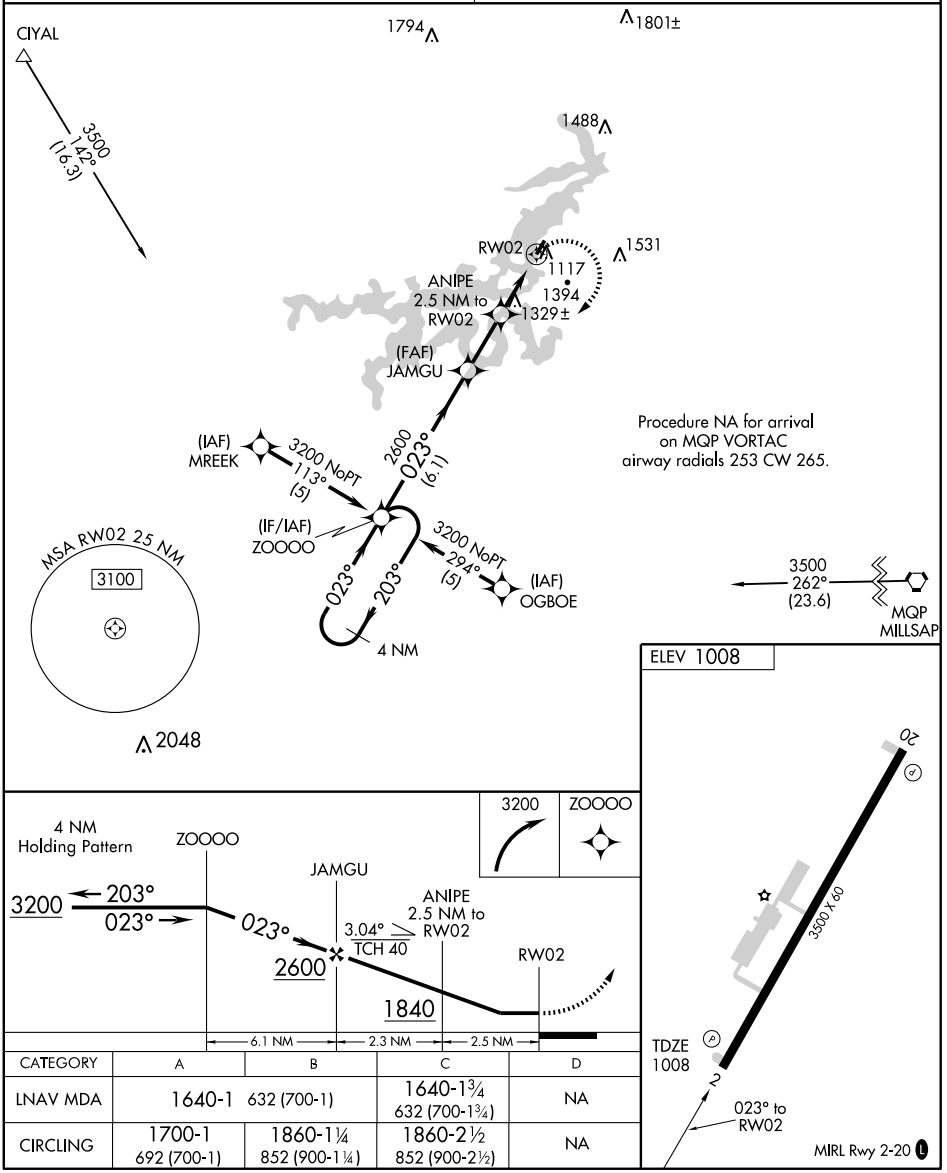
GRAFORD/ POSSUM KINGDOM (F35)

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Mineral Wells altimeter setting; when not received, use Decatur Muni altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3200 direct ZOOOO and hold.

FORT WORTH CENTER	CTAF
127.0 360.6	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1640-1 632 (700-1)		1640-1¾ 632 (700-1¾)	NA
CIRCLING	1700-1 692 (700-1)	1860-1¼ 852 (900-1¼)	1860-2½ 852 (900-2½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3500
204°	TDZE	1008
	Apt Elev	1008

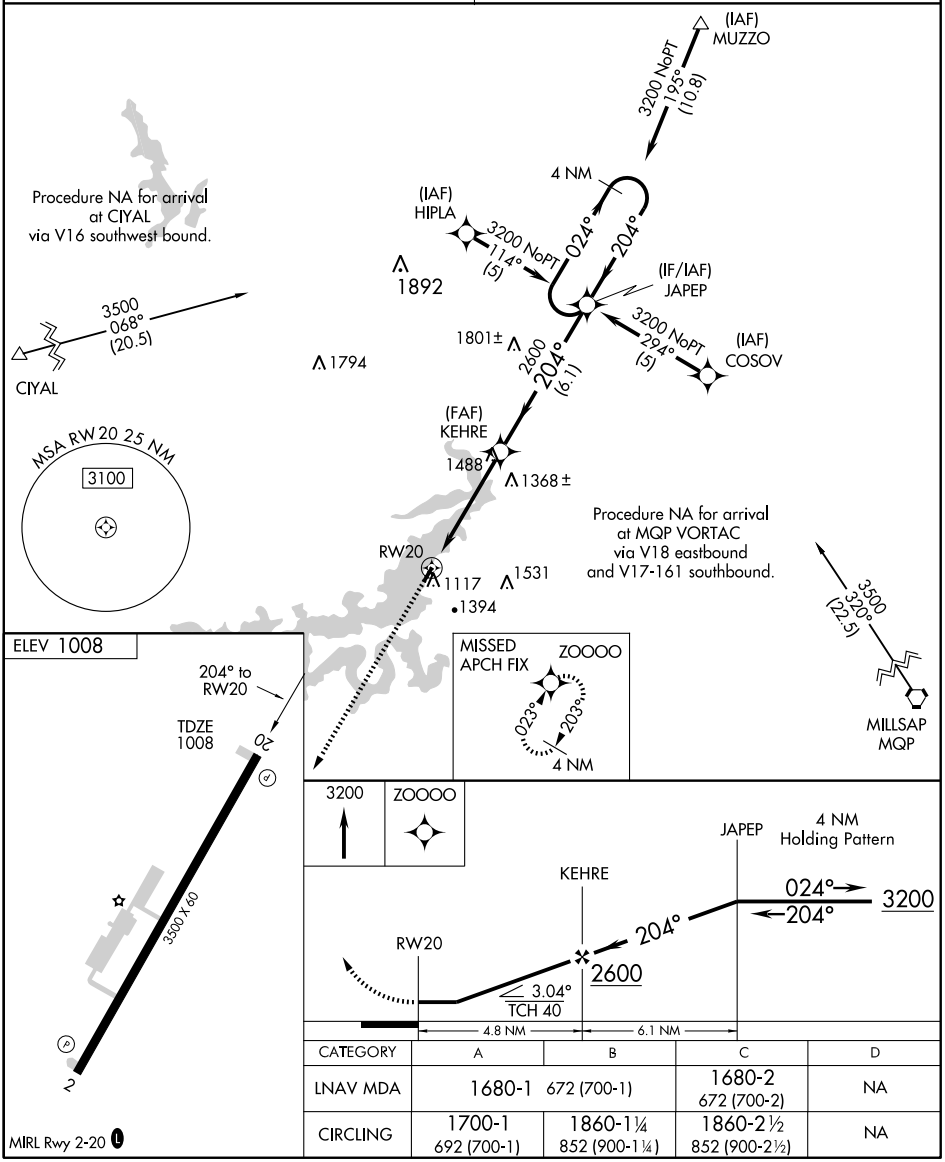
RNAV (GPS) RWY 20

GRAFORD/ POSSUM KINGDOM (F35)

T NA — DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Mineral Wells altimeter setting; when not received, use Decatur Muni altimeter setting and increase all MDA 80 feet; increase LNAV Cats B and C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct ZOOOO and hold.

FORT WORTH CENTER	CTAF
127.0 360.6	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1680-1 672 (700-1)		1680-2 672 (700-2)	NA
CIRCLING	1700-1 692 (700-1)	1860-1¼ 852 (900-1¼)	1860-2½ 852 (900-2½)	NA

MIRL Rwy 2-20 L

SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

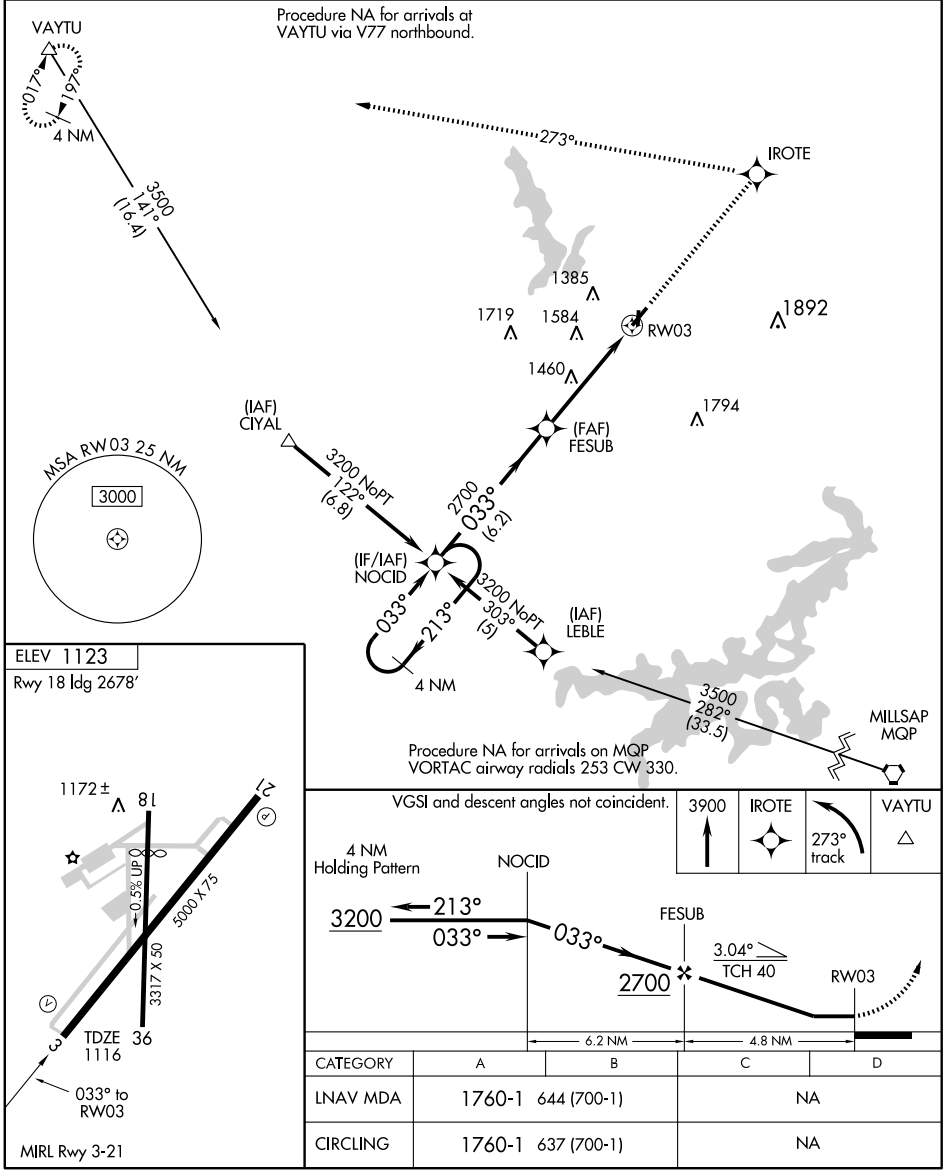
GRAHAM MUNI (RPH)

APP CRS	Rwy Idg	5000
033°	TDZE	1116
	Apt Elev	1123

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and circling CAT B visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct IROTE and left turn via 273° track to VAYTU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	127.0 360.6	122.975 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1760-1 644 (700-1)		NA	
CIRCLING	1760-1 637 (700-1)		NA	

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SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

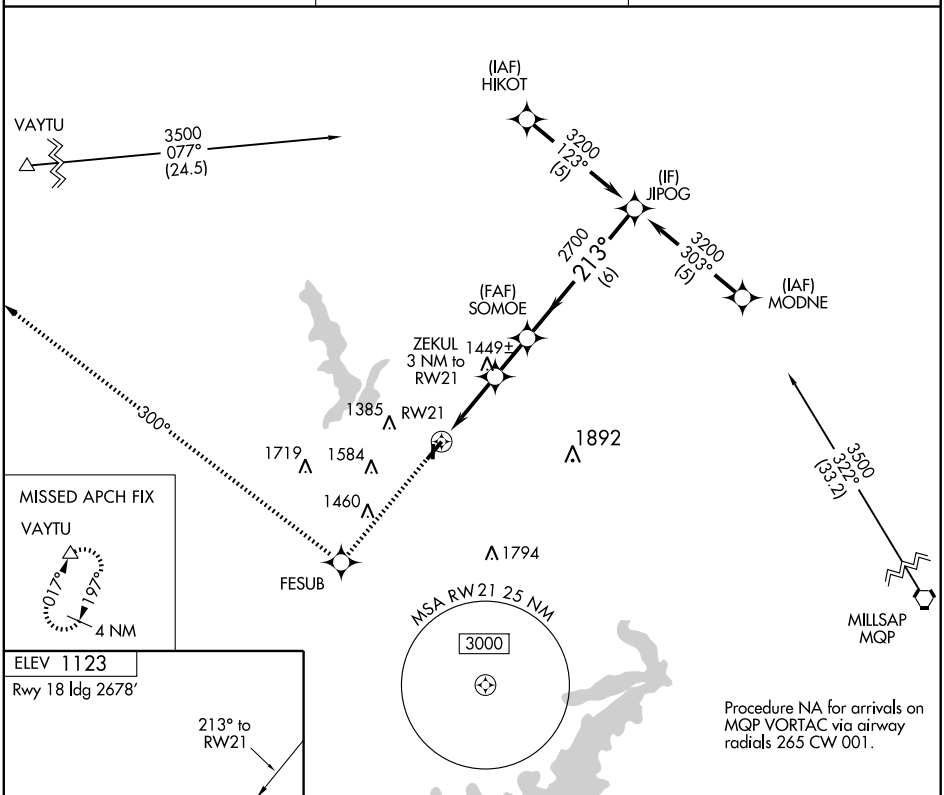
GRAHAM MUNI (RPH)

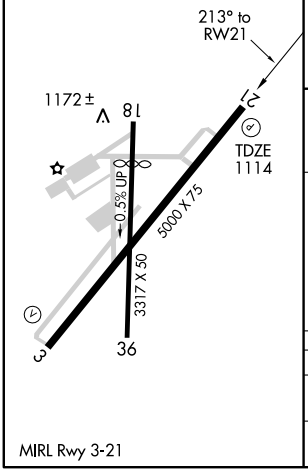
APP CRS	Rwy Idg	5000
213°	TDZE	1114
	Apt Elev	1123

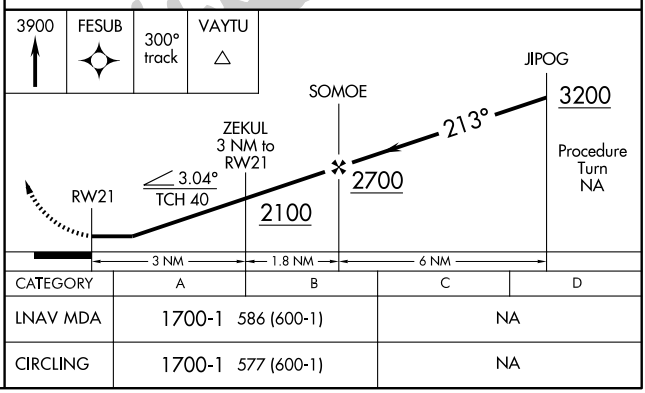
When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct FESUB and via 300° track to VAYTU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	127.0 360.6	122.975 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1700-1 586 (600-1)		NA	
CIRCLING	1700-1 577 (600-1)		NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3603
CH 99618	144°	TDZE	778
W14A		Apt Elev	778

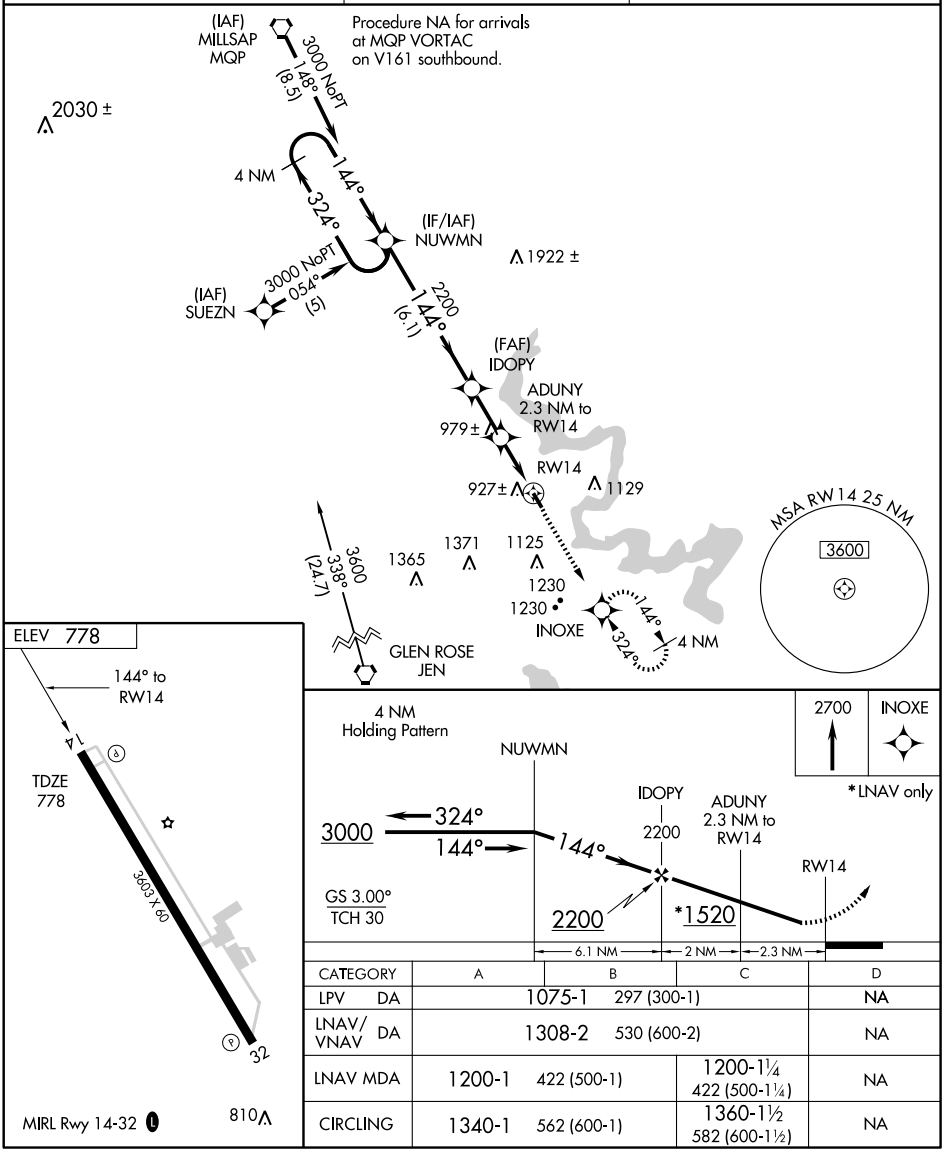
RNAV (GPS) RWY 14

GRANBURY RGNL (GDJ)

Baro-VNAV NA when using Forth Worth Meacham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night. When local altimeter setting not received, use Fort Worth-Meacham altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2700 direct INOXE and hold, continue climb-in-hold to 2700.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1075-1	297 (300-1)		NA
LNAV/VNAV DA	1308-2	530 (600-2)		NA
LNAV MDA	1200-1	422 (500-1)	1200-1¼ 422 (500-1¼)	NA
CIRCLING	1340-1	562 (600-1)	1360-1½ 582 (600-1½)	NA

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SC-2, 21 OCT 2010 to 18 NOV 2010

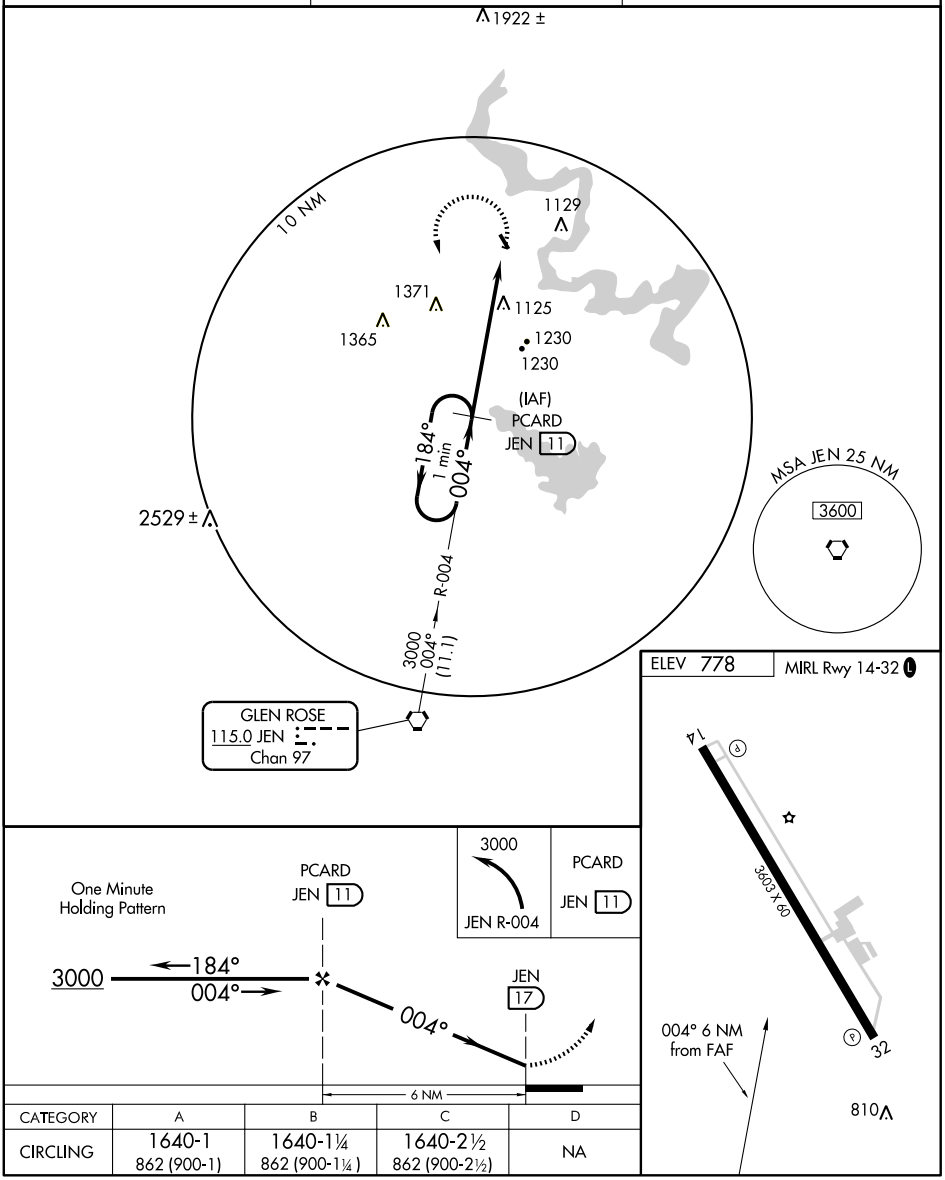
VORTAC JEN 115.0 Chan 97	APP CRS 004°	Rwy Idg N/A TDZE N/A Apt Elev 778

VOR/DME-A
GRANBURY RGNL (GDJ)

Use Fort Worth Meacham altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3000 via JEN R-004 to PCARD and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1640-1 862 (900-1)	1640-1¼ 862 (900-1¼)	1640-2½ 862 (900-2½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MQP 117.7 Chan 124	APP CRS 142°	Rwy Idg 3603 TDZE 778 Apt Elev 778

VOR/DME RWY 14

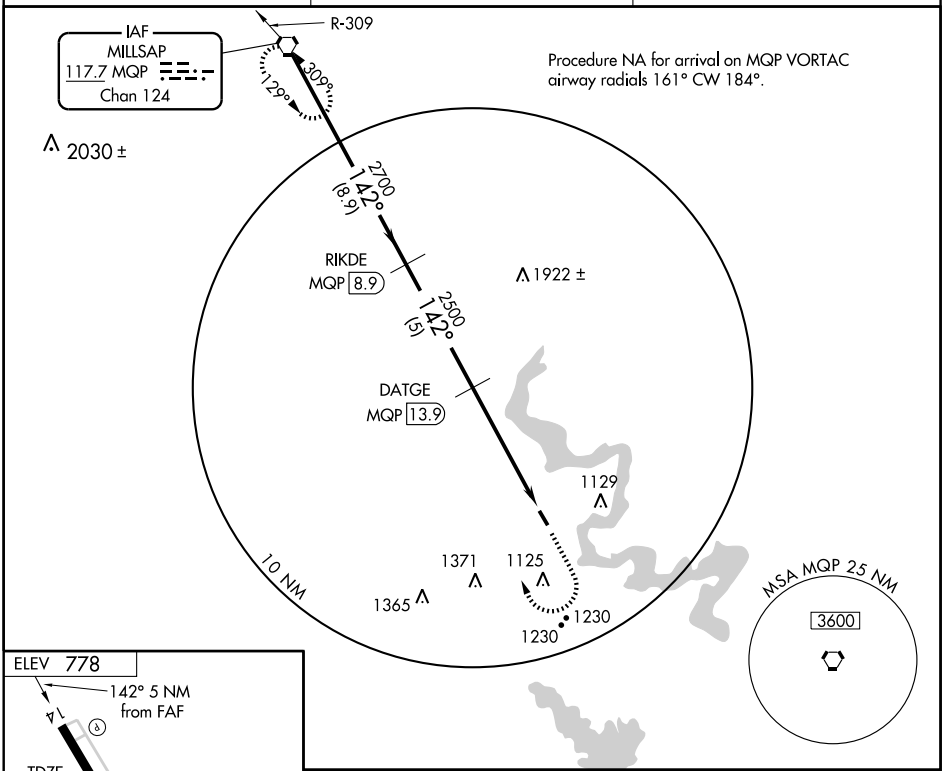
GRANBURY RGNL (GDJ)

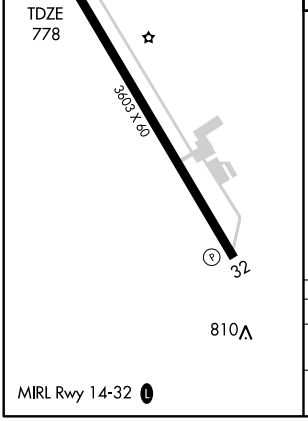
Use Fort Worth Meacham Intl altimeter setting.

NA

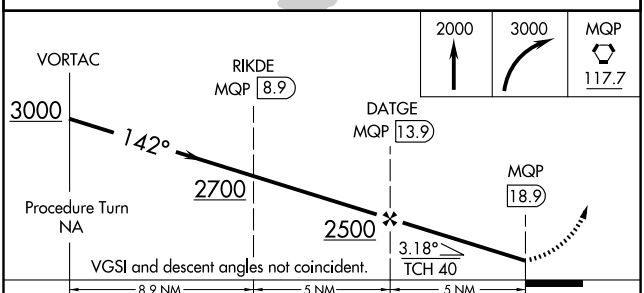
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MQP VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF) L





MIRL Rwy 14-32 L

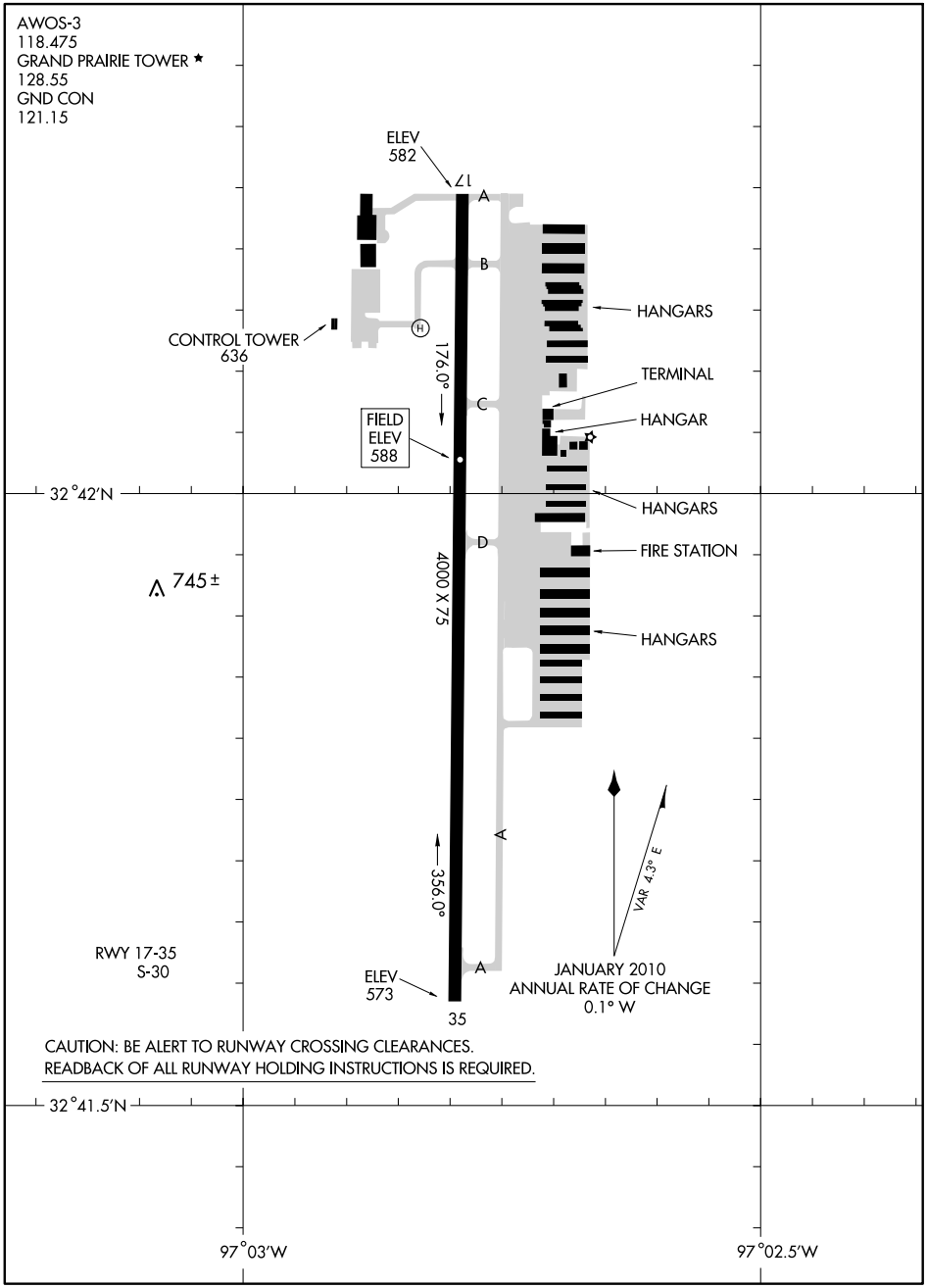


CATEGORY	A	B	C	D
S-14	1400-1	622 (700-1)	1400-1¾ 622 (700-1¾)	NA
CIRCLING	1420-1 642 (700-1)	1440-1 662 (700-1)	1440-1¾ 662 (700-1¾)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GRAND PRAIRIE / GRAND PRAIRIE MUNI (GPM)
AL-9209 (FAA)
GRAND PRAIRIE, TEXAS



SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GRAND PRAIRIE, TEXAS
GRAND PRAIRIE MUNI (GPM)

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

GRAND PRAIRIE, TEXAS

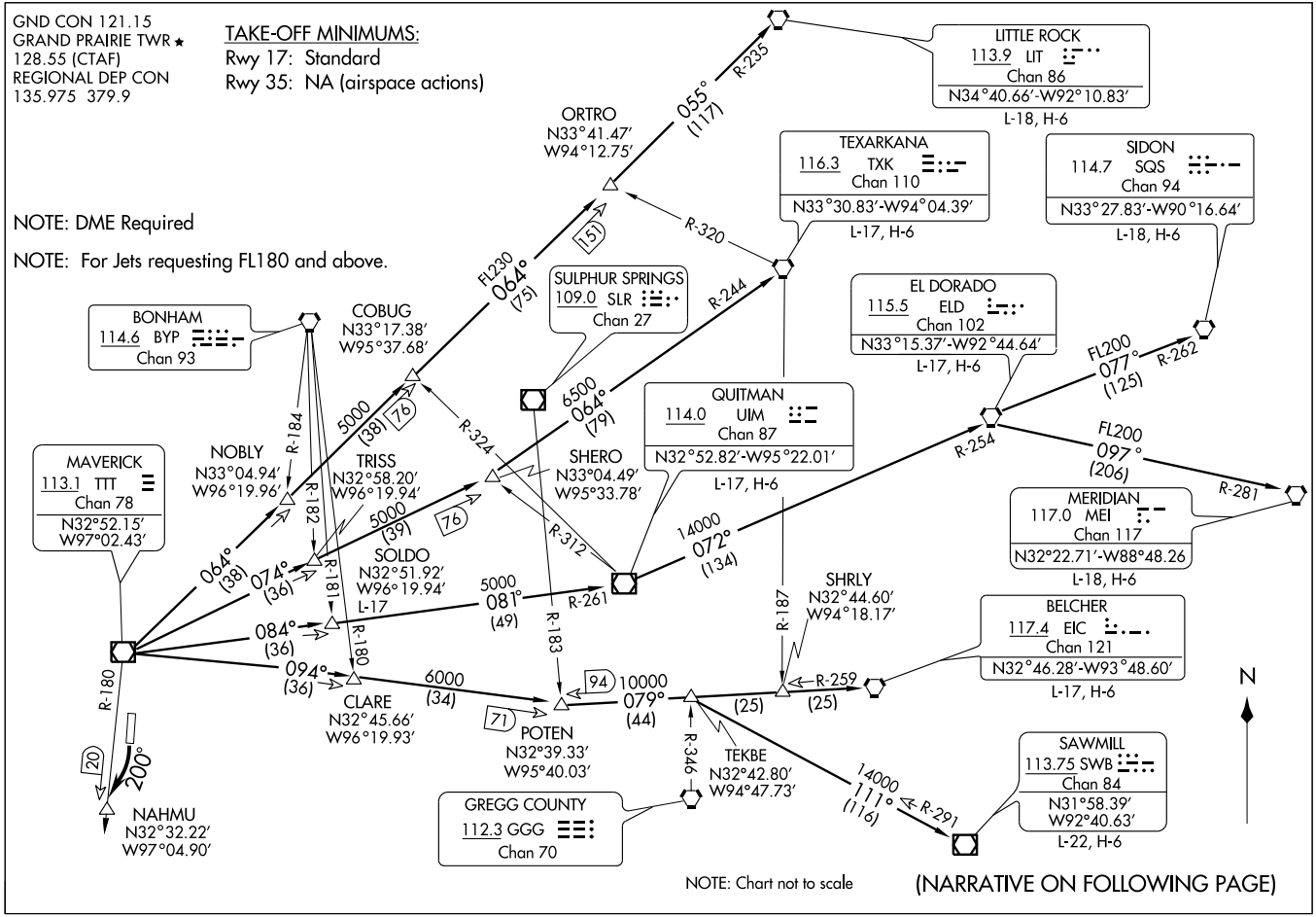
GRAND PRAIRIE MUNI (GPM)

GND CON 121.15
GRAND PRAIRIE TWR ★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9

TAKE-OFF MINIMUMS:
Rwy 17: Standard
Rwy 35: NA (airspace actions)

NOTE: DME Required

NOTE: For Jets requesting FL180 and above.



(NARRATIVE ON FOLLOWING PAGE)

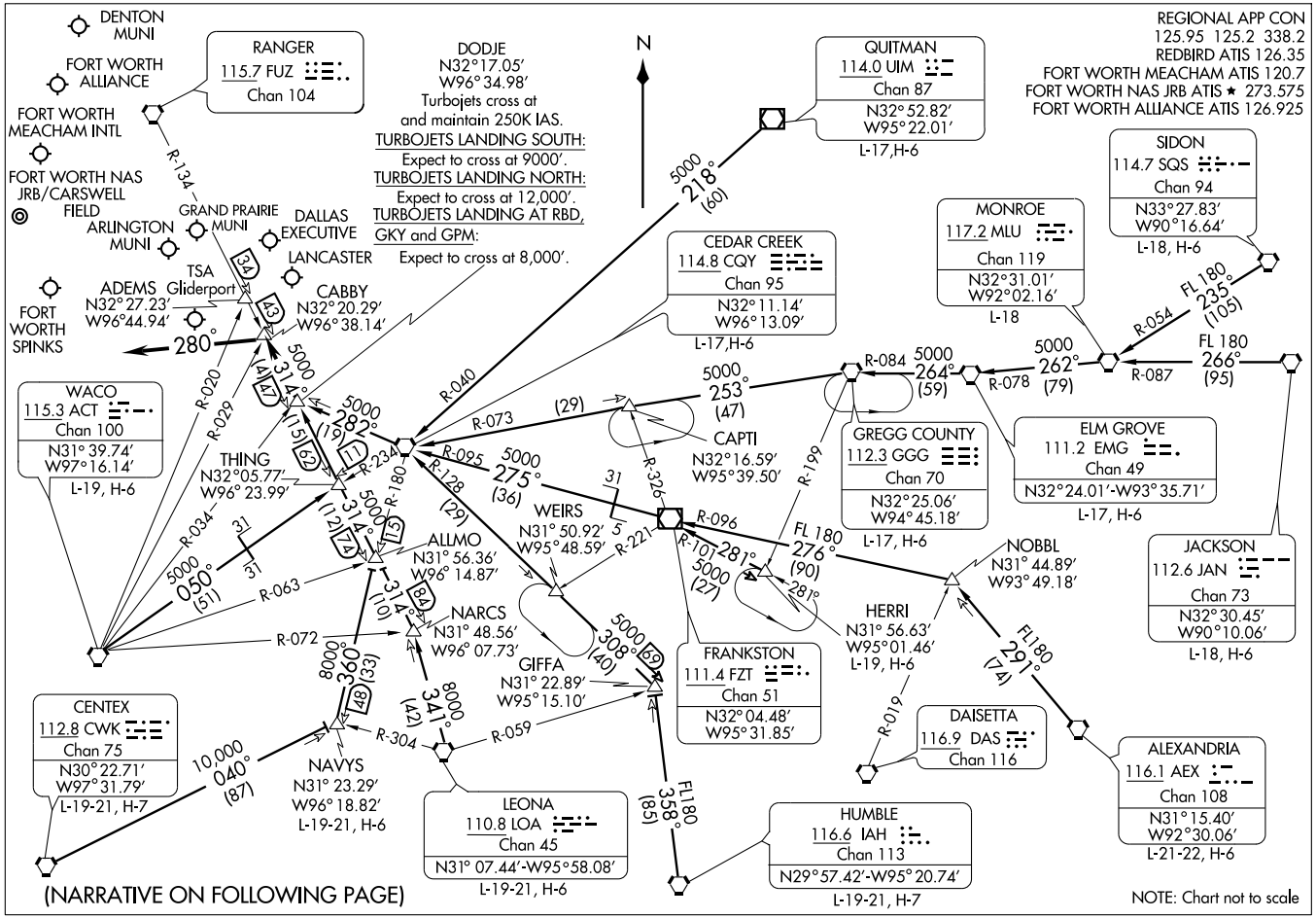
DALLAS NINE DEPARTURE
(DALL9.TTT) 09351
GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS

SL-9209 (FAA)

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

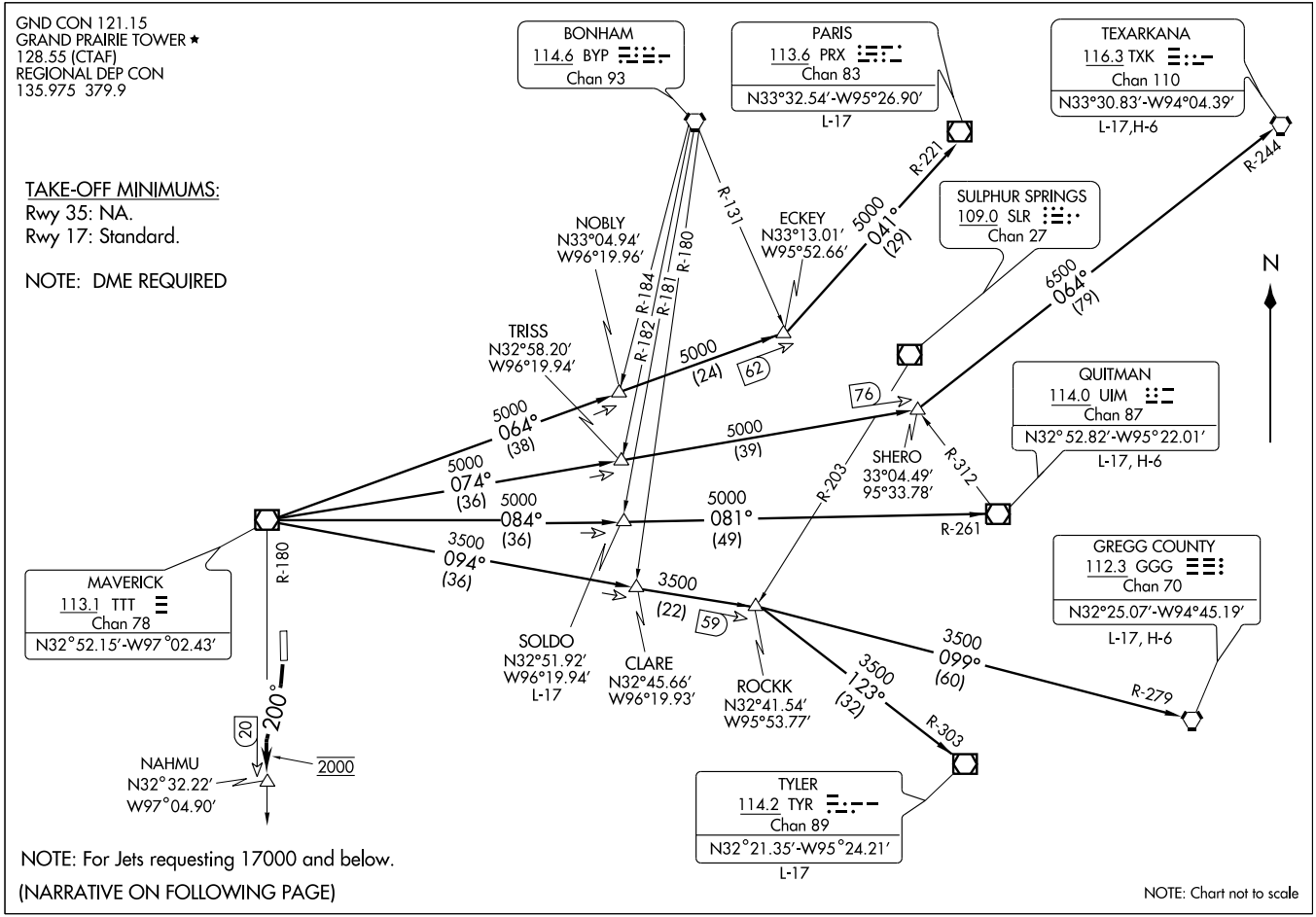
GRAND PRAIRIE MUNI (GPM)

GRAND PRAIRIE, TEXAS

GND CON 121.15
GRAND PRAIRIE TOWER ★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9

TAKE-OFF MINIMUMS:
Rwy 35: NA.
Rwy 17: Standard.

NOTE: DME REQUIRED



GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS

SL-9209 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: Not authorized.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 21 OCT 2010 to 18 NOV 2010

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
GRAND PRAIRIE, TEXAS
GRAND PRAIRIE MUNI (GPM)
SC-2, 21 OCT 2010 to 18 NOV 2010

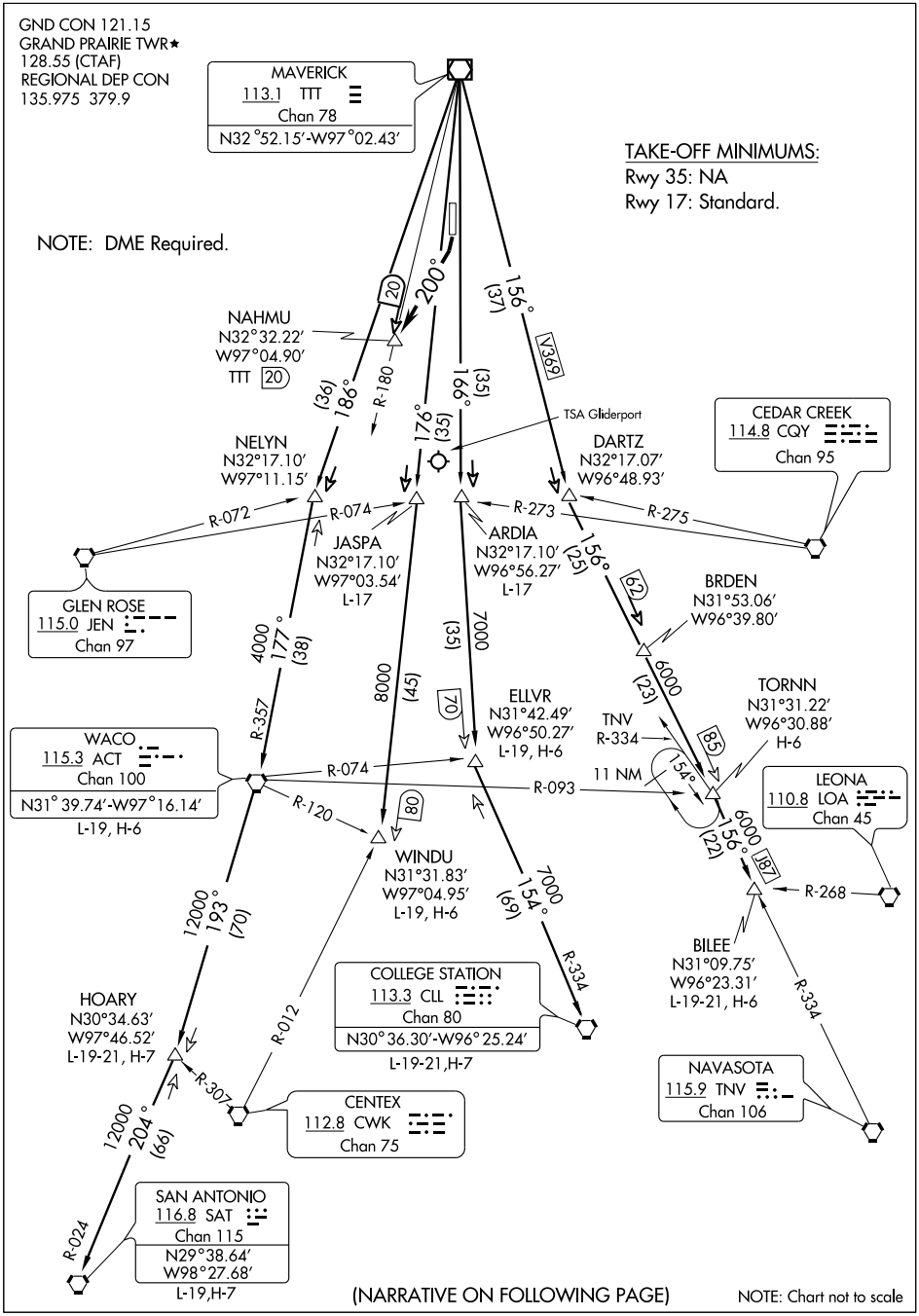
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Antenna 190' from departure end of runway, 456' right of centerline, 26' AGL/615' MSL.
Road, multiple poles and signs beginning 570 from departure end of runway, 410' right of centerline, up to 31' AGL/ 620' MSL.
Tree 1,506' from departure end of runway, 517' right of centerline, 37' AGL/617' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010



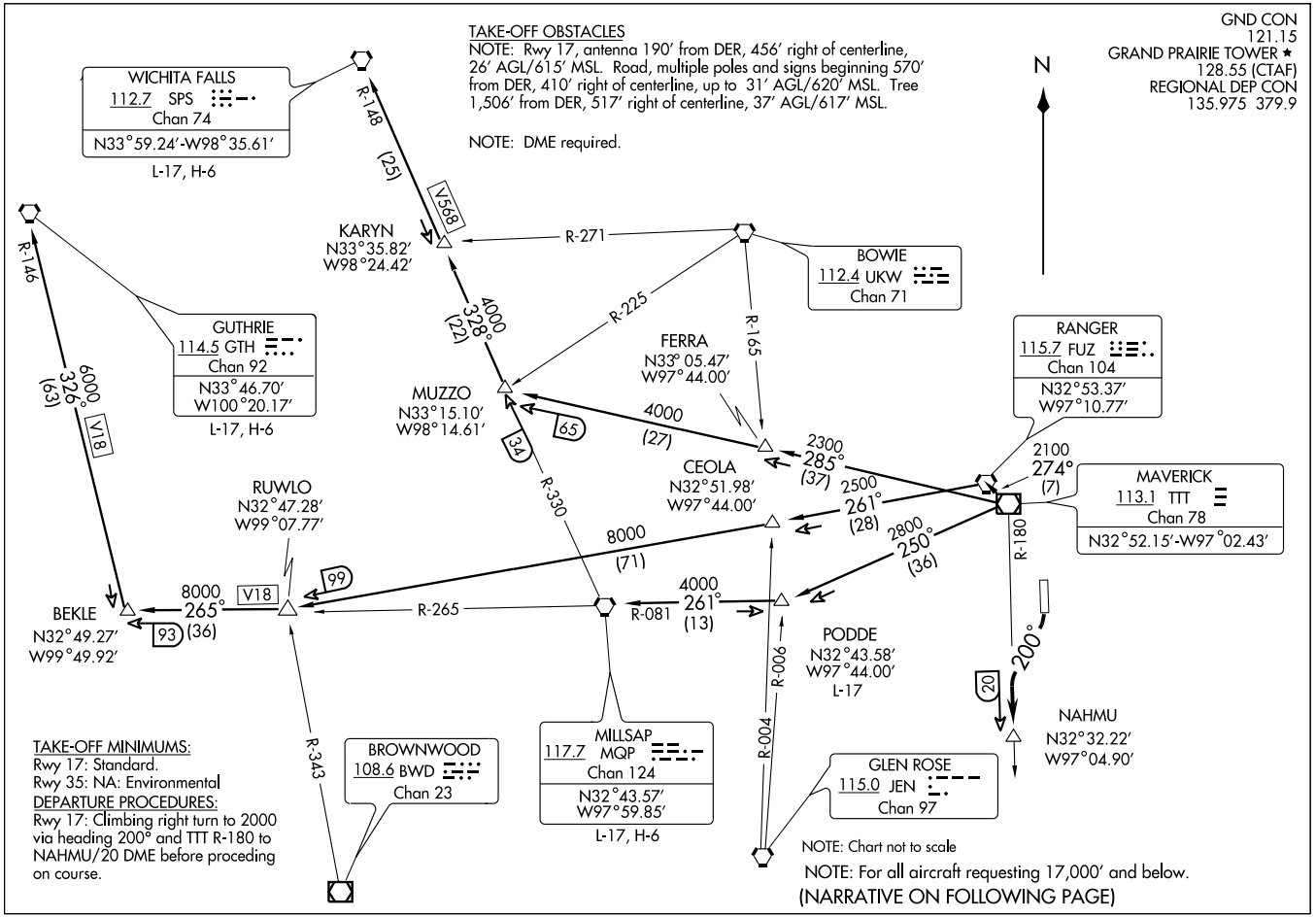
SC-2, 21 OCT 2010 to 18 NOV 2010

KINGDOM SEVEN DEPARTURE

(KING7.TTT) 08213

GRAND PRAIRIE MUNI (GPM)

GRAND PRAIRIE, TEXAS



KINGDOM SEVEN DEPARTURE SL-9209 (FAA)

(KING7.TTT) 08213

GRAND PRAIRIE MUNI (GPM)

GRAND PRAIRIE, TEXAS

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: Not authorized.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-16 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

4000
099°
(49)

FL190
071°
(151)

130

R-254
(25)

4000
082°
(39)

44

(5)

087°
(15)

4000

40

(28)

R-267
(12)

4000
064°
(21)

4000
033°
(19)

3000

47

151

075°

42

R-213

R-218

R-181

R-119

R-127

46

254°

267°

55

SITNA
N32°12.55′
W99°03.07′

R-338

R-353

R-359

R-128

R-207

CVE

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

17

66

128°

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

GAINS
N31° 57.12′
W97°37.34′

18

5000
033°
(38)

5000
334°
(51)

5000
305°
(25)

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

060°

R-240

R-110

R-197

R-213

104

BRIAN
N32°01.87′
W97°43.17′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

SAN ANGELO
115.1 SJT
Chan 98

JUMBO
N31° 32.17′
W98° 10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

FL180
(21)

350°

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

FL180
359°
(114)

R-142

FL180
321°
(58)

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

KNEAD SIX ARRIVAL
(KNEAD.KNEAD6) 09351

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

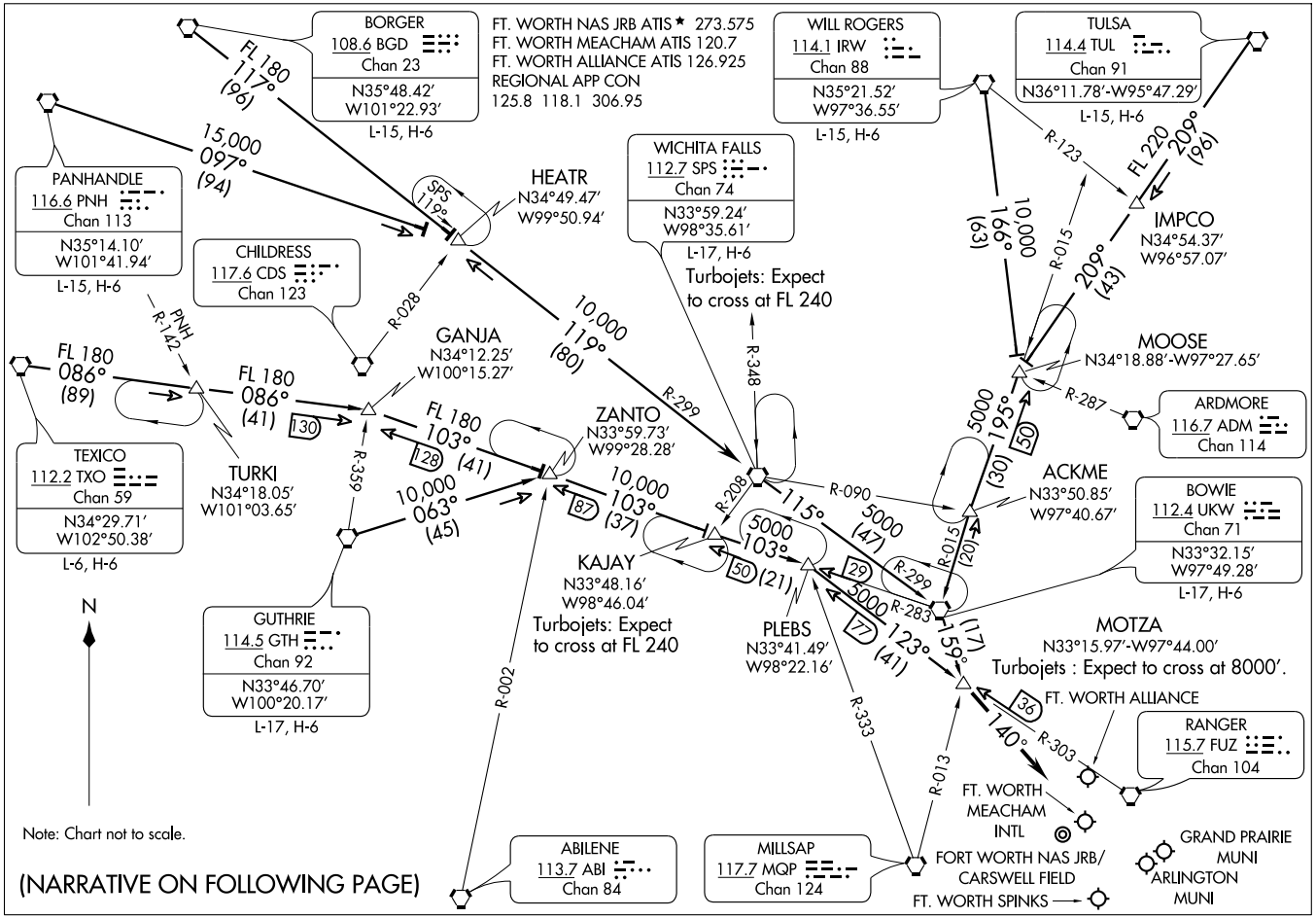
. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

MOTZA SIX ARRIVAL

(MOTZA.MOTZA6) 07298

DALLAS-FT. WORTH, TEXAS



ST-6918 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
355°	TDZE	589
	Apt Elev	589

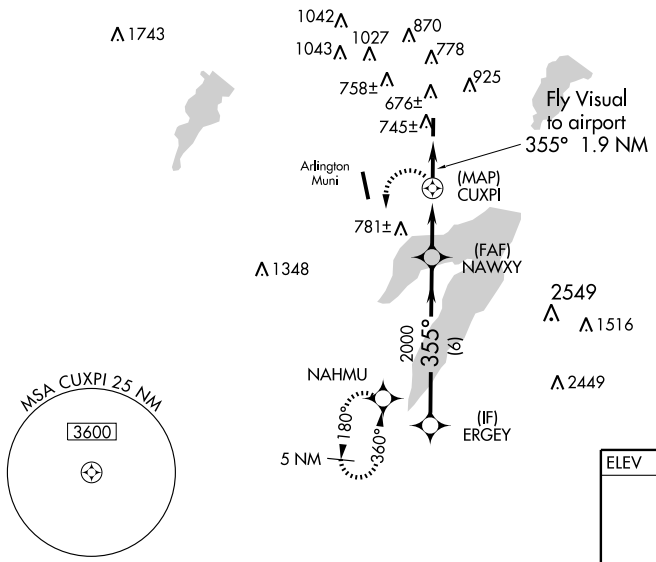
RNAV (GPS) RWY 35
GRAND PRAIRIE MUNI (GPM)

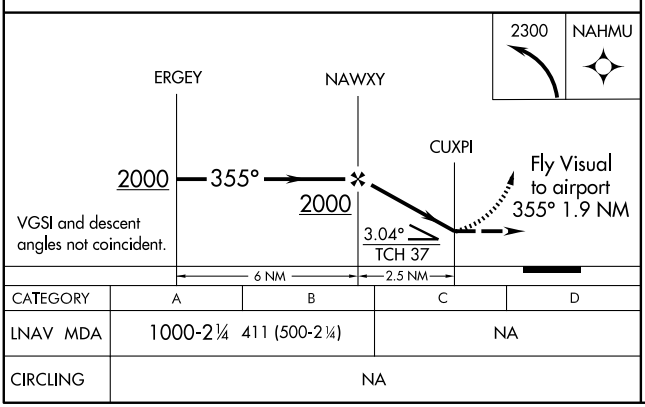
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Arlington Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct NAHMU and hold.

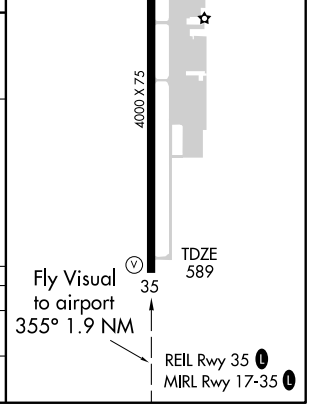
AWOS-3	REGIONAL APP CON	GRAND PRAIRIE TOWER★	GND CON	UNICOM
118.475	135.975 379.9	128.55 (CTAF) L	121.15	122.8

RADAR REQUIRED





CATEGORY	A	B	C	D
LNAV MDA	1000-2¼ 411 (500-2¼)		NA	
CIRCLING	NA			



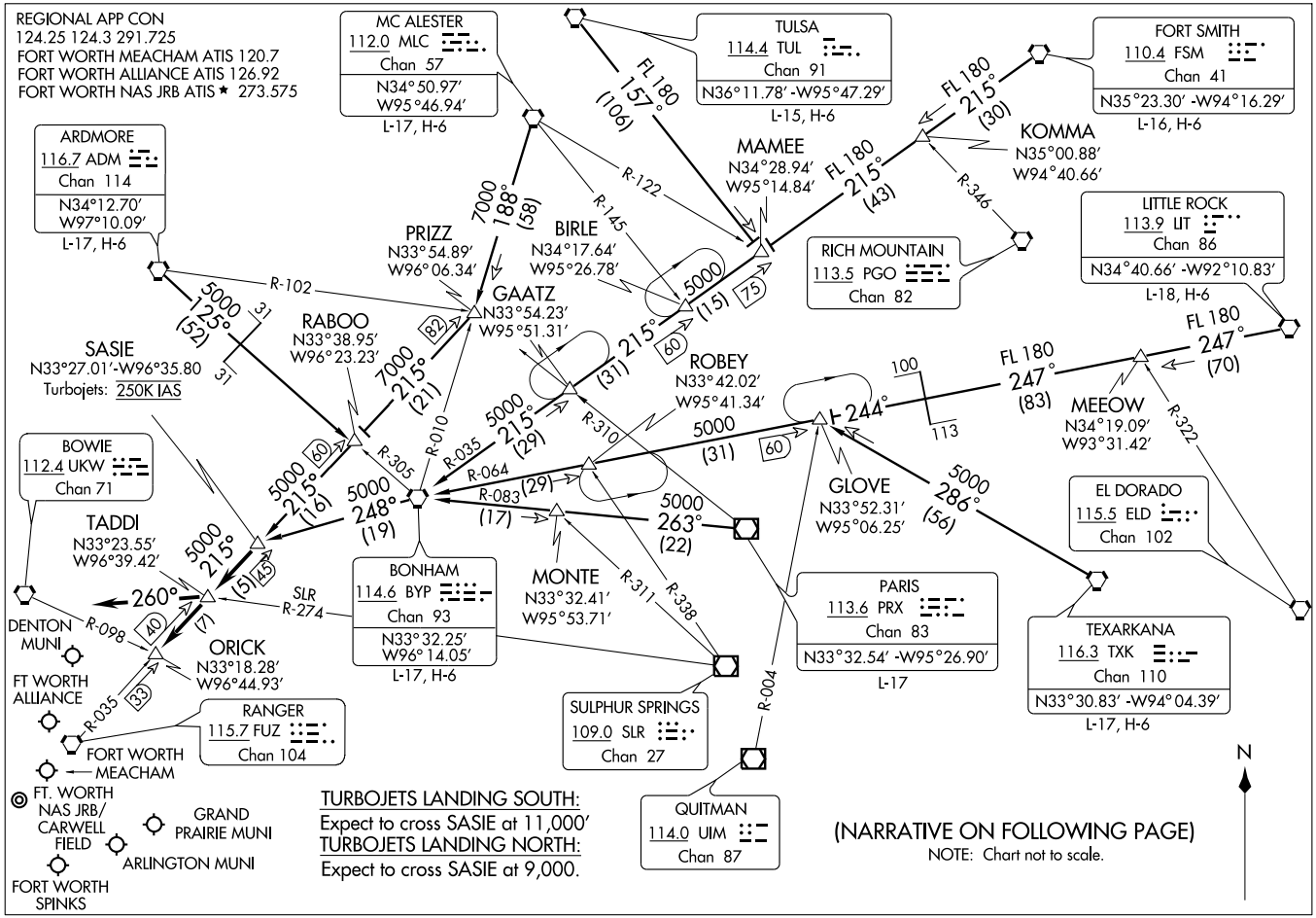
SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

DALLAS-FORT WORTH, TEXAS



ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

TEXOMA ONE DEPARTURE

SL-9209 (FAA)

GRAND PRAIRIE, TEXAS

GND CON 121.15
GRAND PRAIRIE TWR ★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9
AWOS-3
118.475

NOTE: DME Required.

TAKE-OFF MINIMUMS:
Rwy 17: STANDARD.
Rwy 35: NA (Airspace Actions)

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

MRMAC
N34°50.48′
W98°06.57′

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

NAHMU
N32°32.22′
W97°04.90′

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: NA

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TTT	APP CRS	Rwy Idg	4000
113.1	356°	TDZE	589
Chan 78		Apt Elev	589

VOR/DME RWY 35

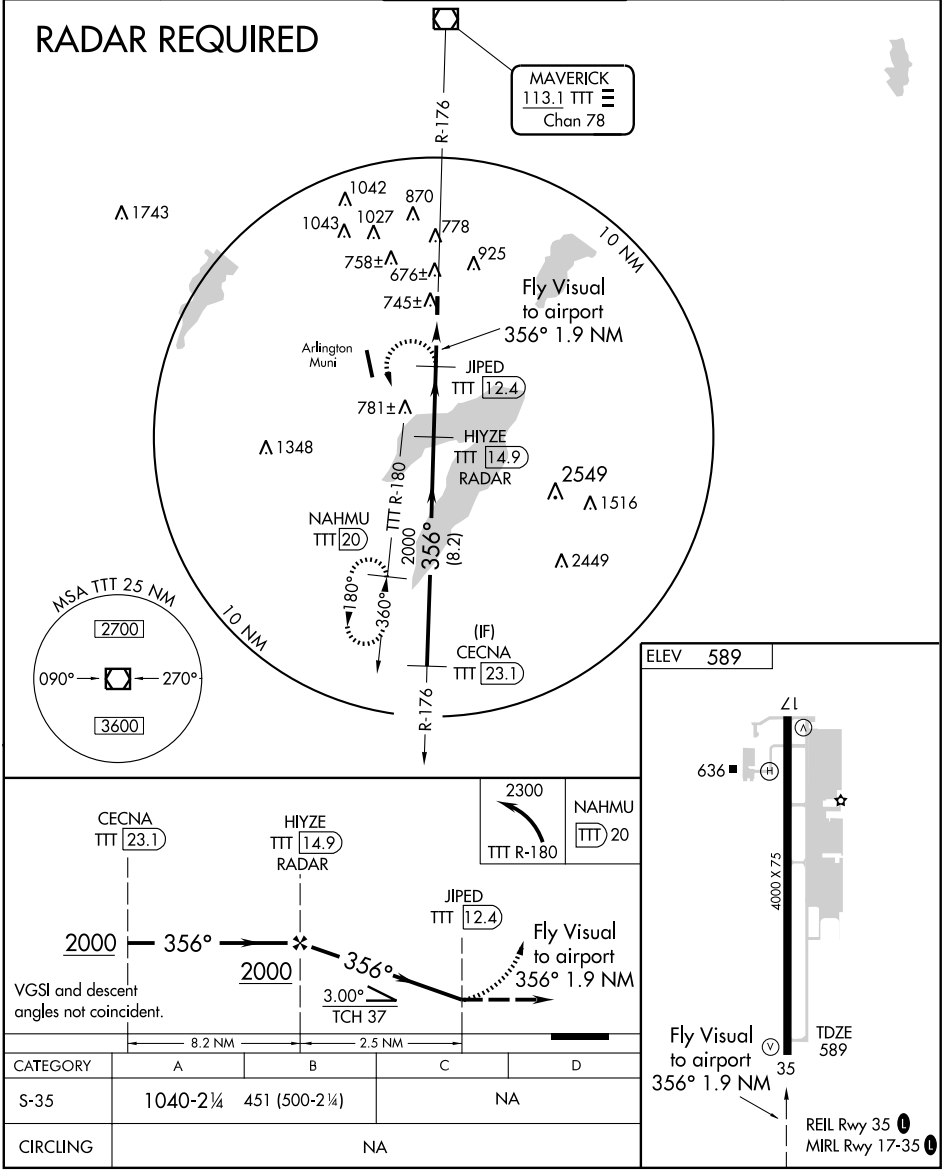
GRAND PRAIRIE MUNI (GPM)

If local altimeter setting not received, use Arlington Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 via TTT R-180 to NAHMU/20 DME and hold.

AWOS-3	REGIONAL APP CON	GRAND PRAIRIE TOWER★	GND CON	UNICOM
118.475	135.975 379.9	128.55 (CTAF) L	121.15	122.8

RADAR REQUIRED



CATEGORY	A	B	C	D
S-35	1040-2¼ 451 (500-2¼)		NA	
CIRCLING	NA			

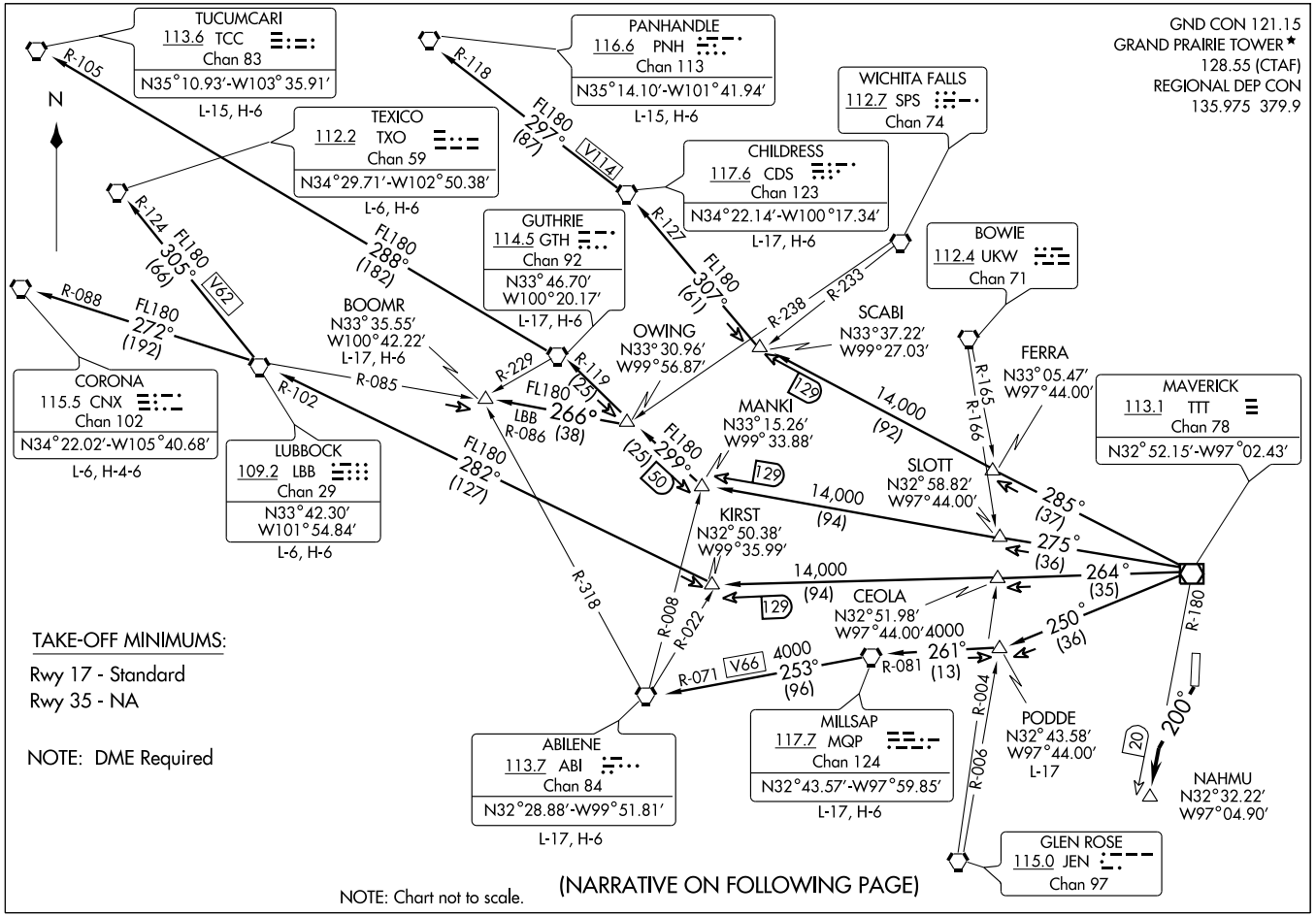
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

GRAND PRAIRIE, TEXAS

GRAND PRAIRIE MUNI (GPM)



WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

GRAND PRAIRIE, TEXAS

GRAND PRAIRIE MUNI (GPM)

SL-9209 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT 20 DME, expect vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 35: NA

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-GVT 110.5	APCH CRS 176°	Rwy ldg 8030 TDZE 534 Arpt Elev 535	AL-5138 [USAF]	GREENVILLE/ MAJORS (KGVT)

* When ALS inop, increase CAT DE vis to 1¾ miles.
** When ALS inop, increase CAT D vis to 2 miles, CAT E vis to 2¼ miles.
NA When control tower closed, use Dallas-Love Field altimeter setting.

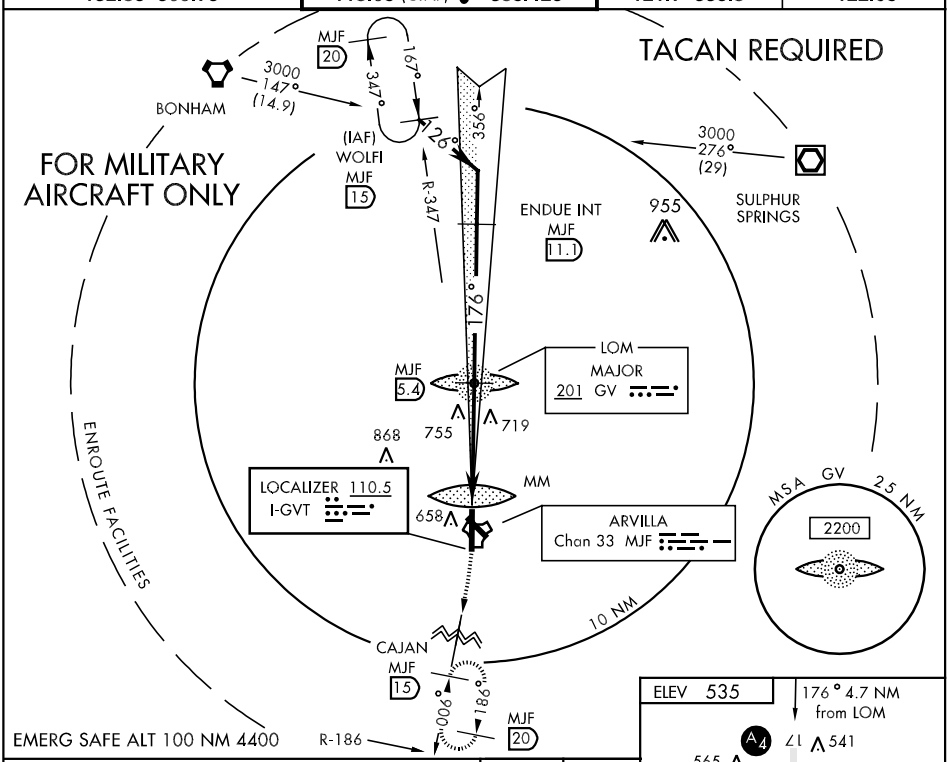
MALS

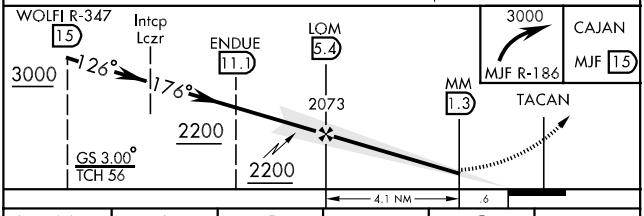
MISSED APPROACH: Climbing right turn to 3000 via MJF TACAN R-186 to CAJAN 15 DME and hold.

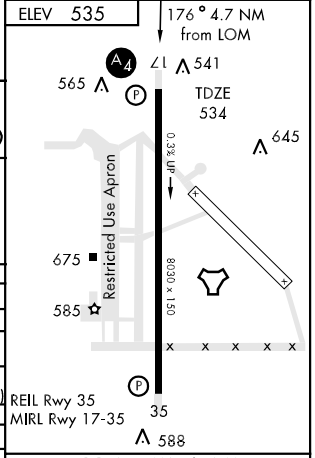
FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) 385.425	121.7 335.8	122.95

TACAN REQUIRED

FOR MILITARY AIRCRAFT ONLY







CATEGORY	A	B	C	D	E
S-ILS 17	734-¾ 200 (200-¾)				
S-LOC 17 *	1060-¾ 526 (600-¾)		1060-1¼ 526 (600-1¼)	1060-1½ 526 (600-1½)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE ALTIMETER SETTING MINIMUMS					
S-ILS 17	837-1 303 (400-1)				
S-LOC 17 **	1160-¾ 626 (700-¾)		1160-1½ 626 (700-1½)	1160-1¾ 626 (700-1¾)	1160-2 626 (700-2)
CIRCLING	1160-1 625 (700-1)		1160-1¾ 625 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

LOC FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-GVT	APP CRS	Rwy Idg	8030
110.5	176°	TDZE	534
		Apt Elev	535

ILS or LOC RWY 17

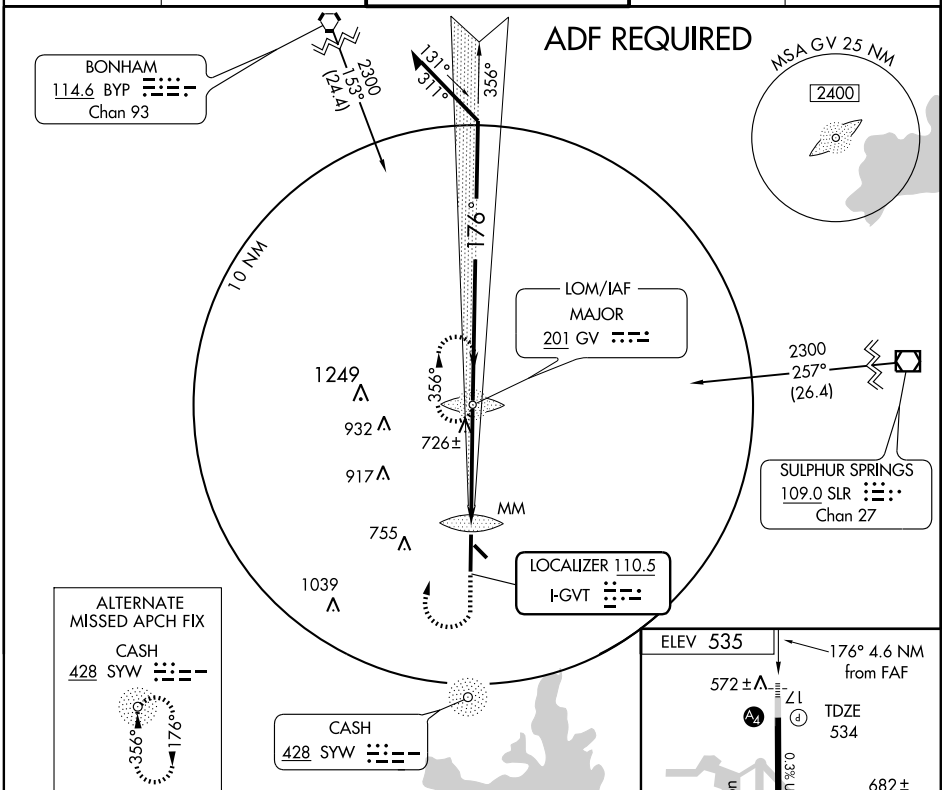
GREENVILLE/ MAJORS (GVT)

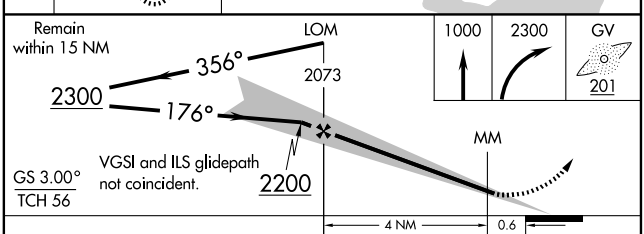
When local altimeter setting not received, use Terrell altimeter setting and increase DA 64 feet and all MDA 80 feet and increase S-ILS 17 all Cats visibility ¼ mile, S-LOC 17 Cat A, B, C and D visibility ¼ mile, Cat E visibility ½ mile, and circling Cat C and E visibility ¼ mile. Inoperative table does not apply to S-LOC 17 Cat C. ADF Required.

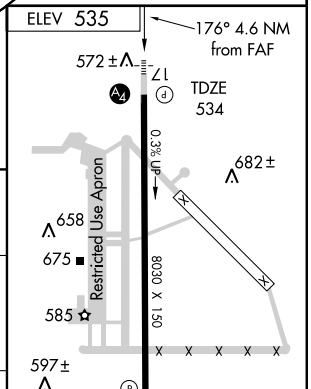
MALS

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 direct GV LOM and hold, continue climb-in-hold to 2300.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 17	734-¾ 200 (200-¾)				
S-LOC 17	1060-¾ 526 (600-¾)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

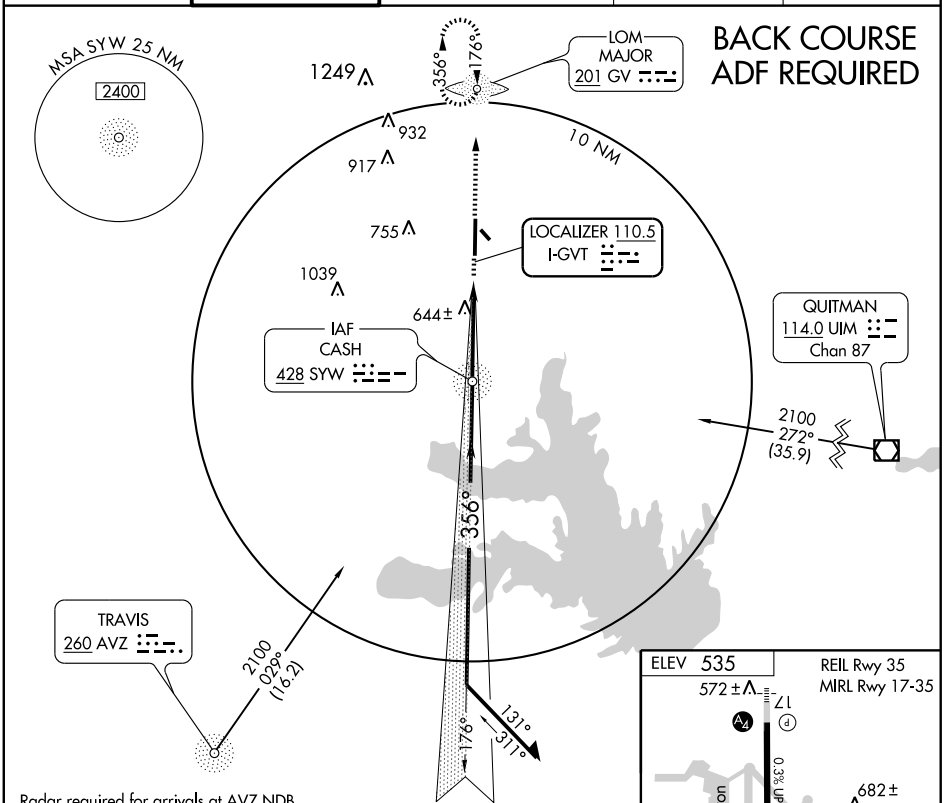
LOC I-GVT	APP CRS	Rwy Idg	8030
110.5	356°	TDZE	531
		Apt Elev	535

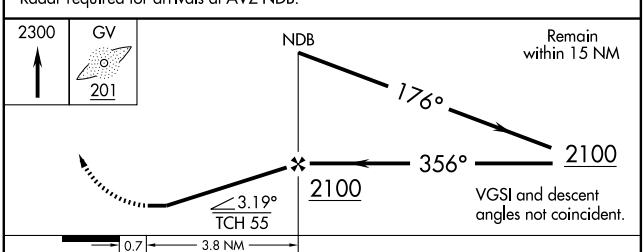
LOC BC RWY 35
GREENVILLE/MAJORS (GVT)

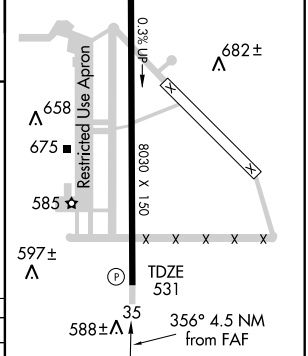
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terrell altimeter setting and increase all MDAs 80 feet and increase S-35 Cat C, D, and E visibility ¼ mile, circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct GV LOM and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-35	980-1 449 (500-1)		980-1¼ 449 (500-1¼)	980-1½ 449 (500-1½)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

GREENVILLE/MAJORS (GVT)

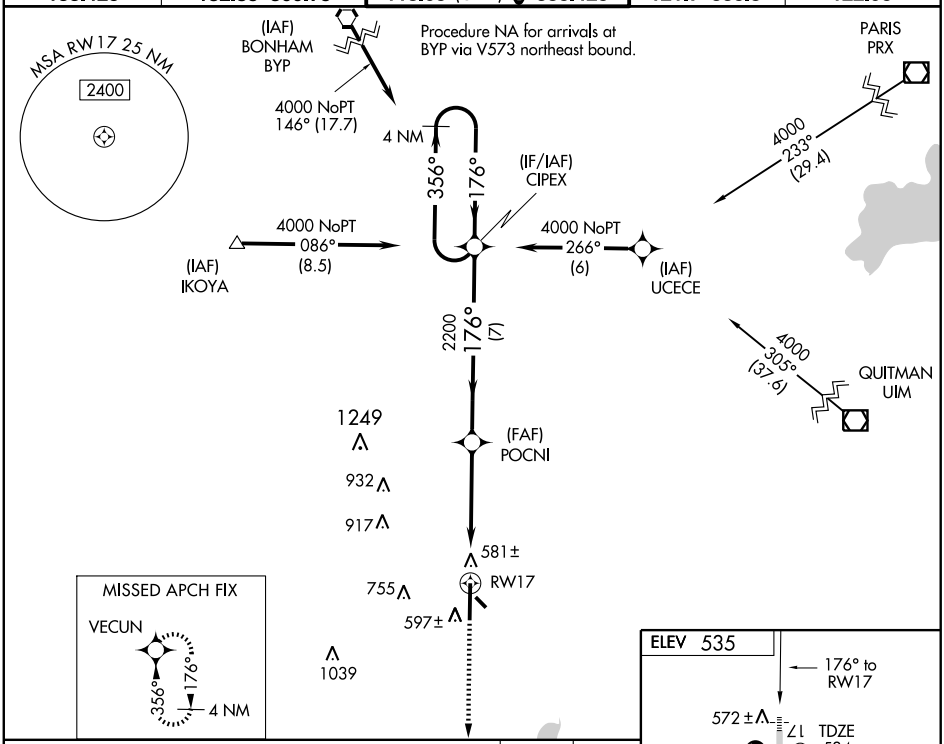
WAAS CH 86205 W17A	APP CRS 176°	Rwy Idg 8030 TDZE 534 Apt Elev 535

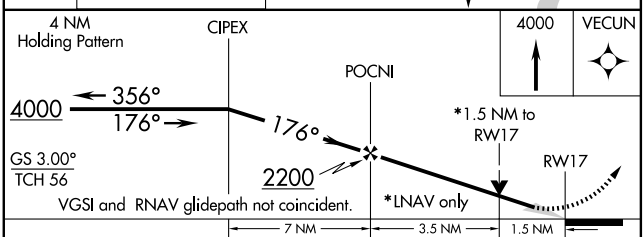
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all DA 64 feet and MDA 80 feet and increase LPV visibility all Cats ¼ mile, LNAV/VNAV Cat A, B, and C visibility ½ mile, Cat D and E visibility ¼ mile and LNAV Cat C and D visibility ¼ mile and Cat E visibility ½ mile and circling Cat C and E visibility ¼ mile. Inoperative table does not apply to LNAV Cat C.

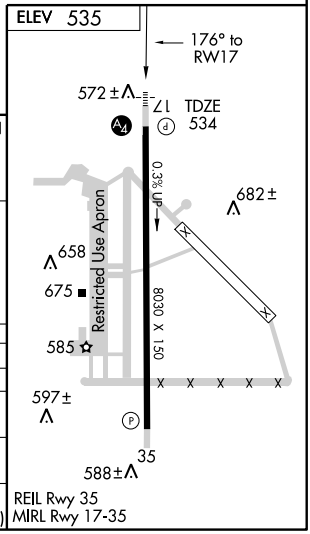
MALS

MISSED APPROACH: Climb to 4000 direct VECUN and hold, continue climb-in hold to 4000.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
LPV DA	798-1 264 (300-1)				
LNAV/VNAV DA	849-¾ 315 (400-¾)			849-1 315 (400-1)	
LNAV MDA	1060-¾ 526 (600-¾)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)	
CIRCLING	1060-1 525 (600-1)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8030
356°	TDZE	531
	Apt Elev	535

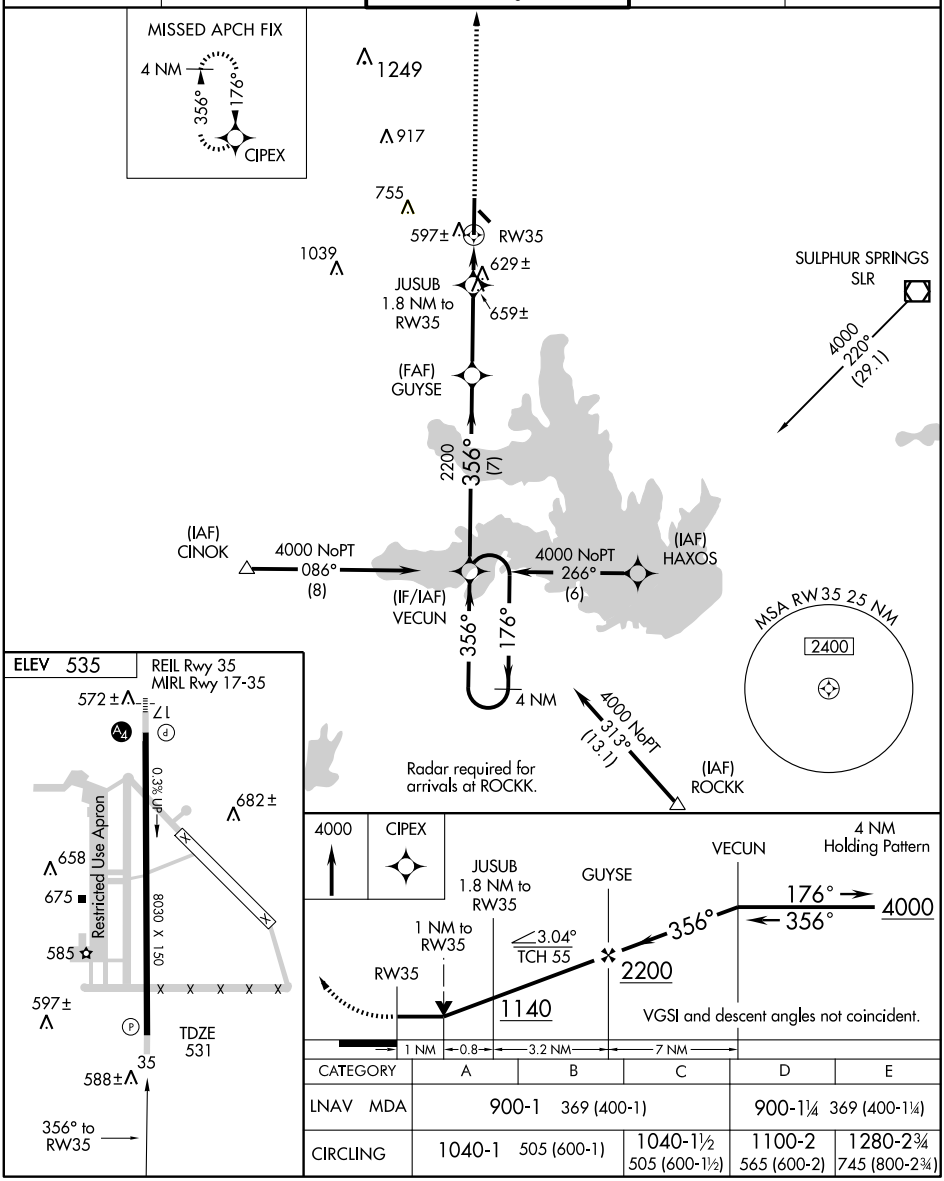
RNAV (GPS) RWY 35

GREENVILLE/ MAJORS (GVT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all MDA 80 feet and increase LNAV Cat C, D, and E visibility ¼ mile and circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct CIPEX and hold, continue climb-in-hold to 4000.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95



CATEGORY	A	B	C	D	E
LNAV MDA	900-1 369 (400-1)			900-1¼ 369 (400-1¼)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 17

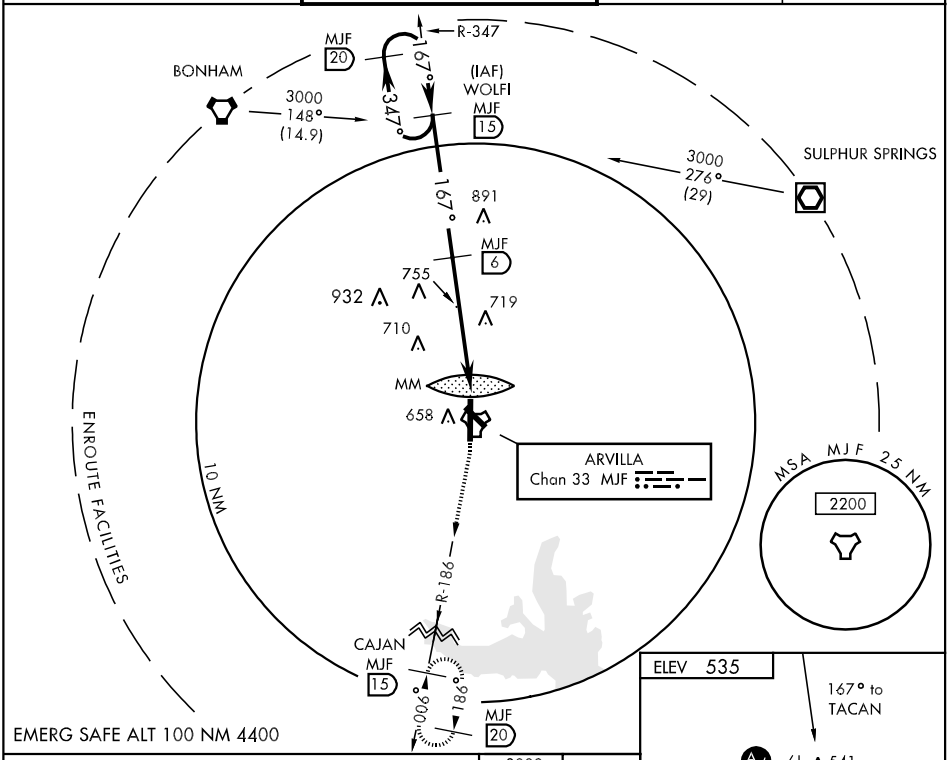
TACAN MJF Chan 33	APCH CRS 167°	Rwy Idg 8030 TDZE 534 Arpt Elev 535	AL-5138 [USAF]	GREENVILLE/ MAJORS (KGVT)

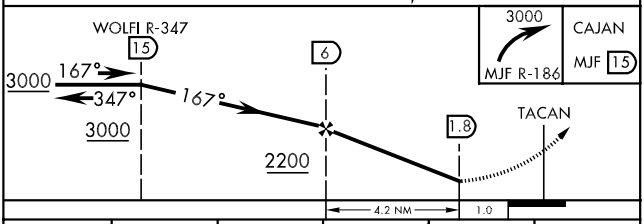
▼ * When ALS inop, increase CAT DE vis to 1¾ miles.
▼▼ ** When ALS inop, increase CAT D vis to 2 miles, CAT E vis to 2¼ miles.
▲ NA When control tower closed, use Dallas-Love Field altimeter setting.

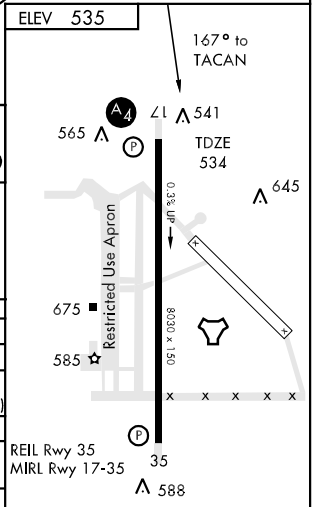
MALS A4

MISSED APPROACH: Climb to 3000 via MJF TACAN R-186 to CAJAN 15 DME and hold.

FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-17 *	1060-1¼ 526 (600-1¼)			1060-1½ 526 (600-1½)	
CIRCLING	1060-1¼ 525 (600-1¼)		1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE ALTIMETER SETTING MINIMUMS					
S-17 **	1160-1¼ 626 (700-1¼)		1160-1½ 626 (700-1½)	1160-1¾ 626 (700-1¾)	1160-2 626 (700-2)
CIRCLING	1160-1¼ 625 (700-1¼)		1160-1¾ 625 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 35

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
MJF Chan 33	006°	8030	531	535

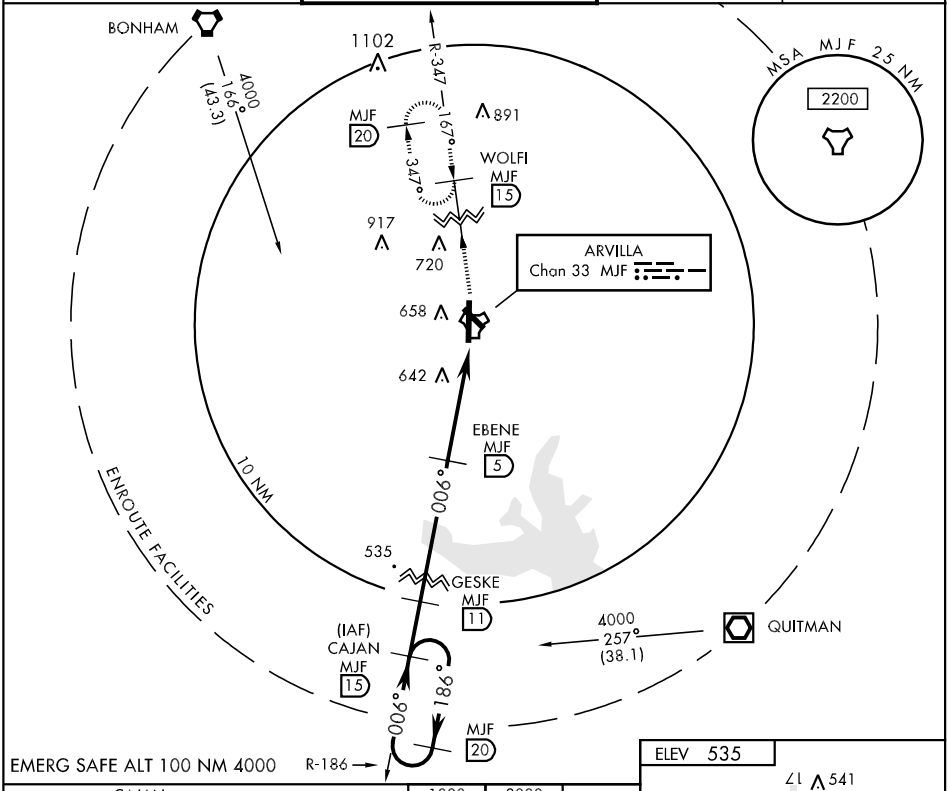
AL-5138 [USAF]

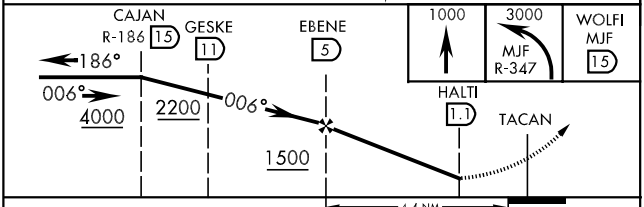
GREENVILLE/MAJORS (KGVT)

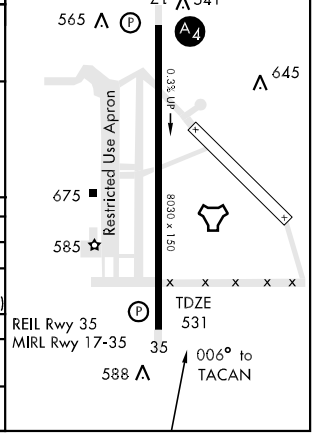
NA — When control tower closed, use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 via MJF TACAN R-347 to WOLFI 15 DME and hold.

FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
132.85 360.75	118.65 (CTAF) 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-35	900-1 369 (400-1)			900-1¼ 369 (400-1¼)	
CIRCLING	1040-1 505 (600-1)		1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)
DALLAS–LOVE FIELD ALTIMETER SETTING MINIMUMS					
S-35	1000-1 469 (500-1)		1000-1¼ 469 (500-1¼)	1000-1½ 469 (500-1½)	1000-1¾ 469 (500-1¾)
CIRCLING	1140-1 605 (700-1)		1140-1¾ 605 (700-1¾)	1180-2 645 (700-2)	1380-3 845 (900-3)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BYP	APP CRS	Rwy Idg	8030
114.6	157°	TDZE	534
Chan 93		Apt Elev	535

VOR/DME RWY 17

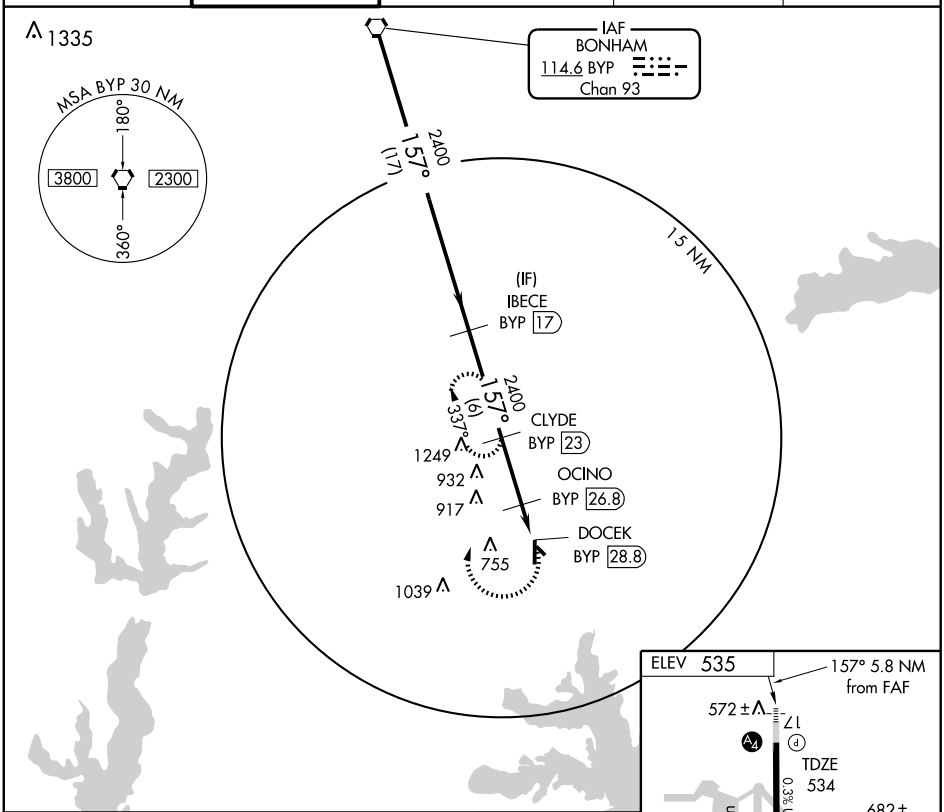
GREENVILLE/ MAJORS (GVT)

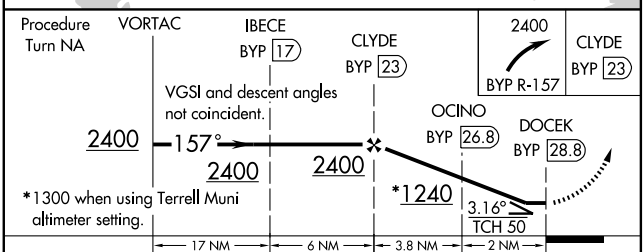
If local altimeter setting not received, use Terrell Muni altimeter setting and increase all MDAs 80 feet.

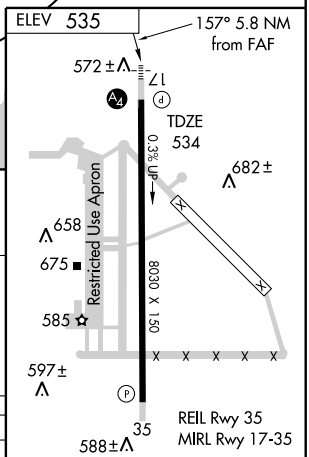
MALS

MISSED APPROACH: Climbing right turn to 2400 via BYP R-157 to CLYDE /23 DME and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER *	GND CON	UNICOM
133.425	132.85 360.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-17	1120-1 586 (600-1)	1120-1¼ 586 (600-1¼)	1120-1½ 586 (600-1½)	1120-2 586 (600-2)	
CIRCLING	1120-1 585 (600-1)	1120-1¼ 585 (600-1¼)	1120-1½ 585 (600-1½)	1120-2 585 (600-2)	1280-2¾ 745 (800-2¾)

Knots	60	90	120	150	180
Min:Sec					

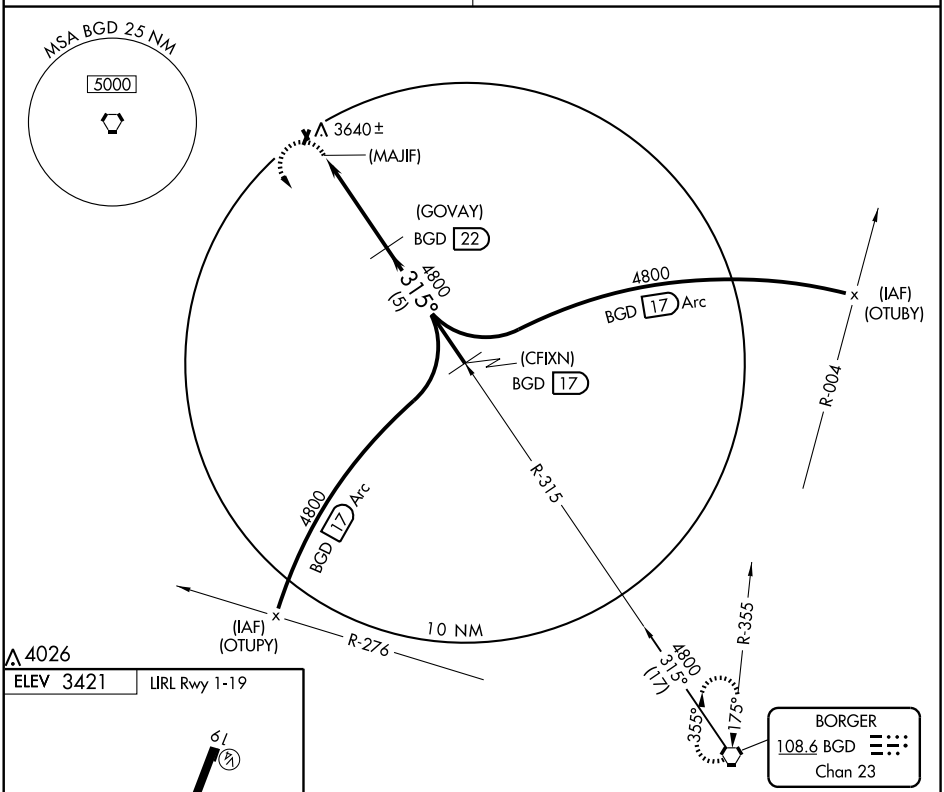
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

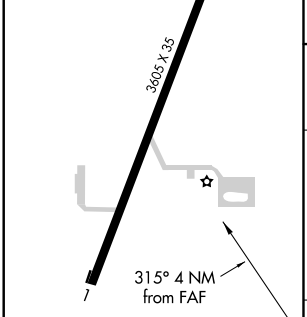
VORTAC BGD 108.6 Chan 23	APP CRS 315°	Rwy Idg N/A TDZE N/A Apt Elev 3421

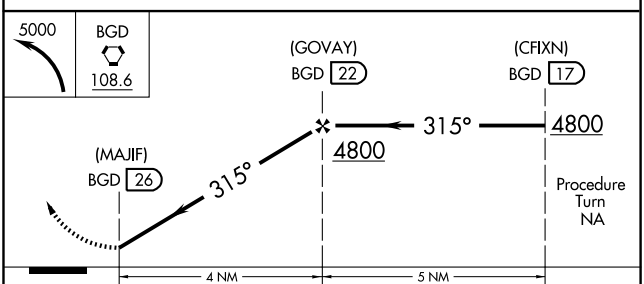
VOR/DME or GPS-A

GRUVER/ CLUCK RANCH (2E3)

⚠ NA Use Dalhart altimeter setting; when not available, use Amarillo altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC and hold.
ALBUQUERQUE CENTER 127.85 285.475	(CTAF) 122.9







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	4140-1 700 (700-1)	4140-1¼ 700 (700-1¼)	NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

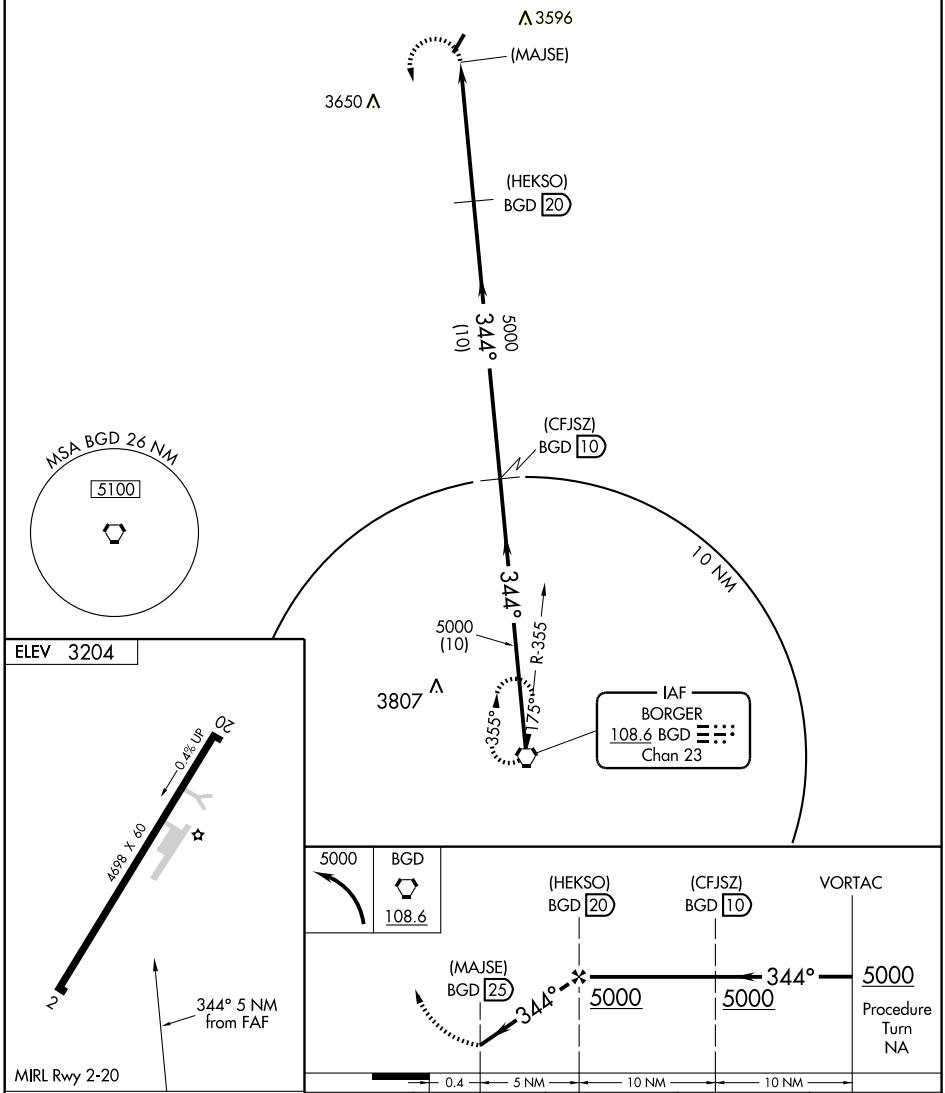
VORTAC BGD 108.6 Chan 23	APP CRS 344°	Rwy Idg N/A TDZE N/A Apt Elev 3204

VOR/DME or GPS-B

GRUVER MUNI (E19)

NA Use Liberal, KS altimeter setting.	MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC and hold.
ALBUQUERQUE CENTER 127.85 285.475	CTAF 122.9

SC-2, 21 OCT 2010 to 18 NOV 2010



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	4080-1 876 (900-1)	4080-1¼ 876 (900-1¼)	4080-2½ 876 (900-2½)	NA

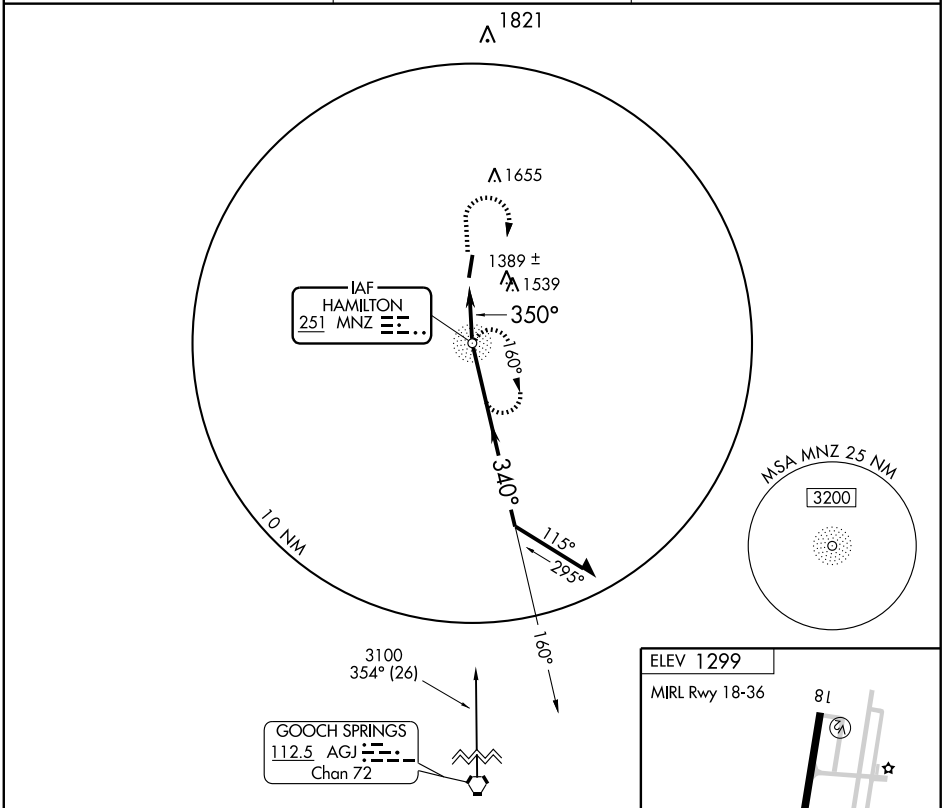
NDB MNZ	APP CRS	Rwy Idg	5000
251	350°	TDZE	1299
		Apt Elev	1299

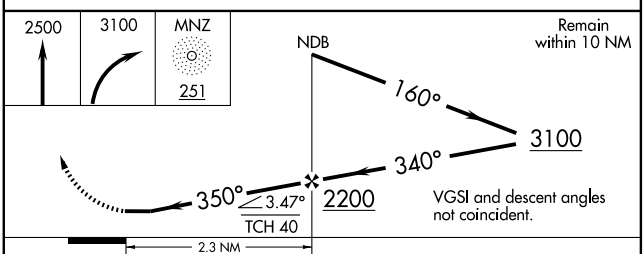
NDB RWY 36
HAMILTON MUNI (MNZ)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

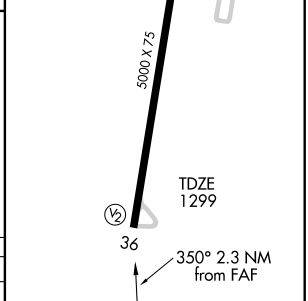
MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct MNZ NDB and hold.

AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)





CATEGORY	A	B	C	D
S-36	1700-1 401 (500-1)		1700-1¼ 401 (500-1¼)	NA
CIRCLING	1700-1 401 (500-1)	1760-1 461 (500-1)	1900-1¾ 601 (700-1¾)	NA



FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
182°	TDZE	1299
	Apt Elev	1299

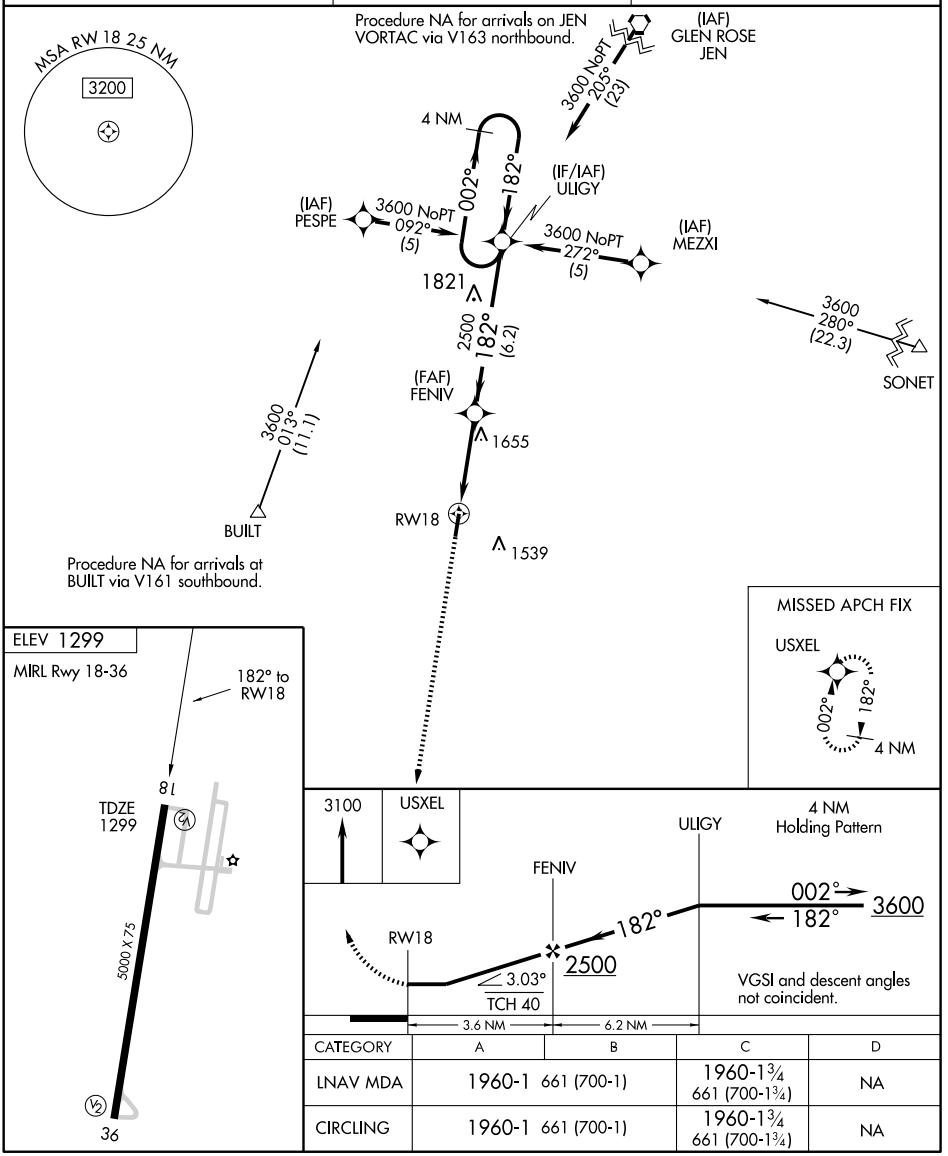
RNAV (GPS) RWY 18

HAMILTON MUNI (MNZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, increase LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile, increase Circling Cat B visiblity ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct USXEL and hold.

AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1960-1 661 (700-1)		1960-1¾ 661 (700-1¾)	NA
CIRCLING	1960-1 661 (700-1)		1960-1¾ 661 (700-1¾)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
002°	TDZE	1299
	Apt Elev	1299

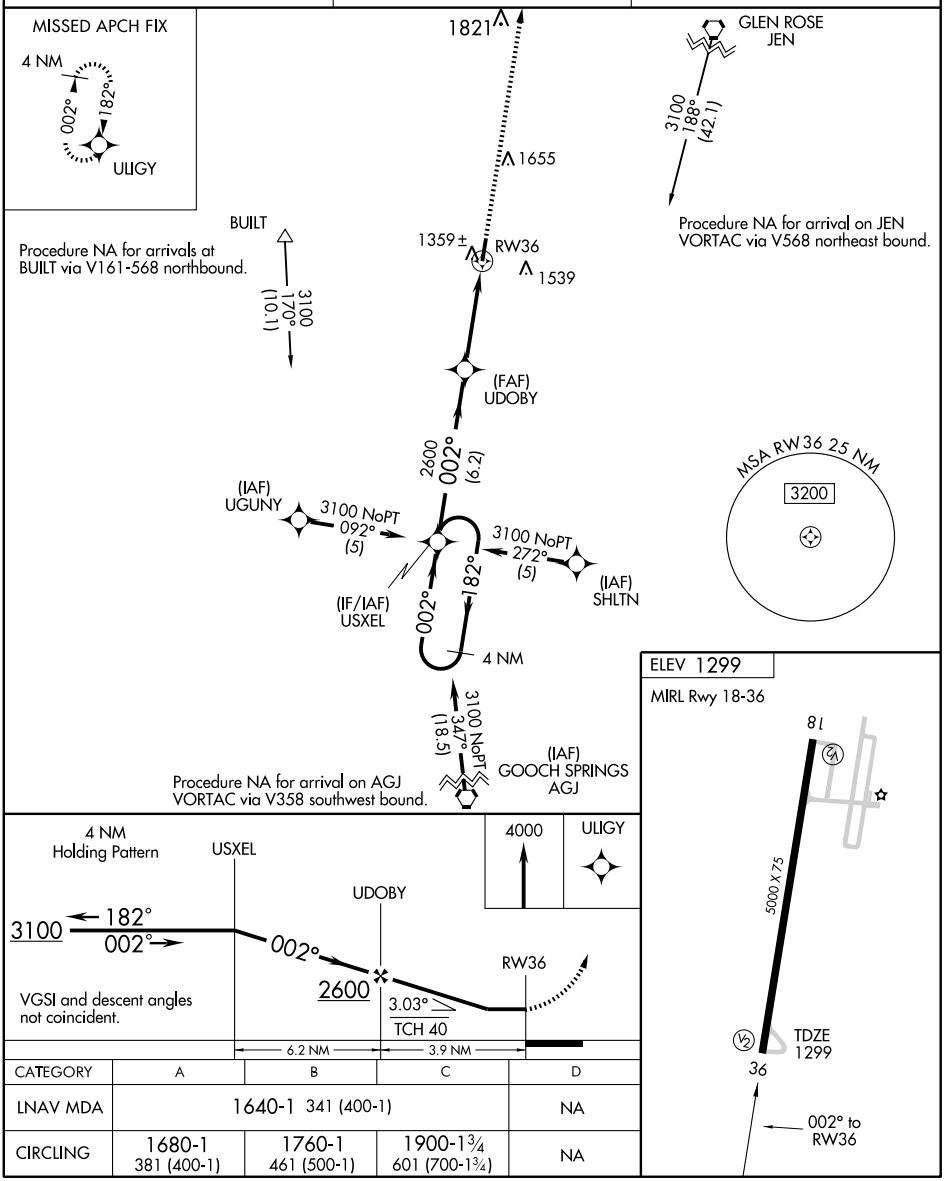
RNAV (GPS) RWY 36

HAMILTON MUNI (MNZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct ULIGY and hold, continue climb-in-hold to 4000.

AWOS-3	GRAY APP CON	UNICOM
118.525	120.075 323.15	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1640-1 341 (400-1)			NA
CIRCLING	1680-1 381 (400-1)	1760-1 461 (500-1)	1900-1¾ 601 (700-1¾)	NA

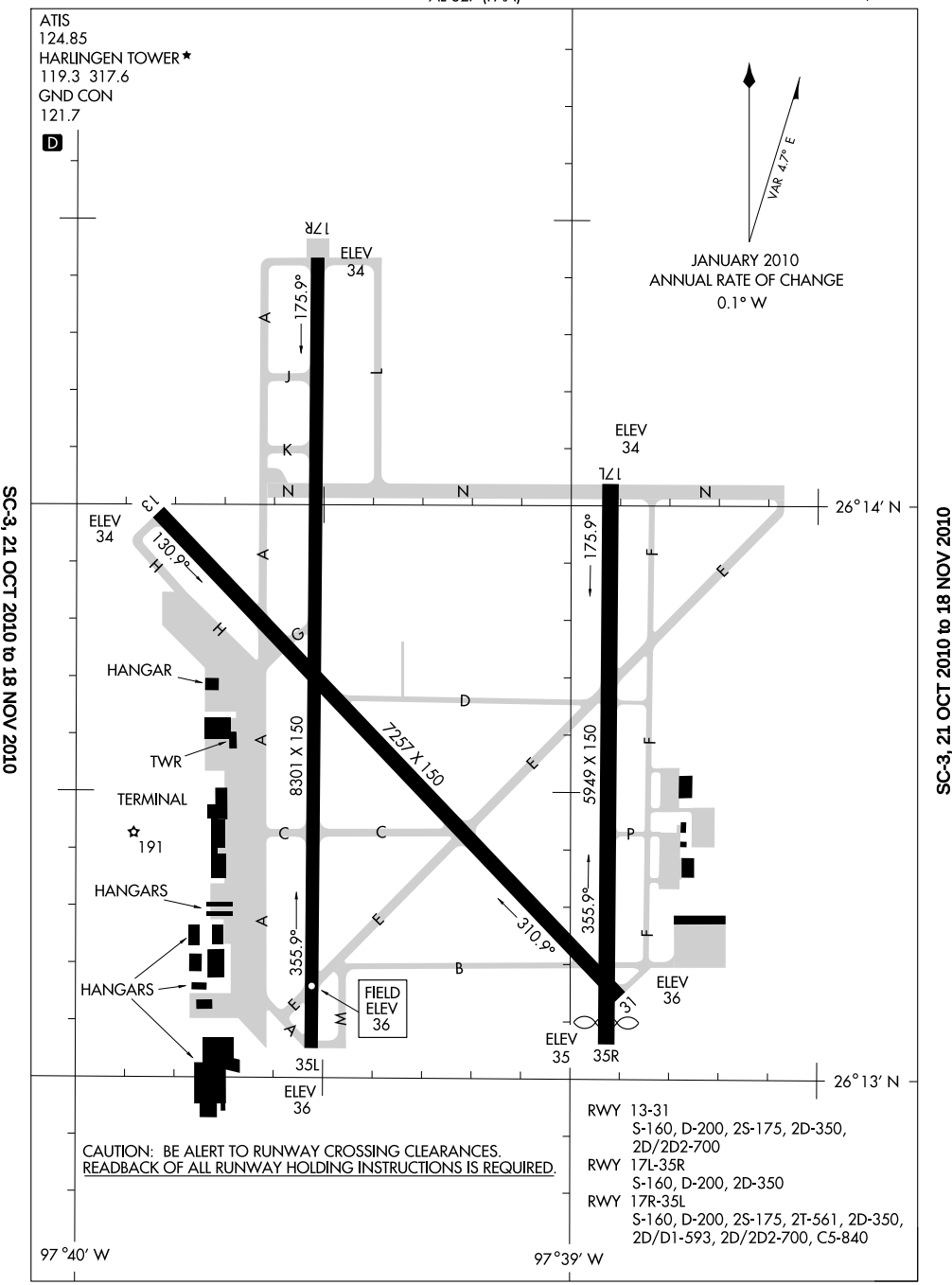
SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-827 (FAA)

HARLINGEN/ VALLEY INTL (HRL)
HARLINGEN, TEXAS



SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HARLINGEN, TEXAS
HARLINGEN/ VALLEY INTL (HRL)

10210

LOC/DME I-HRL	APP CRS	Rwy Idg	8301
111.5	176°	TDZE	34
Chan 52		Apt Elev	36

ILS or LOC RWY 17R

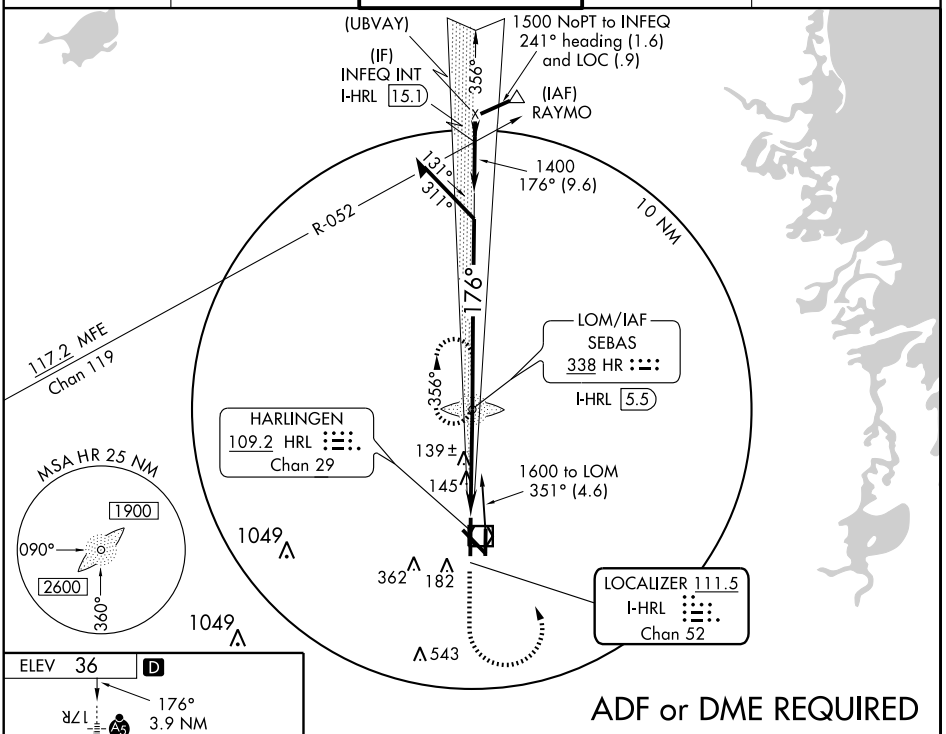
HARLINGEN/ VALLEY INTL (HRL)

For inoperative MALSR increase S-LOC 17R Cats D and E visibility to RVR 5000. Procedure turn NA Cat E. Alternate Minimums: Cat E NA. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

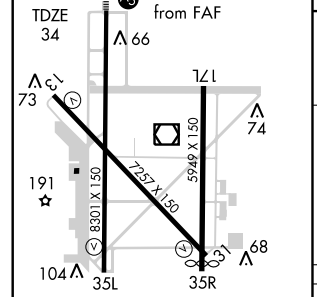
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 1600 direct SEBAS LOM and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95

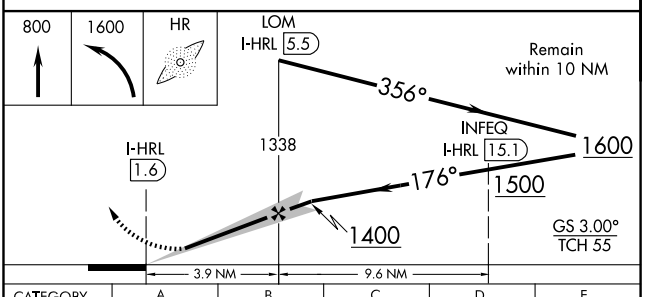


ADF or DME REQUIRED



HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D	E
S-ILS 17R	*234/24 200 (200-½)				
S-LOC 17R	400/24 366 (400-½)			400/40 366 (400-¾)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HRL	APP CRS	Rwy Idg	8301
111.5	356°	TDZE	36
Chan 52		Apt Elev	36

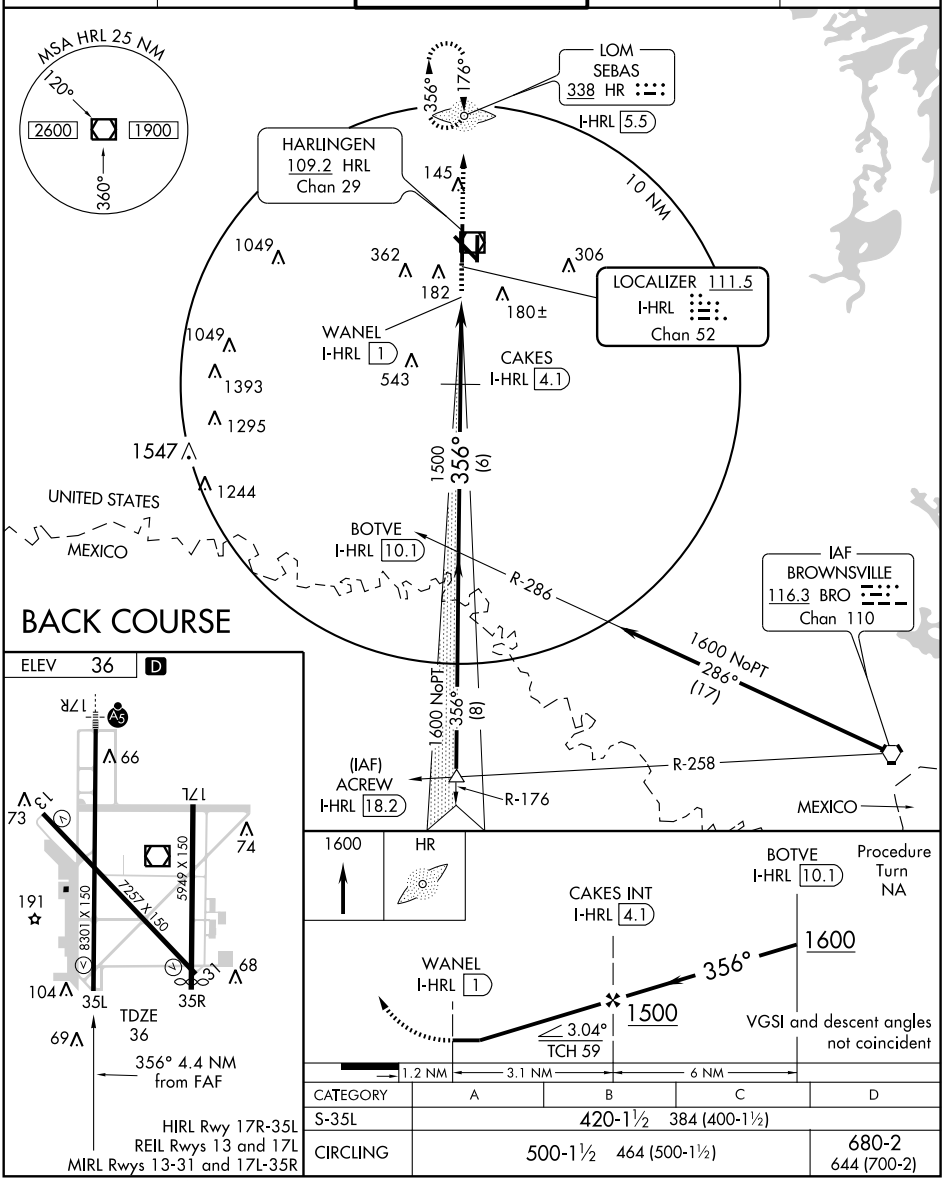
LOC/DME BC RWY 35L

HARLINGEN/ VALLEY INTL (HRL)

LOC BC unusable from 1NM inbound.
Disregard glide slope indications.

MISSED APPROACH: Climb to 1600 via I-HRL north course to SEBAS/I-HRL 5.5 DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95



CATEGORY	A	B	C	D
S-35L	420-1½ 384 (400-1½)			
CIRCLING	500-1½ 464 (500-1½)			680-2 644 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

HARLINGEN/VALLEY INTL (HRL)

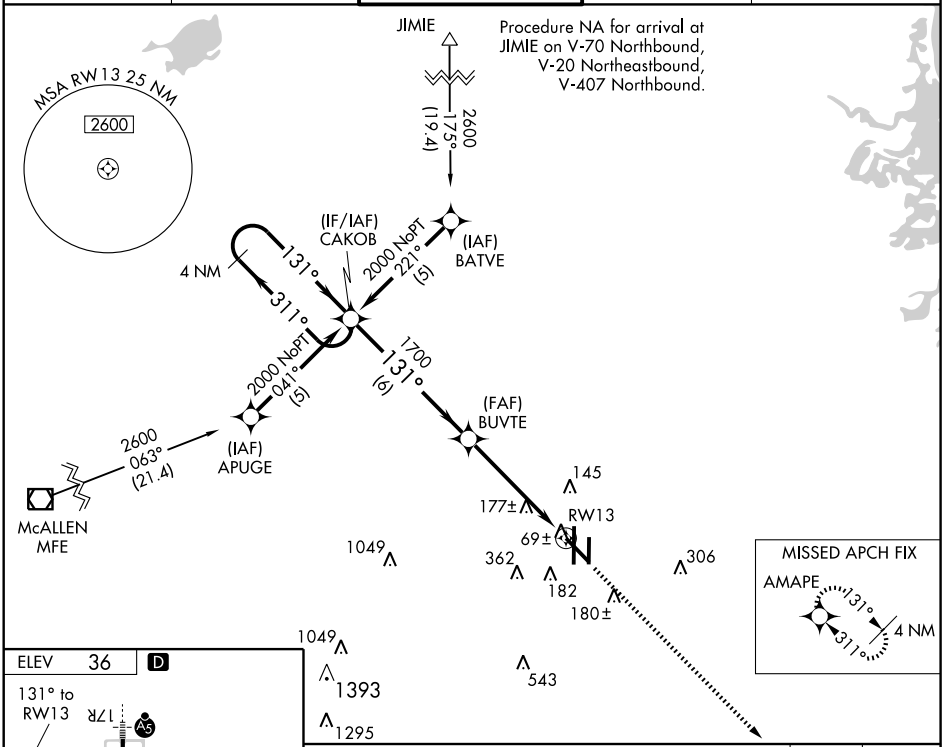
APP CRS	Rwy Idg	7257
131°	TDZE	35
	Apt Elev	36

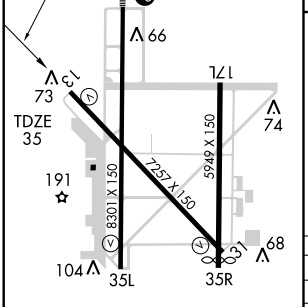
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

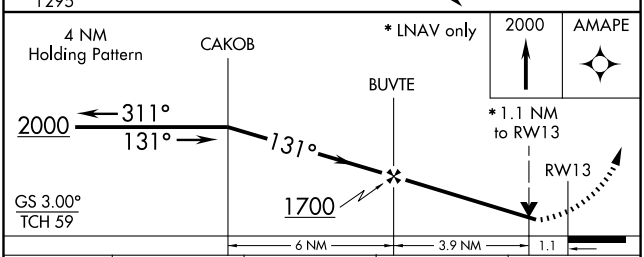
MISSED APPROACH: Climb to 2000 direct AMAPE WP and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	360-1 325 (400-1)			
LNAV MDA	440-1 405 (500-1)		440-1¼ 405 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5949
176°	TDZE	34
	Apt Elev	36

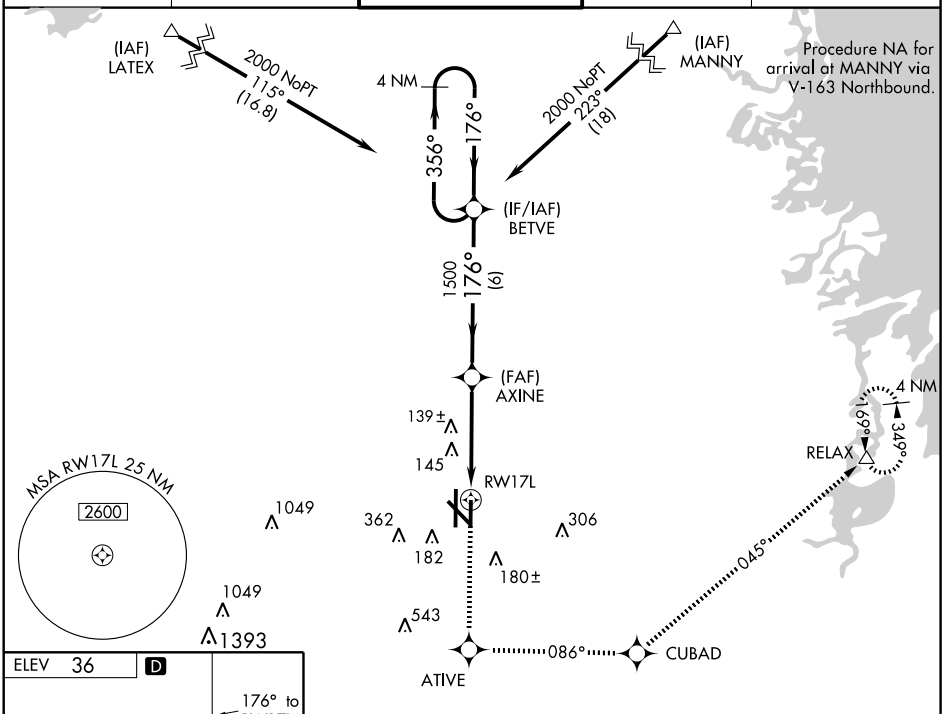
RNAV (GPS) RWY 17L

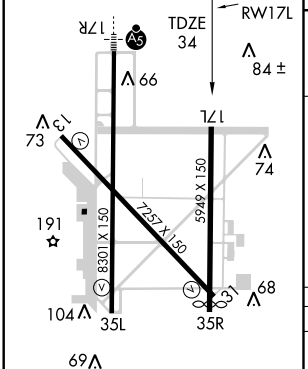
HARLINGEN/ VALLEY INTL (HRL)

T A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight in minimums NA when control tower closed.

MISSED APPROACH: Climb to 2000 direct ATIVE and via 086° track to CUBAD and via 045° track to RELAX and hold.

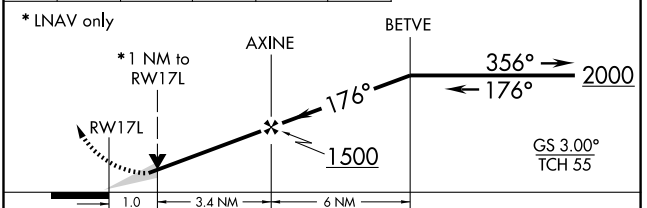
ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





2000	ATIVE	tr 086°	CUBAD	tr 045°	RELAX

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV/ VNAV DA	360-1 326 (400-1)			
LNAV MDA	400-1 366 (400-1)			400-1¼ 366 (400-1¼)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17R

HARLINGEN/ VALLEY INTL (HRL)

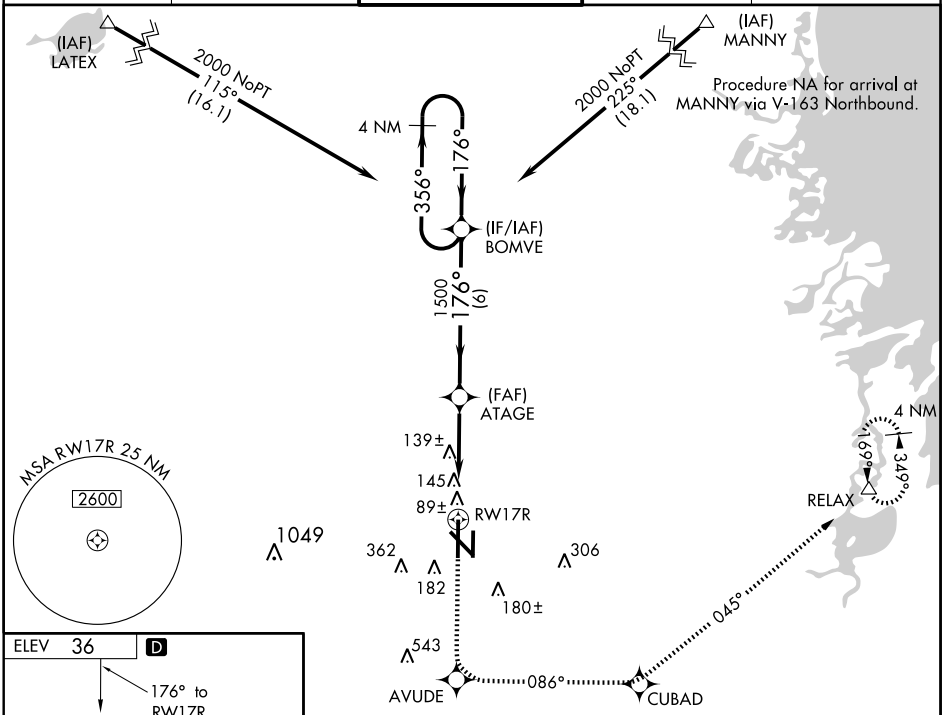
APP CRS	Rwy Idg	8301
176°	TDZE	34
	Apt Elev	36

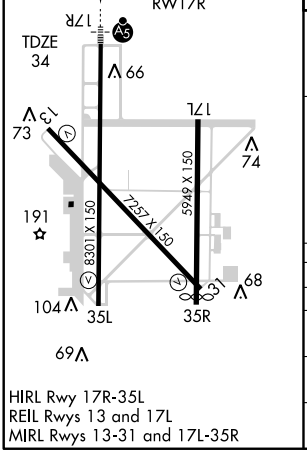
Baro-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV/VNAV Cat D visibility to RVR 5000, LNAV Cat D visibility to RVR 6000.

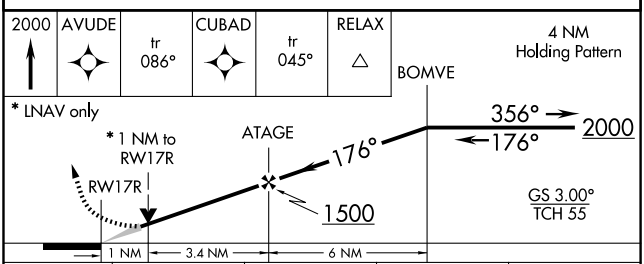
MALSR

MISSED APPROACH: Climb to 2000 direct AVUDE and via 086° track to CUBAD and via 045° track to RELAX and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER*	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	360/24 326 (400-½)			360/40 326 (400-¾)
LNAV MDA	400/24 366 (400-½)			400/50 366 (400-1)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

HARLINGEN/ VALLEY INTL (HRL)

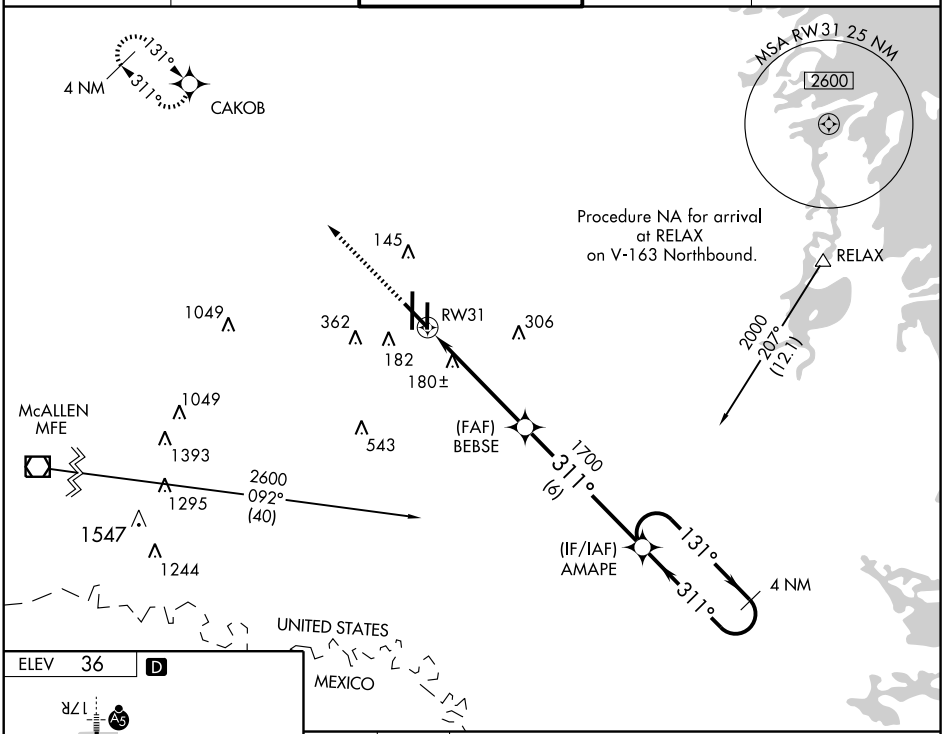
APP CRS	Rwy Idg	7257
311°	TDZE	36
	Apt Elev	36

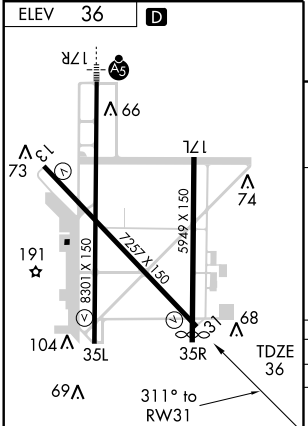
Baro-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required.
DME/DME RNP-0.3 NA.

NA

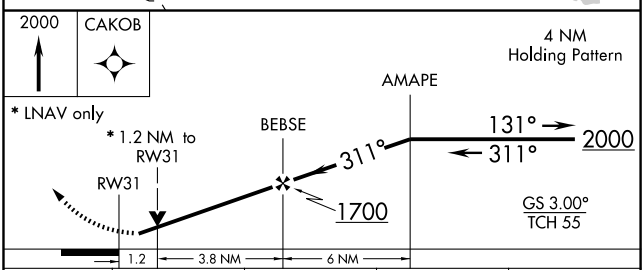
MISSED APPROACH: Climb to 2000 direct CAKOB WP and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95





HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	320-1 284 (300-1)			
LNAV MDA	480-1 444 (500-1)		480-1¼ 444 (500-1¼)	480-1½ 444 (500-1½)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35L

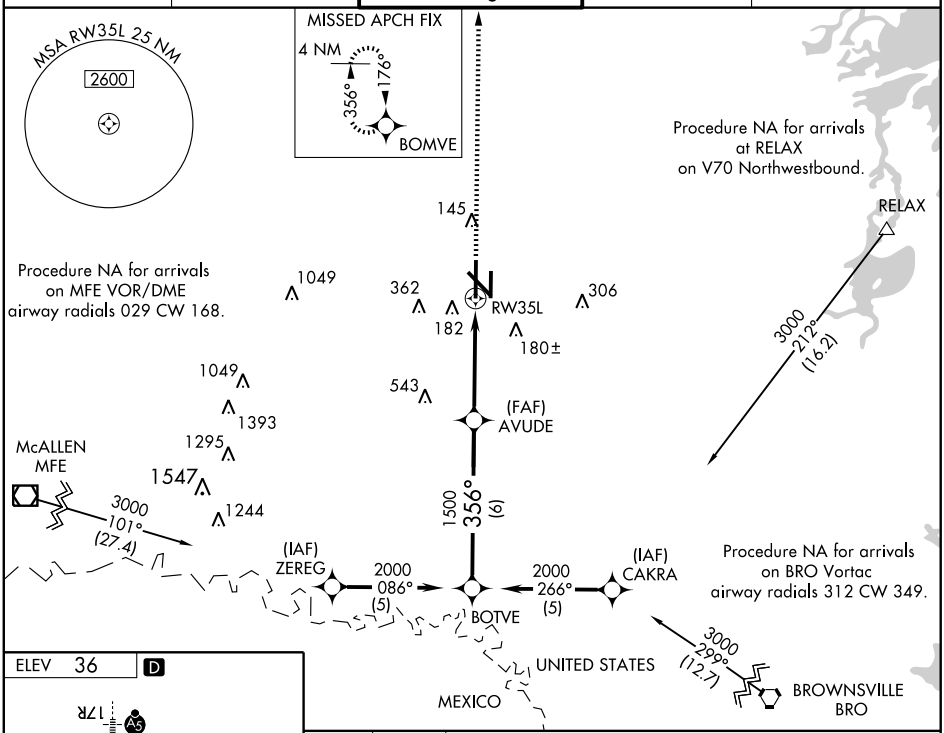
HARLINGEN/ VALLEY INTL (HRL)

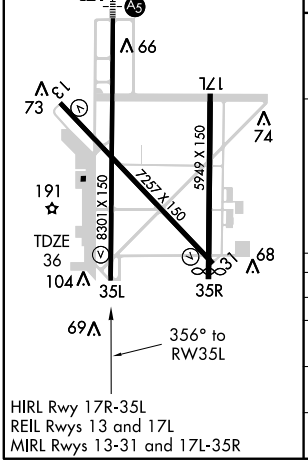
APP CRS	Rwy Idg	8301
356°	TDZE	36
	Apt Elev	36

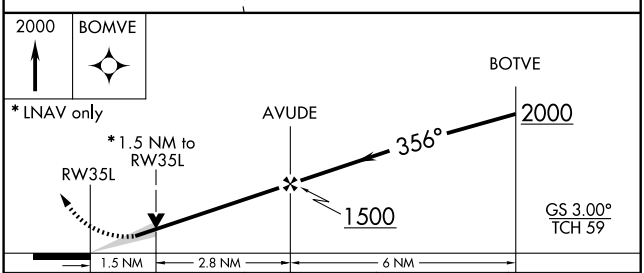
V A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BOMVE and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	460-1½ 424 (500-1½)			
LNAV MDA	580-1 544 (600-1)		580-1½ 544 (600-1½)	580-1¾ 544 (600-1¾)
CIRCLING	580-1½ 544 (600-1½)			680-2 644 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

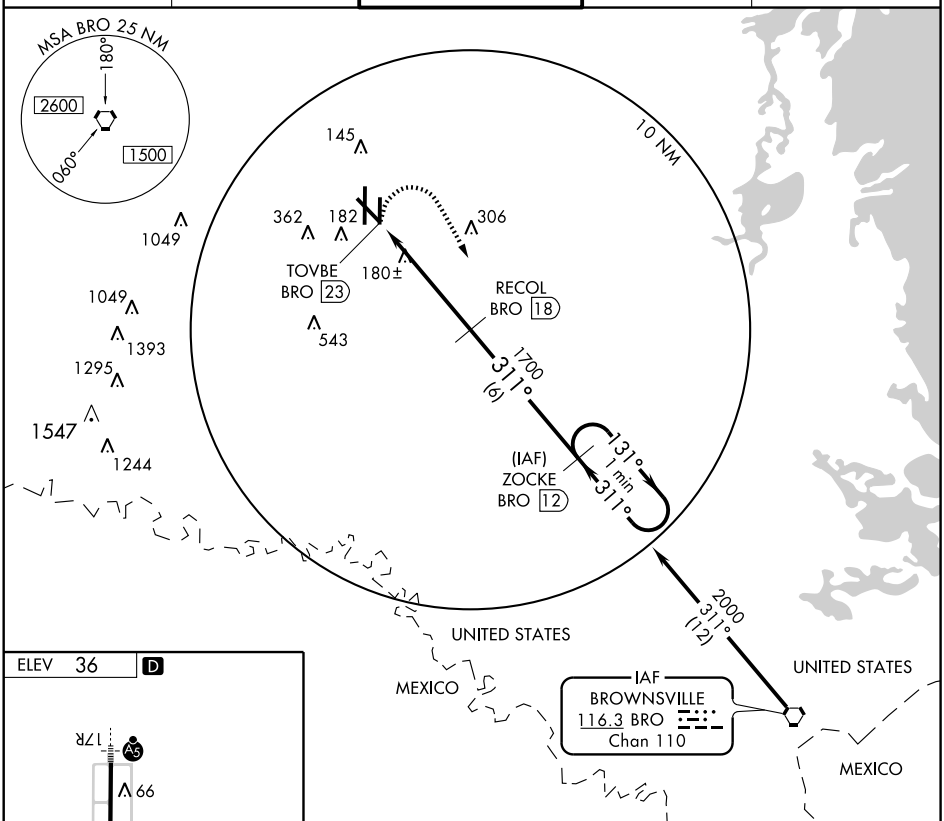
VORTAC BRO 116.3 Chan 110	APP CRS 311°	Rwy Idg 7257 TDZE 36 Apt Elev 36

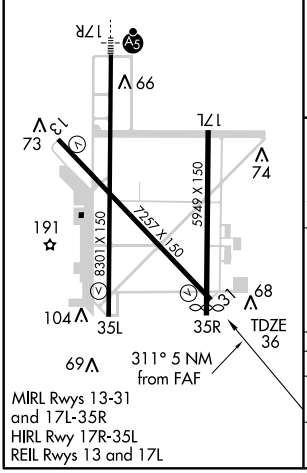
VOR/DME or TACAN Y RWY 31

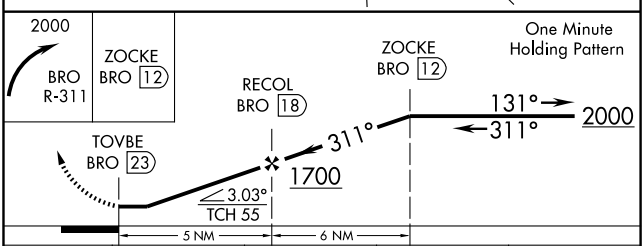
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climbing right turn to 2000 via BRO R-311 to ZOCKE/12 DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) Ⓛ 317.6	121.7	122.95







CATEGORY	A	B	C	D
S-31	620-1 584 (600-1)	620-1¼ 584 (600-1¼)	620-1½ 584 (600-1½)	620-1¾ 584 (600-1¾)
CIRCLING	620-1 584 (600-1)	620-1¼ 584 (600-1¼)	620-1½ 584 (600-1½)	680-2 644 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

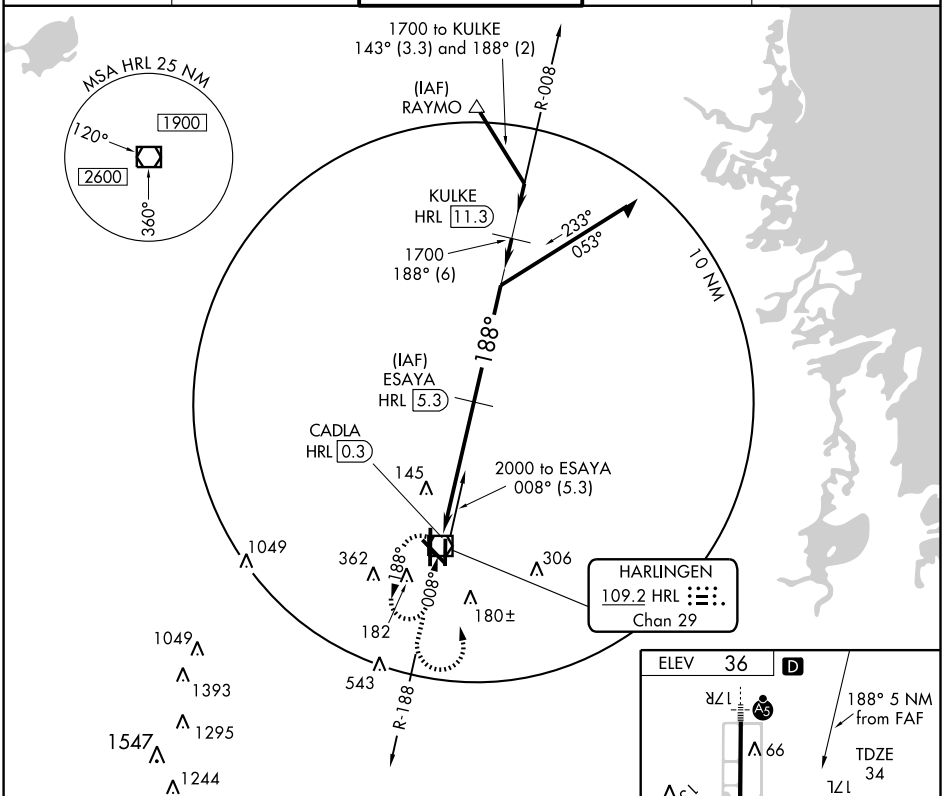
VOR/DME HRL	APP CRS	Rwy Idg 5949
109.2	188°	TDZE 34
Chan 29		Apt Elev 36

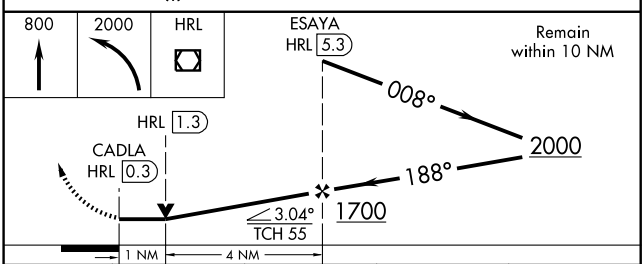
VOR/DME RWY 17L

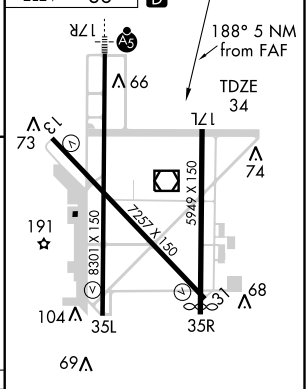
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95







CATEGORY	A	B	C	D
S-17L	400-1 366 (400-1)			400-1¼ 366 (400-1¼)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

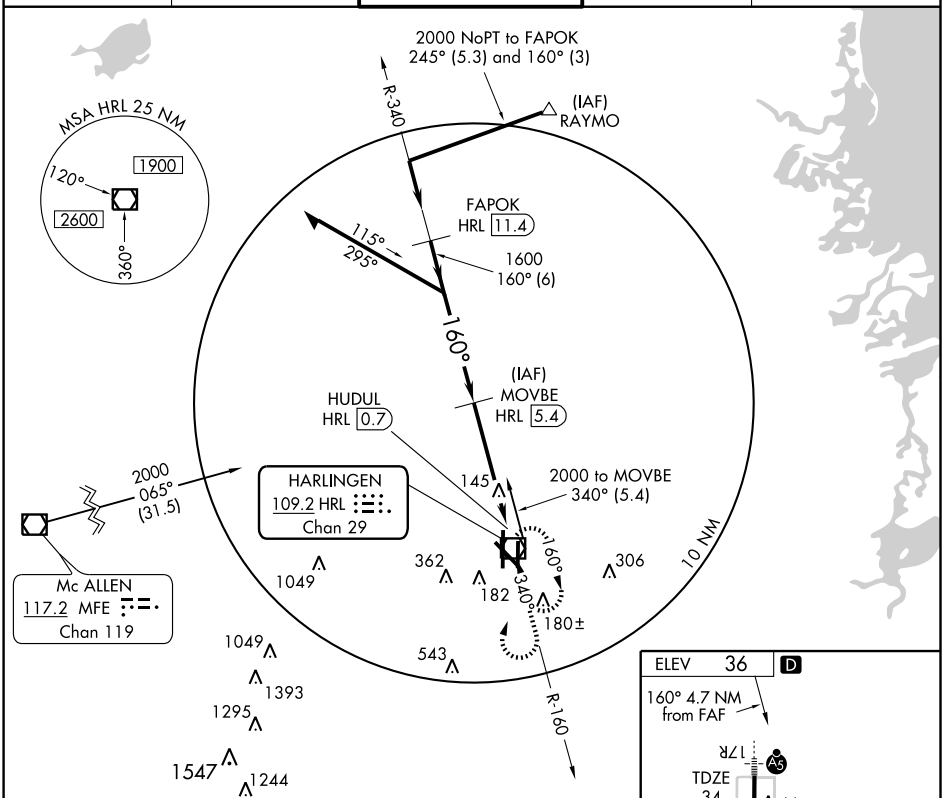
VOR/DME HRL	APP CRS	Rwy Idg	8301
109.2	160°	TDZE	34
Chan 29		Apt Elev	36

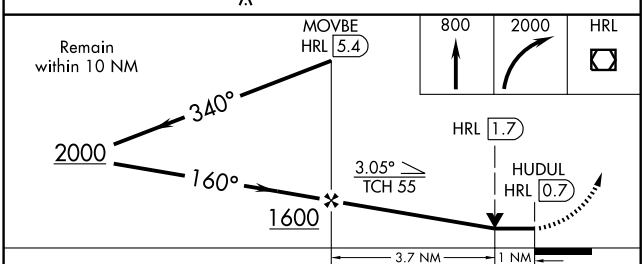
VOR/DME RWY 17R

HARLINGEN/ VALLEY INTL (HRL)

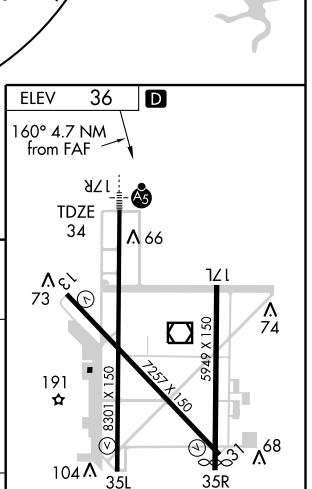
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) 317.6	121.7	122.95





CATEGORY	A	B	C	D
S-17R	400/24 366 (400-½)			400/50 366 (400-1)
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

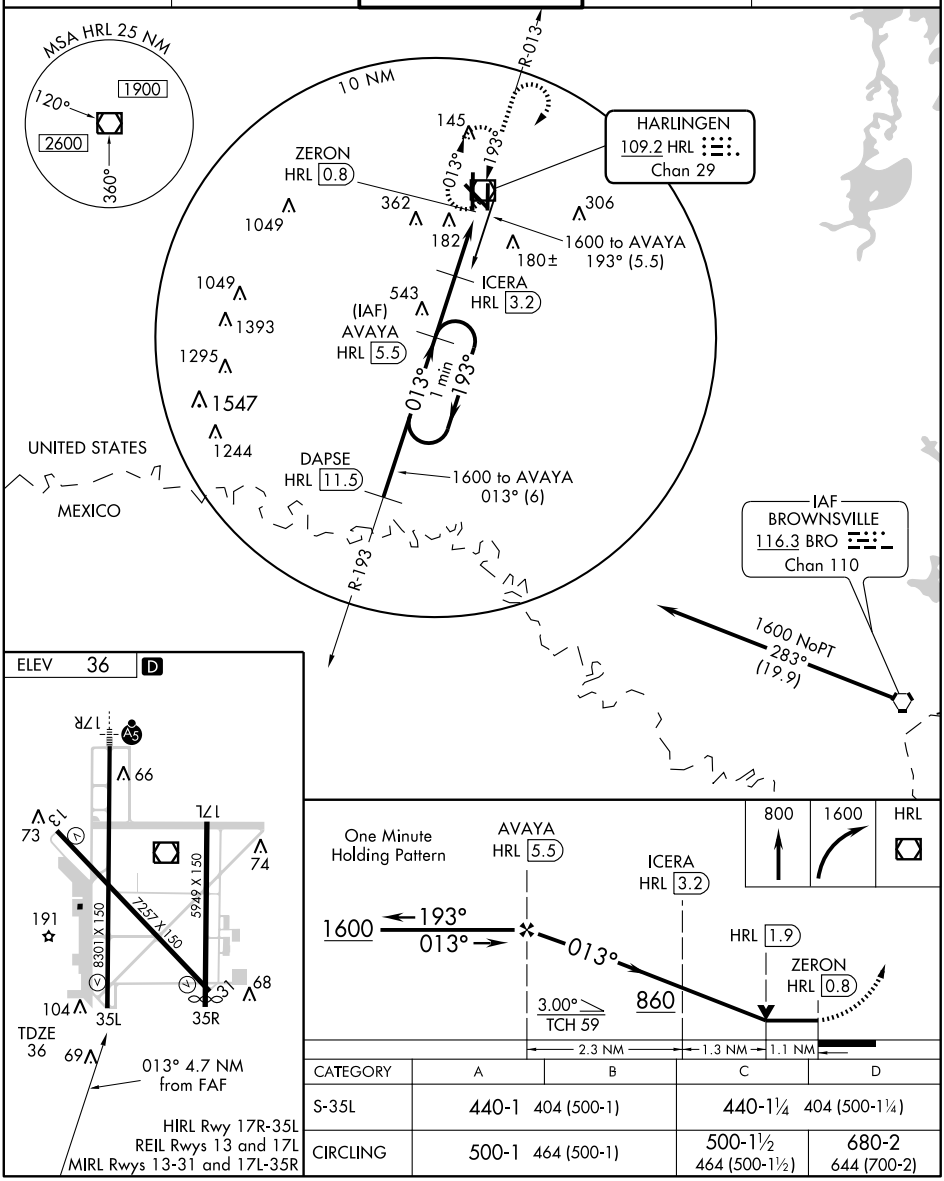
VOR/DME HRL	APP CRS	Rwy Idg	8301
109.2	013°	TDZE	36
Chan 29		Apt Elev	36

VOR/DME RWY 35L

HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95



CATEGORY	A	B	C	D
S-35L	440-1 404 (500-1)		440-1¼ 404 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

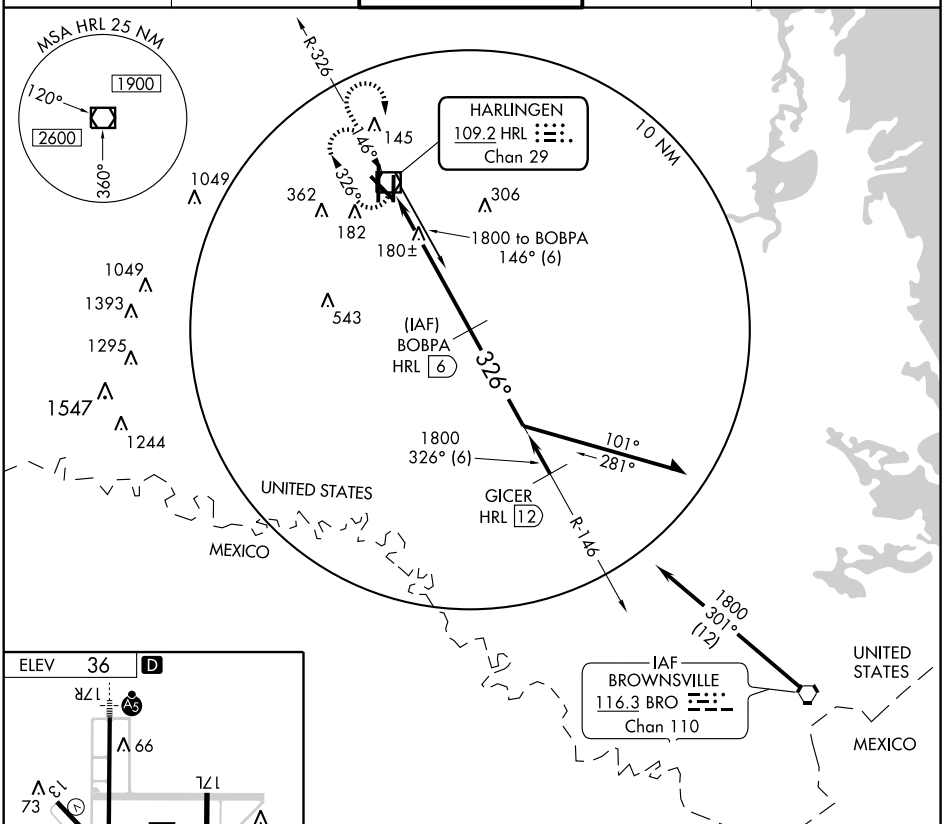
VOR/DME HRL	APP CRS	Rwy Idg	7257
109.2	326°	TDZE	36
Chan 29		Apt Elev	36

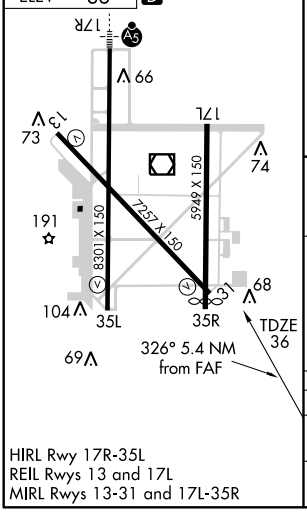
VOR/DME Z RWY 31

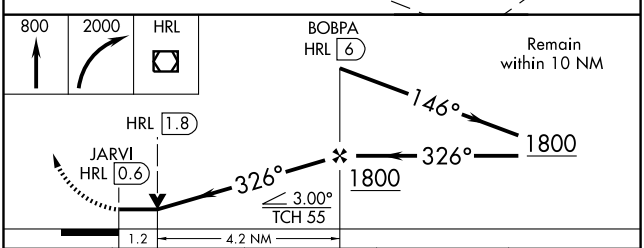
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.

ATIS	VALLEY APP CON	HARLINGEN TOWER ★	GND CON	UNICOM
124.85	120.7 239.0	119.3 (CTAF) L 317.6	121.7	122.95







CATEGORY	A	B	C	D
S-31	480-1 444 (500-1)		480-1¼ 444 (500-1¼)	
CIRCLING	500-1 464 (500-1)		500-1½ 464 (500-1½)	680-2 644 (700-2)

HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB AKL	APP CRS	Rwy Idg	3204
407	185°	TDZE	1623
		Apt Elev	1624

NDB or GPS RWY 18

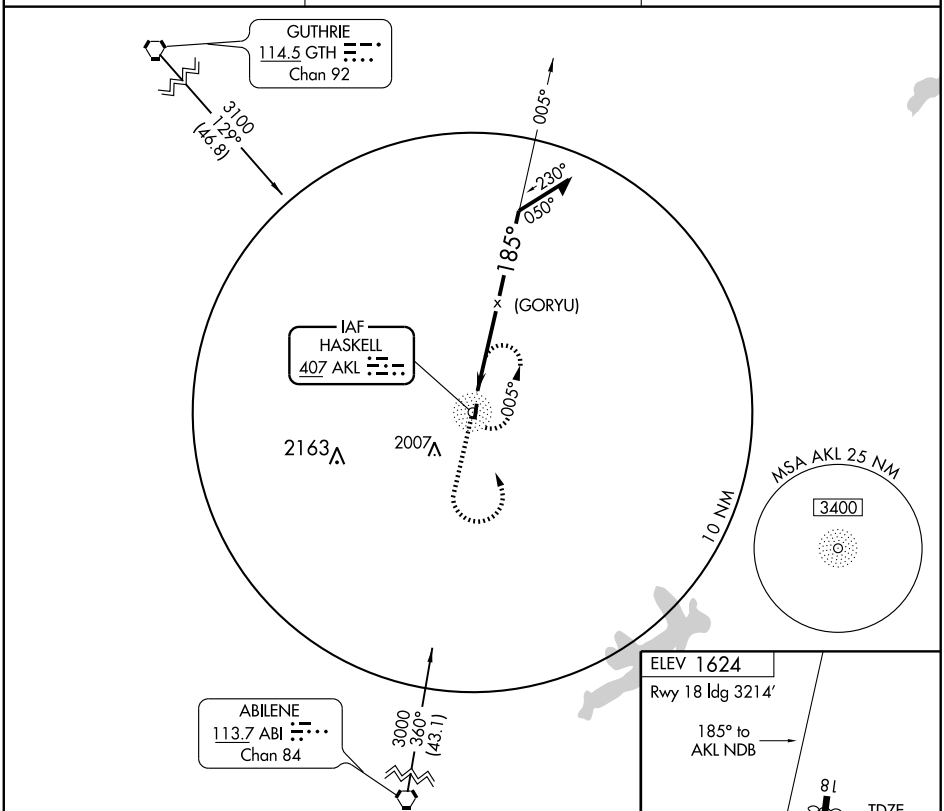
HASKELL MUNI (15F)

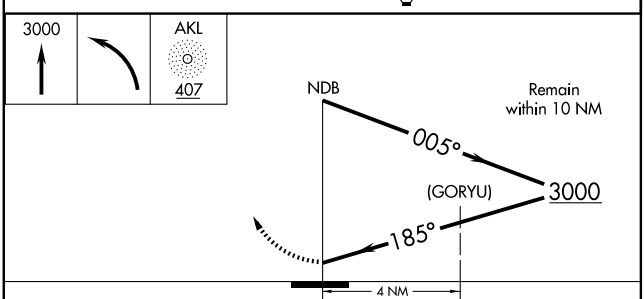
Use Abilene altimeter setting.

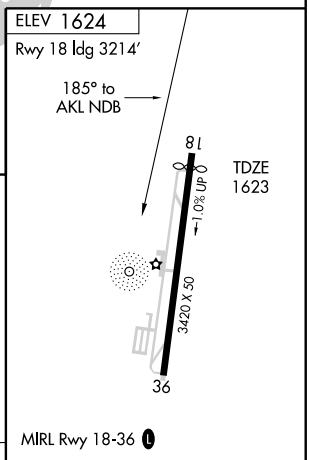
NA

MISSED APPROACH: Climb to 3000, then left turn direct AKL NDB and hold.

FORT WORTH CENTER	CTAF	
133.5 350.35	122.9	122.8 L







CATEGORY	A	B	C	D
S-18	2360-1	737 (800-1)	NA	
CIRCLING	2360-1	736 (800-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

NDB HBV 266	APP CRS 139°	Rwy Idg 5003 TDZE 661 Apt Elev 663

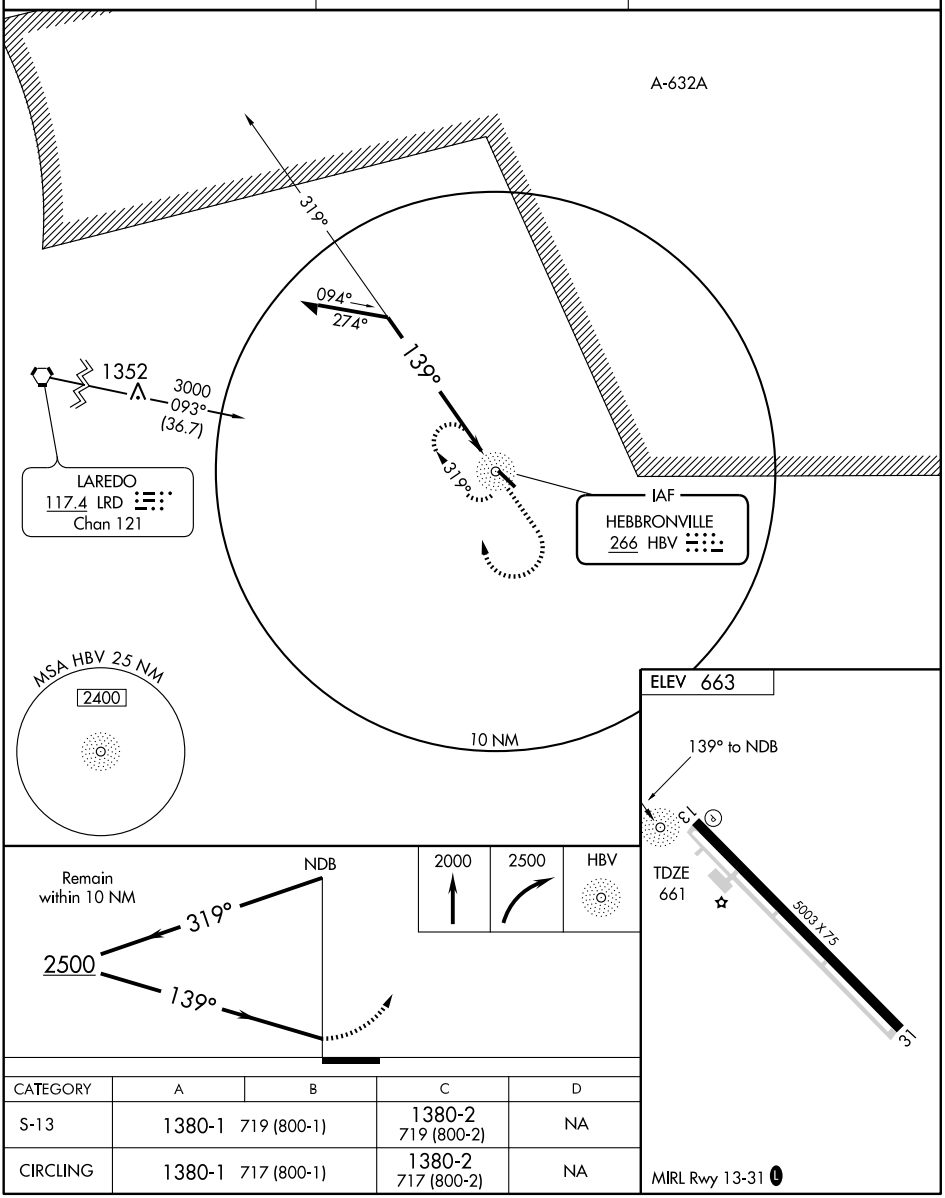
NDB RWY 13

HEBBRONVILLE/JIM HOGG COUNTY (HBV)

▼ NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Laredo altimeter setting and increase all MDA 120 feet; increase all Cat B visibility ¼ mile and all Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct HBV NDB and hold

AWOS-3	HOUSTON CENTER	UNICOM
118.075	127.8 307.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	1380-1	719 (800-1)	1380-2 719 (800-2)	NA
CIRCLING	1380-1	717 (800-1)	1380-2 717 (800-2)	NA

MIRL Rwy 13-31 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5003
CH 45918	128°	TDZE	661
W13A		Apt Elev	663

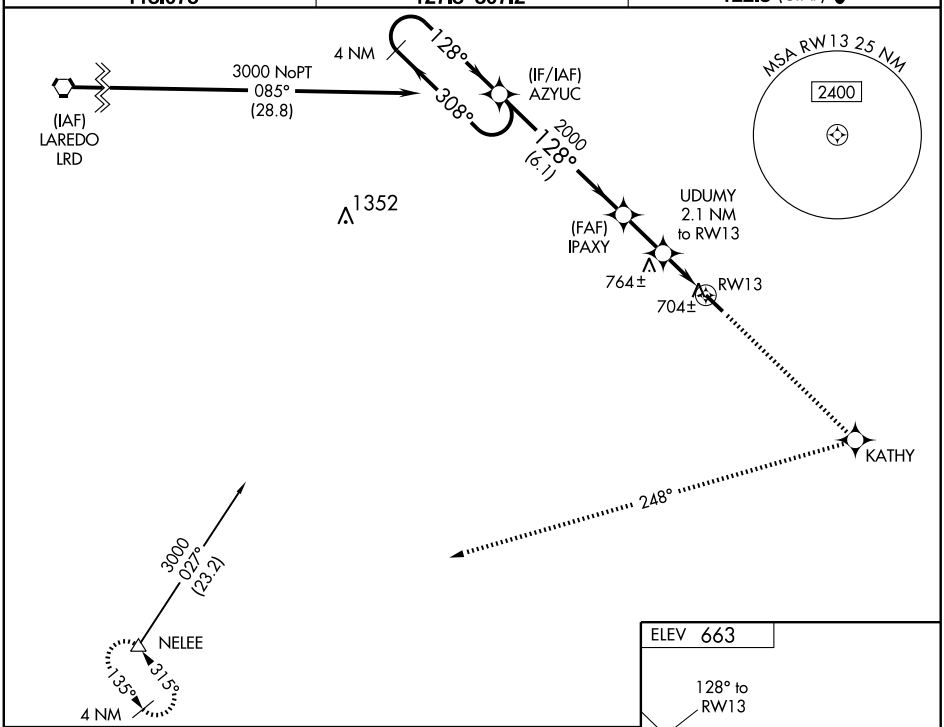
RNAV (GPS) RWY 13

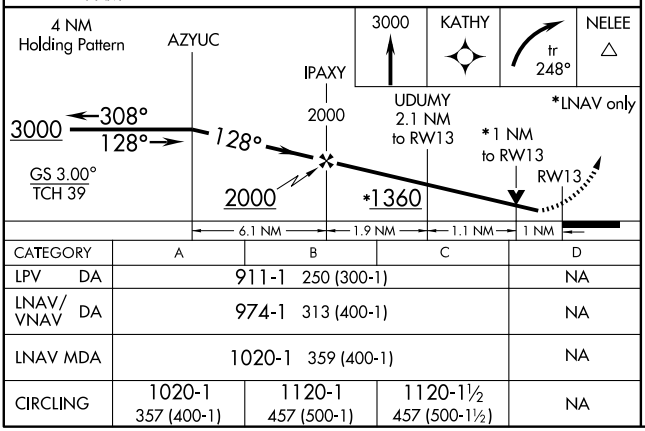
HEBBRONVILLE/JIM HOGG COUNTY (HBV)

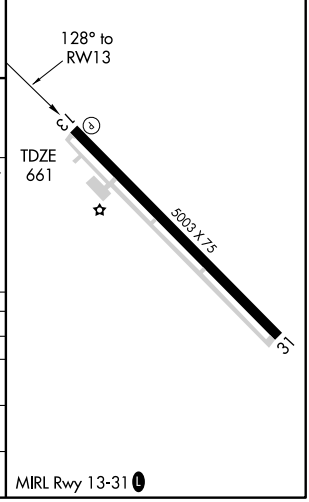
Baro-VNAV NA when using Laredo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Laredo altimeter setting and increase all DA 115 feet and all MDA 120 feet; increase LPV all Cats, and LNAV Cat C visibility ¼ mile and LNAV/VNAV all Cats visibility ½ mile. VDP NA with Laredo altimeter setting.

MISSED APPROACH: Climb to 3000 direct KATHY and right turn on track 248° to NELEE and hold

AWOS-3	HOUSTON CENTER	UNICOM
118.075	127.8 307.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	911-1 250 (300-1)			NA
LNAV/VNAV DA	974-1 313 (400-1)			NA
LNAV MDA	1020-1 359 (400-1)			NA
CIRCLING	1020-1 357 (400-1)	1120-1 457 (500-1)	1120-1½ 457 (500-1½)	NA

MIRL Rwy 13-31 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB HNO 371	APP CRS 167°	Rwy Idg N/A TDZE N/A Apt Elev 442

NDB-B

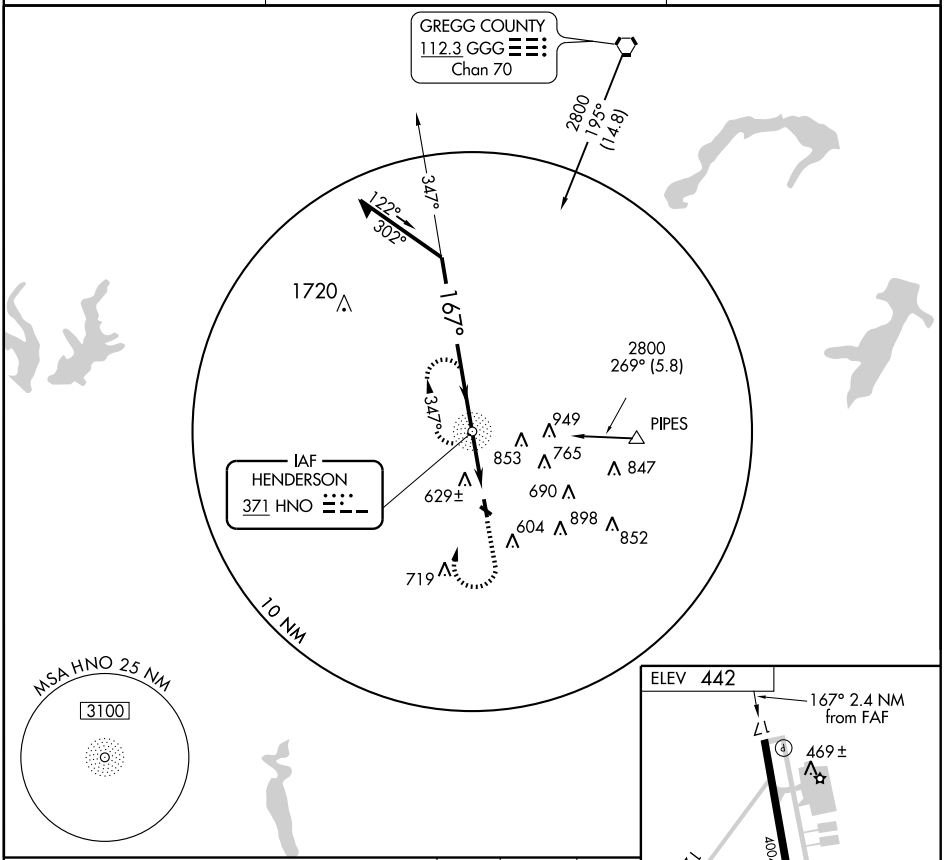
HENDERSON/ RUSK COUNTY (RFI)

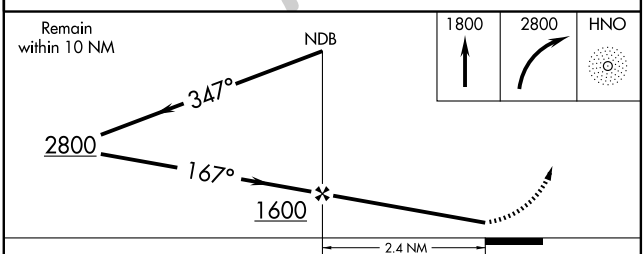
TNA

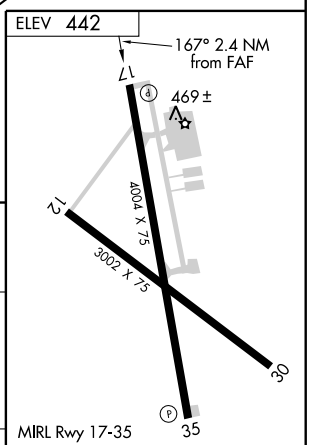
When local altimeter settng not received, use Longview altimeter setting and increase all MDA 60 feet, and visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2800 direct HNO NDB and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1040-1 598 (600-1)		1040-1½ 598 (600-1½)	NA

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4004
167°	TDZE	442
	Apt Elev	442

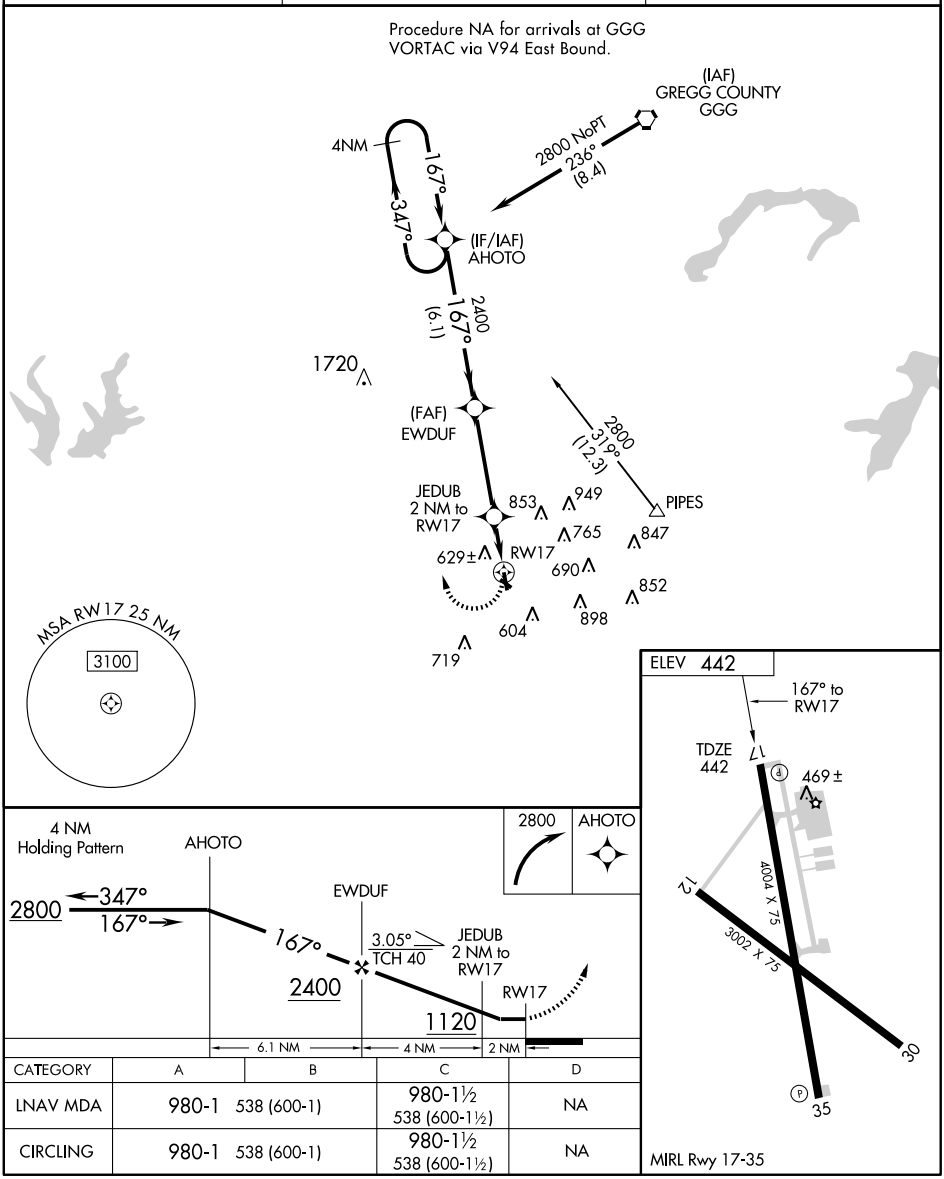
RNAV (GPS) RWY 17

HENDERSON/ RUSK COUNTY (RFI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2800 direct AHOTO and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA
CIRCLING	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GGG	APP CRS	Rwy Idg	NA
112.3	190°	TDZE	NA
Chan 70		Apt Elev	442

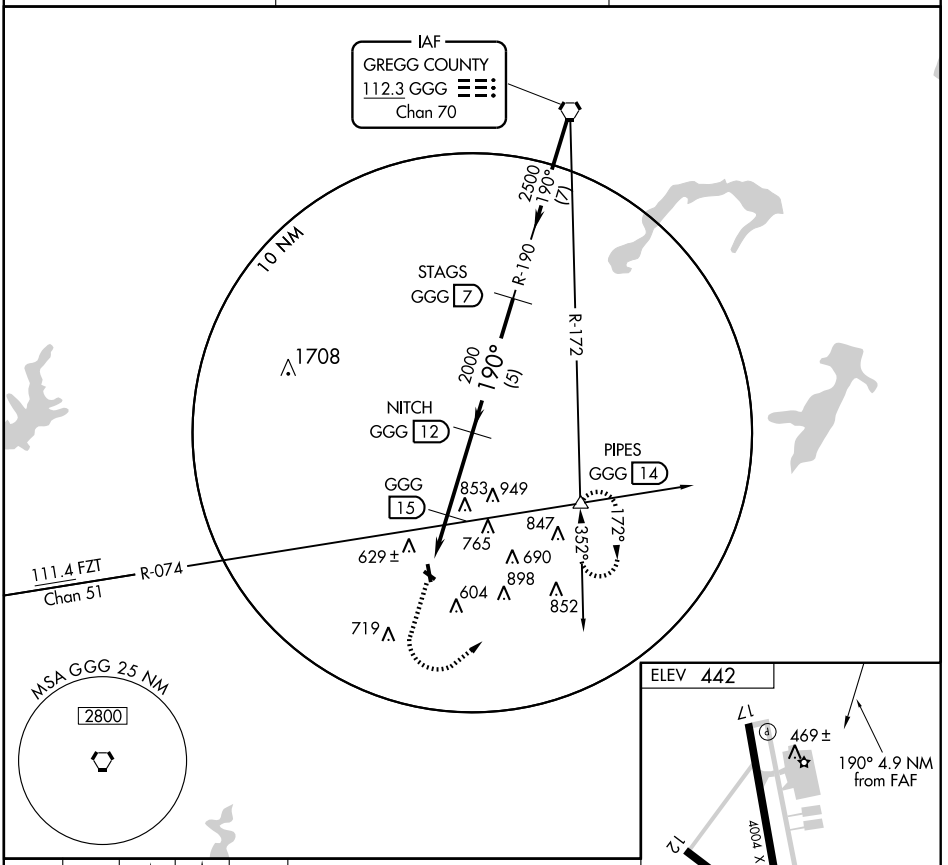
VOR/DME-A

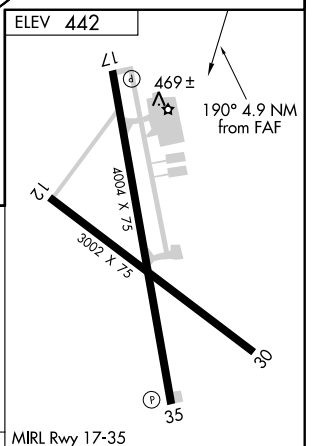
HENDERSON/ RUSK COUNTY (RFI)

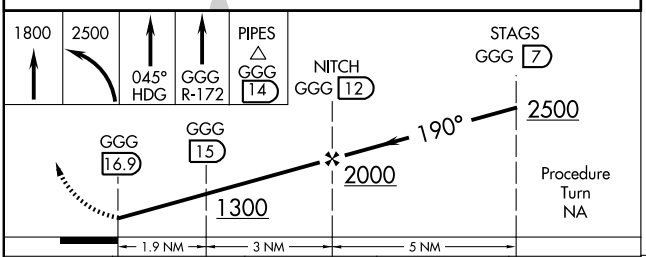
▼ NA — Use East Texas Rgnl altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 via heading 045° and GGG R-172 to PIPES Int/14 DME and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	118.25 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1220-1 778 (800-1)	1220-1½ 778 (800-1½)	1220-2¼ 778 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB HRX	APP CRS	Rwy Idg	6100
341	201°	TDZE	3783
		Apt Elev	3783

NDB RWY 20

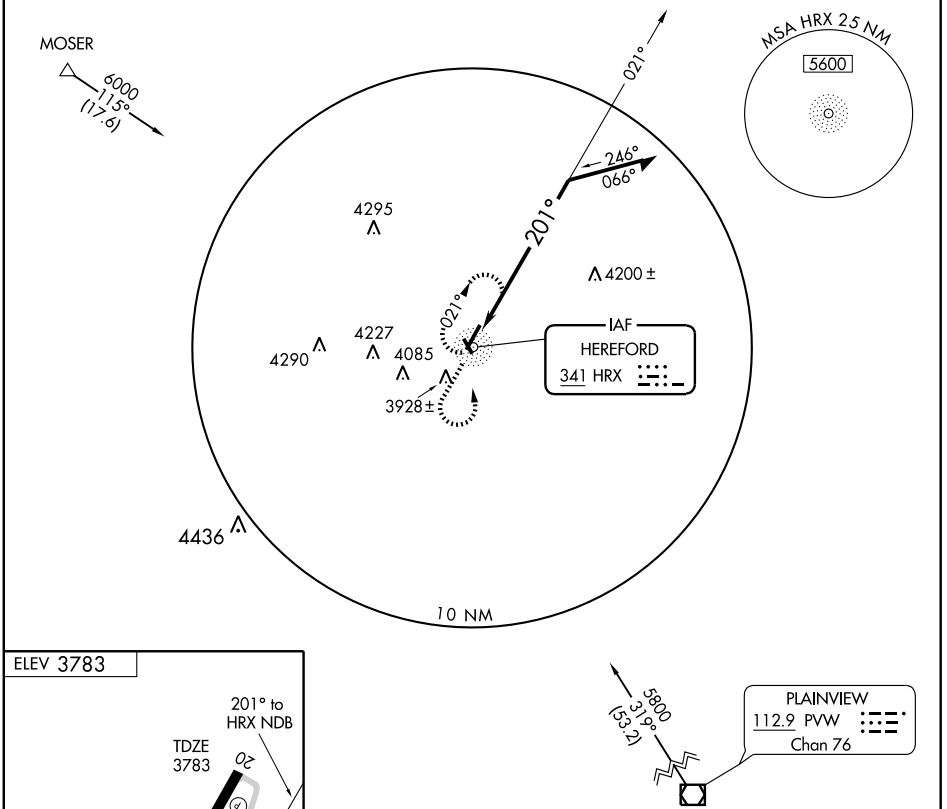
HEREFORD MUNI (HRX)

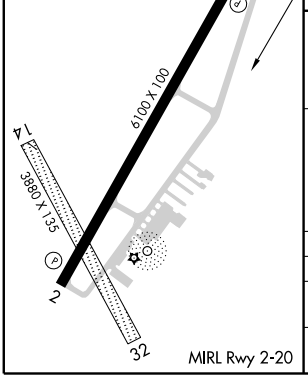
Use Amarillo Intl altimeter setting.

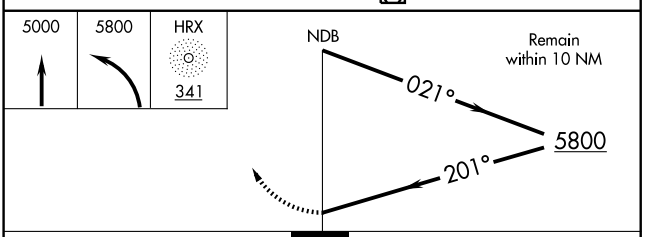
NA

MISSED APPROACH: Climb to 5000 then climbing left turn to 5800 direct HRX NDB and hold.

AWOS-3	AMARILLO APP CON★	UNICOM
118.05	119.5 307.0	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	4420-1	637 (700-1)	4420-1¾ 637 (700-1¾)	4420-2 637 (700-2)
CIRCLING	4420-1	637 (700-1)	4420-1¾ 637 (700-1¾)	4440-2 657 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6100
CH 50416	020°	TDZE	3786
W02A		Apt Elev	3788

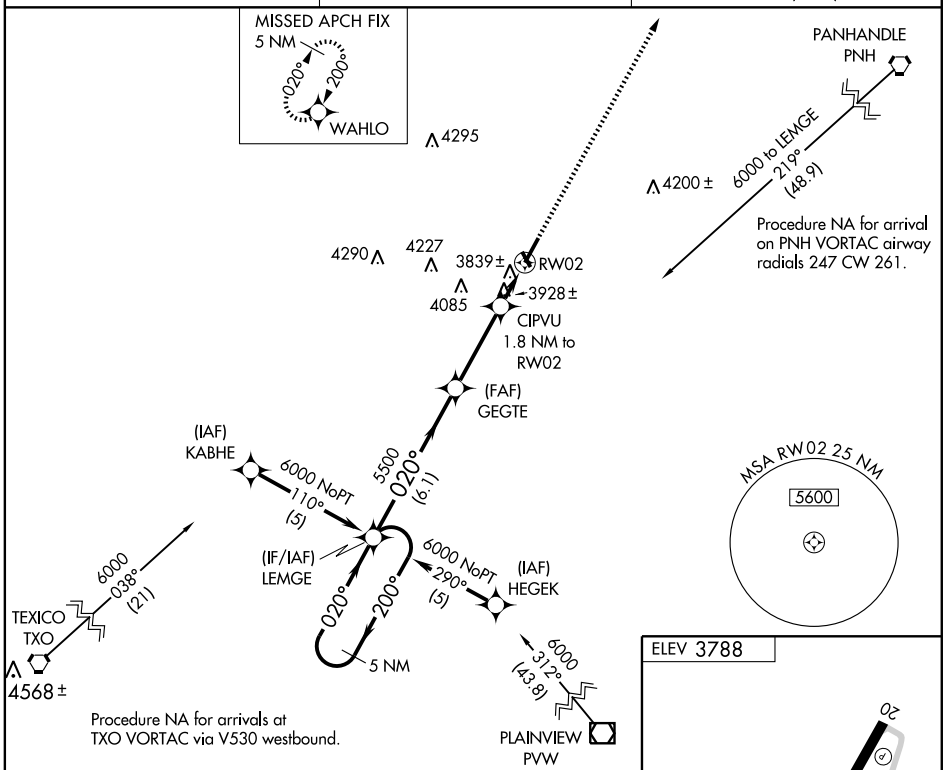
RNAV (GPS) RWY 2

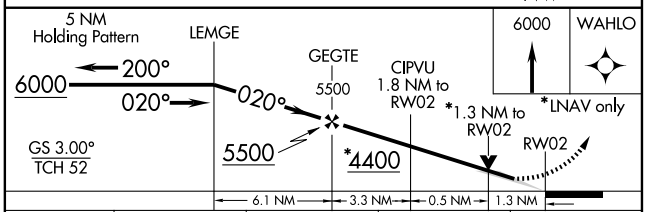
HEREFORD MUNI (HRX)

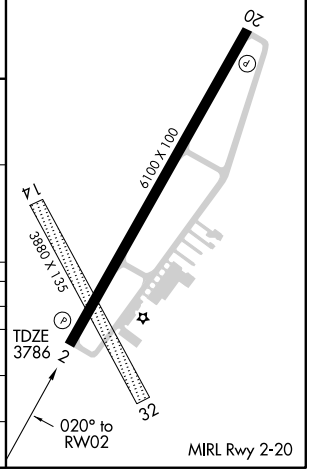
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Amarillo Intl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Amarillo Intl altimeter setting. VDP NA with Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 6000 direct WAHLO and hold.

AWOS-3	AMARILLO APP CON★	UNICOM
118.05	119.5 307.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	3986-¾ 200 (200-¾)			
LNAV/VNAV DA	4126-1¼ 340 (400-1¼)			
LNAV MDA	4240-1 454 (500-1)		4240-1¼ 454 (500-1¼)	4240-1½ 454 (500-1½)
CIRCLING	4280-1 492 (500-1)		4280-1½ 492 (500-1½)	4340-2 552 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6100
CH 61216	200°	TDZE	3786
W20A		Apt Elev	3788

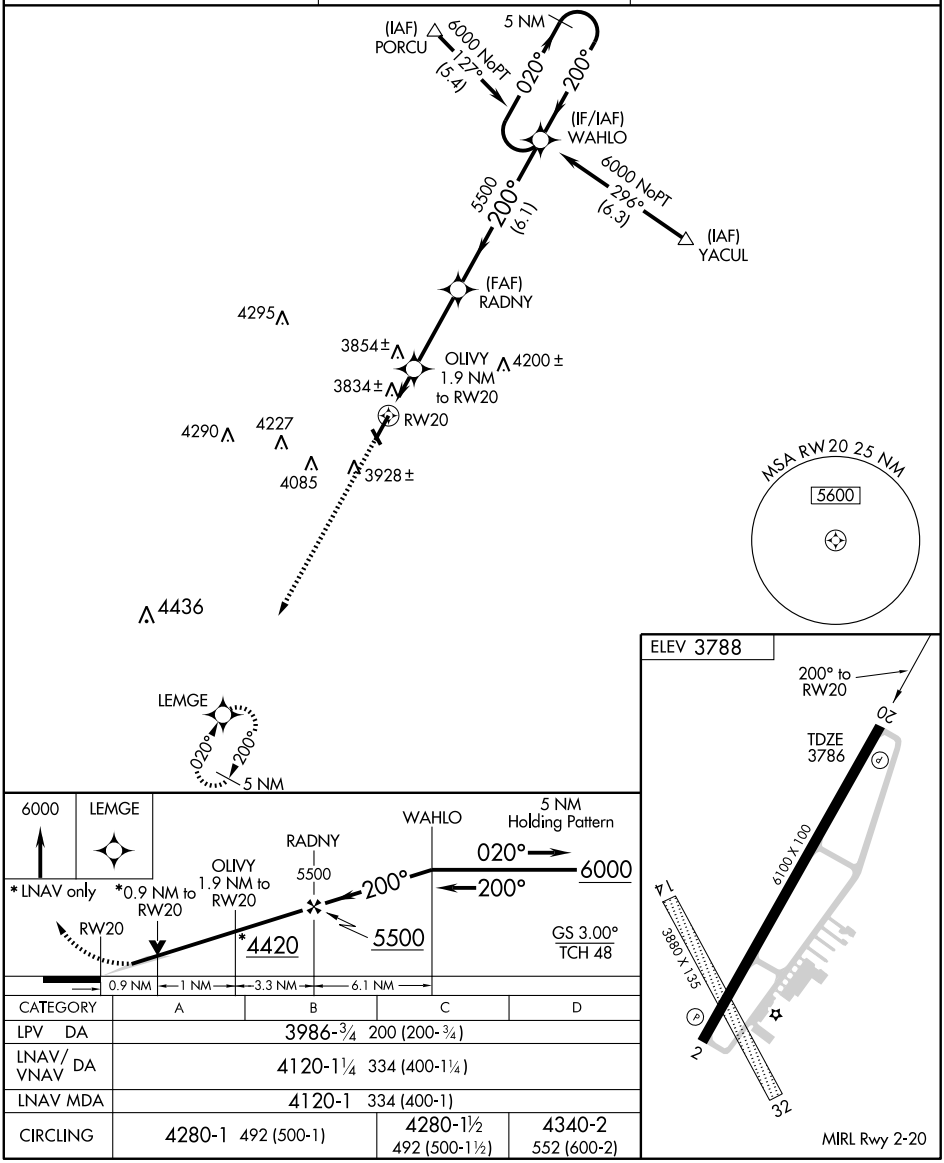
RNAV (GPS) RWY 20

HEREFORD MUNI (HRX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Amarillo Intl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibilities ¼ mile, and increase LNAV Cat D visibility ½ mile. Baro-VNAV NA when using Amarillo Intl altimeter setting. VDP NA with Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 6000 direct LEMGE and hold.

AWOS-3	AMARILLO APP CON★	UNICOM
118.05	119.5 307.0	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	3986-¾ 200 (200-¾)			
LNAV/VNAV DA	4120-1¼ 334 (400-1¼)			
LNAV MDA	4120-1 334 (400-1)			
CIRCLING	4280-1 492 (500-1)		4280-1½ 492 (500-1½)	4340-2 552 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MMB 115.6 Chan 103	APP CRS 197°	Rwy Idg N/A TDZE N/A Apt Elev 2566

VOR/DME-A

HIGGINS-LIPSCOMB COUNTY (1X1)

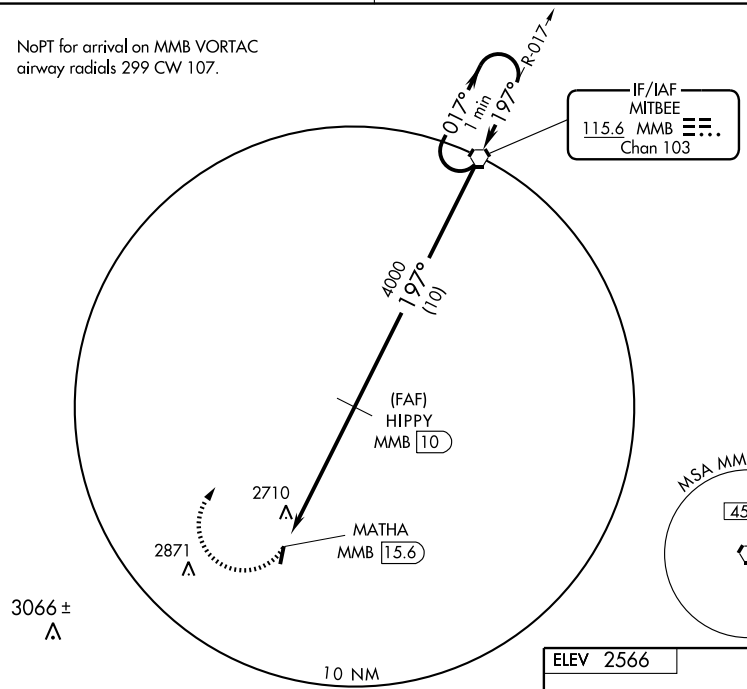
Procedure NA at night. Use Canadian altimeter setting; when not received, use Gage, OK altimeter setting and increase all MDA 20 feet.

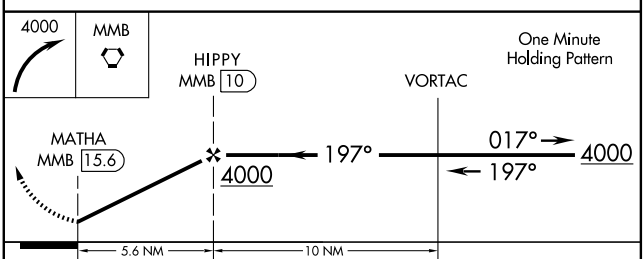
NA

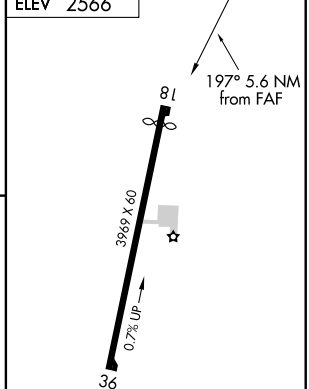
MISSED APPROACH: Climbing right turn to 4000 direct MMB VORTAC and hold.

KANSAS CITY CENTER	CTAF
126.95 379.2	122.9 L

NoPT for arrival on MMB VORTAC airway radials 299 CW 107.







CATEGORY	A	B	C	D
CIRCLING	3140-1 574 (600-1)		3140-1½ 574 (600-1½)	NA

LIRL Rwy 18-36 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3998
CH 40308	156°	TDZE	686
W16A		Apt Elev	686

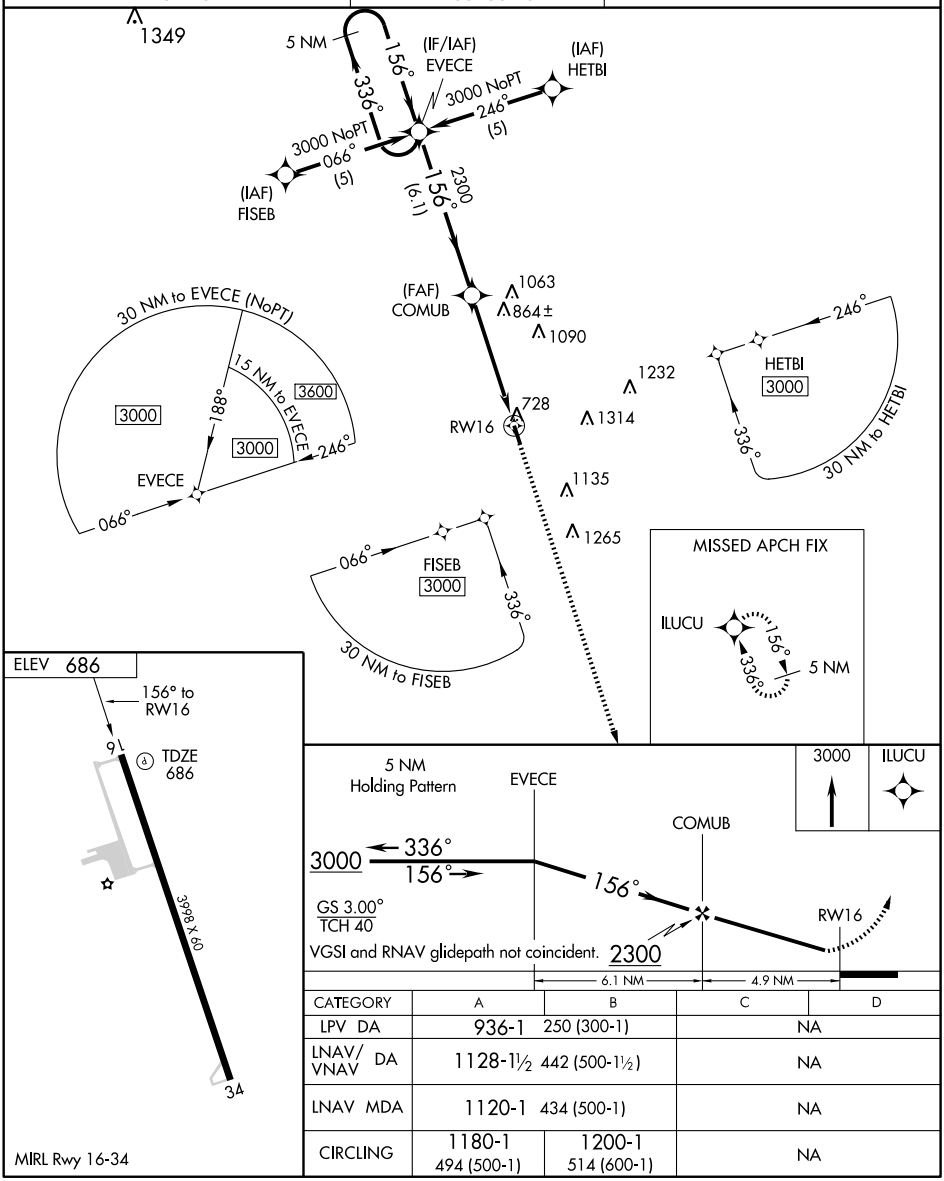
RNAV (GPS) RWY 16

HILLSBORO MUNI (INJ)

Baro-VNAV NA when using Cleburne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Muni altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 3000 direct ILUCU and hold.

AWOS-3	WACO APP CON	CTAF
118.725	127.65 352.0	122.9



CATEGORY	A	B	C	D
LPV DA	936-1 250 (300-1)		NA	
LNAV/ VNAV DA	1128-1½ 442 (500-1½)		NA	
LNAV MDA	1120-1 434 (500-1)		NA	
CIRCLING	1180-1 494 (500-1)	1200-1 514 (600-1)	NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65908 W34A	APP CRS 336	Rwy Idg 3998 TDZE 684 Apt Elev 686

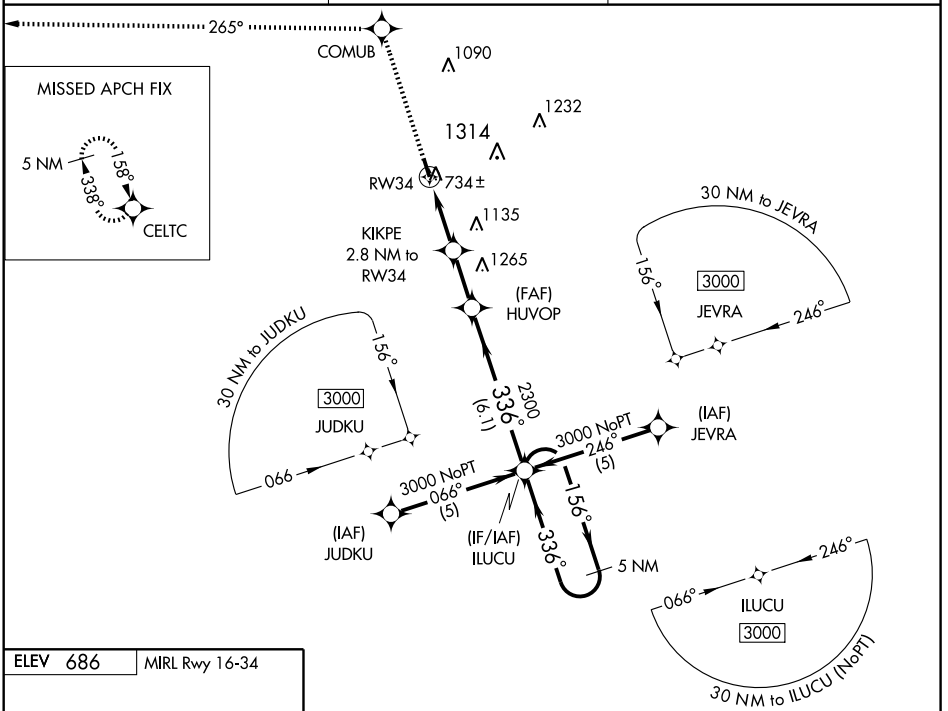
RNAV (GPS) RWY 34

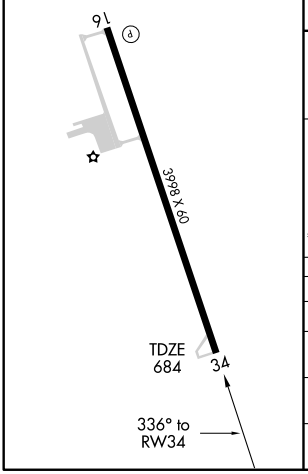
HILLSBORO MUNI (INJ)

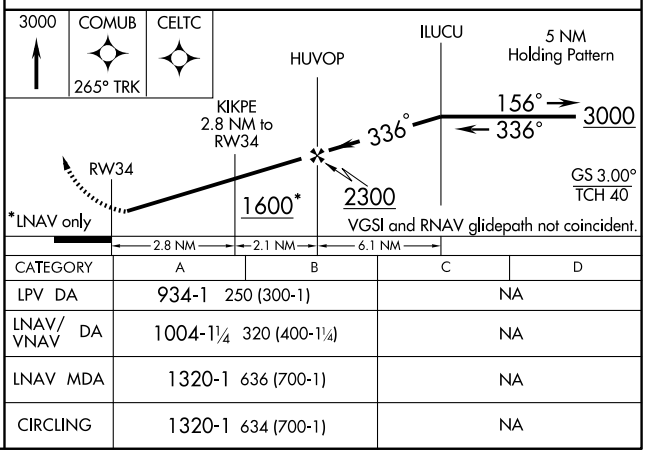
Baro-VNAV NA when using Celburne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Muni altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼mile all Cats.

MISSED APPROACH: Climb to 3000 direct COMUB and via 265° track to CELTC and hold.

AWOS-3	WACO APP CON	CTAF
118.725	127.65 352.0	122.9







CATEGORY	A	B	C	D
LPV DA	934-1 250 (300-1)		NA	
LNAV/VNAV DA	1004-1¼ 320 (400-1¼)		NA	
LNAV MDA	1320-1 636 (700-1)		NA	
CIRCLING	1320-1 634 (700-1)		NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB HMA	APP CRS	Rwy Idg	6002
329	352°	TDZE	912
		Apt Elev	930

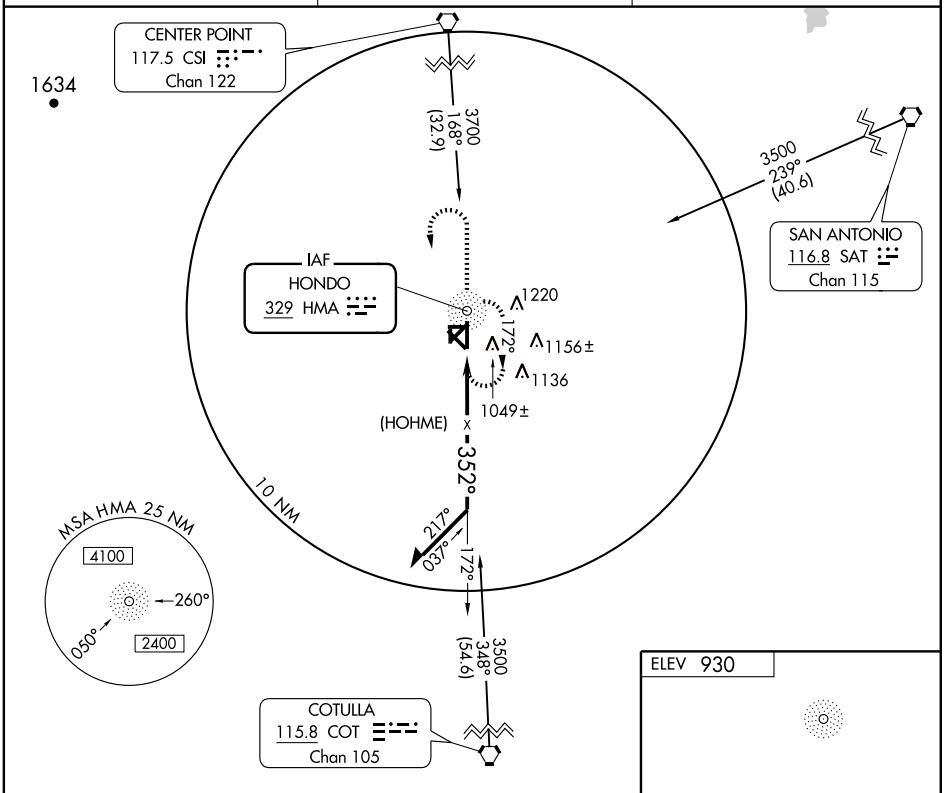
NDB or GPS RWY 35R
HONDO MUNI (HDO)

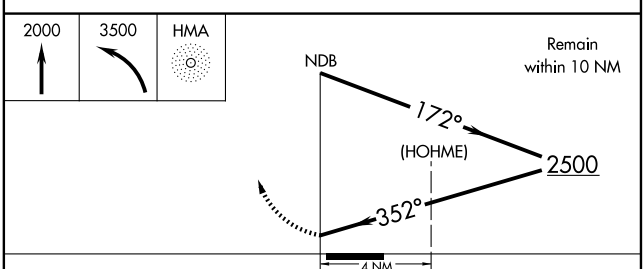
NA

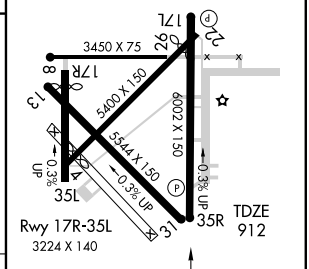
MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 direct to HMA NDB and hold.

ASOS	HOUSTON CENTER	UNICOM
119.675	134.95 269.4	122.725 (CTAF)

SC-3, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-35R	1460-1	548 (600-1)	1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)
CIRCLING	1460-1	530 (600-1)	1580-1¾ 650 (700-1¾)	1580-2 650 (700-2)

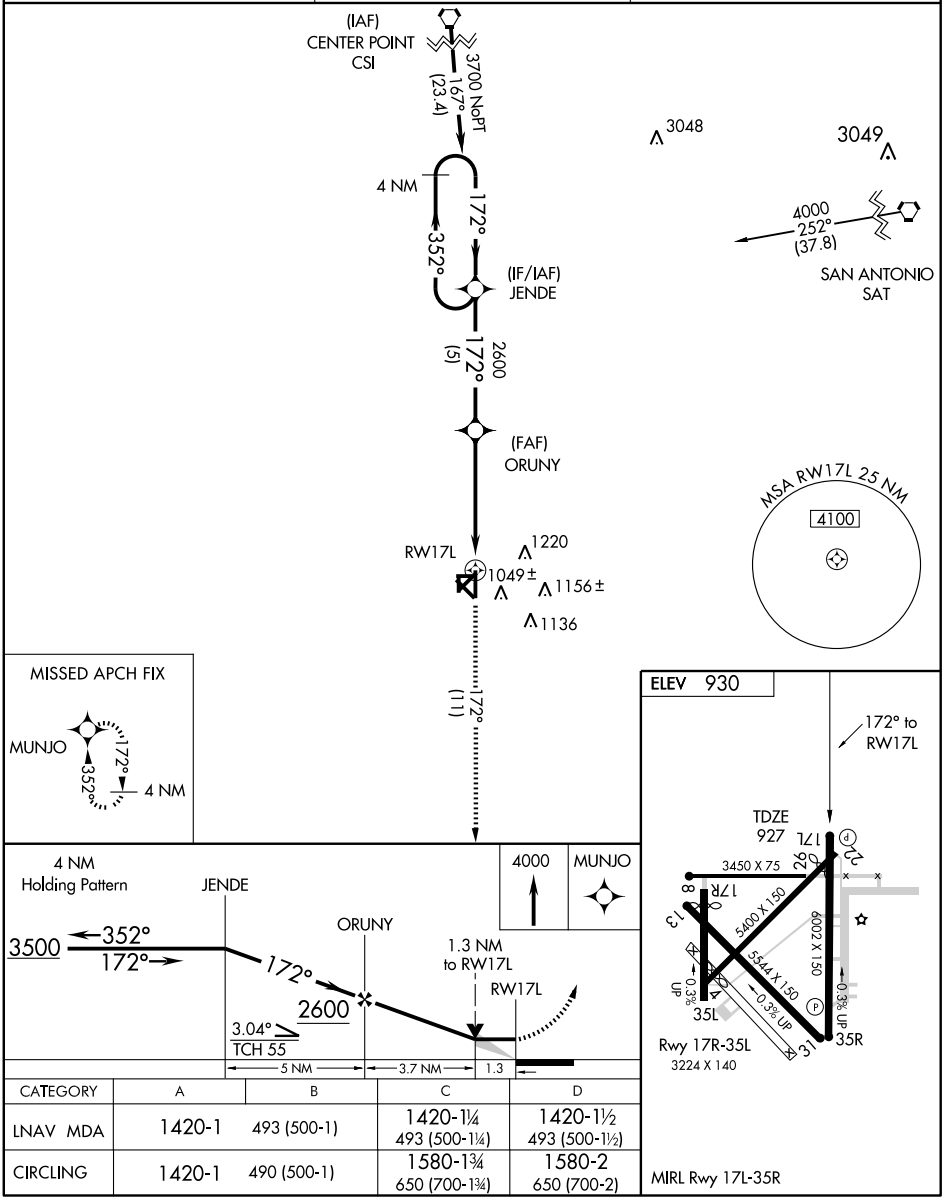
RNAV (GPS) RWY 17L
HONDO MUNI (HDO)

APP CRS	Rwy Idg	6002
172°	TDZE	927
	Apt Elev	930

NA DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 4000 direct MUNJO and hold.

ASOS	HOUSTON CENTER	UNICOM
119.675	134.95 269.4	122.725 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1420-1	493 (500-1)	1420-1¼ 493 (500-1¼)	1420-1½ 493 (500-1½)
CIRCLING	1420-1	490 (500-1)	1580-1¾ 650 (700-1¾)	1580-2 650 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON-SOUTHWEST (AXH)

HOUSTON, TEXAS

CLNC DEL
120.8
CTAF
123.0
HOUSTON DEP CON
123.8 257.7

LUFKIN
112.1 LFK
Chan 58

COSGO
N31°13.26′
W93°27.16′

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

VELCO
N31°10.67′
W94°24.55′

V212 R-265 V212

49

4000
*2000
085°
(115)

J50

R-266

FL190
094°
(92)

R-273

J50

FL190
094°
(95)

R-277

R-082

16

082°
(49)

(49)

65

R-294

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′

(45)

DARTR
N30°24.19′
W95°00.41′

43

(11)

R-325

R-299

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

DAISETTA
116.9 DAS
Chan 116

29

32

028°
(23)

R-254

9

R-028

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

SL-6575 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

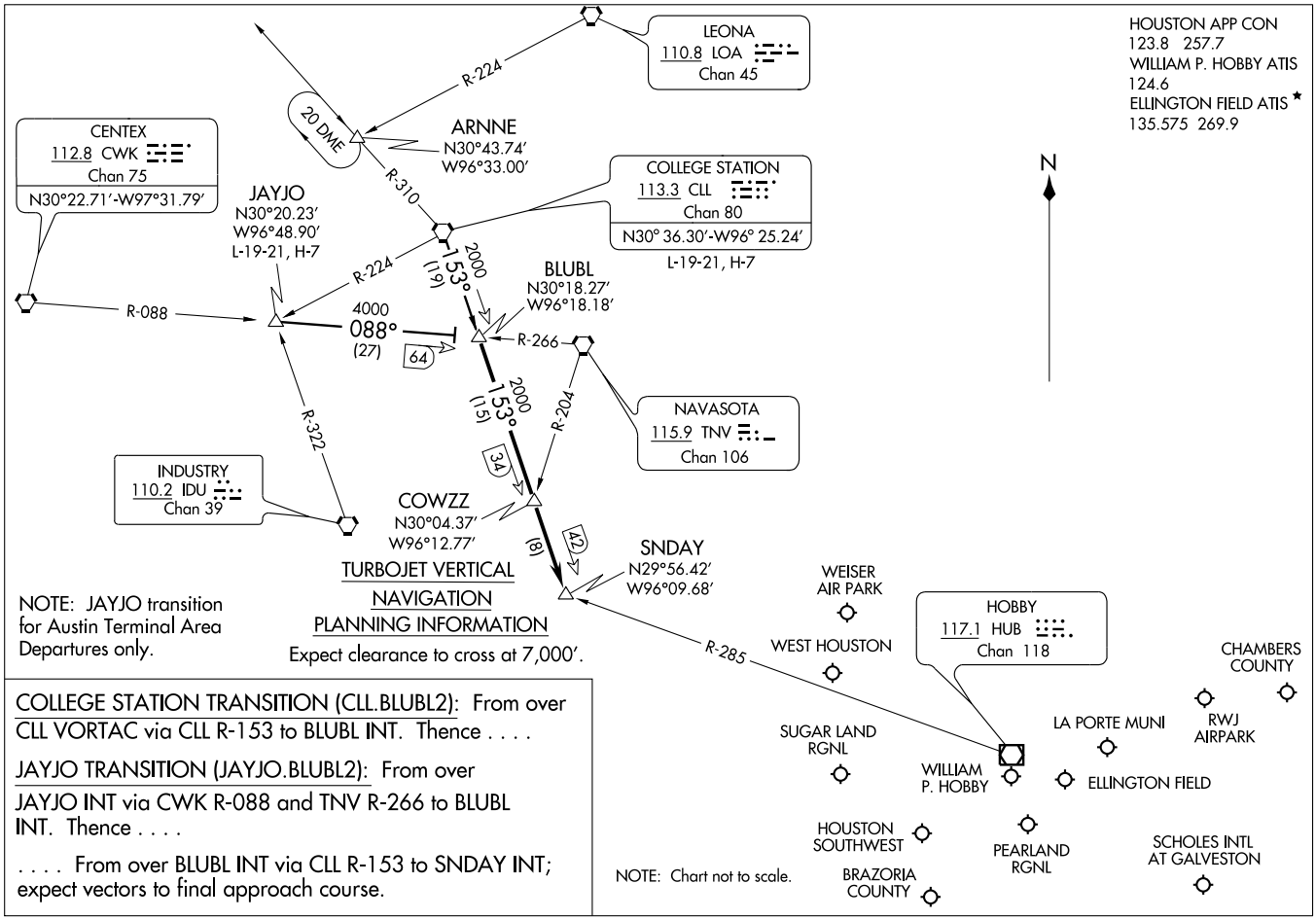
Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

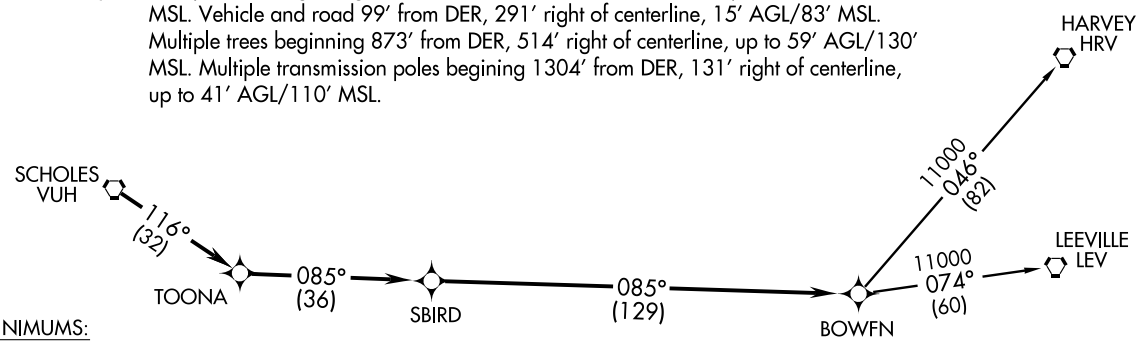
BOWFN ONE DEPARTURE (RNAV)
(BOWFN1.BOWFN) 10266
HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

CLNC DEL
120.8
CTAF
123.0
HOUSTON DEP CON
123.8 257.7

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles begining 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.



TAKE-OFF MINIMUMS:
Rwy 9, 27 Standard.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

BOWFN ONE DEPARTURE (RNAV)
(BOWFN1.BOWFN) 10266
HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

SL-6575 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

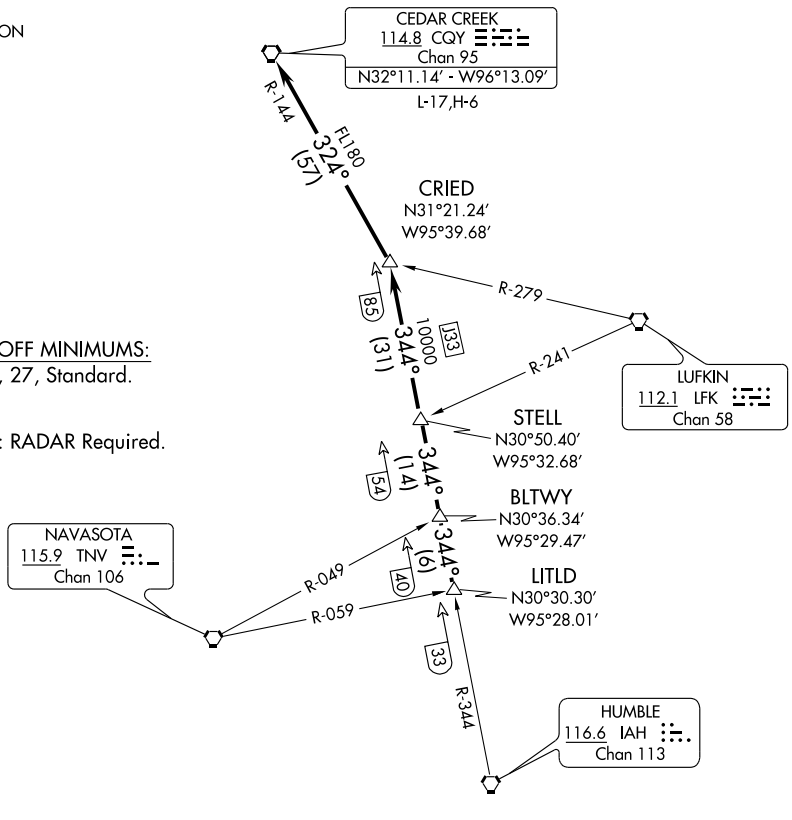
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

CRIED FOUR DEPARTURE

SL-6575 (FAA)

CLNC DEL
120.8
CTAF
123.0
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL.
Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL.
Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL.
Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL.
Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL.
Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.
Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL.
Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL.
Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL.
Multiple transmission poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

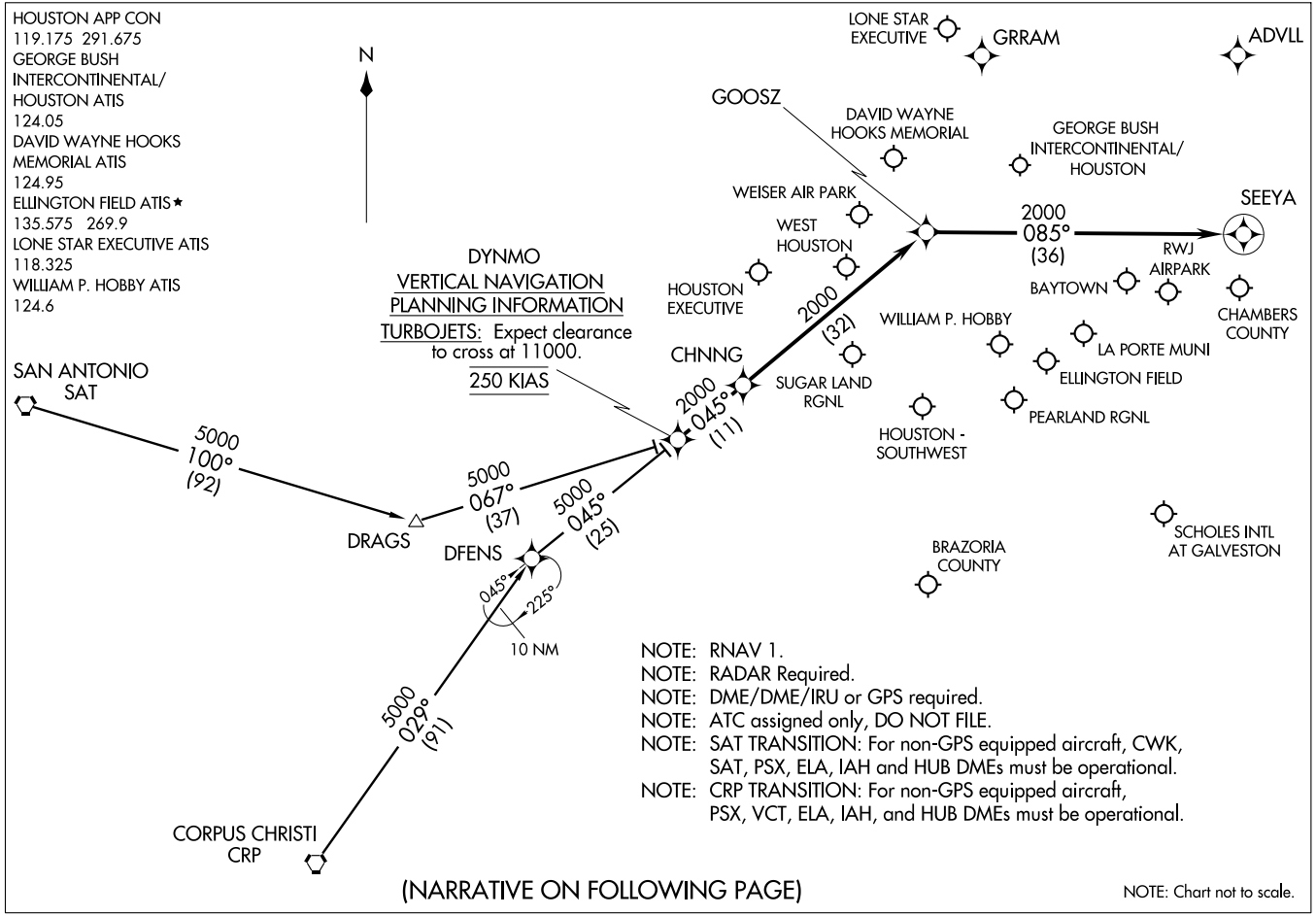
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

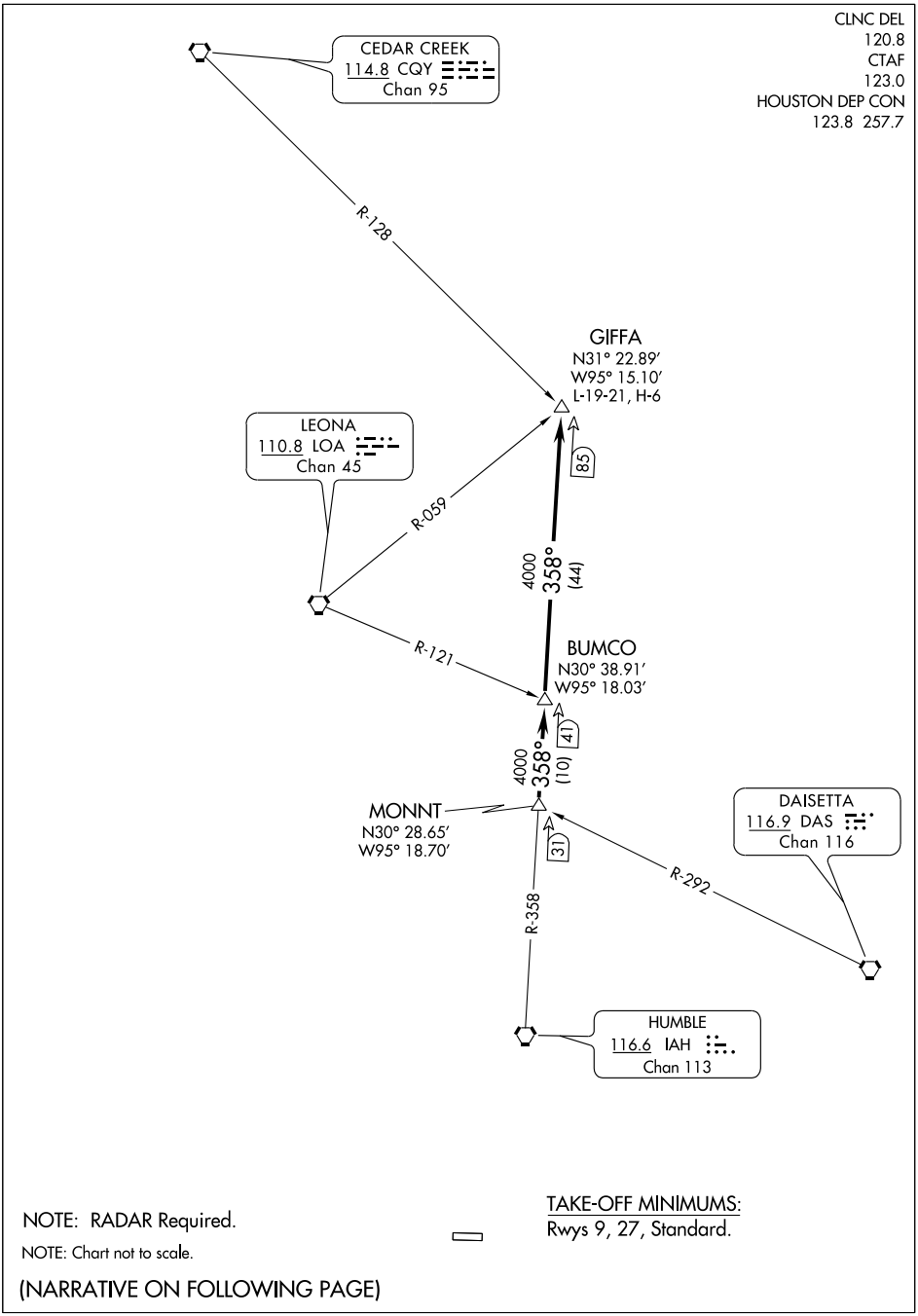
. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9: Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27: Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010



(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL.
Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL.
Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL.
Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL.
Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL.
Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL.
Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL.
Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL.
Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

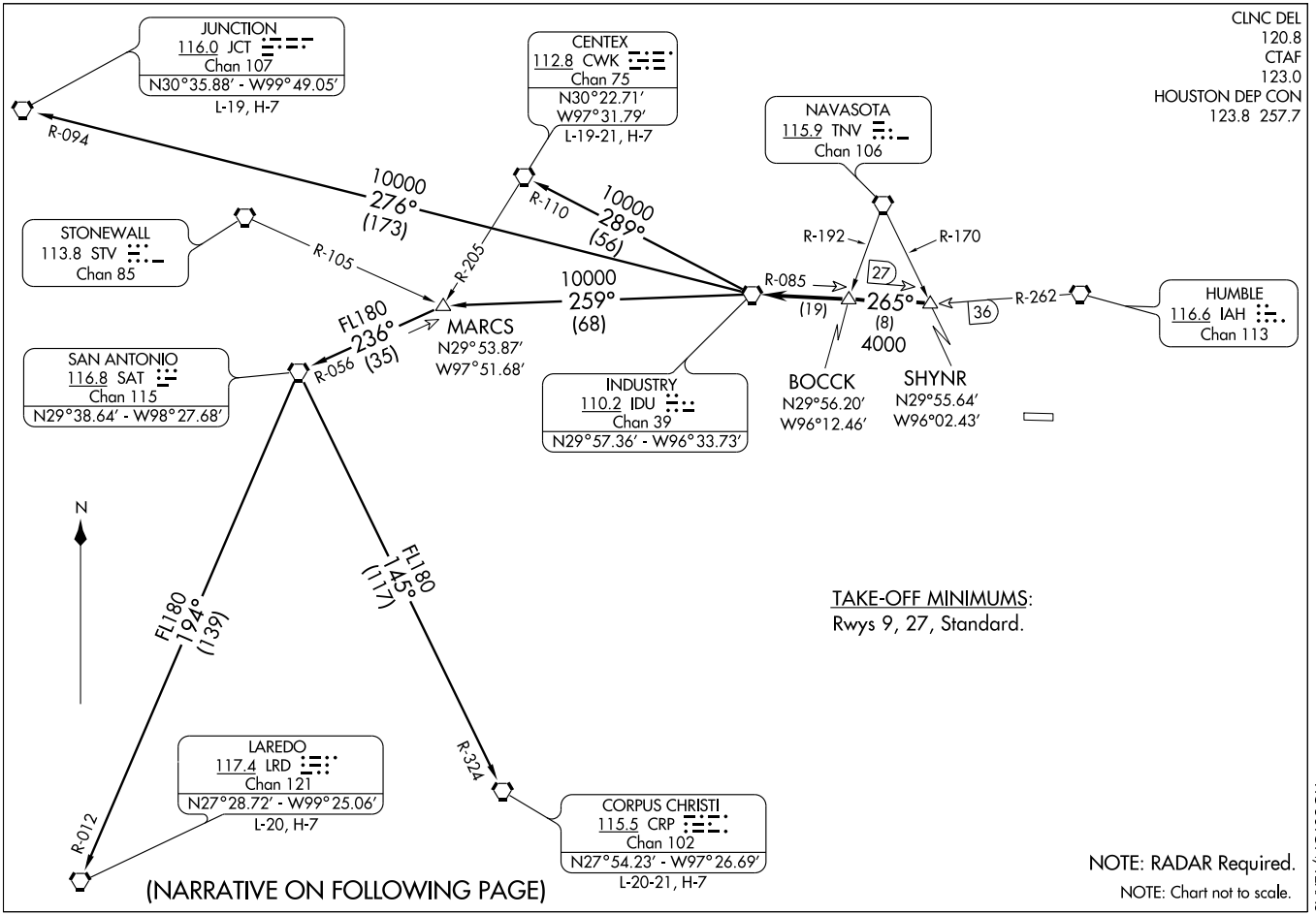
SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON-SOUTHWEST (AXH)

HOUSTON, TEXAS



SL-6575 (FAA)

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON-SOUTHWEST (AXH)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL.
Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL.
Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL.
Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL.
Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL.
Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

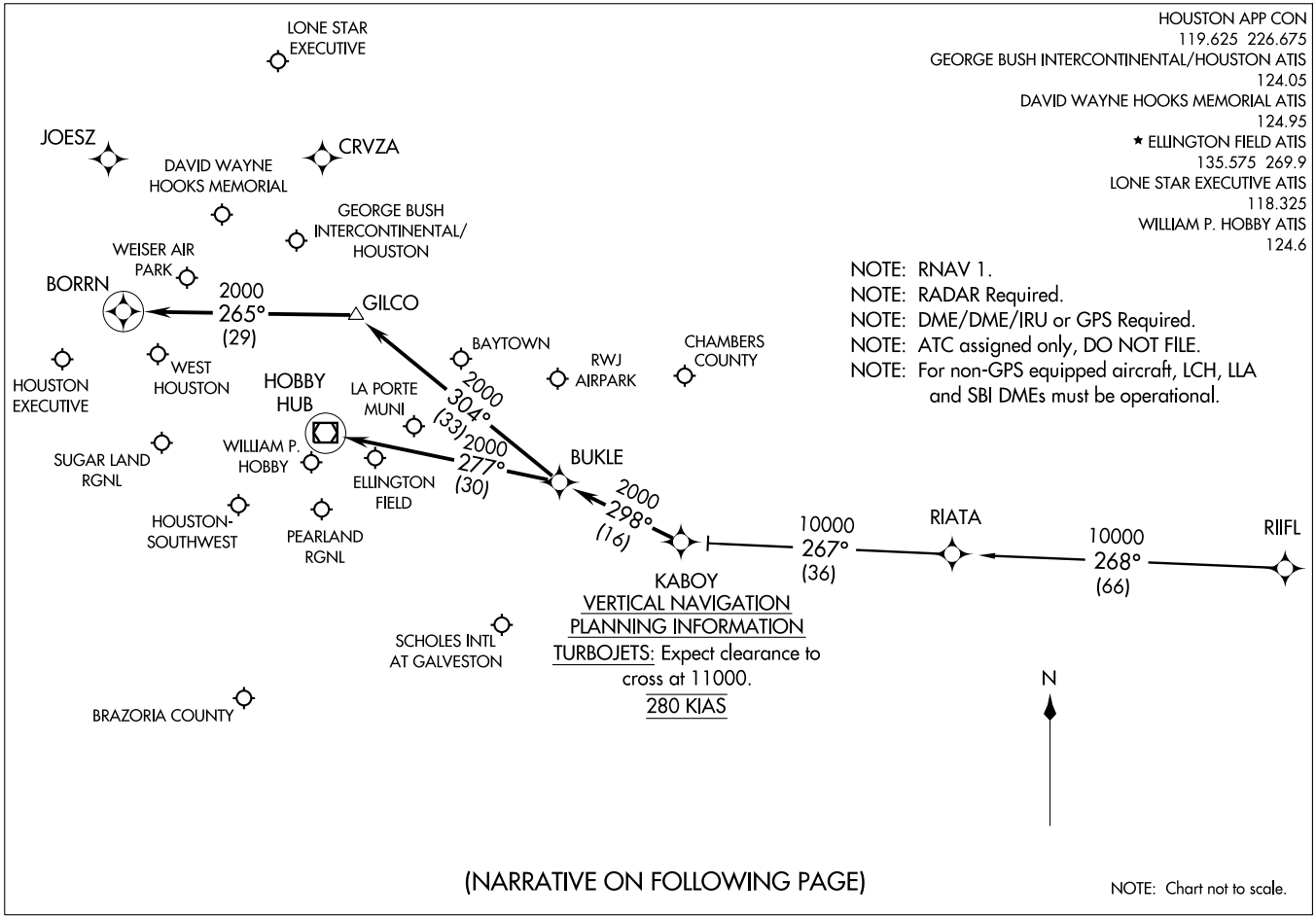
Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL.
Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL.
Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL.
Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

CLNC DEL
120.8
CTAF
123.0
HOUSTON DEP CON
123.8 257.7

ARDMORE
116.7 ADM
Chan 114
N34°12.69′ - W97°10.10′
L-17, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ - W95°47.29′
L-15, H-6

BONHAM
114.6 BYP
Chan 93
N33°32.25′ - W96°14.05′
L-17, H-6

RANGER
115.7 FUZ
Chan 104
N32°53.37′ - W97°10.77′
L-17, H-6

CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′ - W96°13.09′

LEONA
110.8 LOA
Chan 45
N31° 07.44′ - W95° 58.08′

WACO
115.3 ACT
Chan 100
N31°39.74′ - W97°16.14′
L-19, H-6

NAVASOTA
115.9 TNV
Chan 106

HUMBLE
116.6 IAH
Chan 113

R-156
FL180
336°
(127)

R-130
FL180
310°
(58)

R-173
FL180
353°
(81)

R-265

DOLEY
N32°11.35′
W96°23.08′

R-163
10000
341°
(65)

10000
334°
(67)

R-147
4000
327°
(39)

WLLIS
N30°32.08′
W95°39.10′

38

R-047

R-330

TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC I-AXH	APP CRS	Rwy Idg	5003
108.9	089°	TDZE	68
Chan 26		Apt Elev	68

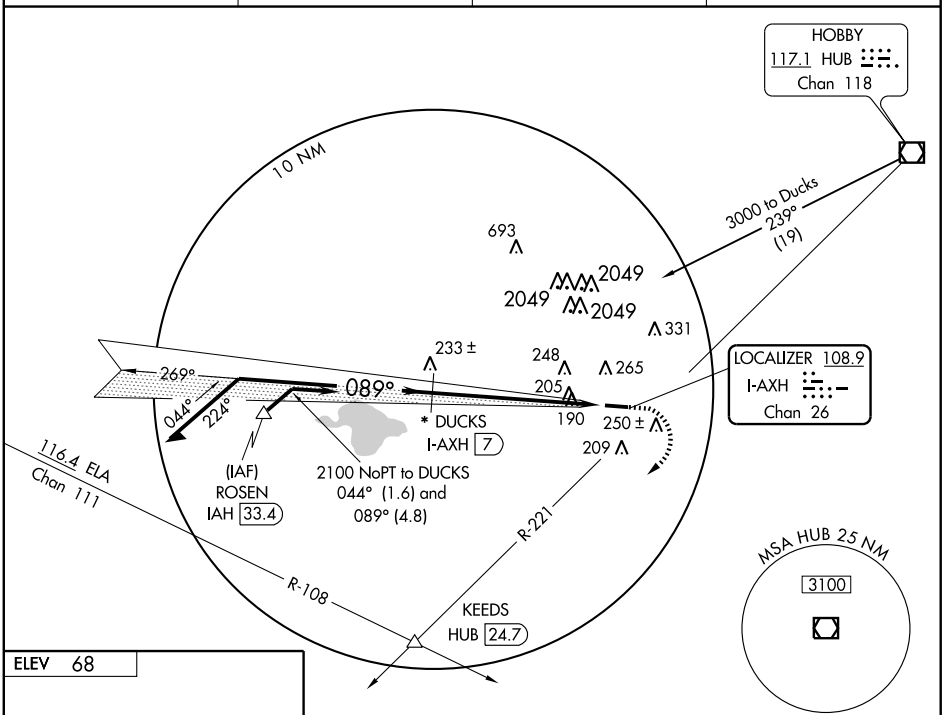
LOC/DME RWY 9
HOUSTON-SOUTHWEST (AXH)

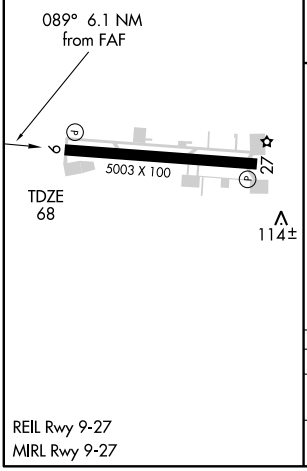
Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all MDA's 40 ft.

NA

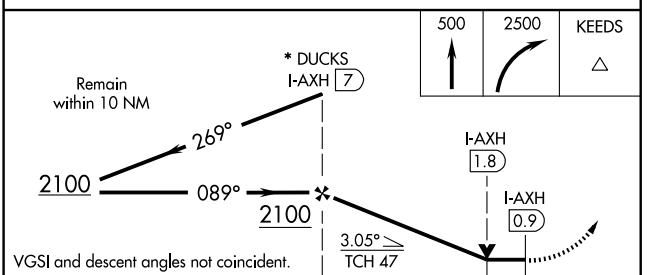
MISSED APPROACH: Climb to 500, then climbing right turn to 2500 via HUB R-221 to KEEDS Int.

AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)





*Maintain 3000 feet or above until established outbound for procedure turn.



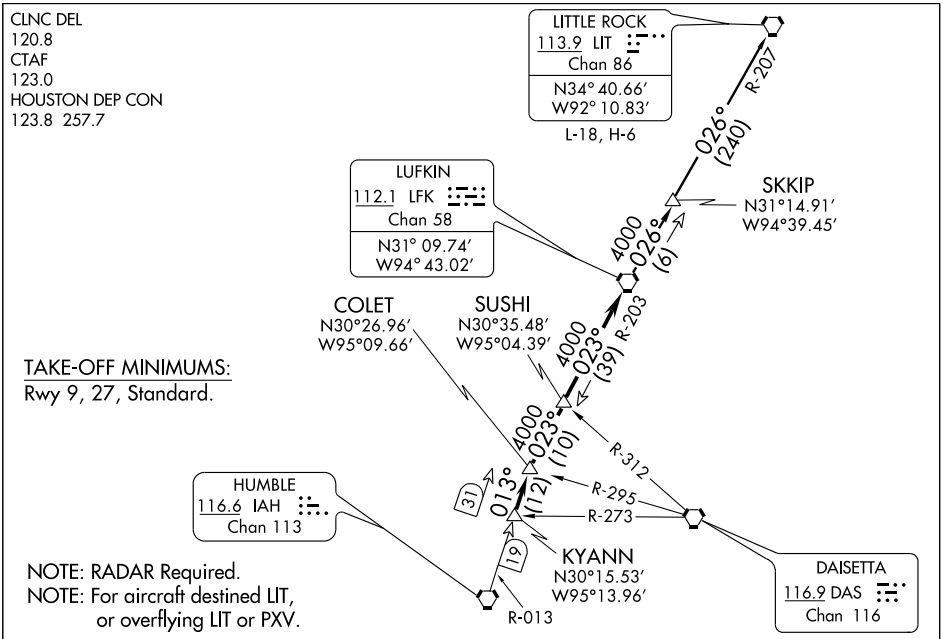
CATEGORY	A	B	C	D
S-9	480-1 412 (500-1)		480-1¼ 412 (500-1¼)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LUFKIN SIX DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS



TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles begining 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

PALACIOS FOUR DEPARTURE

SL-6575 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

PALACIOS FOUR DEPARTURE

(PSX4.PSX) 10210

HOUSTON, TEXAS
HOUSTON-SOUTHWEST (AXH)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5003
CH 90303	089°	TDZE	68
W09A		Apt Elev	68

RNAV (GPS) RWY 9
HOUSTON-SOUTHWEST (AXH)

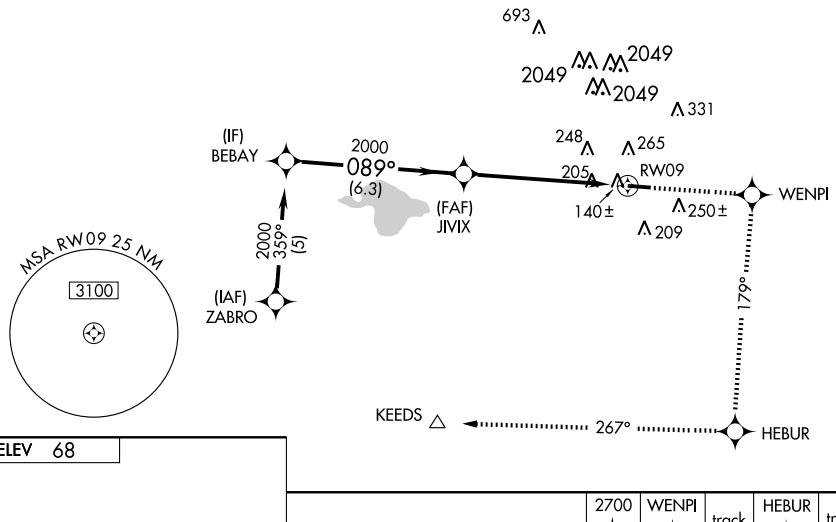
NA

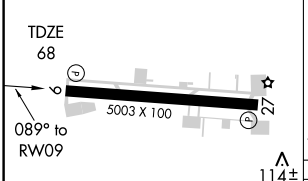
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all DAs/MDAs 40 feet, and LPV, LNAV/VNAV visibility ¼ mile. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting.

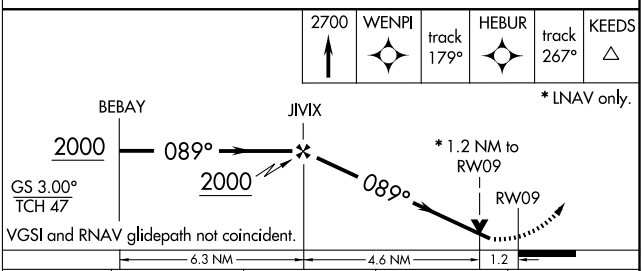
MISSED APPROACH: Climb to 2700 direct WENPI and via 179° track to HEBUR and via 267° track to KEEDS.

AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	370-1 302 (400-1)			NA
LNAV/VNAV DA	499-1½ 431 (500-1½)			NA
LNAV MDA	580-1 512 (600-1)		580-1½ 512 (600-1½)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

REIL Rwy 9-27
MIRL Rwy 9-27

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81903 W27A	APP CRS 269°	Rwy Idg 5003 TDZE 67 Apt Elev 68

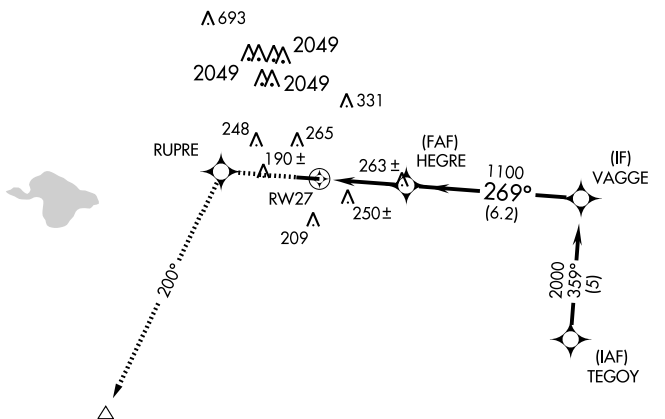
RNAV (GPS) RWY 27
HOUSTON-SOUTHWEST (AXH)

NA

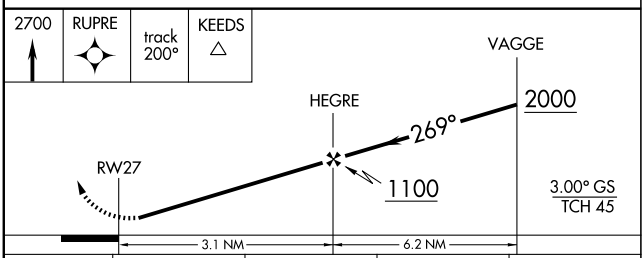
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all DAs/MDA's 40 feet, and LPV, LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using William P. Hobby altimeter setting.

MISSED APPROACH: Climb to 2700 direct RUPRE and via 200° track to KEEDS.

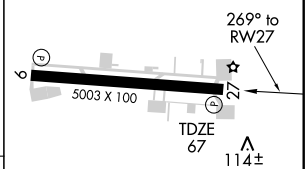
AWOS-3	HOUSTON APP CON	CLNC DEL	UNICOM
123.625	123.8 257.7	120.8	123.0 (CTAF)



RADAR REQUIRED



ELEV 68



CATEGORY	A	B	C	D
LPV DA	367-1 300 (300-1)			NA
LNAV/VNAV DA	604-2 537 (600-2)			NA
LNAV MDA	560-1 493 (500-1)		560-1¼ 493 (500-1¼)	NA
CIRCLING	620-1 552 (600-1)		620-1½ 552 (600-1½)	NA

REIL Rwy 9-27
MIRL Rwy 9-27

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

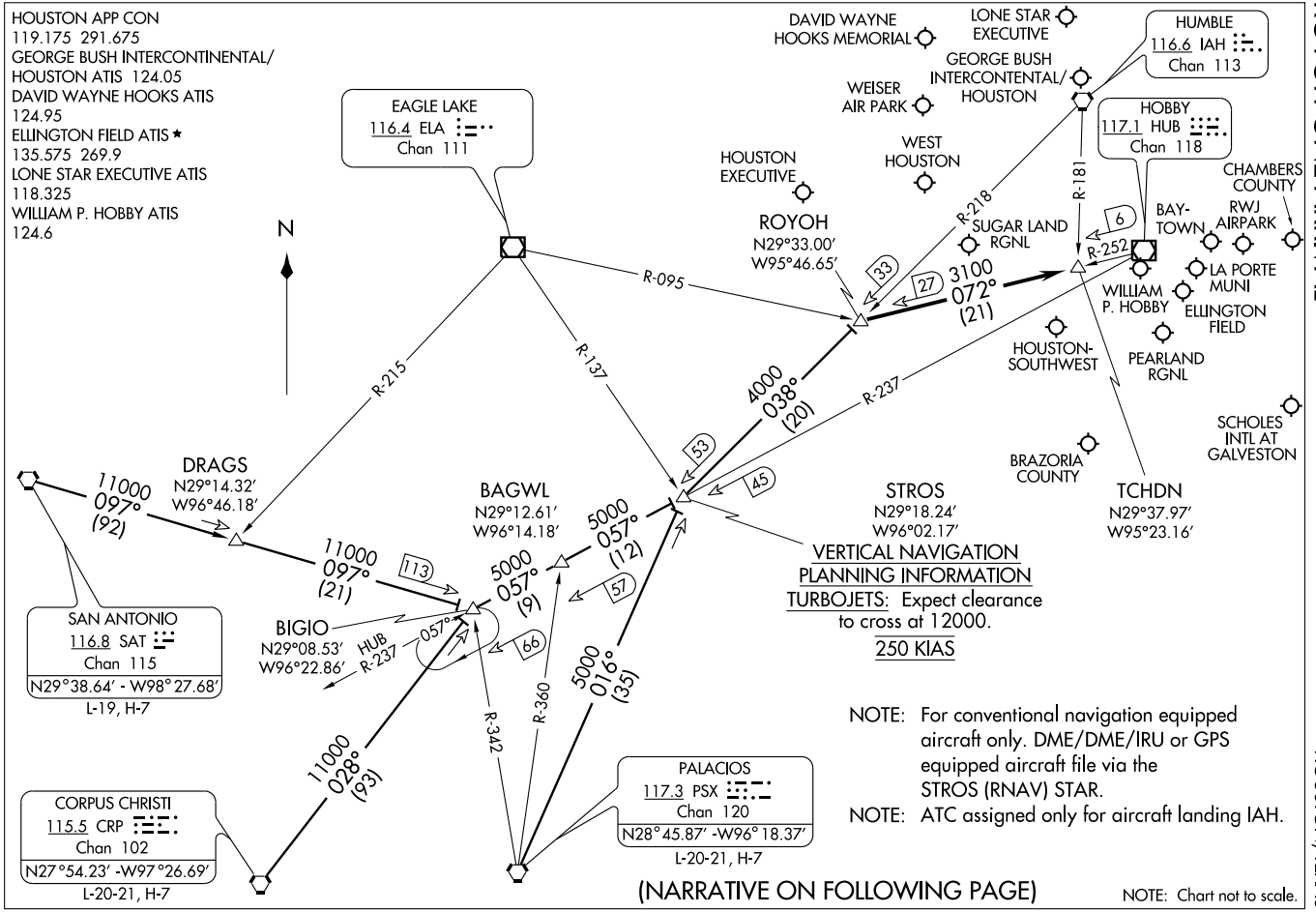
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

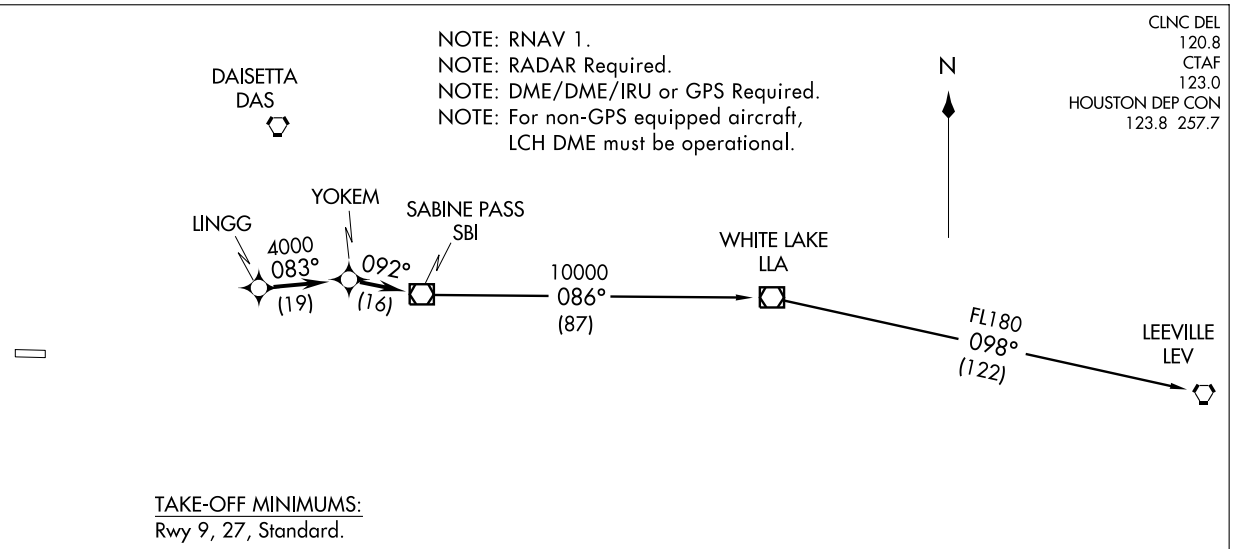
. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 9: Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27: Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

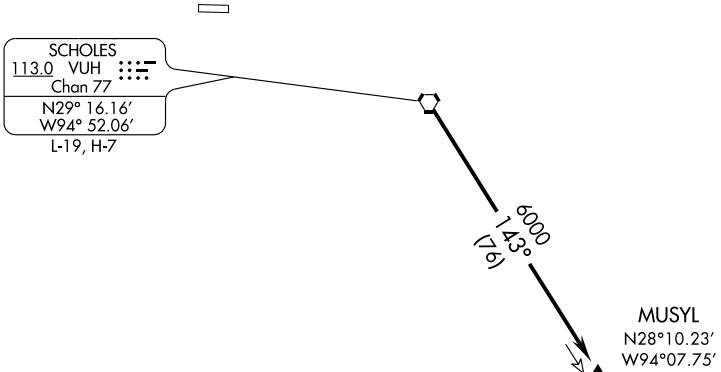
LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

SL-6575 (FAA)

TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.

CLNC DEL
120.8
CTAF
123.0
HOUSTON DEP CON
123.8 257.7



TAKE-OFF OBSTACLES:
Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.
Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

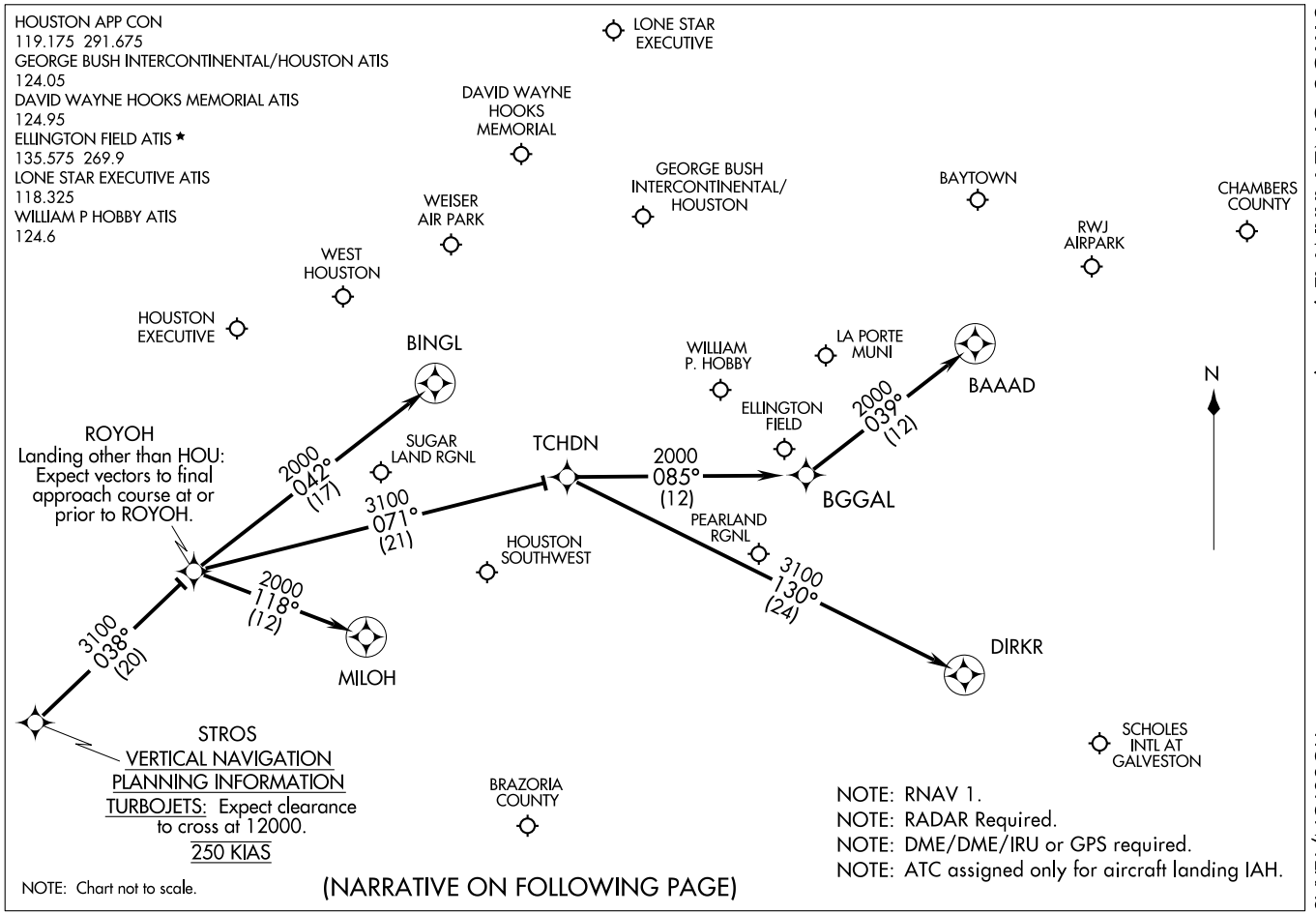
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

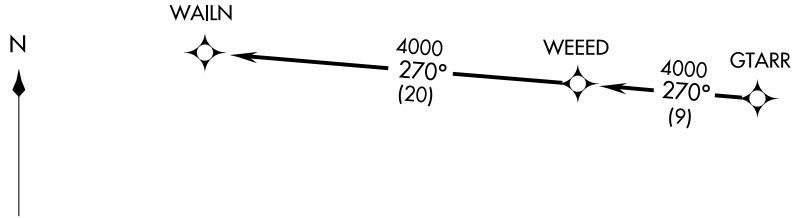
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

CLNC DEL 120.8
CTAF 123.0
HOUSTON DEP CON 123.8 257.7

TAKE-OFF MINIMUMS:
Rwy 9, 27, Standard.



TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

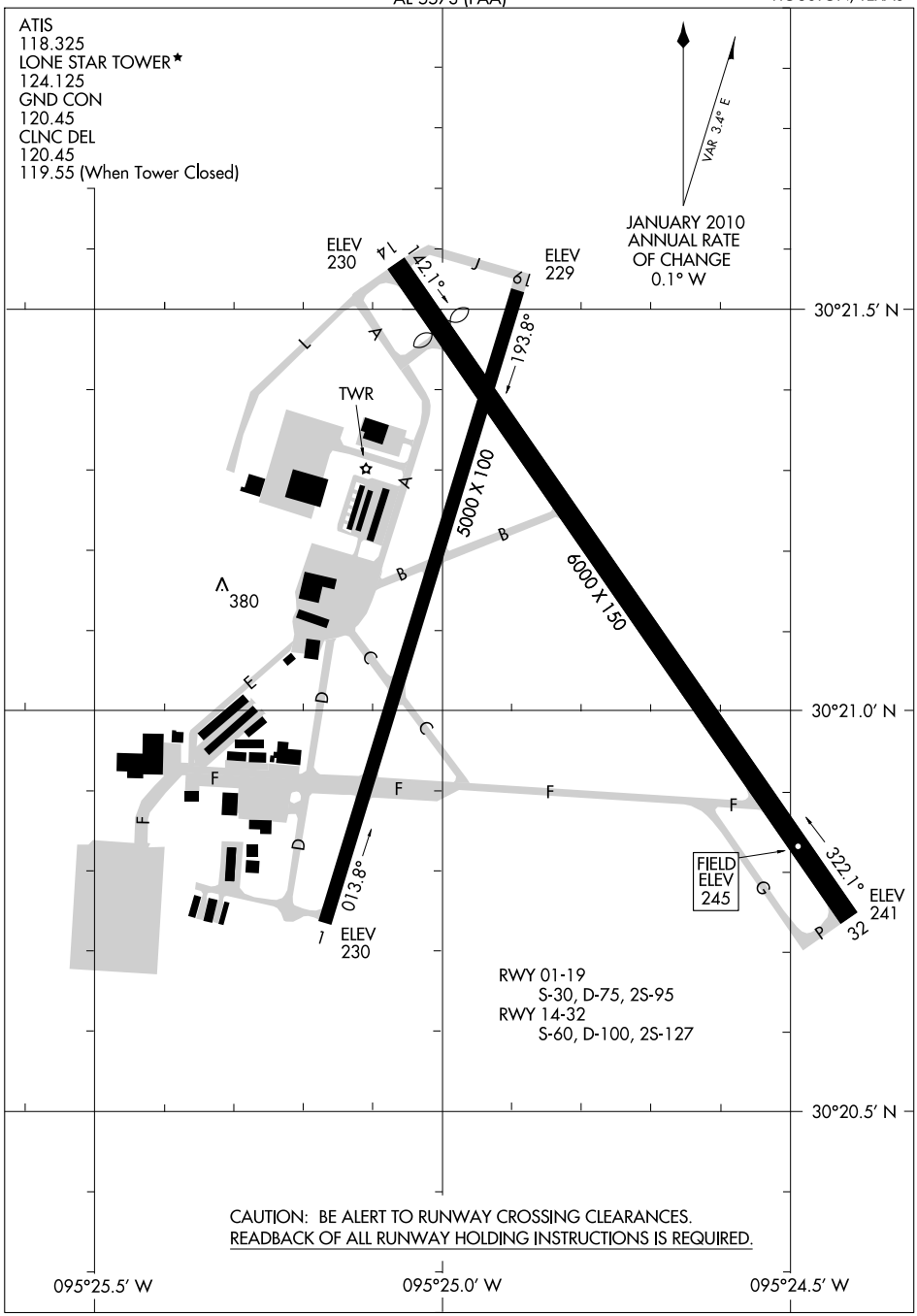
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV) SL-6575 (FAA)
HOUSTON-SOUTHWEST (AXH) HOUSTON, TEXAS

AIRPORT DIAGRAM

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS
AL-5573 (FAA)



AIRPORT DIAGRAM
10210
HOUSTON, TEXAS
HOUSTON/ LONE STAR EXECUTIVE (CXO)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON, TEXAS

HOUSTON/ LONE STAR EXECUTIVE (CXO)

ATIS
118.325
CLNC DEL
120.45
119.55 (when tower closed)
GND CON
120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

R-082
16
V212
082°
(49)
49
R-265
(49)
65
R-294
V212
J50
4000
*2000
085°
(115)
R-266
FL190
094°
(92)
R-273
J50
FL190
094°
(95)
R-277

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′
(45)

DARTR
N30°24.19′
W95°00.41′
43
(11)
R-325
R-299
029
032
028°
(23)
R-254
9
R-028

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

DAISETTA
116.9 DAS
Chan 116

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

SL-5573 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

BAZBL ONE ARRIVAL (RNAV) Transition Routes

SC-5, 21 OCT 2010 to 18 NOV 2010

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

MILLSAP
MQP

COWBOY
CVE

6000
161°
(20)

10 NM

CHMPZ

6000
128°
(35)

LUKIY

6000
129°
(70)

6000
161°
(64)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.

NOTE: COWBOY TRANSITION:
For non-GPS equipped aircraft, CQY, LOA, and TNV DMEs must be operational.
NOTE: ILEXY AND COLLEGE STATION TRANSITION:
For non-GPS equipped aircraft, TNV DME must be operational.
NOTE: LEONA TRANSITION:
For non-GPS equipped aircraft, TNV and CLL DMEs must be operational.
NOTE: LLANO TRANSITION:
For non-GPS equipped aircraft, CWK, CLL, LOA, and TNV DMEs must be operational.
NOTE: MILLSAP TRANSITION:
For non-GPS equipped aircraft, ACT, GNL, LOA, and TNV DMEs must be operational.

159°
10 NM

TORNN

6000
159°
(12)

HOOTZ

6000
157°
(10)

BILEE

6000
157°
(21)

LEONA
LOA

6000
184°
(29)

LLANO
LLO

6000
083°
(130)

10 NM
313°

HOMRN

6000
133°
(116)

133°
20 NM

ARNNE

10 NM

6000
079°
(19)

BAZBL

6000
061°
(37)

COLLEGE STATION
CLL

ILEXY

See Following Page For Arrival Routes.

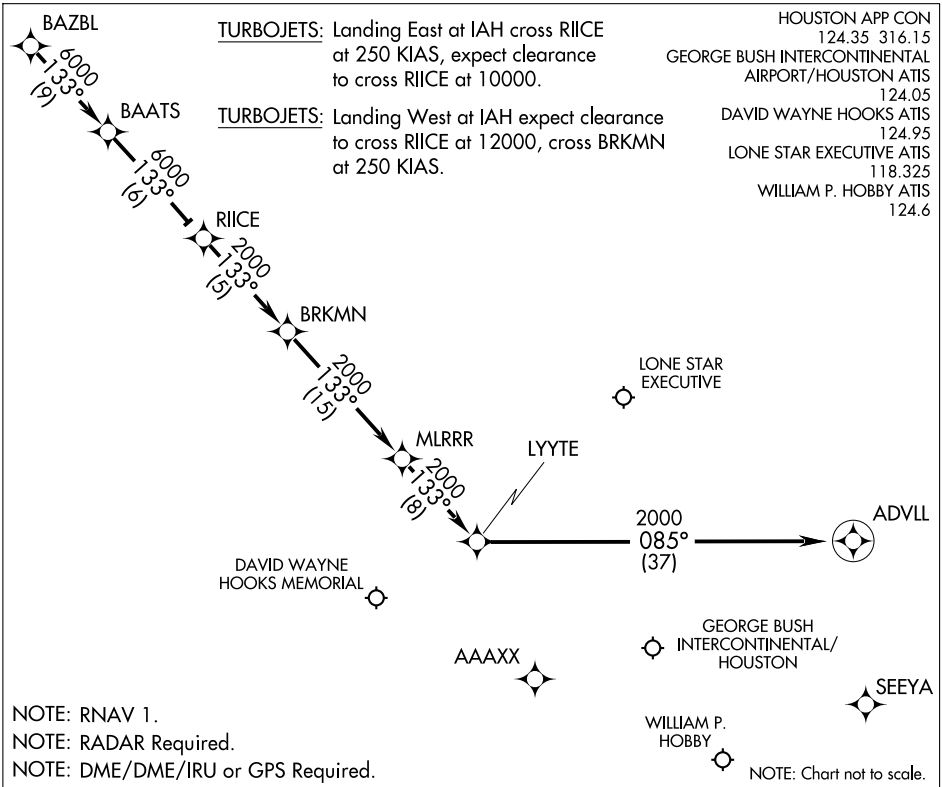
NOTE: Chart not to scale.

BAZBL ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

(BAZBL.BAZBL1) 10210

BAZBL ONE ARRIVAL (RNAV) Arrival Routes



SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

COLLEGE STATION TRANSITION (CLL.BAZBL1)
COWBOY TRANSITION (CVE.BAZBL1)
ILEXY TRANSITION (ILEXY.BAZBL1)
LEONA TRANSITION (LOA.BAZBL1)
LLANO TRANSITION (LLO.BAZBL1)
MILLSAP TRANSITION (MQP.BAZBL1)

From BAZBL via 133° track to BAATS. Thence as depicted to RIICE. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON:
LANDING RUNWAYS 26L/R, 27:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to ADVLL. Expect vectors to final approach course at or prior to ADVLL. If not received by ADVLL, fly present heading.
LANDING ALL OTHER RUNWAYS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

ALL OTHER AIRPORTS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(BAZBL.BAZBL1) 10210

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

HOUSTON/ LONE STAR EXECUTIVE (CXO)

HOUSTON, TEXAS

ATIS 118.325
CLNC DEL
120.45 119.55 (when tower closed)
GND CON
120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4

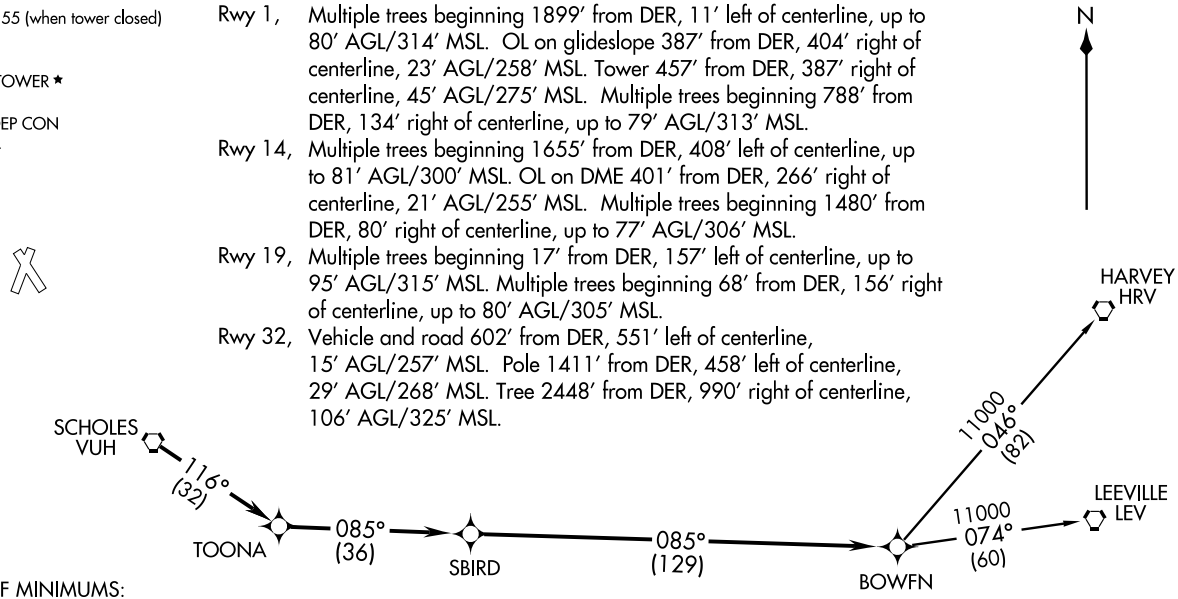
TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

(BOWFN1.BOWFN) 10266

BOWFN ONE DEPARTURE (RNAV) SI-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

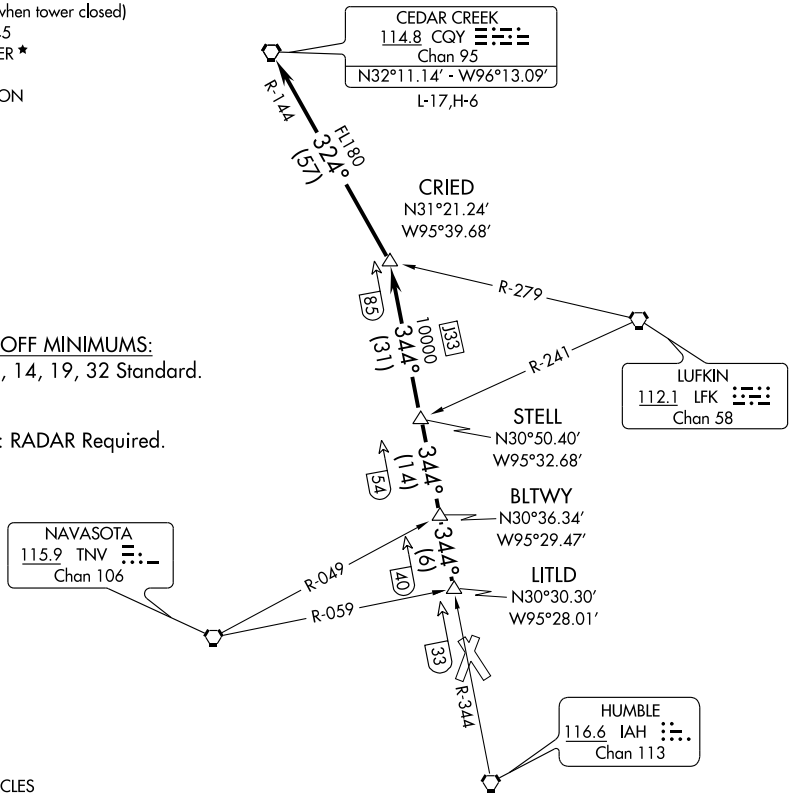
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

CRIED FOUR DEPARTURE

SL-5573 (FAA)

ATIS
118.325
CLNC DEL
120.45 119.55 (when tower closed)
GND CON 120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL.
OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL.
Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL.
Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.
Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL.
OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL.
Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL.
Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL.
Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL.
Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

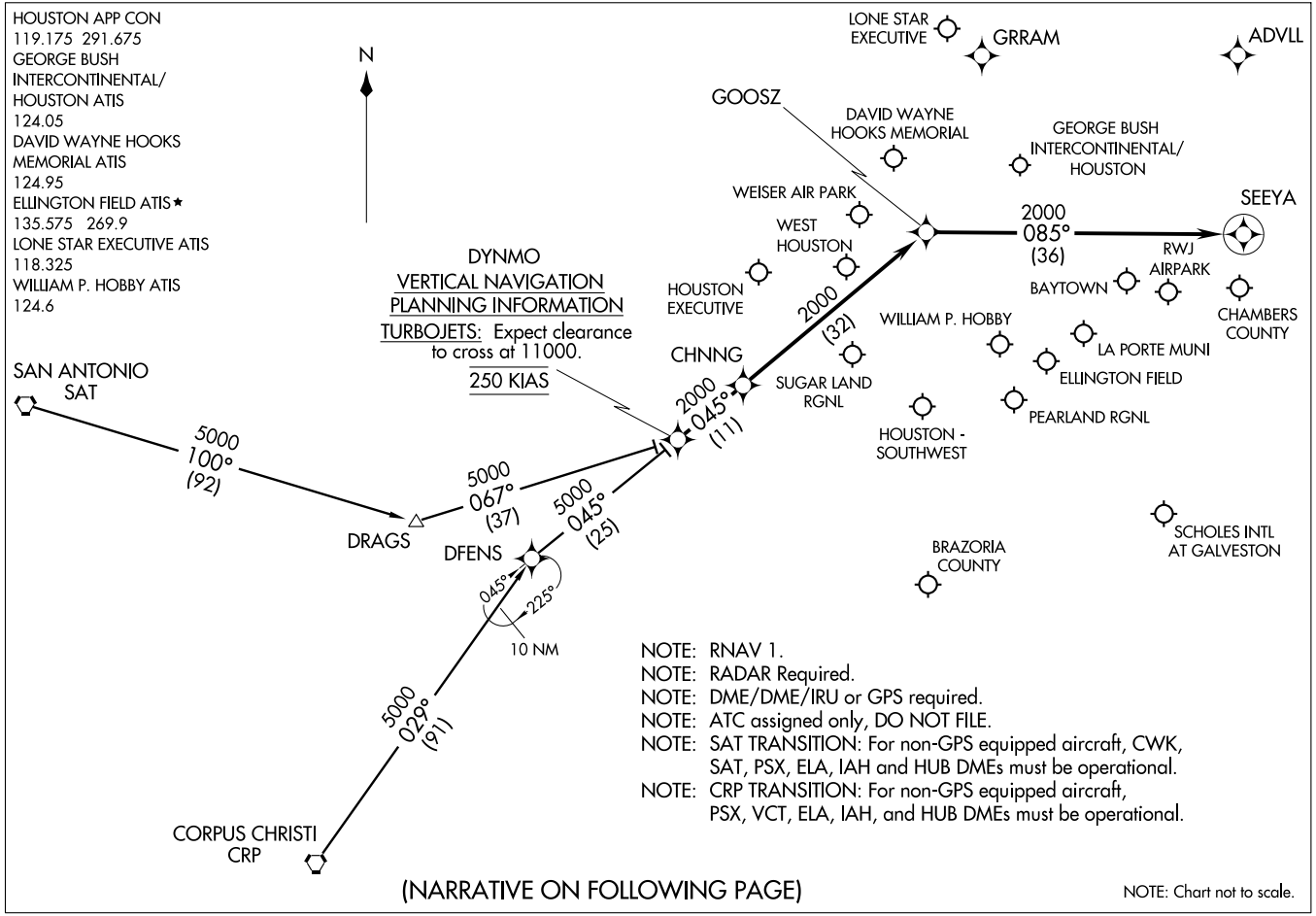
. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

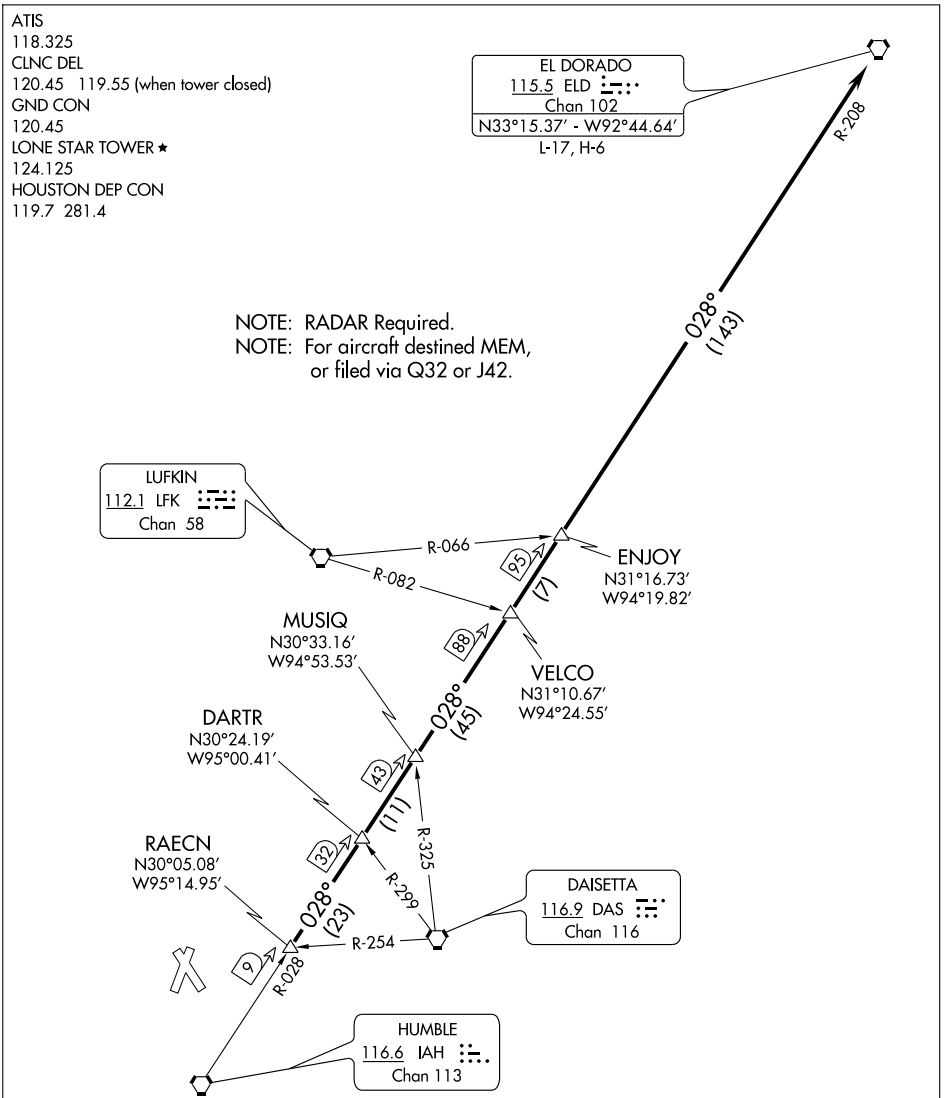
(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

EL DORADO THREE DEPARTURE

SL-5573 (FAA)



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

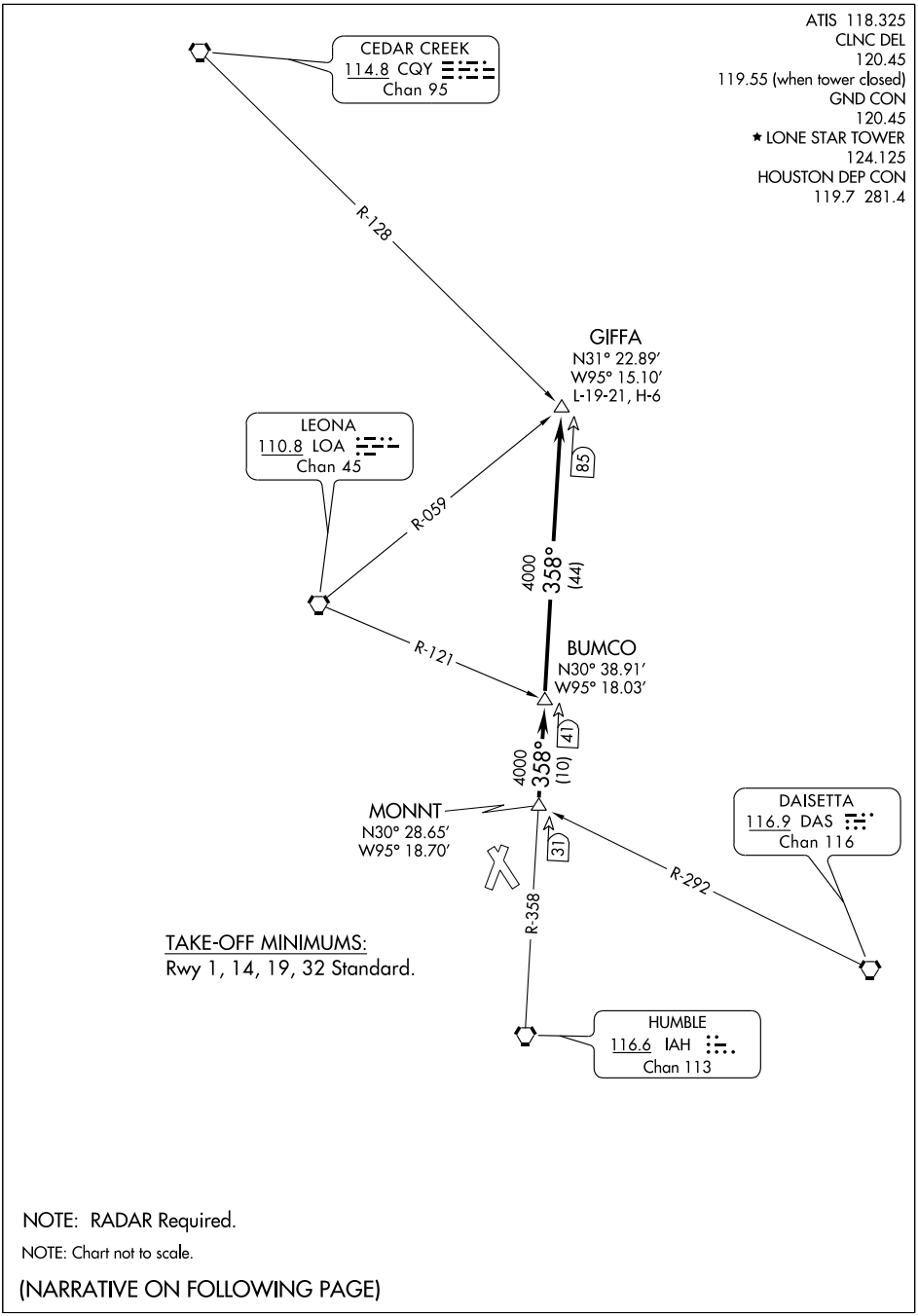
Rwy 1: Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14: Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19: Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32: Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.
Obstruction light on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL.
Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.
Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL.
Obstruction light on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.
Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.
Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

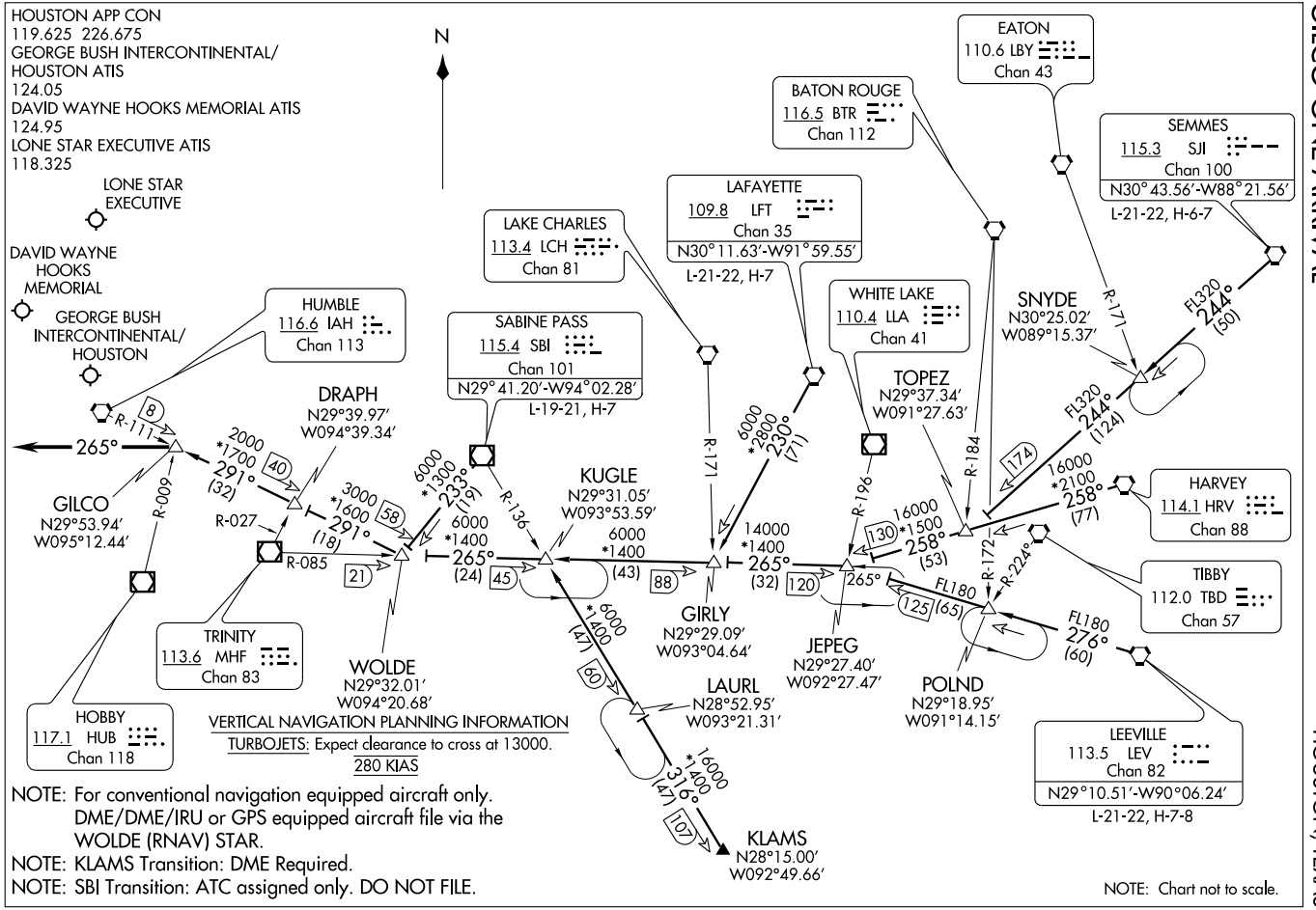
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL.
Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.
Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

GILCO ONE ARRIVAL

(GILCO.GILCO1) 10210

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.GILCO1): From over HRV VORTAC via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

JEPEG TRANSITION (JEPEG.GILCO1): From over JEPEG INT via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

KLAMS TRANSITION (KLAMS.GILCO1): From over KLAMS INT via SBI R-136 to KUGLE INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LAFAYETTE TRANSITION (LFT.GILCO1): From over LFT VORTAC via LFT R-230 to GIRLY INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LEEVILLE TRANSITION (LEV.GILCO1): From over LEV VORTAC via LEV R-276 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SABINE PASS TRANSITION (SBI.GILCO1): From over SBI VOR/DME via SBI R-233 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SEMMES TRANSITION (SJI.GILCO1): From SJI VORTAC via SJI R-244 to TOPEZ INT, then via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9:
. . . . From GILCO INT fly heading 265° for vectors to final approach course.

ALL OTHER RUNWAYS:
Expect vectors to final approach course at or prior to GILCO INT.

ALL OTHER AIRPORTS:

Expect vectors to final approach course at or prior to GILCO INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

GUSTI TWO DEPARTURE (RNAV)

(GUSTI2.GUSTI) 10210

HOUSTON, TEXAS
HOUSTON/ LONE STAR EXECUTIVE (CXO)

ATIS
118.325
CLNC DEL
120.45
119.55 (when tower closed)
GND CON
120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4

N

DEPARTURE ROUTE DESCRIPTION

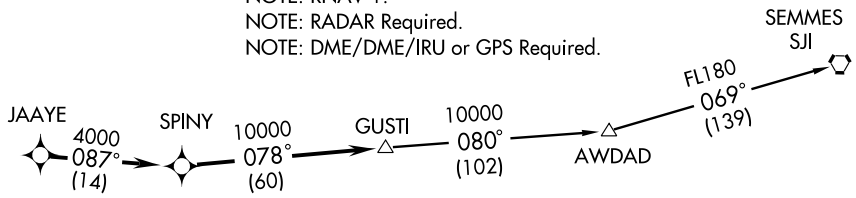
When entering controlled airspace, climb on assigned heading for radar vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence...

. . . . (transition). Maintain 4000, expect filed altitude 10 minutes after departure.

AWDAD TRANSITION (GUSTI2.AWDAD)

SEMMES TRANSITION (GUSTI2.SJI)

NOTE: For non-GPS equipped aircraft SBI, BPT, LCH, LFT, LLA, and HRV DMEs must be operational.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, Standard.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: Chart not to scale.

GUSTI TWO DEPARTURE (RNAV)
(GUSTI2.GUSTI) 10210
HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

SL-5573 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC I-CXO	APP CRS	Rwy Idg	5411
108.7	139°	TDZE	242
Chan 24		Apt Elev	245

ILS or LOC RWY 14

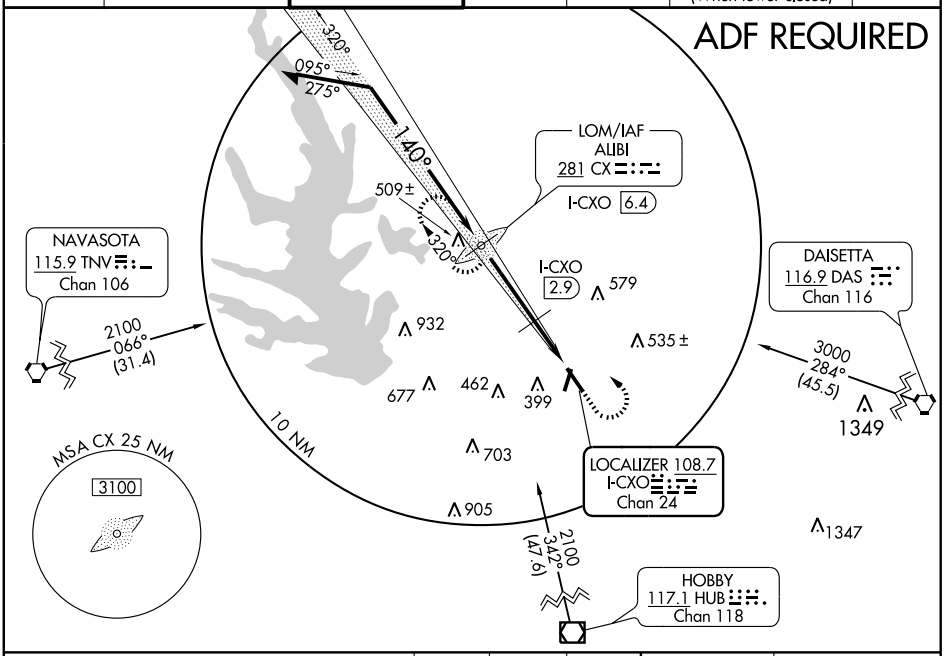
HOUSTON/ LONE STAR EXECUTIVE (CXO)

Circling NA at night.

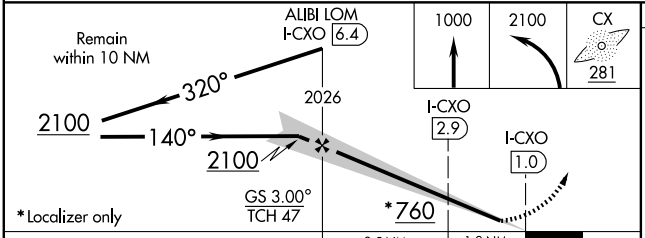
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct ALIBI LOM and hold.

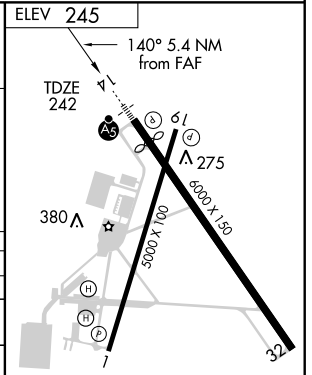
ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95



SC-5, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-ILS 14	442-½ 200 (200-½)			
S-LOC 14	760-½ 518 (600-½)		760-1 518 (600-1)	760-1¼ 518 (600-1¼)
CIRCLING	760-1 515 (600-1)		760-1½ 515 (600-1½)	800-2 555 (600-2)
DME MINIMUMS				
S-LOC 14	640-½ 398 (400-½)			640-¾ 398 (400-¾)
CIRCLING	700-1 455 (500-1)		700-1½ 455 (500-1½)	800-2 555 (600-2)



REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

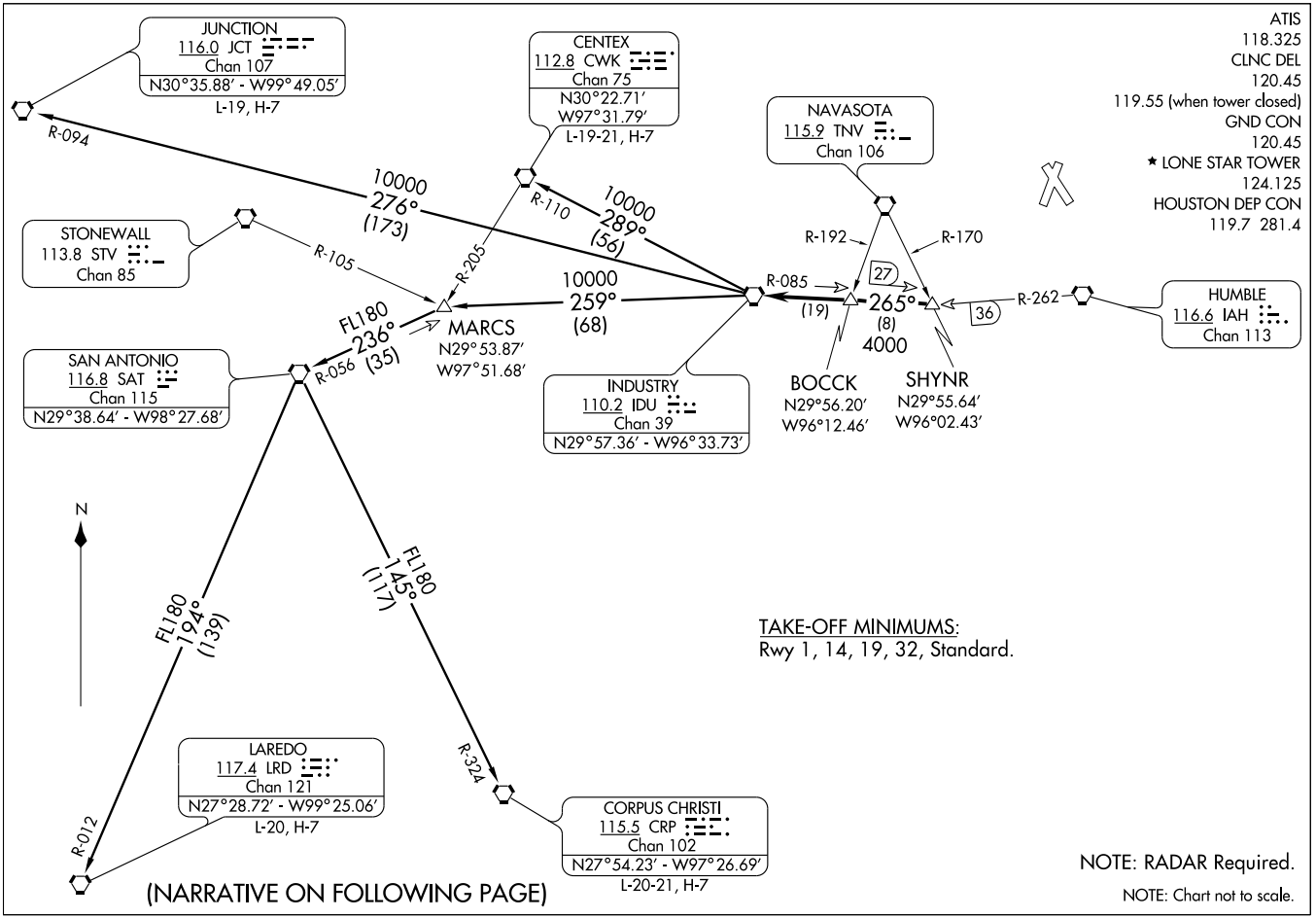
SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON, TEXAS

HOUSTON/ LONE STAR EXECUTIVE (CXO)



INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

SL-5573 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

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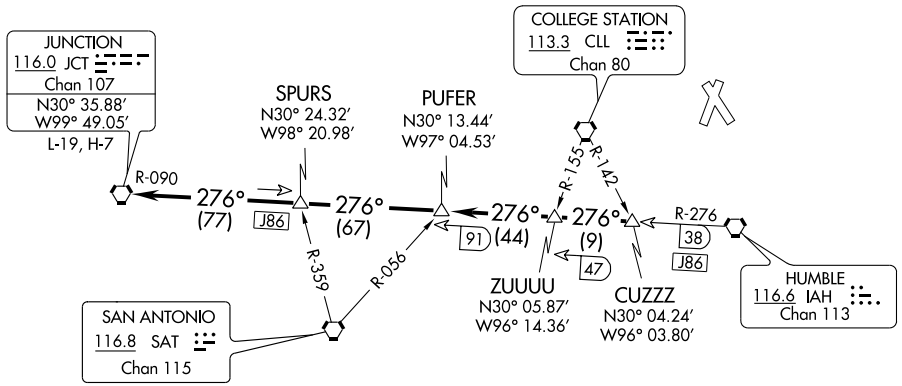
JUNCTION SEVEN DEPARTURE

SL-5573 (FAA)

ATIS
118.325
CLNC DEL
120.45 119.55 (when tower closed)
GND CON
120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4

NOTE: RADAR Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.



TAKE-OFF OBSTACLES:
Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.
Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.
Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to CUZZZ INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

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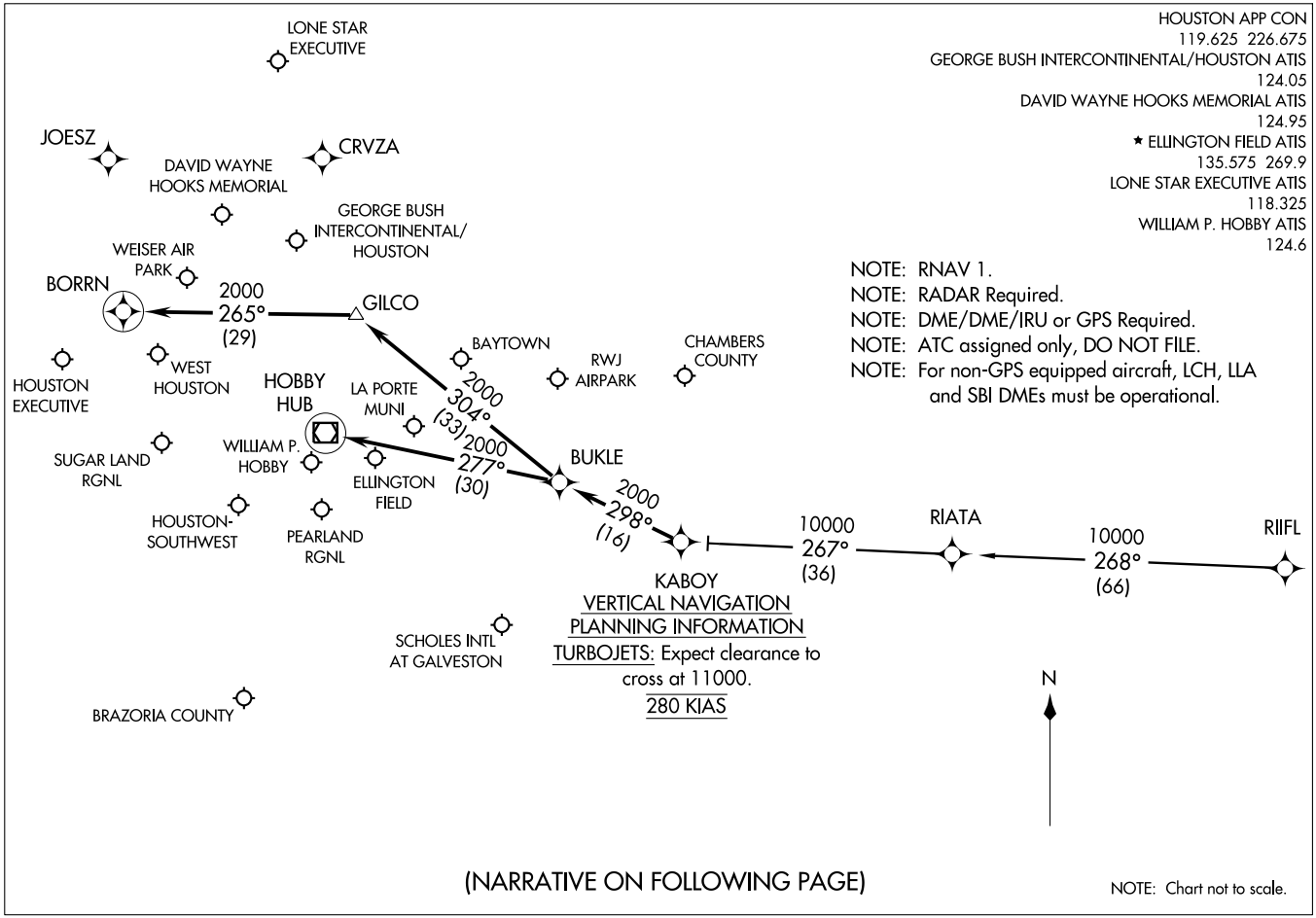
KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

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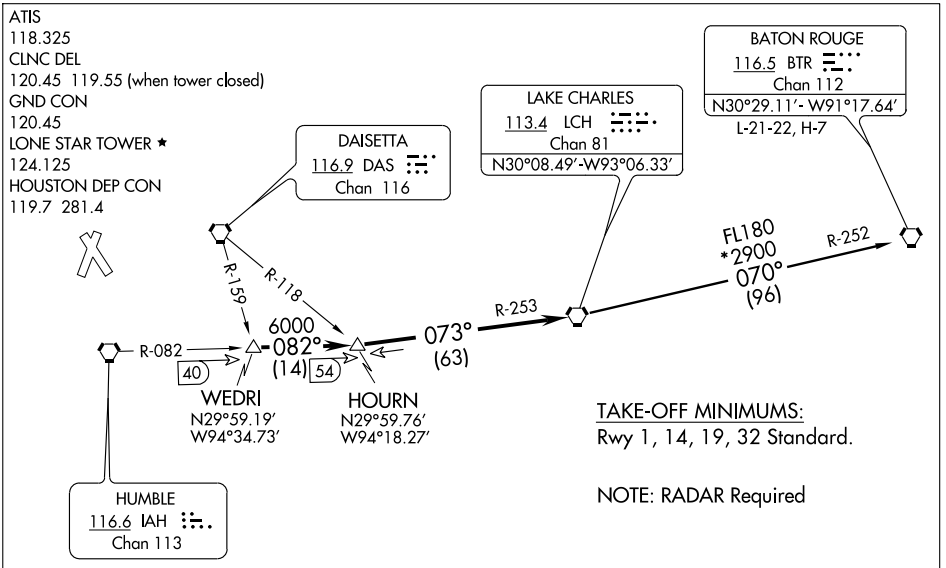
LAKE CHARLES TWO DEPARTURE

SL-5573 (FAA)



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: RADAR Required

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/ 314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/ 258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/ 313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/ 300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/ 315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, cliimb on assigned heading for radar vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH2.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

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SC-5, 21 OCT 2010 to 18 NOV 2010

ATIS
118.325
CLNC DEL
120.45
(when tower closed) 119.55
GND CON
120.45
★ LONE STAR TOWER
124.125
HOUSTON DEP CON
119.7 281.4

ARDMORE
116.7 ADM
Chan 114
N34°12.69′ - W97°10.10′
L-17, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ - W95°47.29′
L-15, H-6

BONHAM
114.6 BYP
Chan 93
N33°32.25′ - W96°14.05′
L-17, H-6

RANGER
115.7 FUZ
Chan 104
N32°53.37′ - W97°10.77′
L-17, H-6

CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′ - W96°13.09′

LEONA
110.8 LOA
Chan 45
N31° 07.44′ - W95° 58.08′

WACO
115.3 ACT
Chan 100
N31°39.74′ - W97°16.14′
L-19, H-6

NAVASOTA
115.9 TNV
Chan 106

HUMBLE
116.6 IAH
Chan 113

R-156
FL180
336°
(127)

R-130
FL180
310°
(58)

R-173
FL180
353°
(81)

R-265

DOLEY
N32°11.35′
W96°23.08′

R-163
10000
334°
(67)

10000
341°
(65)

R-147
4000
327°
(39)

WLLIS
N30°32.08′
W95°39.10′

R-047
38
R-330

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/ 314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/ 258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/ 313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/ 300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/ 306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

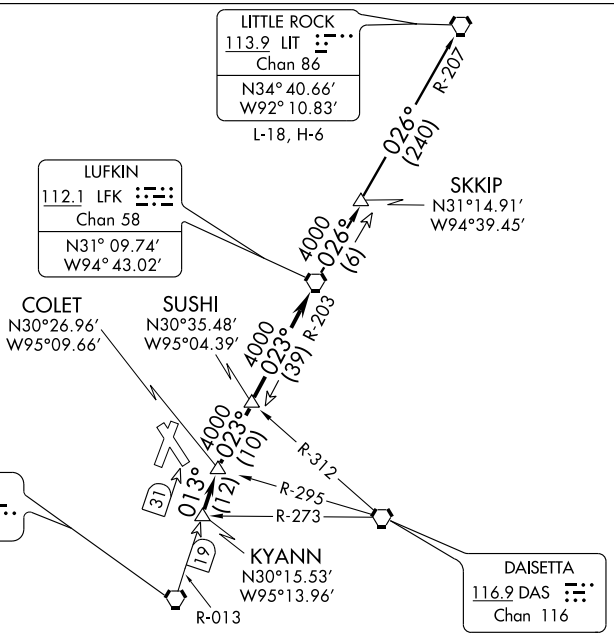
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

LUFKIN SIX DEPARTURE

SL-5573 (FAA)

ATIS
118.325
CLNC DEL
120.45 119.55 (when tower closed)
GND CON
120.45
LONE STAR TOWER ★
124.125
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
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LOM CX 281	APP CRS 140°	Rwy Idg 5411 TDZE 242 Apt Elev 245

NDB RWY 14

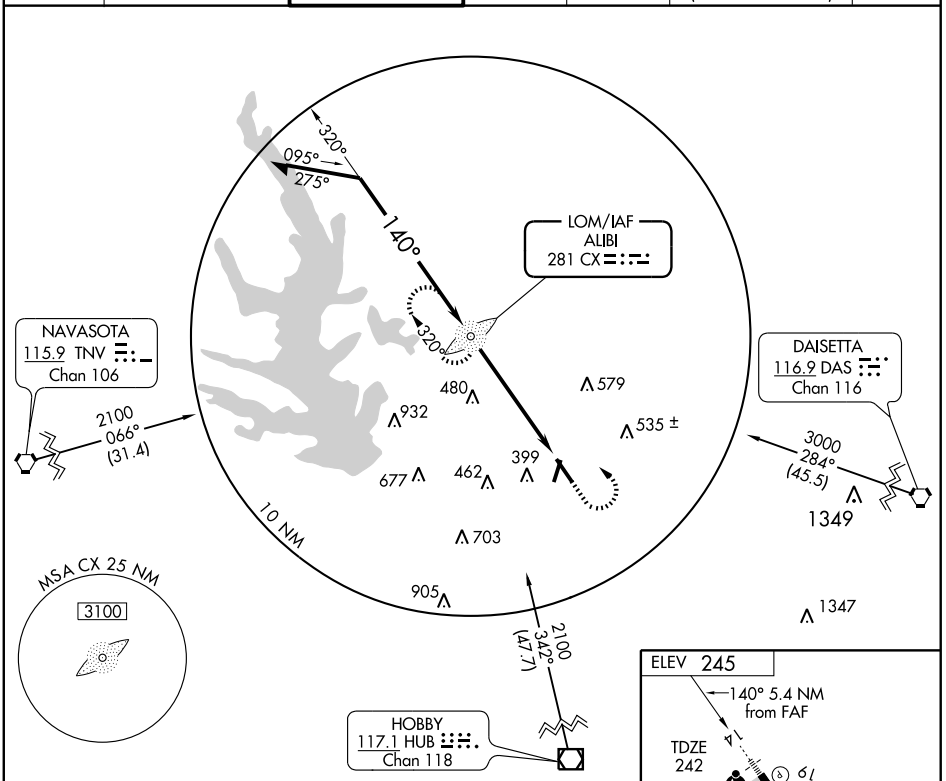
HOUSTON/ LONE STAR EXECUTIVE (CXO)

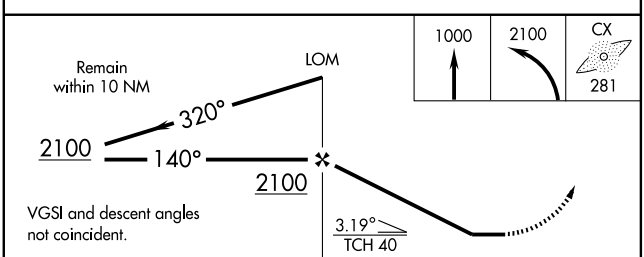
Circling NA at night.

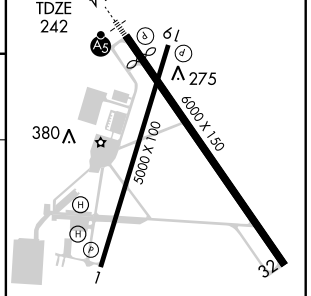
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct CX LOM and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-14	780-¾	538 (600-¾)	780-1 538 (600-1)	780-1½ 538 (600-1½)
CIRCLING	780-1	535 (600-1)	780-1½ 535 (600-1½)	800-2 555 (600-2)

REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

PALACIOS FOUR DEPARTURE

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

PALACIOS FOUR DEPARTURE
(PSX4.PSX) 10210

HOUSTON, TEXAS
HOUSTON/ LONE STAR EXECUTIVE (CXO)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

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RIICE THREE ARRIVAL Transition Routes

SC-5, 21 OCT 2010 to 18 NOV 2010

BILEE TRANSITION (BILEE.RIICE3): From over BILEE INT via TNV R-334 to HOMRN INT and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE3): From over CLL VORTAC via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE3): From over CVE VOR/DME via CVE R-160 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE3): From over ILEXY INT via CLL R-238 to CLL VORTAC, then via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE3): From over LOA VORTAC via LOA R-181 to BAZBL, then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE3): From over LLO VORTAC via LLO R-080 to HOMRN, then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE3): From over MQP VORTAC via MQP R-124 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the BAZBL (RNAV) STAR.

NOTE: ILEXY transition for Austin terminal area departures only.

NOTE: ATC assigned only for aircraft landing HOU.

NOTE: Chart not to scale.

COWBOY
116.2 CVE
Chan 109
N32°53.42′
W96°54.24′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

CHMPZ
N32° 33.95′
W96° 48.64′

LUKIY
N32° 19.46′
W97° 29.79′

WACO
115.3 ACT
Chan 100

TORNN
N31° 31.22′
W96° 30.88′

HOOTZ
N31° 19.24′
W96° 26.94′

BILEE
N31° 09.75′
W96°23.31′
L-19-21, H-6

HOMRN
N30° 50.00′
W96° 15.80′

ARNNE
N30° 43.74′
W96° 33.00′

LLANO
108.2 LLO
Chan 19
N30° 47.78′-W98° 47.24′
L-19, H-6-7

CENTEX
112.8 CWK
Chan 75

ILEXY
N30° 21.17′
W97° 04.76′
L-19-21

COLLEGE STATION
113.3 CLL
Chan 80
N30° 36.30′
W96°25.24′
L-19-21, H-7

BAZBL
N30° 38.27′
W96° 03.40′

BAATS
N30° 31.60′
W95° 56.38′

RIICE
N30° 27.15
W95° 51.71′

LEONA
110.8 LOA
Chan 45
N31°07.44′-W95°58.08′
L-19-21, H-6

NAVASOTA
115.9 TNV
Chan 106

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

See following page for arrival routes.

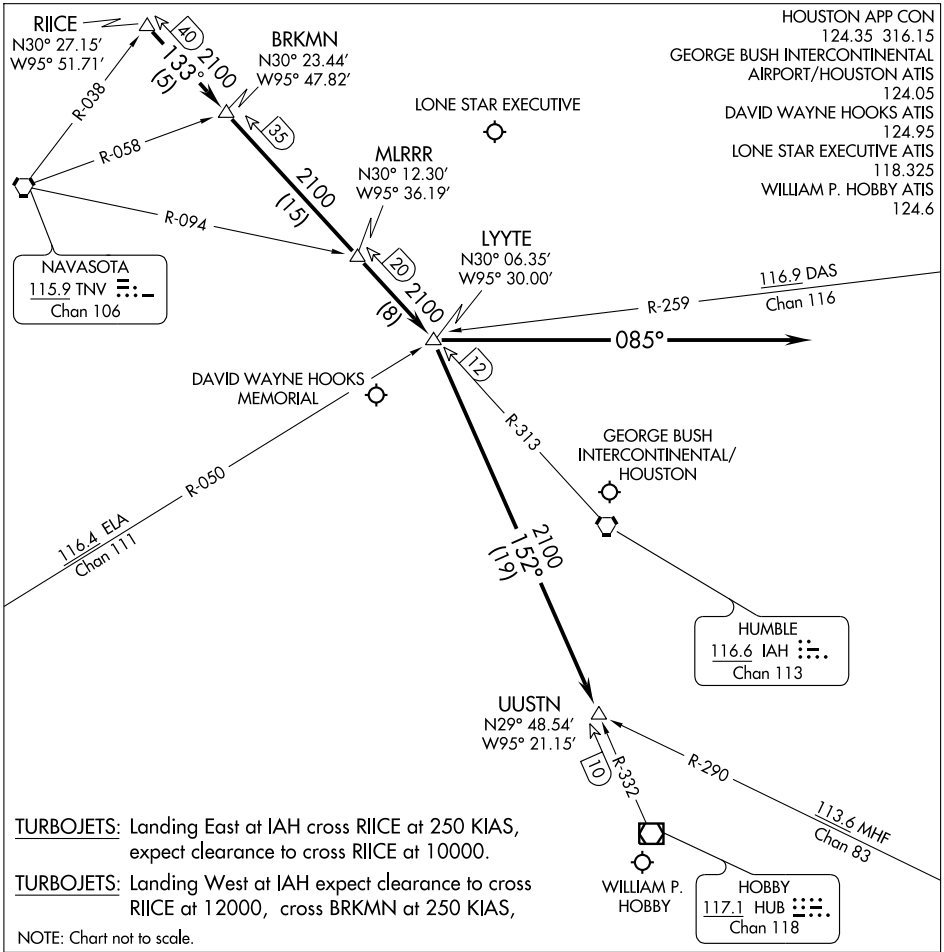
TURBOJETS:
Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.
Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS.

RIICE THREE ARRIVAL Transition Routes

HOUSTON, TEXAS

RIICE THREE ARRIVAL Arrival Routes

HOUSTON, TEXAS



HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

TURBOJETS: Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.

TURBOJETS: Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS,

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT.
LANDING RUNWAYS 26L/26R, 27: Fly heading 085° for vectors to final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

RIICE THREE ARRIVAL Arrival Routes

HOUSTON, TEXAS

(RIICE.RIICE3) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 86719	012°	TDZE	237
W01A		Apt Elev	245

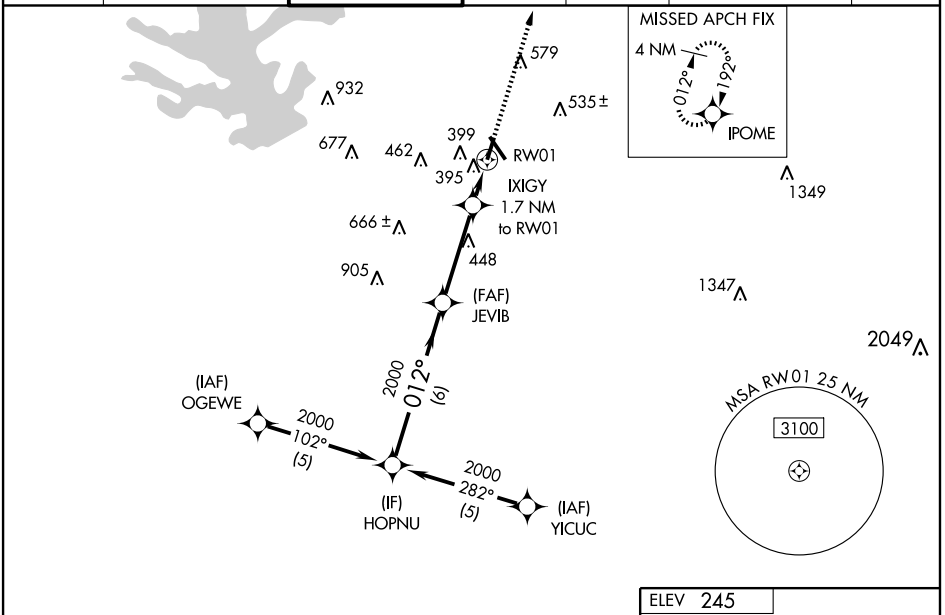
RNAV (GPS) RWY 1

HOUSTON/LONE STAR EXECUTIVE (CXO)

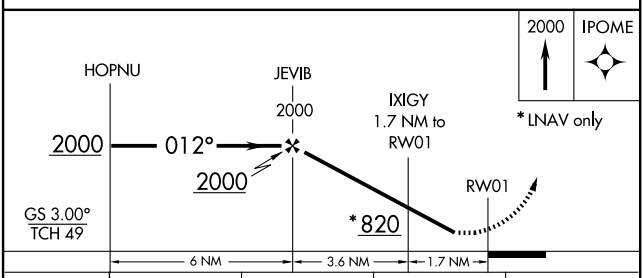
Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase all DA 57 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct IPOME and hold.

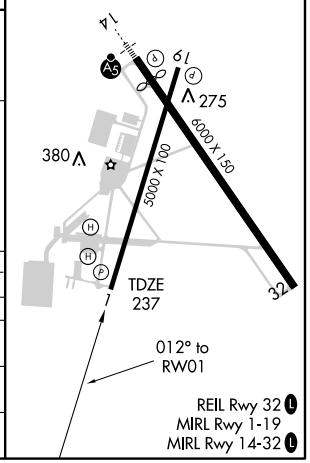
ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95



RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	501-1 264 (300-1)			
LNAV/VNAV DA	651-1½ 414 (500-1½)			
LNAV MDA	660-1 423 (500-1)		660-1¼ 423 (500-1¼)	
CIRCLING	700-1 455 (500-1)		700-1½ 455 (500-1½)	800-2 555 (600-2)



SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5411
CH 99512	140°	TDZE	242
W14A		Apt Elev	245

RNAV (GPS) RWY 14

HOUSTON/LONE STAR EXECUTIVE (CXO)

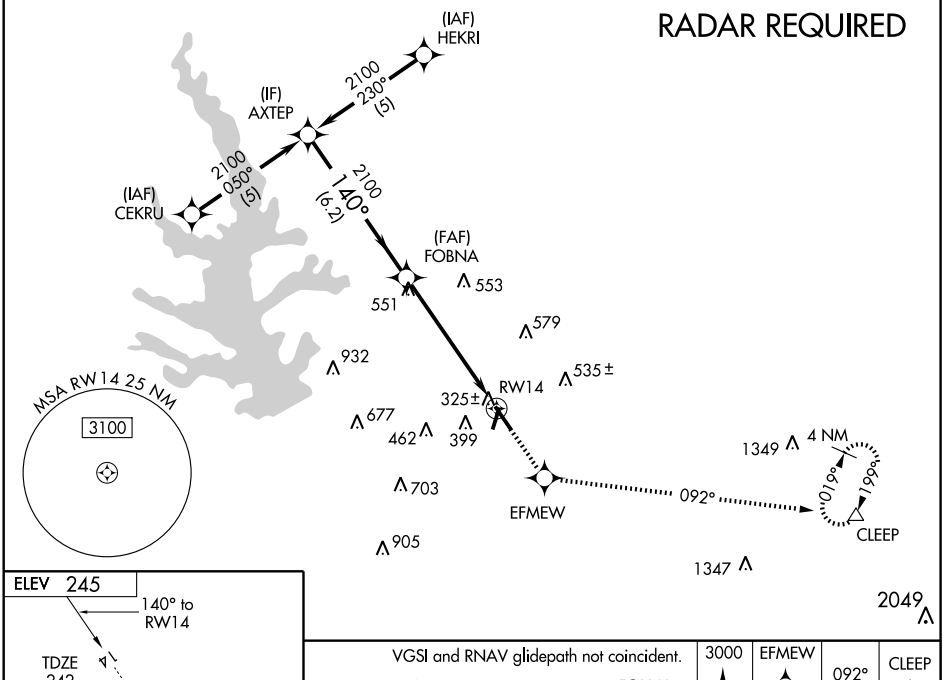
Circling to Rwy 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase all DA 57 feet, and all MDA 60 feet. Increase LNAV/VNAV visibility all Cats ¼ mile, increase LNAV Cat C/D visibility ¼ mile.
VDP and Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For inoperative MALSR when using David Wayne Hooks Memorial altimeter setting; increase LPV all Cats visibilty to 1 mile.

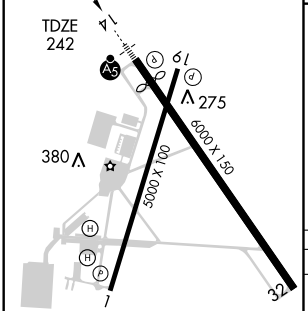
MALSR

MISSED APPROACH: Climb to 3000 direct EFMEW and via track 092° to CLEEP and hold.

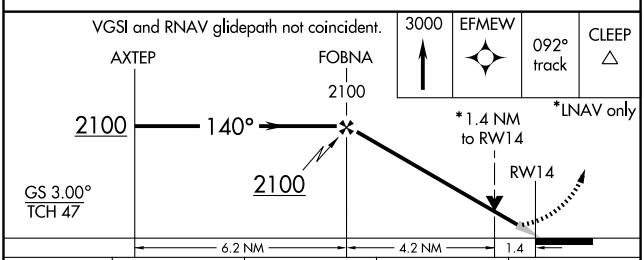
ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95

RADAR REQUIRED





REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	442-½ 200 (200-½)			
LNAV/VNAV DA	604-¾ 362 (400-¾)			
LNAV MDA	720-½ 478 (500-½)		720-¾ 478 (500-¾)	720-1 478 (500-1)
CIRCLING	720-1 475 (500-1)		720-1½ 475 (500-1½)	800-2 555 (600-2)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

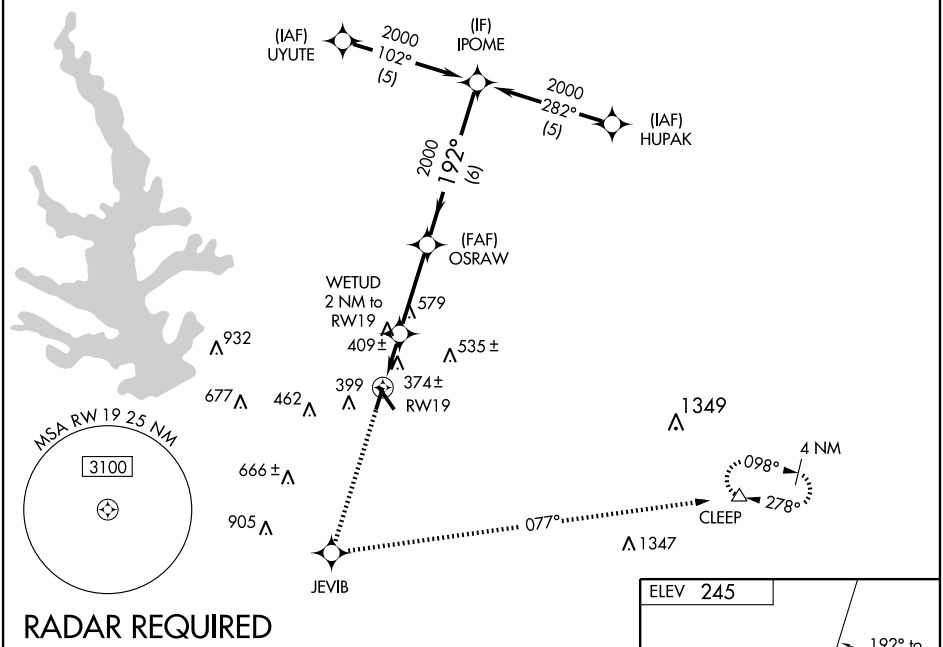
HOUSTON/LONE STAR EXECUTIVE (CXO)

WAAS	APP CRS	Rwy ldg	5000
CH 90219	192°	TDZE	237
W19A		Apt Elev	245

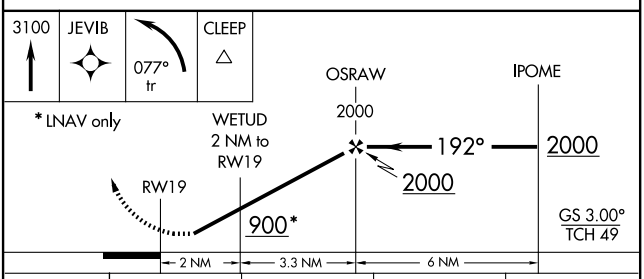
Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase all DA 57 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct JEVIB and left turn on track 077° to CLEEP and hold.

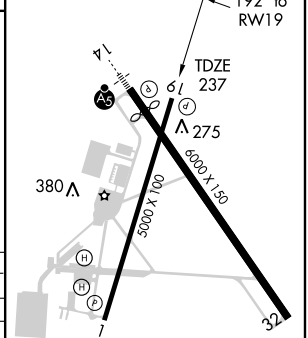
ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95



RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	526-1 289 (300-1)			
LNAV/VNAV DA	682-1½ 445 (500-1½)			
LNAV MDA	660-1 423 (500-1)		660-1¼ 423 (500-1¼)	
CIRCLING	700-1 455 (500-1)		700-1½ 455 (500-1½)	800-2 555 (600-2)



REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 62819	321°	TDZE	245
W32A		Apt Elev	245

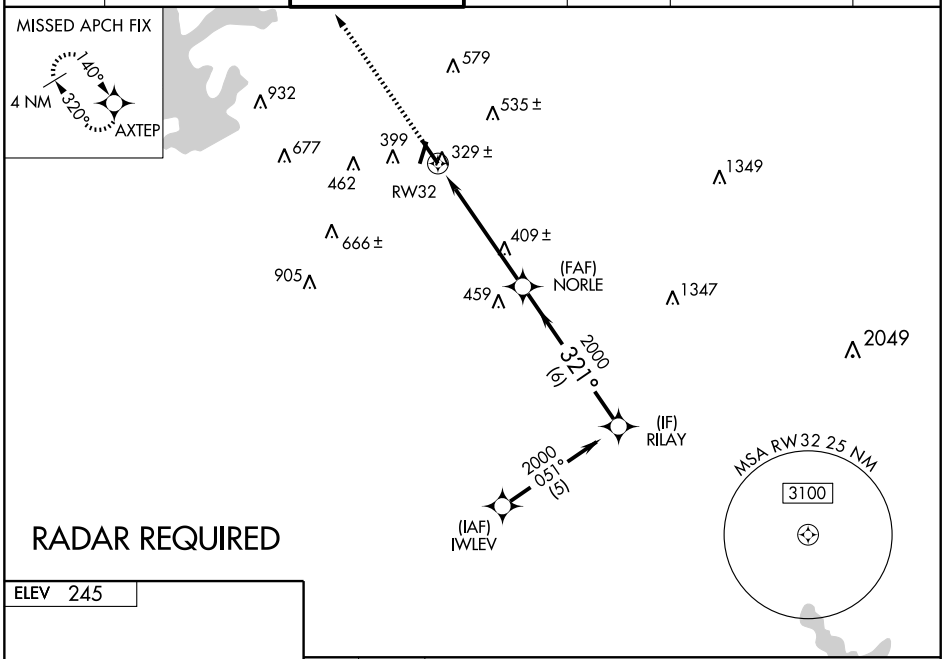
RNAV (GPS) RWY 32

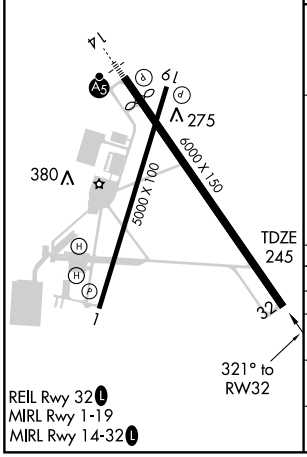
HOUSTON/ LONE STAR EXECUTIVE (CXO)

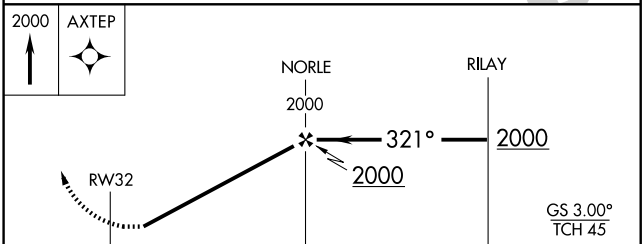
Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase all DA 57 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct AXTEP and hold.

ATIS	HOUSTON APP CON ★	LONE STAR TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.325	119.7 281.4	124.125 (CTAF) L	120.45	120.45	119.55 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	495-1 250 (300-1)			
LNAV/VNAV DA	599-1¼ 354 (400-1¼)			
LNAV MDA	660-1 415 (500-1)		660-1¼ 415 (500-1¼)	
CIRCLING	700-1 455 (500-1)		700-1½ 455 (500-1½)	800-2 555 (600-2)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

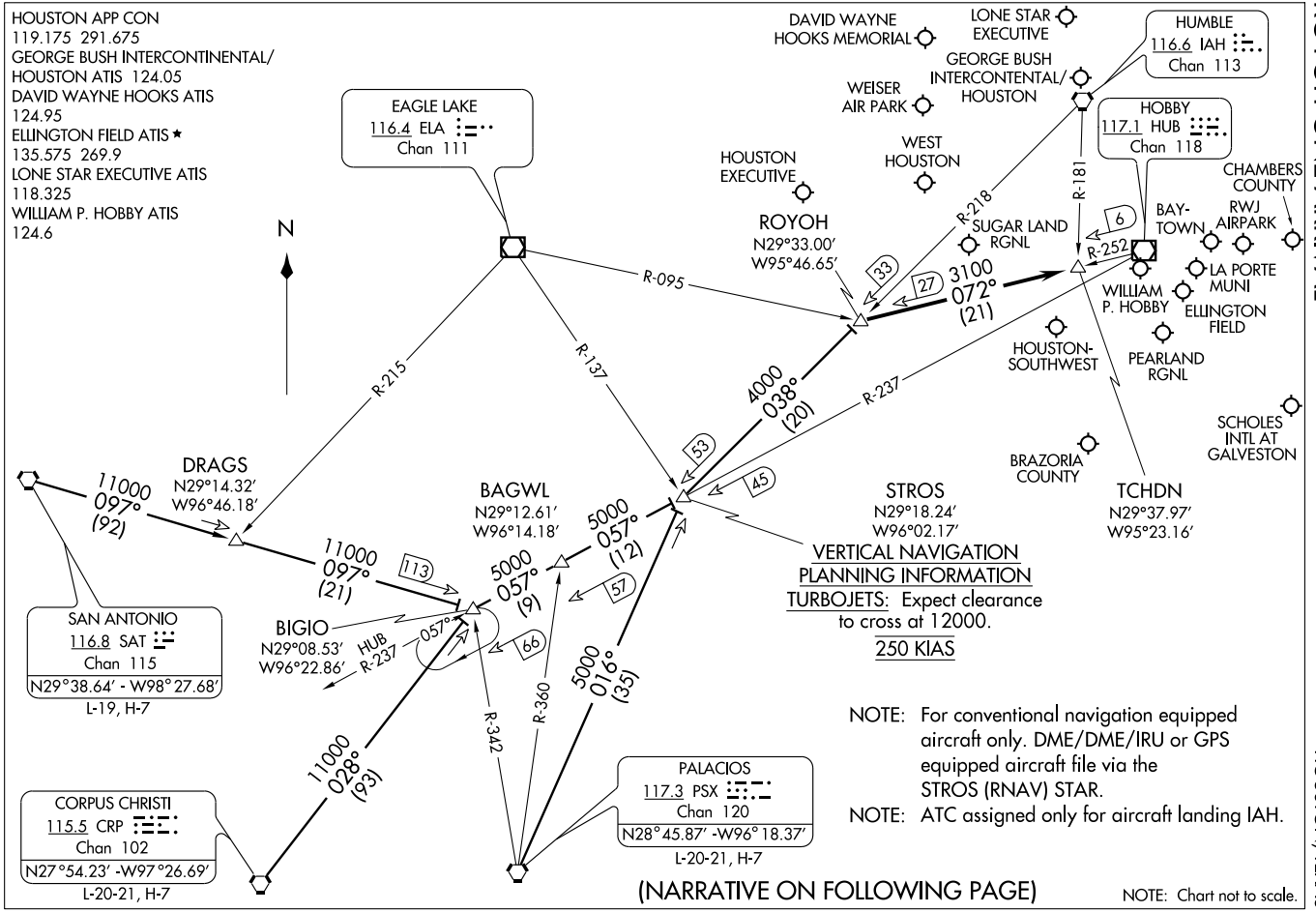
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

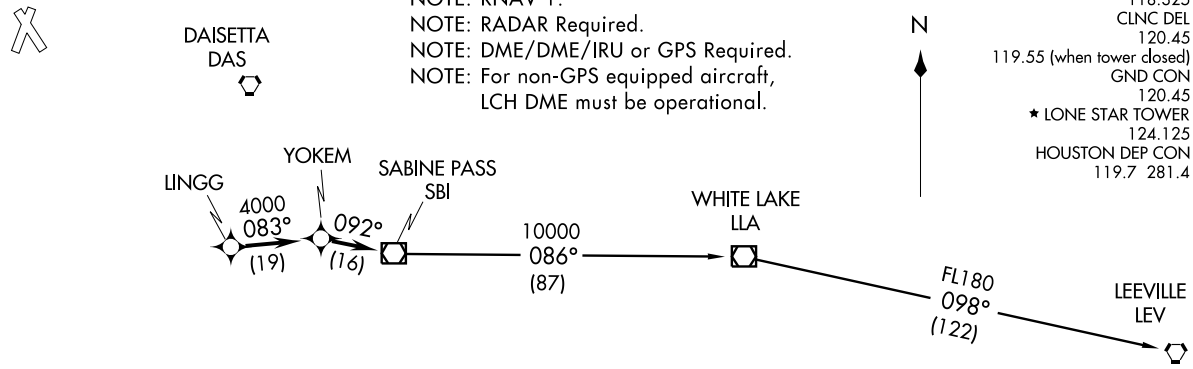
SC-5, 21 OCT 2010 to 18 NOV 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/ LONE STAR EXECUTIVE (CXO)

HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, Standard.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/ 313′ MSL.

Rwy 14: Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19: Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32: Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

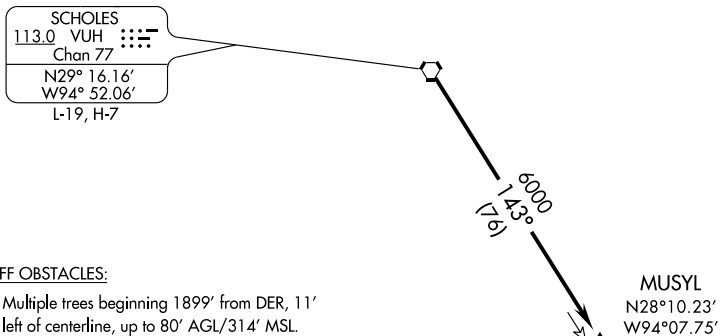
. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

SL-5573 (FAA)

ATIS
118.325
CLNC DEL
120.45
119.55 (when tower closed)
GND CON
120.45
★ LONE STAR TOWER
124.125
HOUSTON DEP CON
119.7 281.4



TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 Standard.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

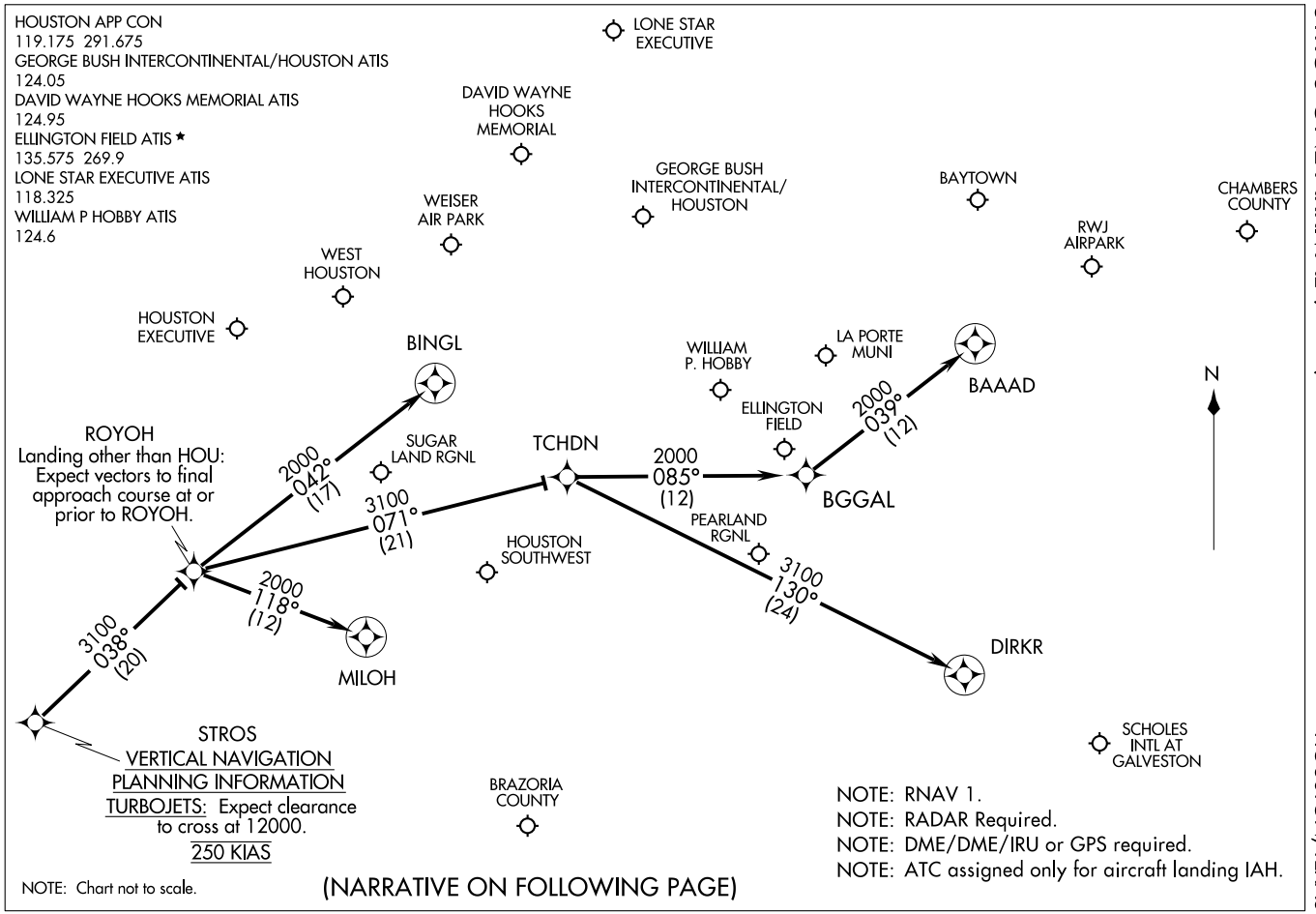
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

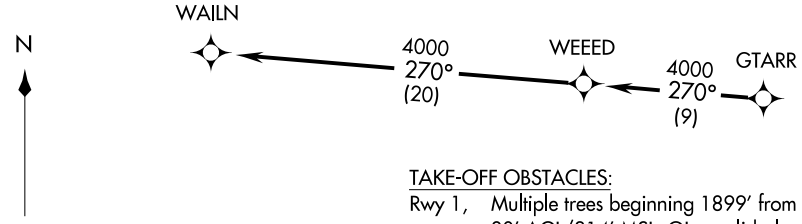
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

ATIS
118.325
CLNC DEL
120.45
119.55 (when tower closed)
GND CON
120.45
★ LONE STAR TOWER
124.125
HOUSTON DEP CON
119.7 281.4

TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, Standard.



TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/ 313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV) SL-5573 (FAA)
HOUSTON/ LONE STAR EXECUTIVE (CXO) HOUSTON, TEXAS

WOLDE THREE ARRIVAL (RNAV) Transition Routes

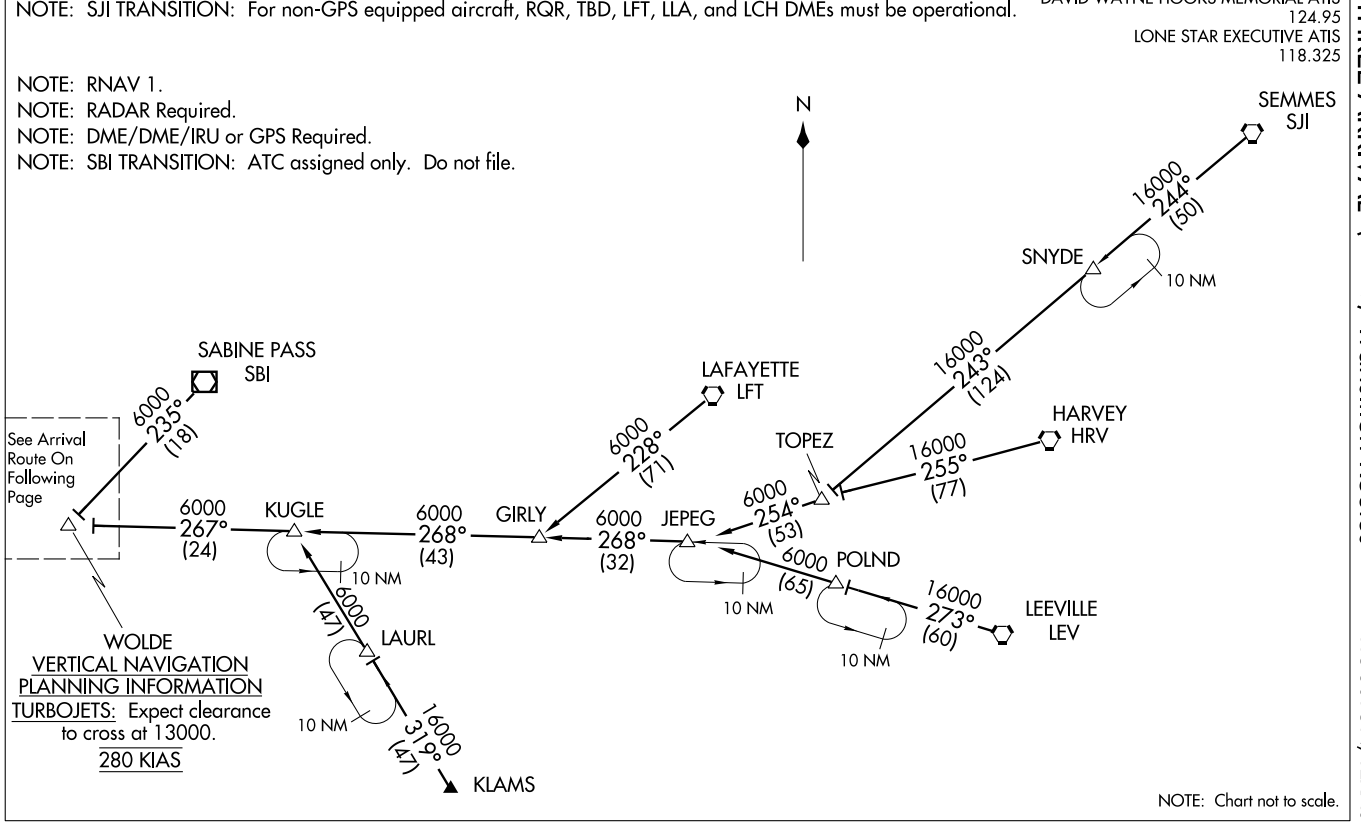
(WOLDE.WOLDE3) 10210

HOUSTON, TEXAS

NOTE: HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA DMEs must be operational.
NOTE: KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS DMEs must be operational.
NOTE: LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, and LCH DMEs must be operational.
NOTE: LFT and JEPEG TRANSITION: For non-GPS equipped aircraft, LLA and LCH DMEs must be operational.
NOTE: SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, and LCH DMEs must be operational.

HOUSTON APP CON
119.625 226.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

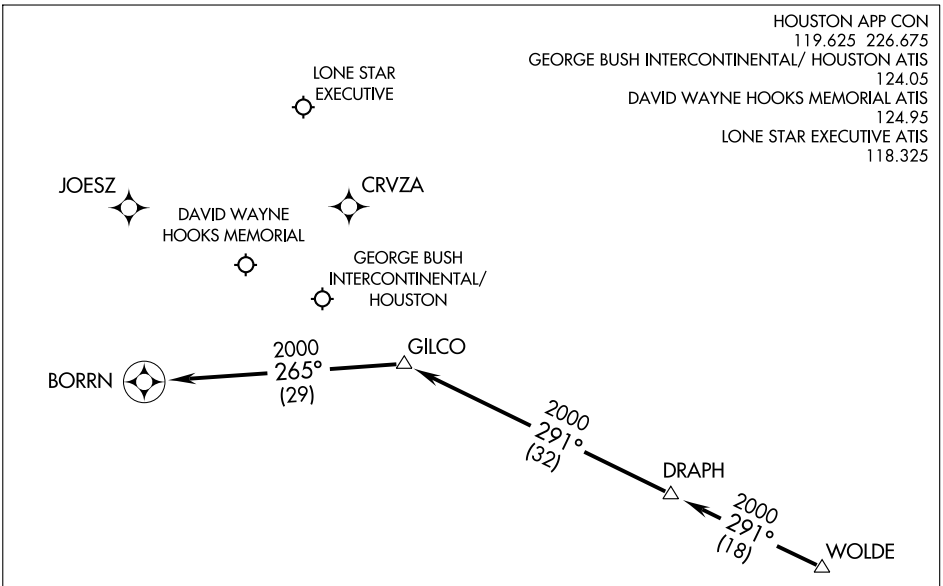
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: SBI TRANSITION: ATC assigned only. Do not file.



NOTE: Chart not to scale.

ST-5461(FAA)

WOLDE THREE ARRIVAL (RNAV) Transition Routes
(WOLDE.WOLDE3) 10210
HOUSTON, TEXAS



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE3)
JEPEG TRANSITION (JEPEG.WOLDE3)
KLAMS TRANSITION (KLAMS.WOLDE3)
LAFAYETTE TRANSITION (LFT.WOLDE3)
LEEVILLE TRANSITION (LEV.WOLDE3)
SABINE PASS TRANSITION (SBI.WOLDE3)
SEMMES TRANSITION (SJI.WOLDE3)

From WOLDE via 291° track to DRAPH, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . .From DRAPH via 291° track to GILCO. Thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN. If not received by BORRN fly present heading.

ALL OTHER RUNWAYS: . . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

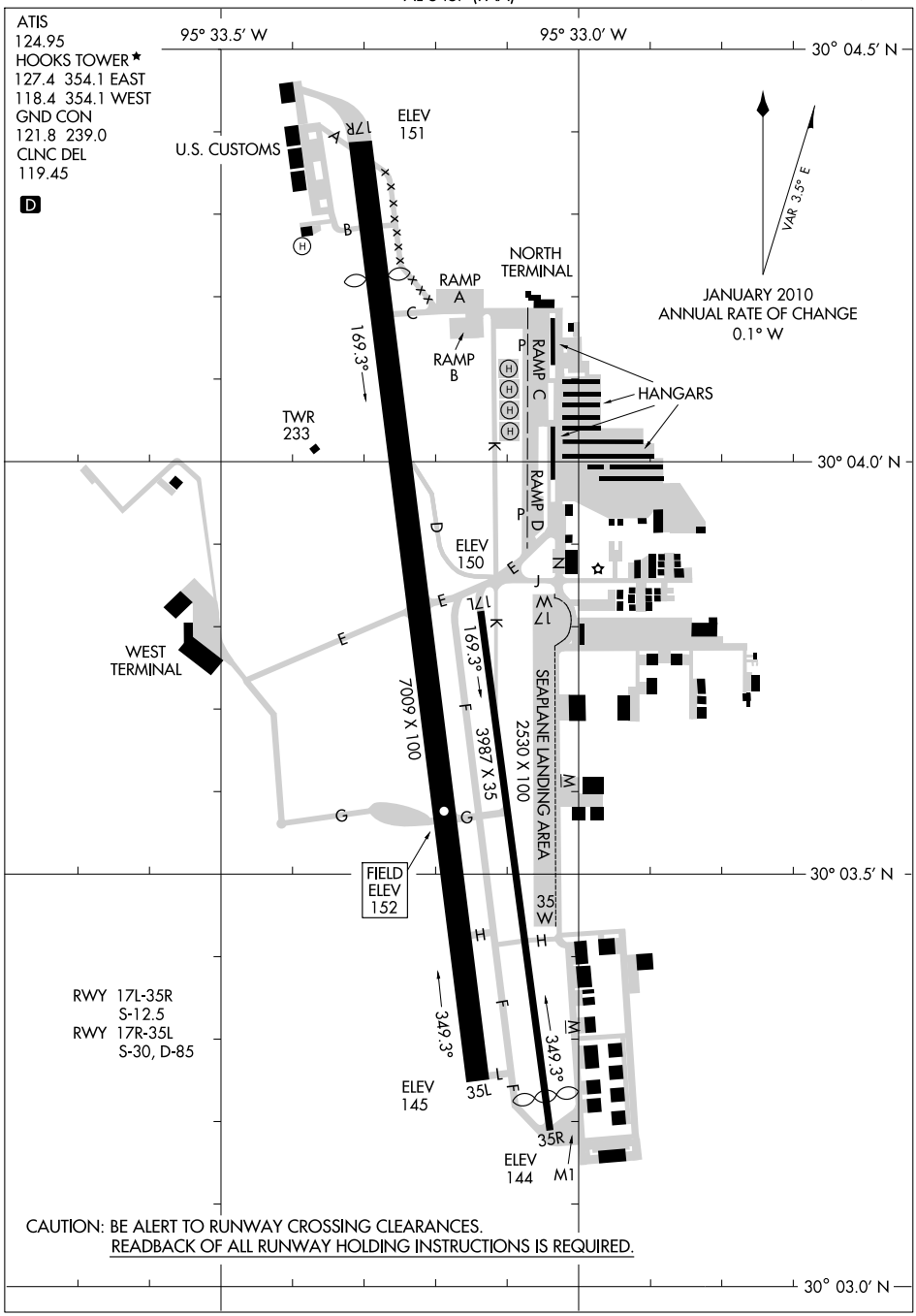
SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

AL-5457 (FAA)

HOUSTON, TEXAS



SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HOUSTON, TEXAS

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

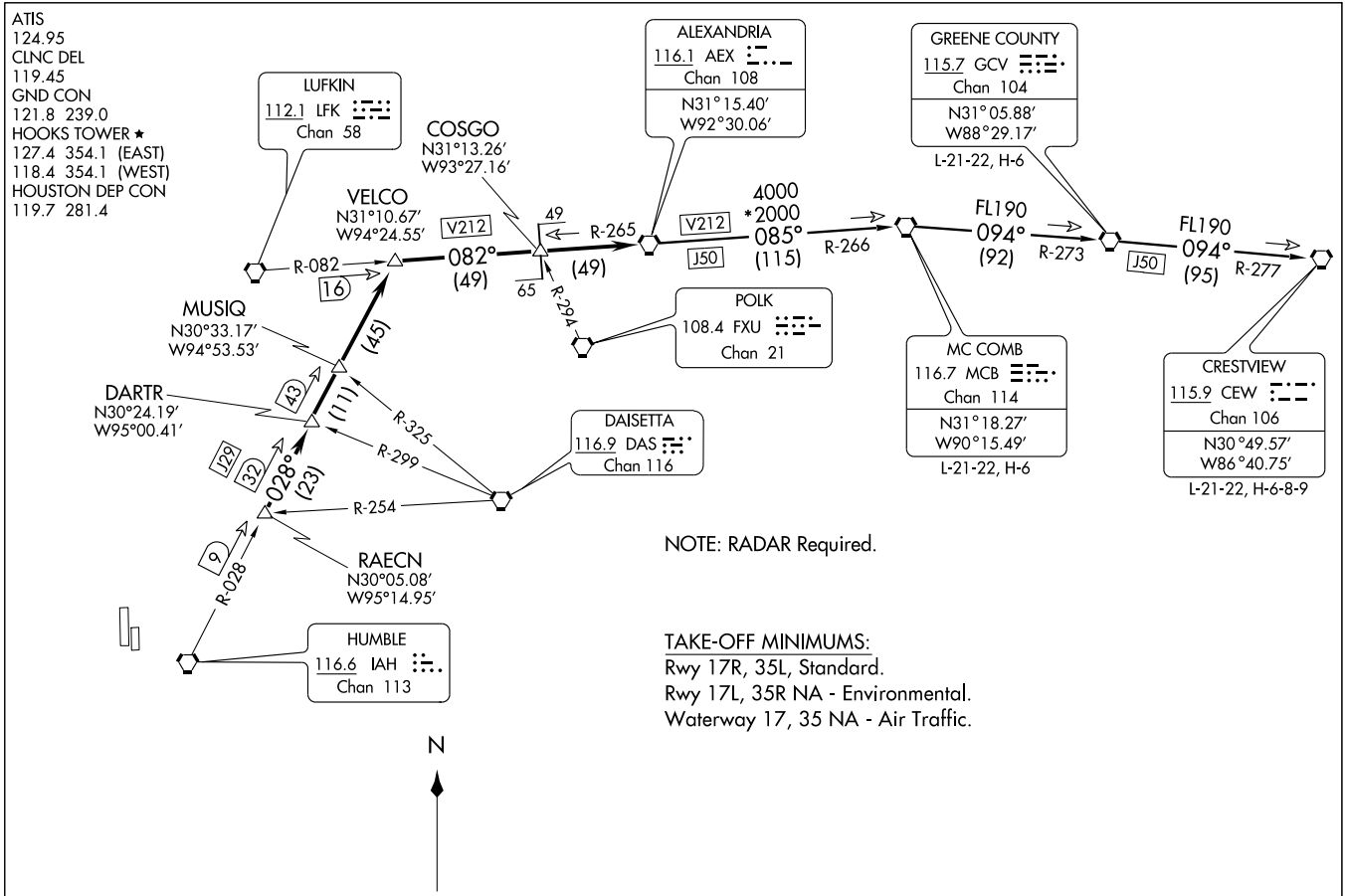
10266

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS



ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS

SL-5457 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′, from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

BAZBL ONE ARRIVAL (RNAV) Transition Routes

SC-5, 21 OCT 2010 to 18 NOV 2010

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

MILLSAP
MQP

COWBOY
CVE

6000
161°
(20)

10 NM

CHMPZ

6000
128°
(35)

LUKIY

6000
129°
(70)

6000
161°
(64)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.

NOTE: COWBOY TRANSITION:
For non-GPS equipped aircraft, CQY, LOA, and TNV DMEs must be operational.
NOTE: ILEXY AND COLLEGE STATION TRANSITION:
For non-GPS equipped aircraft, TNV DME must be operational.
NOTE: LEONA TRANSITION:
For non-GPS equipped aircraft, TNV and CLL DMEs must be operational.
NOTE: LLANO TRANSITION:
For non-GPS equipped aircraft, CWK, CLL, LOA, and TNV DMEs must be operational.
NOTE: MILLSAP TRANSITION:
For non-GPS equipped aircraft, ACT, GNL, LOA, and TNV DMEs must be operational.

159°
10 NM

TORNN

6000
159°
(12)

HOOTZ

6000
157°
(10)

BILEE

6000
157°
(21)

LEONA
LOA

6000
184°
(29)

LLANO
LLO

6000
083°
(130)

10 NM
313°

HOMRN

6000
133°
(116)

133°
20 NM

ARNNE

10 NM

6000
079°
(19)

BAZBL

6000
061°
(37)

COLLEGE STATION
CLL

ILEXY

See Following Page For Arrival Routes.

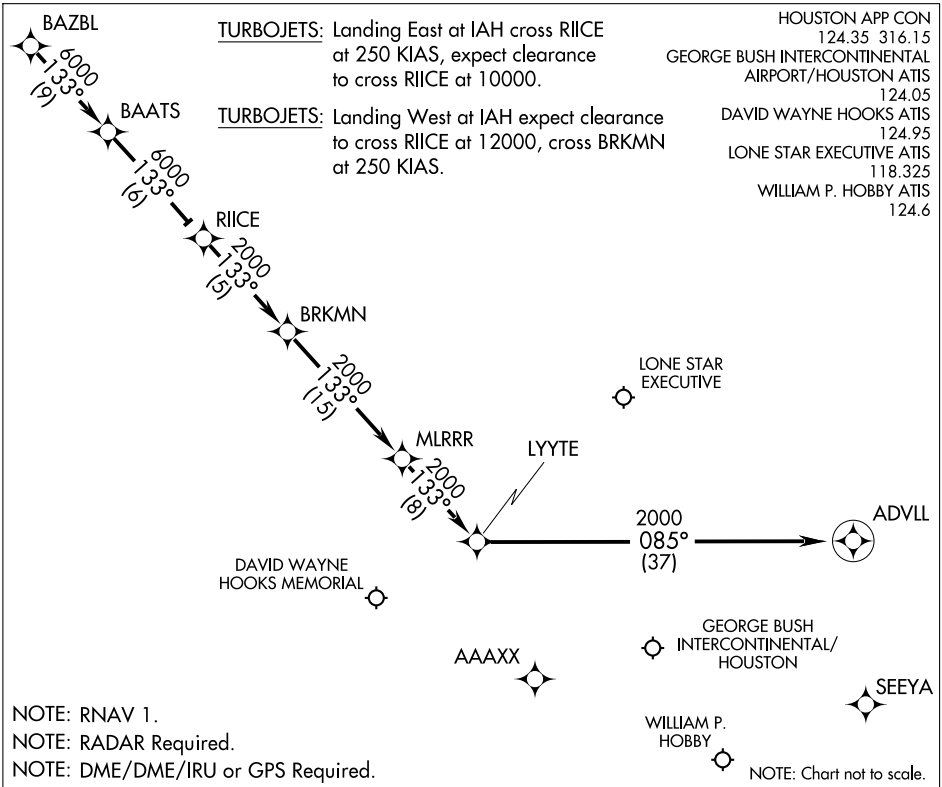
NOTE: Chart not to scale.

BAZBL ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

(BAZBL.BAZBL1) 10210

BAZBL ONE ARRIVAL (RNAV) Arrival Routes



SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

COLLEGE STATION TRANSITION (CLL.BAZBL1)
COWBOY TRANSITION (CVE.BAZBL1)
ILEXY TRANSITION (ILEXY.BAZBL1)
LEONA TRANSITION (LOA.BAZBL1)
LLANO TRANSITION (LLO.BAZBL1)
MILLSAP TRANSITION (MQP.BAZBL1)

From BAZBL via 133° track to BAATS. Thence as depicted to RIICE. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON:
LANDING RUNWAYS 26L/R, 27:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to ADVLL. Expect vectors to final approach course at or prior to ADVLL. If not received by ADVLL, fly present heading.
LANDING ALL OTHER RUNWAYS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

ALL OTHER AIRPORTS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(BAZBL.BAZBL1) 10210

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS

(BOWFN1.BOWFN) 10266

BOWFN ONE DEPARTURE (RNAV)

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS

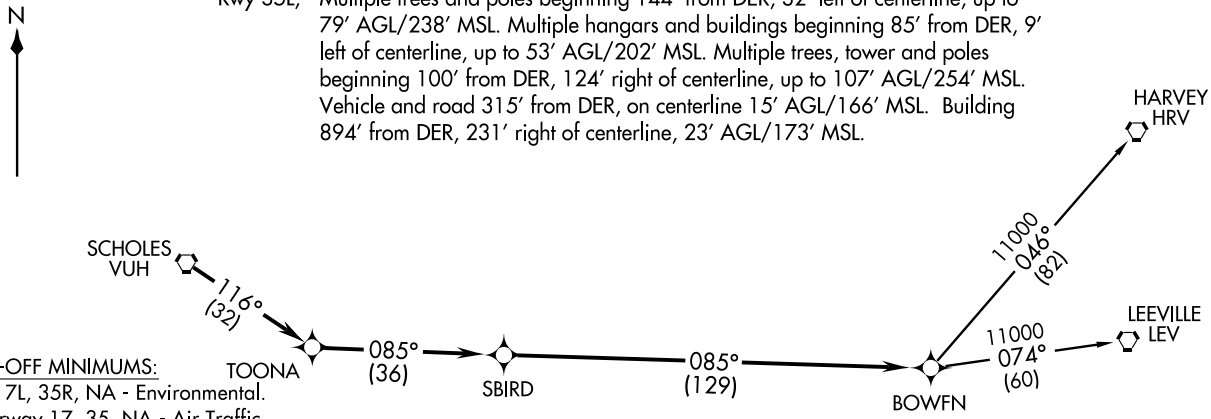
SL-5457 (FAA)

ATIS 124.95
CLNC DEL
119.45
GND CON
121.8 239.0
★HOOKS TOWER
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 107′ AGL/254′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.



TAKE-OFF MINIMUMS:

Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35, NA - Air Traffic.
Rwy 17R, 35L Standard.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

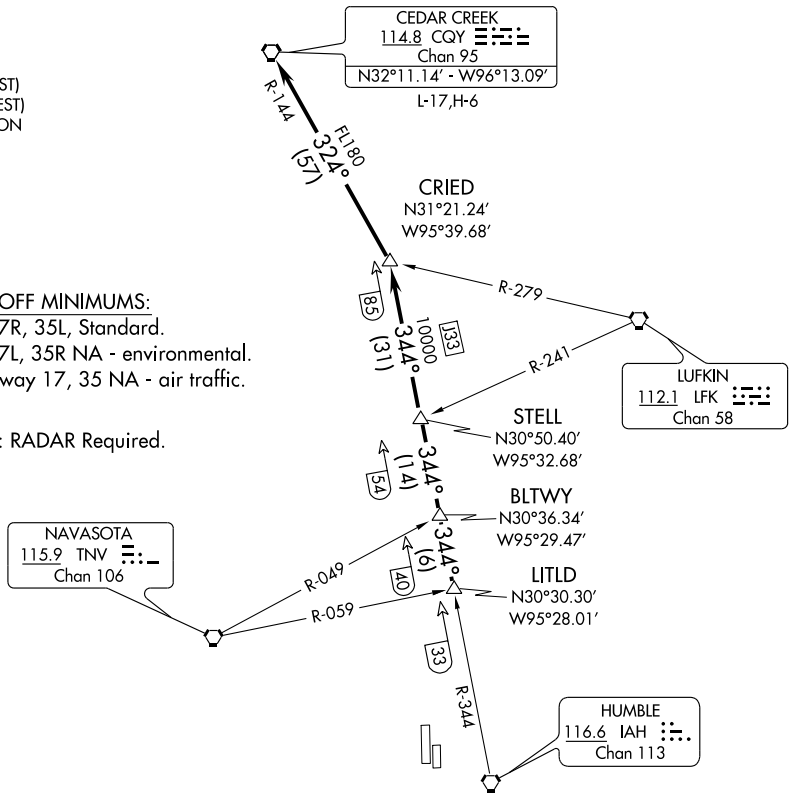
GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

CRIED FOUR DEPARTURE

SL-5457 (FAA)

ATIS
124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/ 220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/ 238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

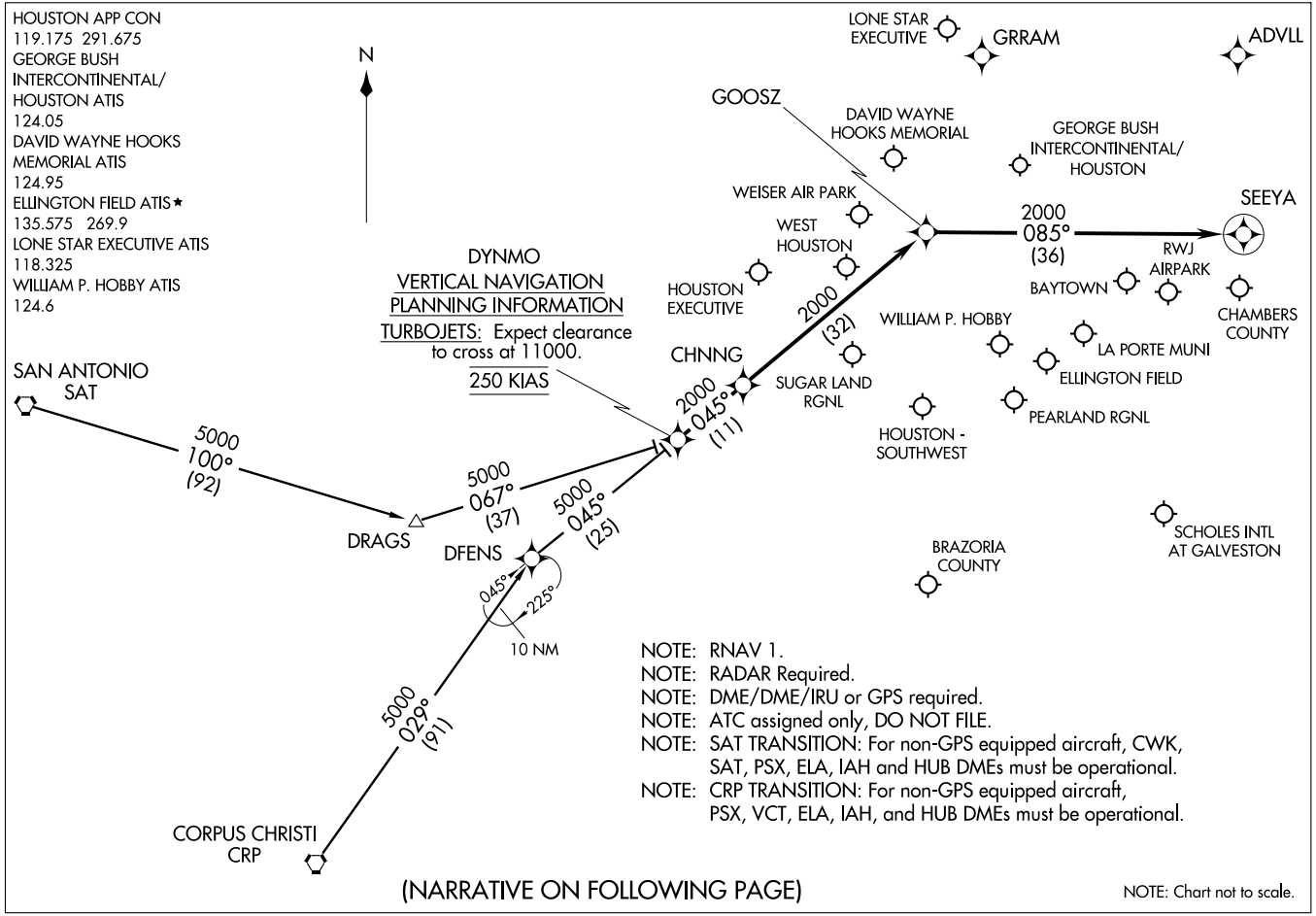
. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

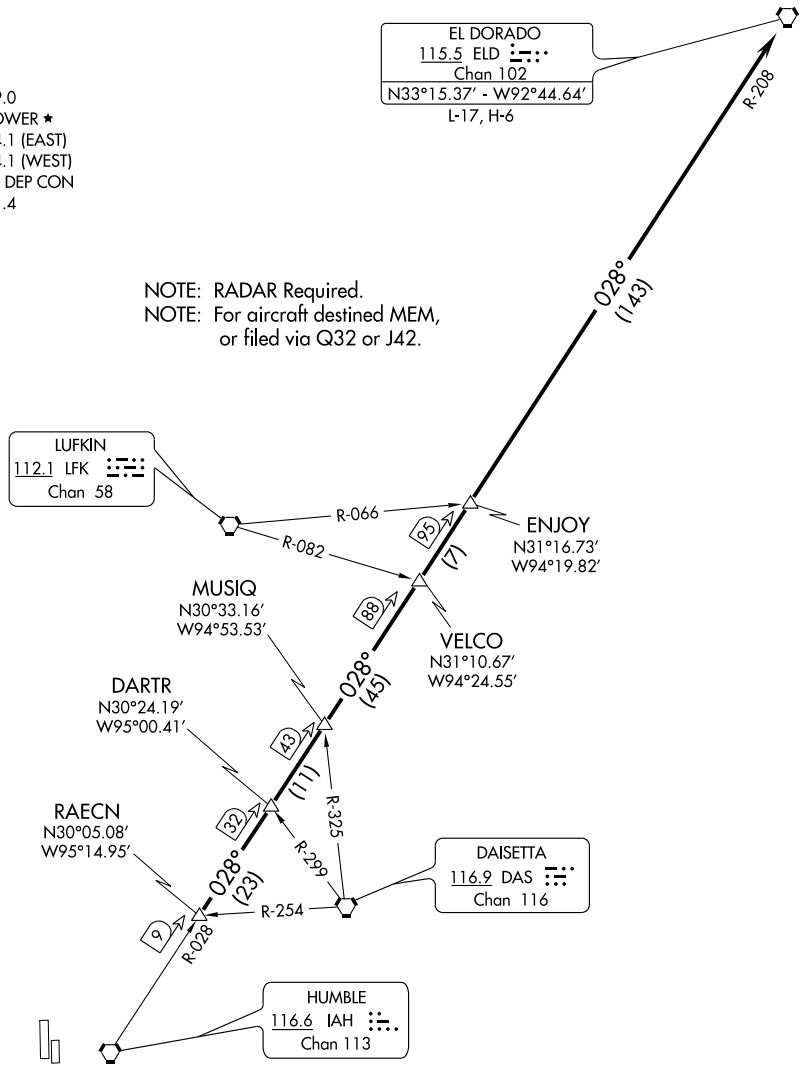
ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

EL DORADO THREE DEPARTURE

SC-5, 21 OCT 2010 to 18 NOV 2010

ATIS
124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4



TAKE-OFF MINIMUMS:
Rwy 17R, 35L Standard.
Rwy 17L, 35R NA - Environmental.
Waterway 17, 35 NA - Air Traffic.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

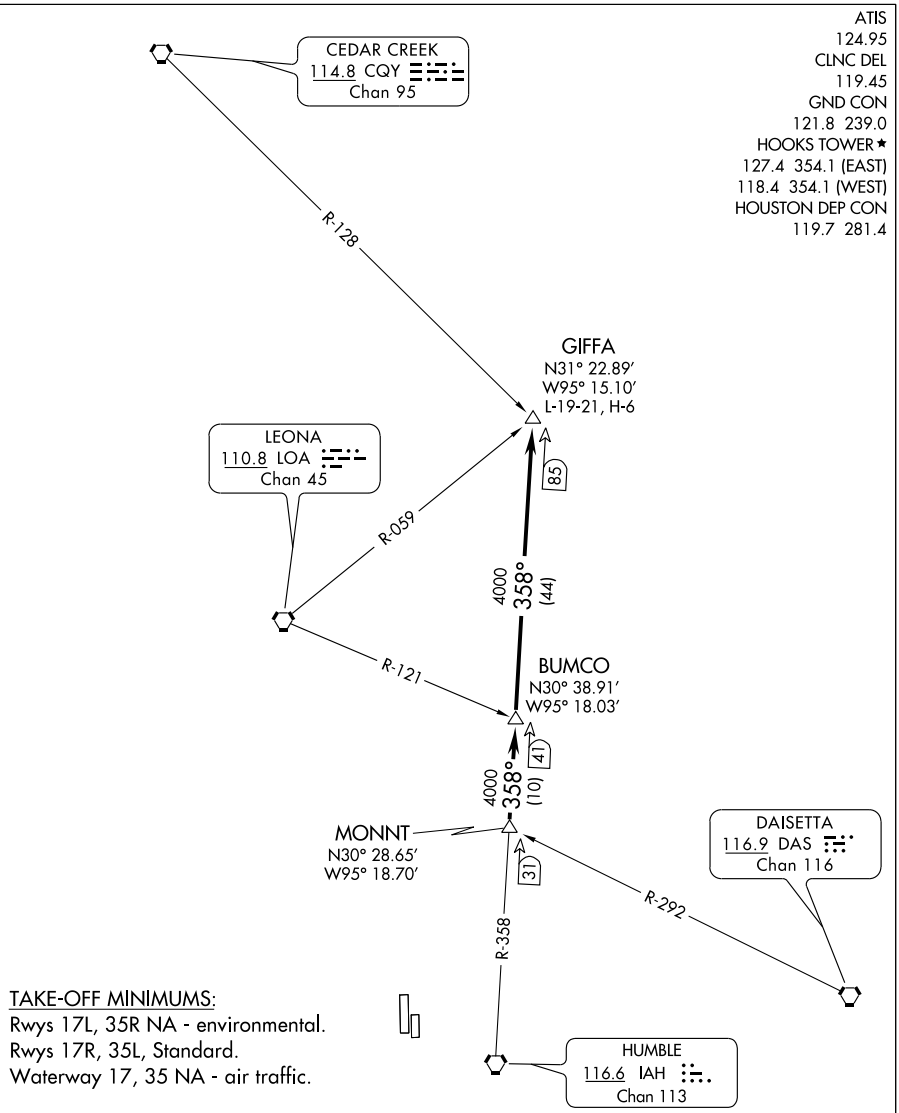
TAKE-OFF OBSTACLES:

Rwy 17R: Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L: Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

GIFFA FOUR DEPARTURE

SC-5, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS:
Rwys 17L, 35R NA - environmental.
Rwys 17R, 35L, Standard.
Waterway 17, 35 NA - air traffic.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL.
Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL.
DME antenna 653′ from DER, 256′ left of centelrine, 13′ AGL/162′ MSL.
Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

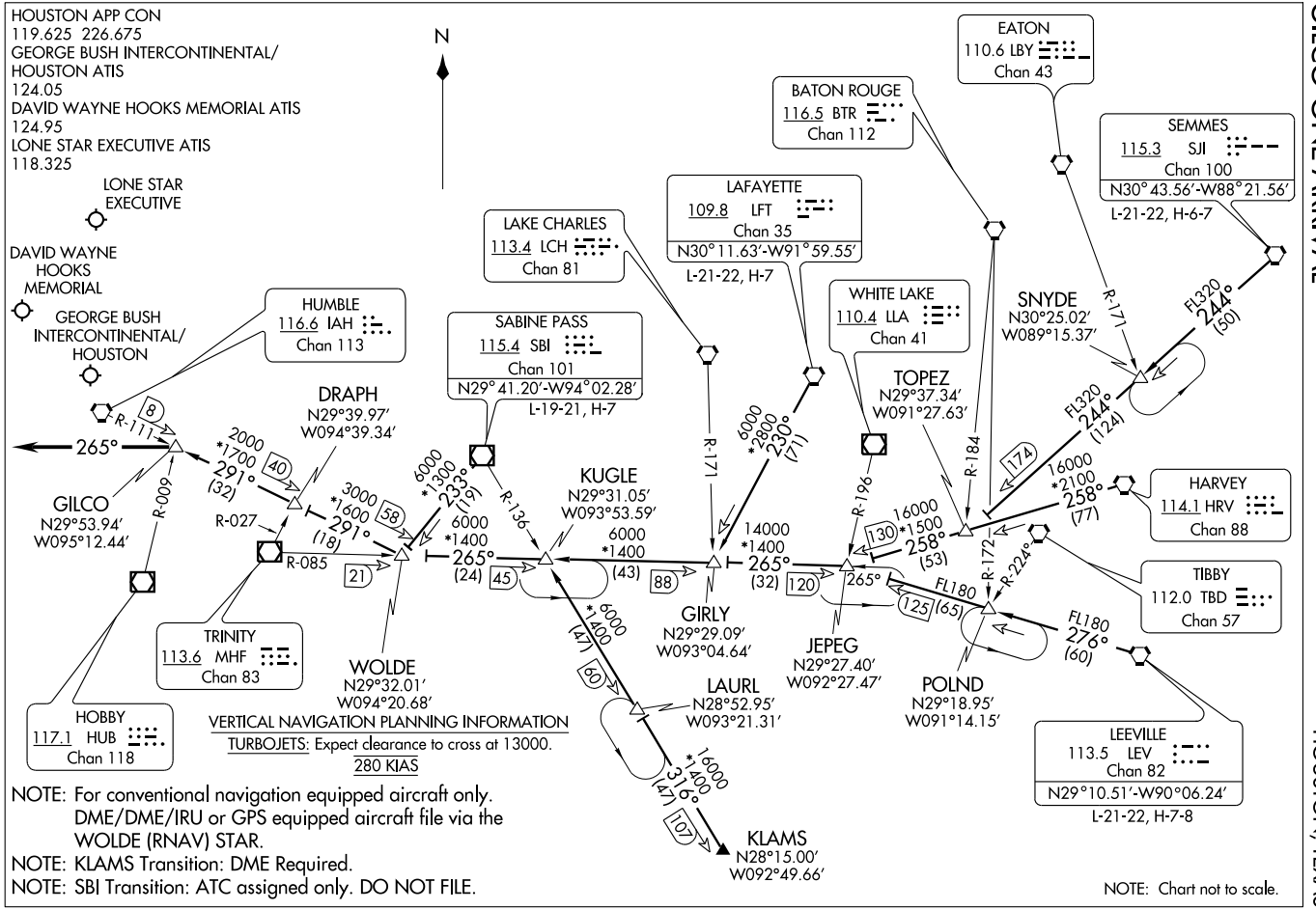
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL.
Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL.
Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL.
Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL.
Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

GILCO ONE ARRIVAL

(GILCO.GILCO1) 10210

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.GILCO1): From over HRV VORTAC via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

JEPEG TRANSITION (JEPEG.GILCO1): From over JEPEG INT via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

KLAMS TRANSITION (KLAMS.GILCO1): From over KLAMS INT via SBI R-136 to KUGLE INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LAFAYETTE TRANSITION (LFT.GILCO1): From over LFT VORTAC via LFT R-230 to GIRLY INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LEEVILLE TRANSITION (LEV.GILCO1): From over LEV VORTAC via LEV R-276 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SABINE PASS TRANSITION (SBI.GILCO1): From over SBI VOR/DME via SBI R-233 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SEMMES TRANSITION (SJI.GILCO1): From SJI VORTAC via SJI R-244 to TOPEZ INT, then via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9:
. . . . From GILCO INT fly heading 265° for vectors to final approach course.

ALL OTHER RUNWAYS:
Expect vectors to final approach course at or prior to GILCO INT.

ALL OTHER AIRPORTS:

Expect vectors to final approach course at or prior to GILCO INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

GUSTI TWO DEPARTURE (RNAV)

(GUSTI2.GUSTI) 10210

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS

ATIS
124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

N

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence...

. . . . (transition). Maintain 4000, expect filed altitude 10 minutes after departure.

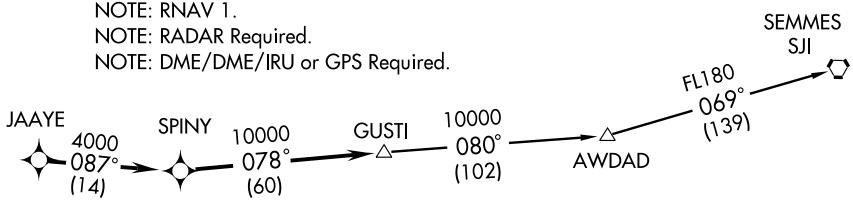
AWDAD TRANSITION (GUSTI2.AWDAD)

SEMMES TRANSITION (GUSTI2.SJI)

TAKE-OFF MINIMUMS:

Rwy 17R, 35L, Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35, NA - Air Traffic.

NOTE: For non-GPS equipped aircraft SBI, BPT, LCH, LFT, LLA, and HRV DMEs must be operational.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.



TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, tower and poles beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315', from DER on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

NOTE: Chart not to scale.

GUSTI TWO DEPARTURE (RNAV)
(GUSTI2.GUSTI) 10210
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
HOUSTON, TEXAS

SL-5457 (FAA)

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

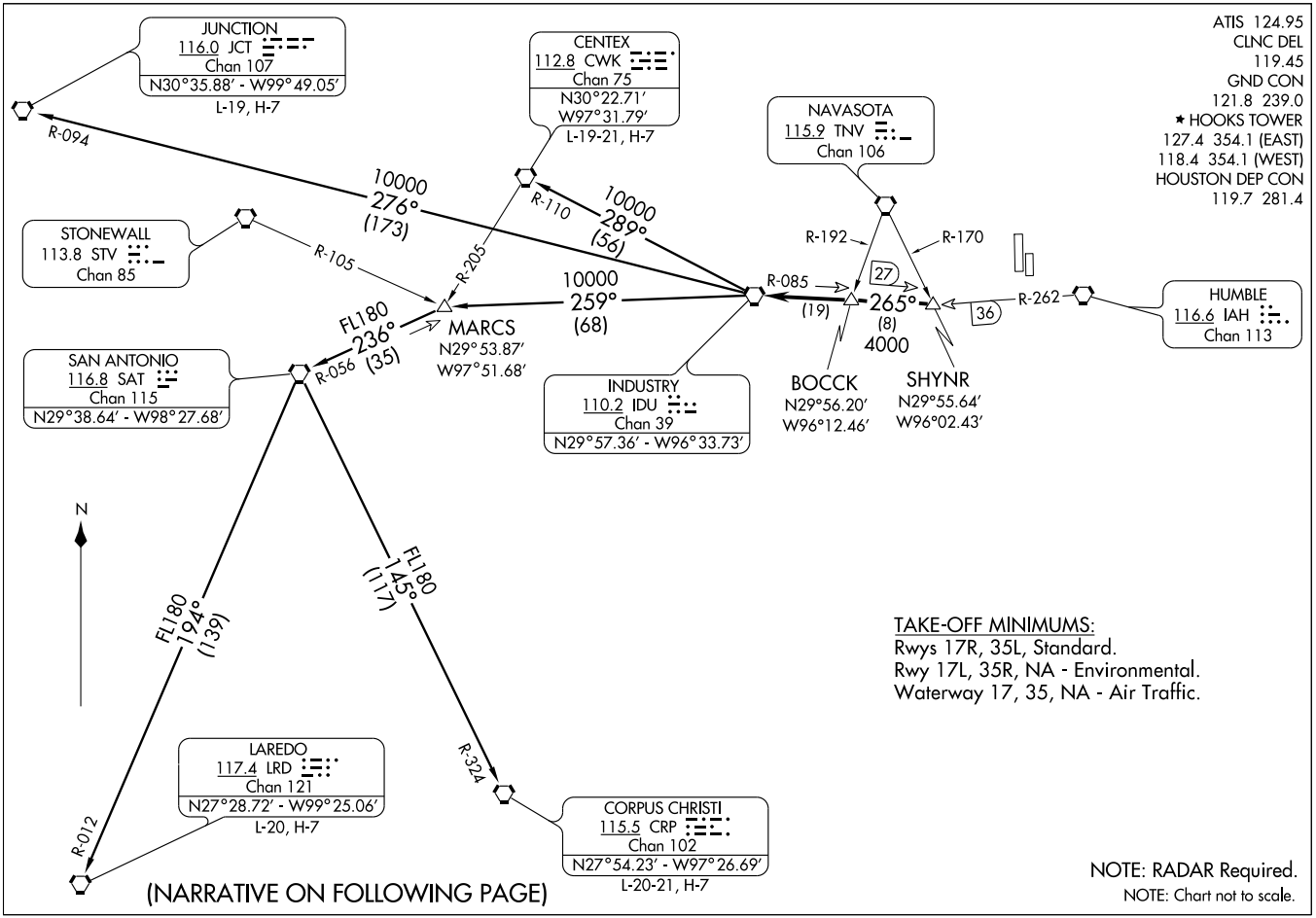
SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS



INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
HOUSTON, TEXAS

SL-5457 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

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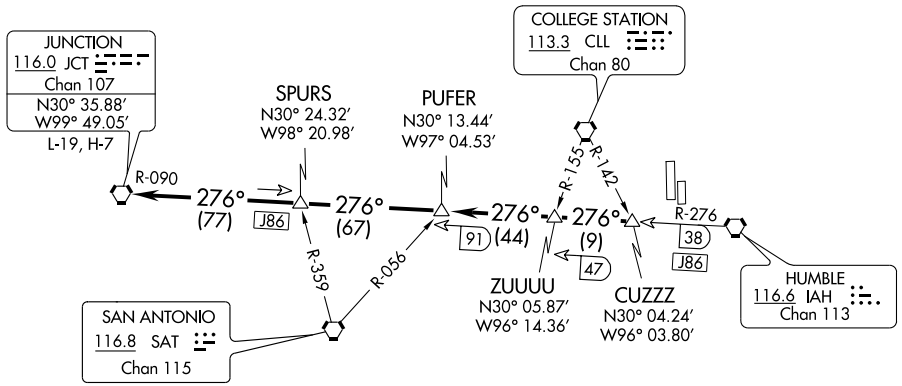
JUNCTION SEVEN DEPARTURE

SL-5457 (FAA)

ATIS
124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

NOTE: RADAR Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35, NA - Air Traffic.



TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.
Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, tower and poles beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to CUZZZ INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
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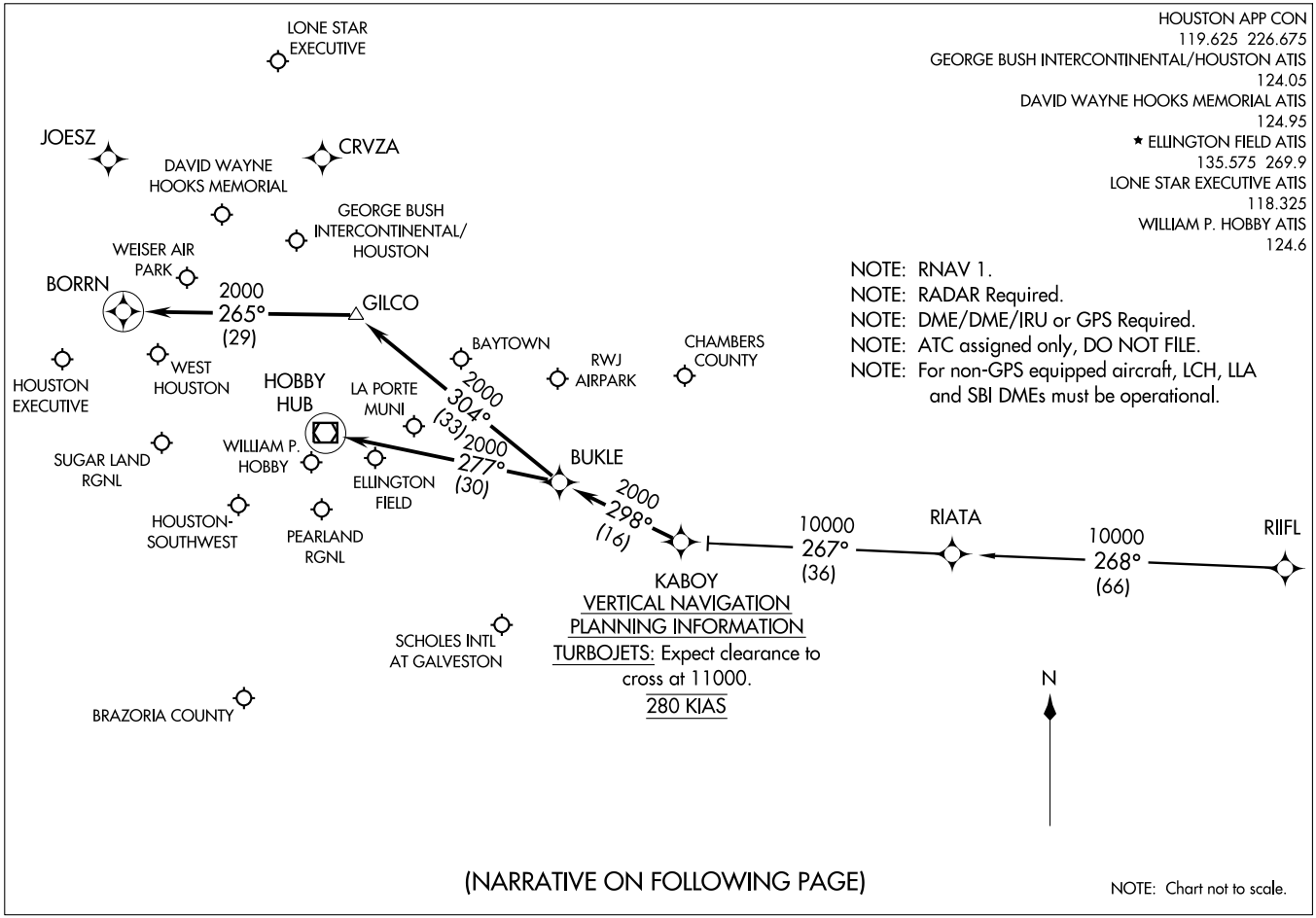
KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

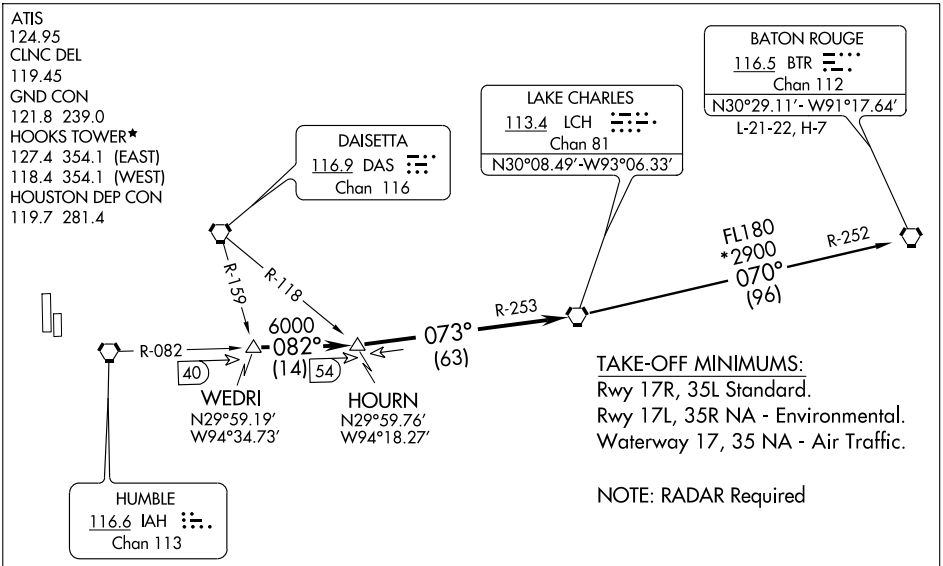
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS:
Rwy 17R, 35L Standard.
Rwy 17L, 35R NA - Environmental.
Waterway 17, 35 NA - Air Traffic.

NOTE: RADAR Required

TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.
Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, tower and poles beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, cliimb on assigned heading for radar vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH2.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

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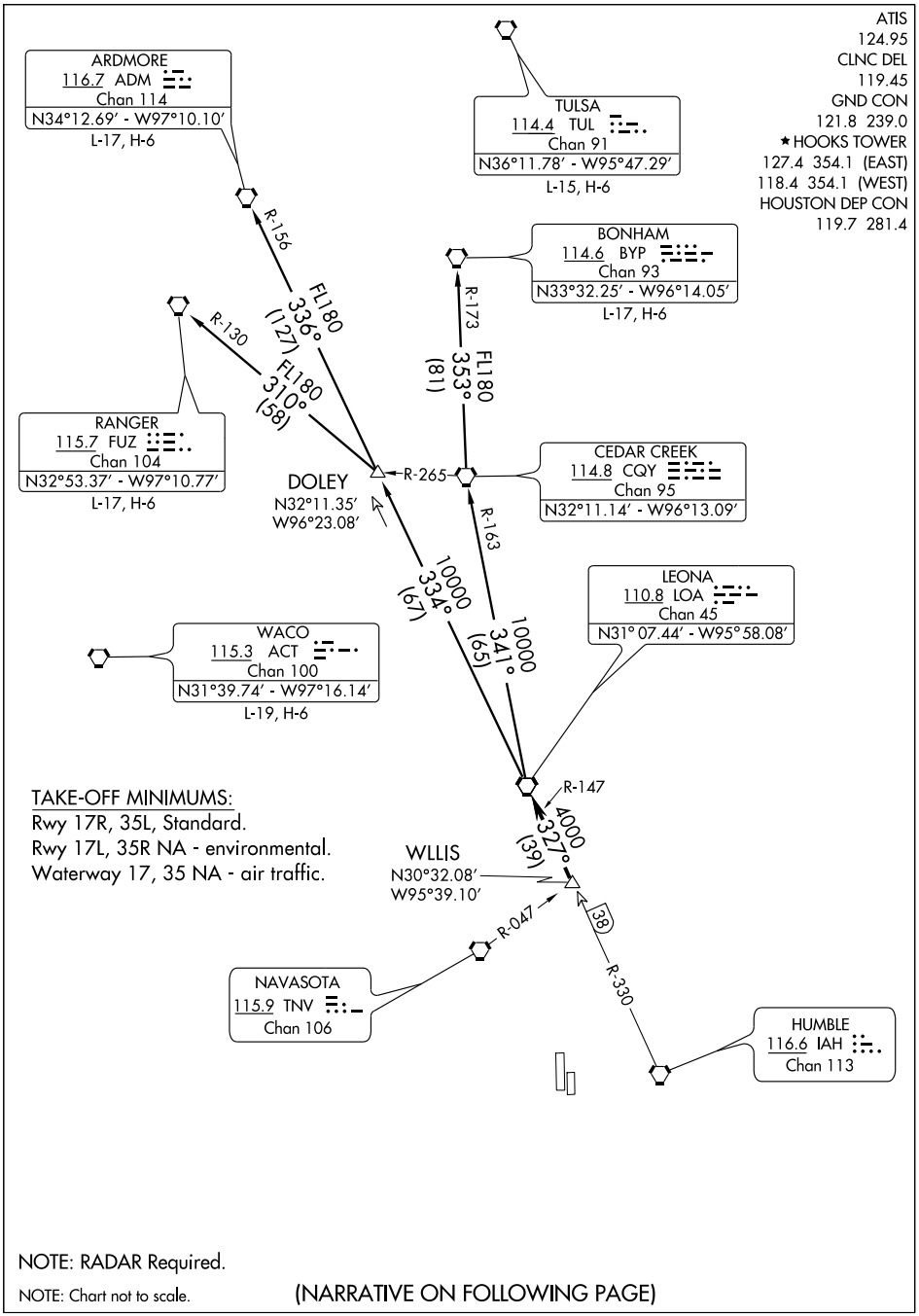


TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 124′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC RWY 17R

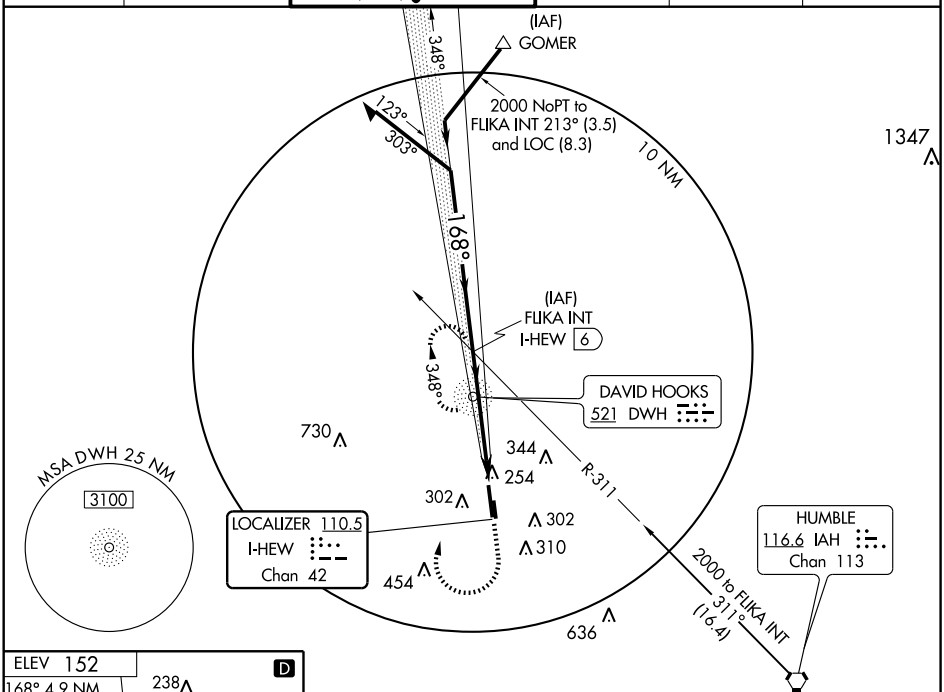
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

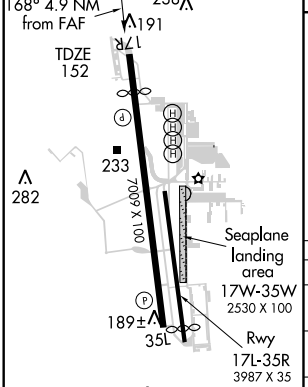
LOC/DME I-HEW	APP CRS	Rwy Idg	6002
110.5	168°	TDZE	152
Chan 42		Apt Elev	152

T NA When local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting. ADF required.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct DWH NDB and hold.

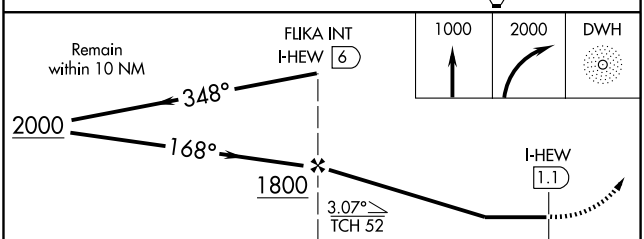
ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 EAST 118.4 (CTAF) L 354.1 WEST	121.8 239.0	119.45	122.95





HIRL Rwy 17R-35L L
REIL Rwys 17R and 35L L

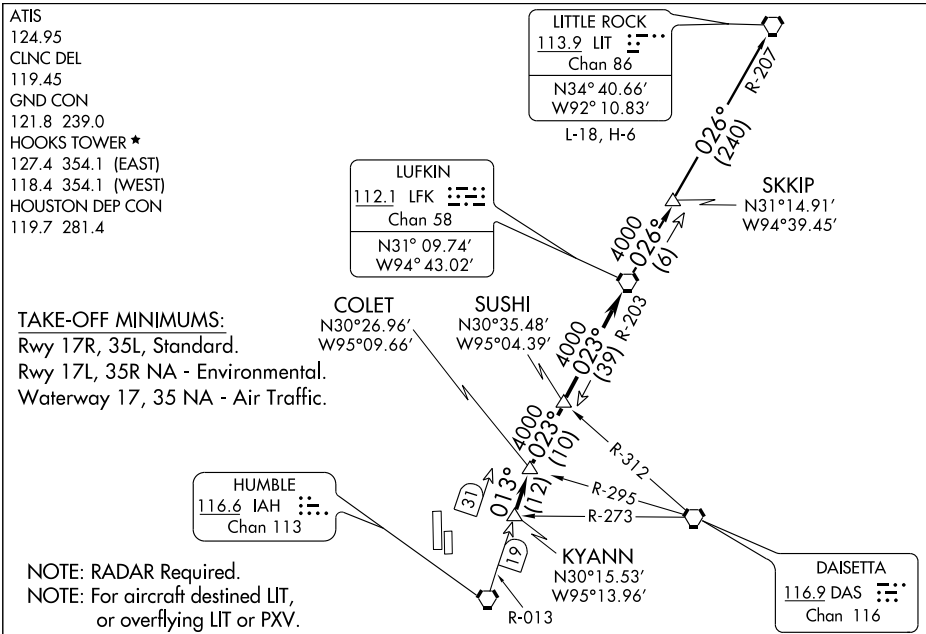
FAF to MAP 4.9NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D	E
S-17R	640-1 488 (500-1)		640-1¼ 488 (500-1¼)	640-1½ 488 (500-1½)	NA
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS					
S-17R	660-1 508 (600-1)		660-1½ 508 (600-1½)		NA
CIRCLING	680-1 528 (600-1)	700-1 548 (600-1)	700-1½ 548 (600-1½)	720-2 568 (600-2)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LUFKIN SIX DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R NA - Environmental.
Waterway 17, 35 NA - Air Traffic.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

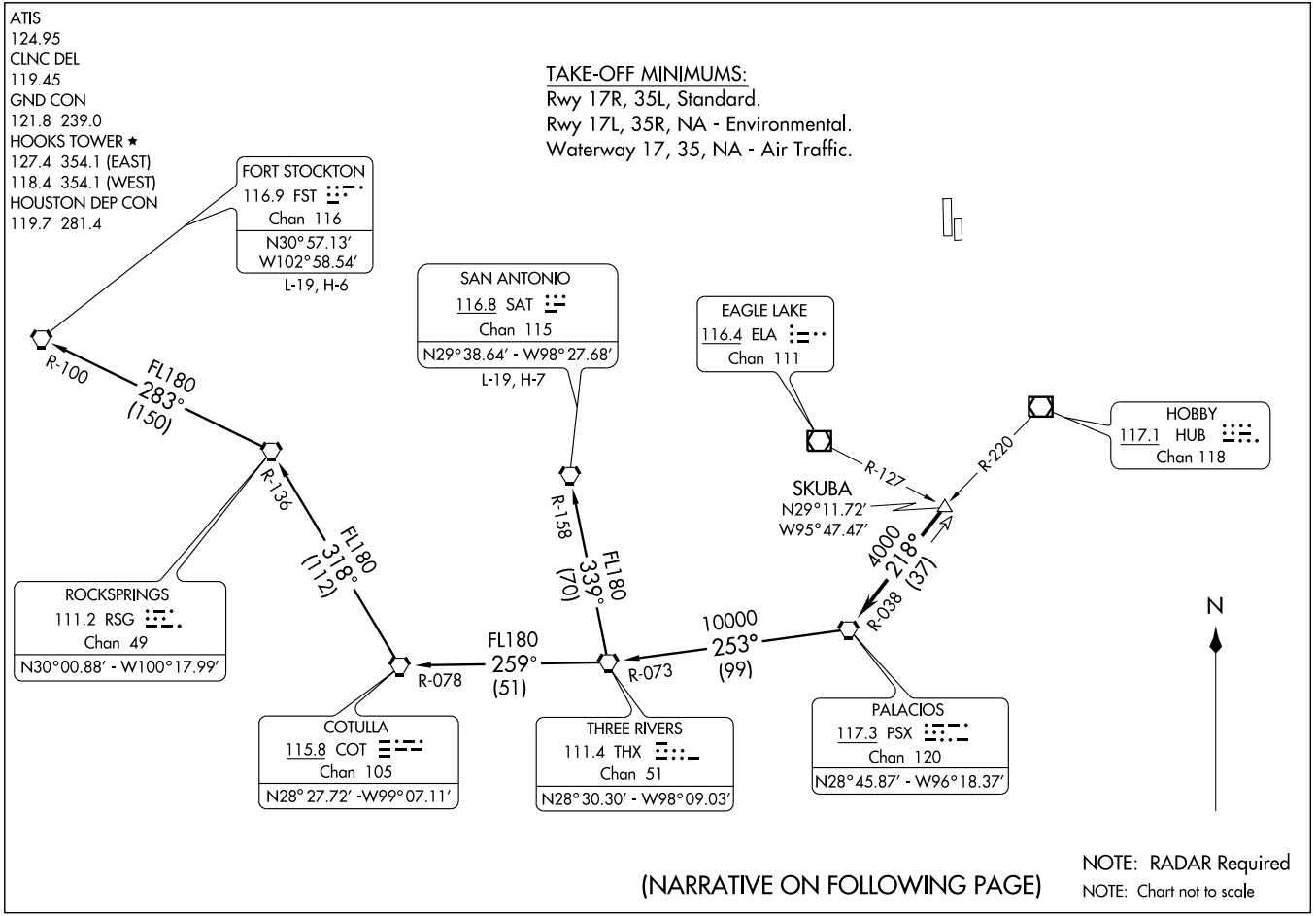
SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

PALACIOS FOUR DEPARTURE

(PSX4.PSX) 10210

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS



(PSX4.PSX) 10210

PALACIOS FOUR DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

SL-5457 (FAA)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

RIICE THREE ARRIVAL Transition Routes

SC-5, 21 OCT 2010 to 18 NOV 2010

BILEE TRANSITION (BILEE.RIICE3): From over BILEE INT via TNV R-334 to HOMRN INT and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE3): From over CLL VORTAC via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE3): From over CVE VOR/DME via CVE R-160 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE3): From over ILEXY INT via CLL R-238 to CLL VORTAC, then via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE3): From over LOA VORTAC via LOA R-181 to BAZBL, then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE3): From over LLO VORTAC via LLO R-080 to HOMRN, then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE3): From over MQP VORTAC via MQP R-124 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the BAZBL (RNAV) STAR.

NOTE: ILEXY transition for Austin terminal area departures only.

NOTE: ATC assigned only for aircraft landing HOU.

NOTE: Chart not to scale.

COWBOY
116.2 CVE
Chan 109
N32°53.42′
W96°54.24′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

CHMPZ
N32° 33.95′
W96° 48.64′

LUKIY
N32° 19.46′
W97° 29.79′

WACO
115.3 ACT
Chan 100

TORNN
N31° 31.22′
W96° 30.88′

HOOTZ
N31° 19.24′
W96° 26.94′

BILEE
N31° 09.75′
W96°23.31′
L-19-21, H-6

HOMRN
N30° 50.00′
W96° 15.80′

ARNNE
N30° 43.74′
W96° 33.00′

LLANO
108.2 LLO
Chan 19
N30° 47.78′-W98° 47.24′
L-19, H-6-7

CENTEX
112.8 CWK
Chan 75

ILEXY
N30° 21.17′
W97° 04.76′
L-19-21

COLLEGE STATION
113.3 CLL
Chan 80
N30° 36.30′
W96°25.24′
L-19-21, H-7

BAZBL
N30° 38.27′
W96° 03.40′

BAATS
N30° 31.60′
W95° 56.38′

RIICE
N30° 27.15
W95° 51.71′

LEONA
110.8 LOA
Chan 45
N31°07.44′-W95°58.08′
L-19-21, H-6

NAVASOTA
115.9 TNV
Chan 106

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

See following page for arrival routes.

TURBOJETS:
Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.
Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS.

RIICE THREE ARRIVAL Transition Routes

HOUSTON, TEXAS

RNAV (GPS) RWY 17R

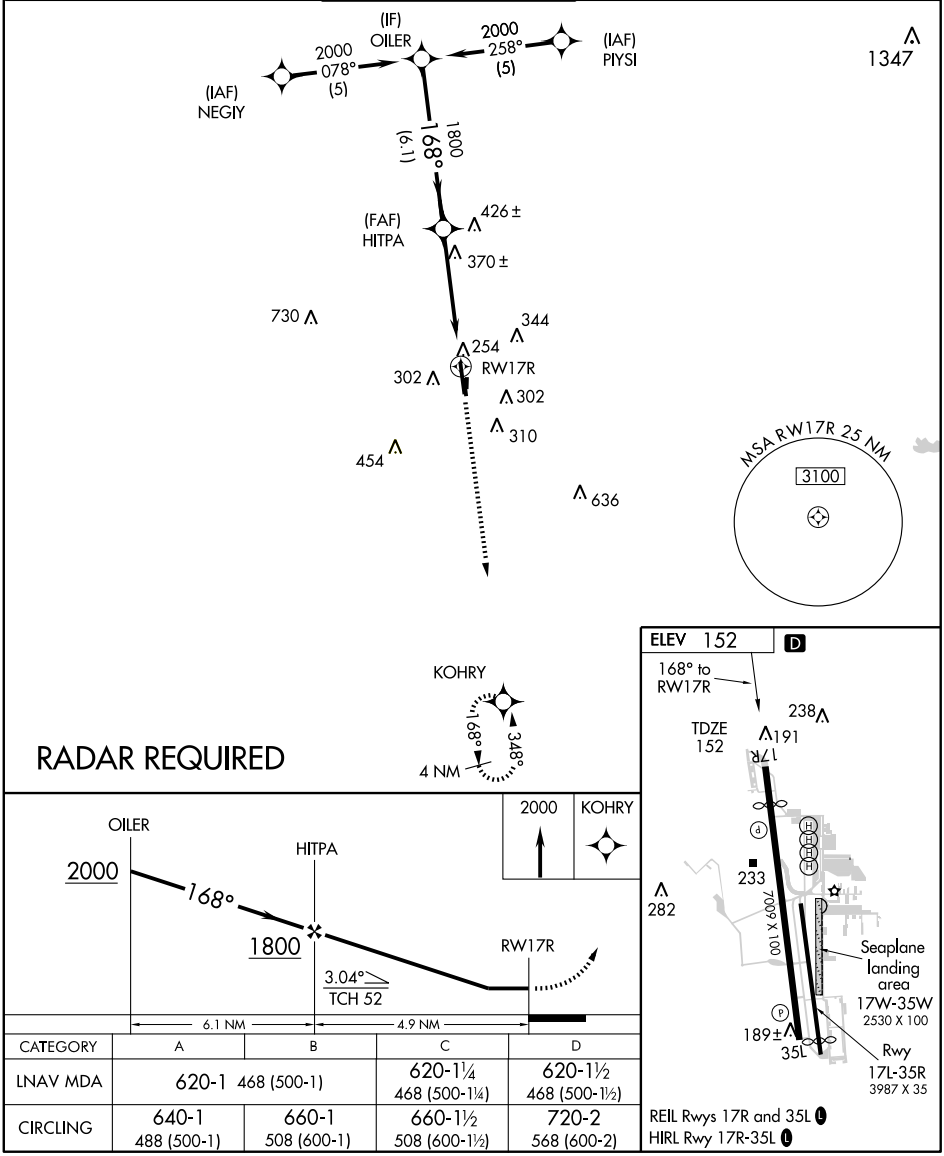
HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

APP CRS	Rwy Idg	6002
168°	TDZE	152
	Apt Elev	152

If local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct KOHRY and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 EAST 118.4 (CTAF) L 354.1 WEST	121.8 239.0	119.45	122.95



CATEGORY	A	B	C	D
LNAV MDA	620-1 468 (500-1)		620-1¼ 468 (500-1¼)	620-1½ 468 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6700
CH 45603	348°	TDZE 152
W35A		Apt Elev 152

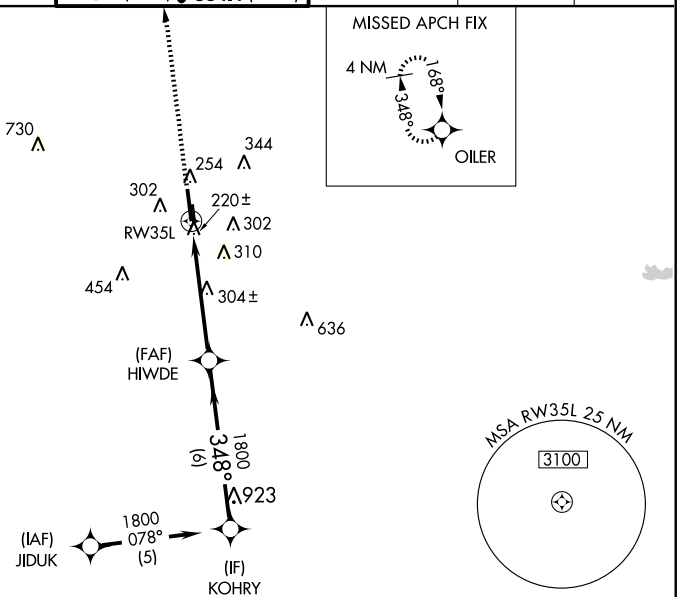
RNAV (GPS) RWY 35L

HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

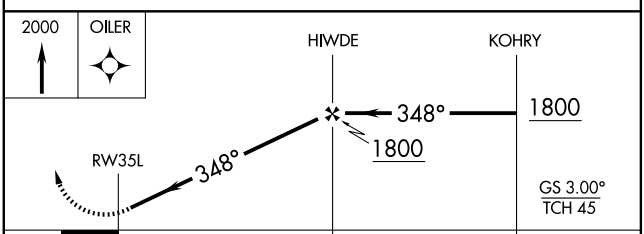
Baro-VNAV NA when using George Bush Intercontinental/Houston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting and increase all DAs 36 feet, and all MDAs 40 feet.

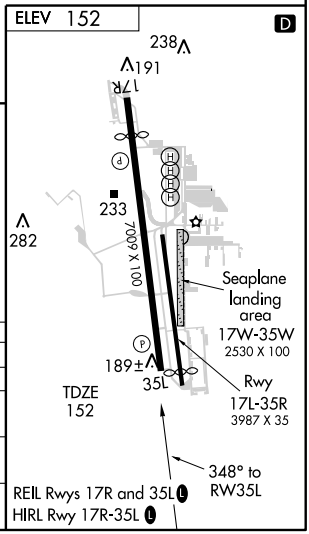
MISSED APPROACH: Climb to 2000 direct OILER and hold.

ATIS	HOUSTON APP CON	HOOKS TOWER★	GND CON	CLNC DEL	UNICOM
124.95	119.7 281.4	127.4 354.1 (EAST) 118.4 (CTAF) L 354.1 (WEST)	121.8 239.0	119.45	122.95



RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	451-1 299 (300-1)			
LNAV/ VNAV DA	552-1½ 400 (400-1½)			
LNAV MDA	560-1 408 (500-1)		560-1¼ 408 (500-1¼)	560-1½ 408 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

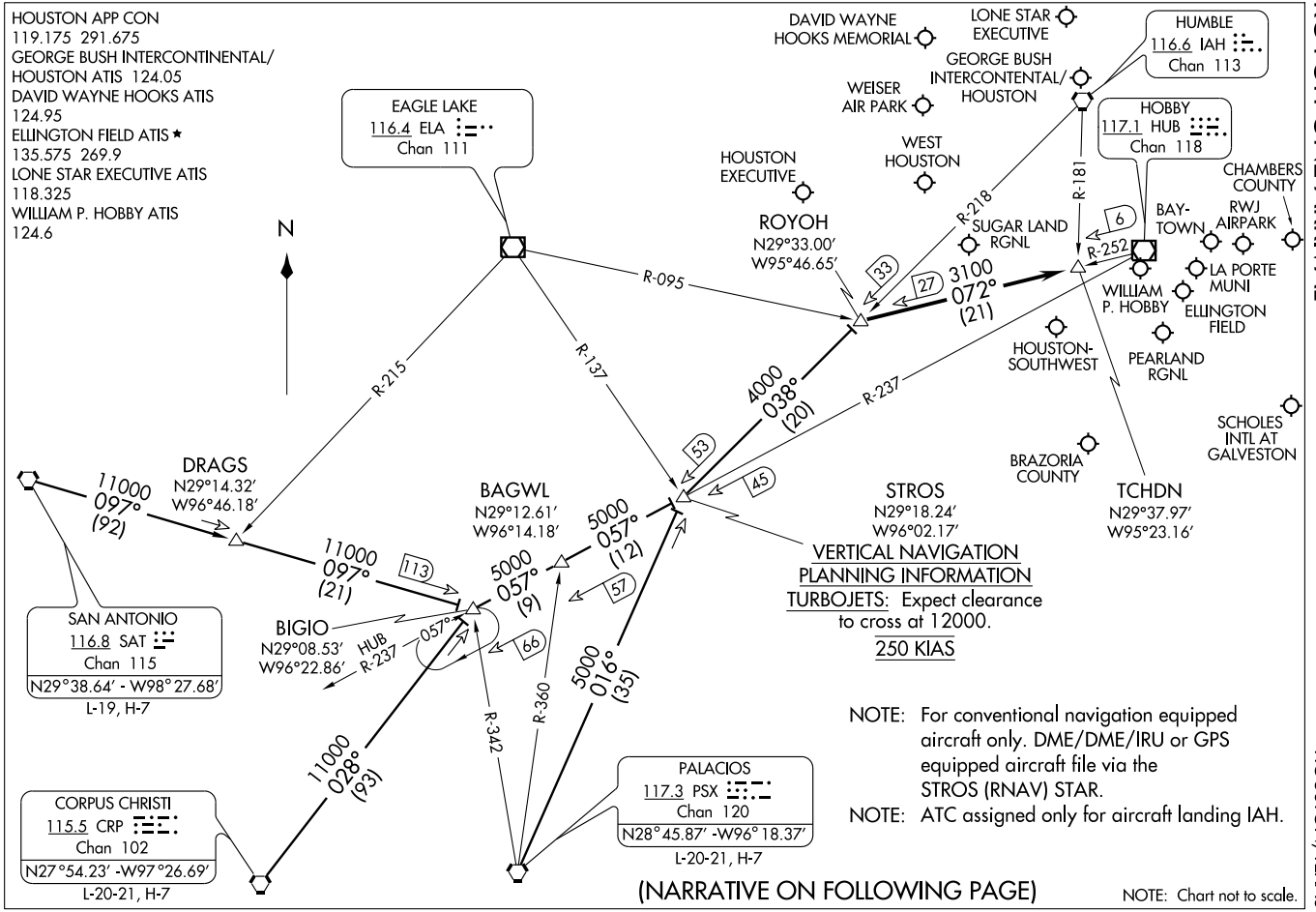
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

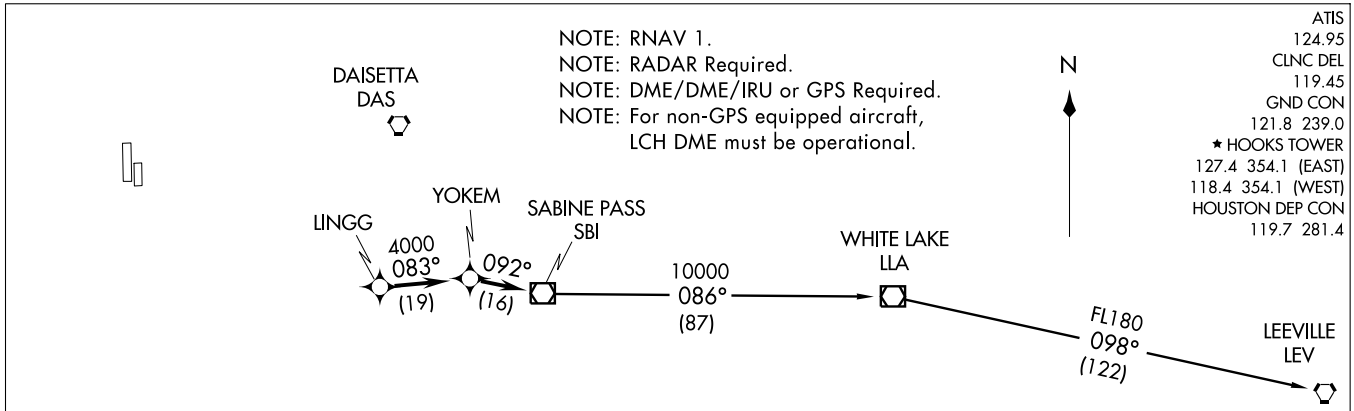
SC-5, 21 OCT 2010 to 18 NOV 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35, NA - Air Traffic.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 17R: Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L: Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

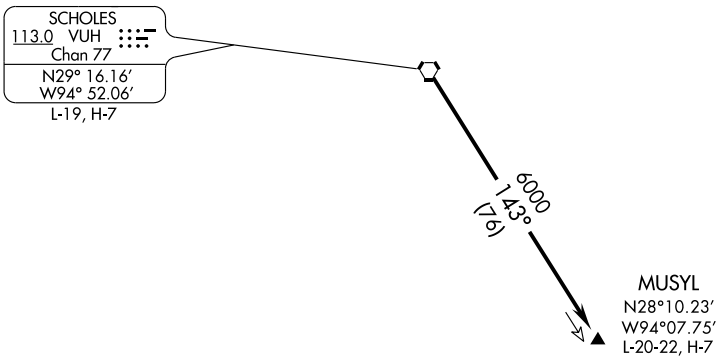
LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
HOUSTON, TEXAS

SL-5457 (FAA)

ATIS
124.95
CLNC DEL
119.45
GND CON
121.8 239.0
★ HOOKS TOWER
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.



TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/ 220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.
Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/ 238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, tower and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315', from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

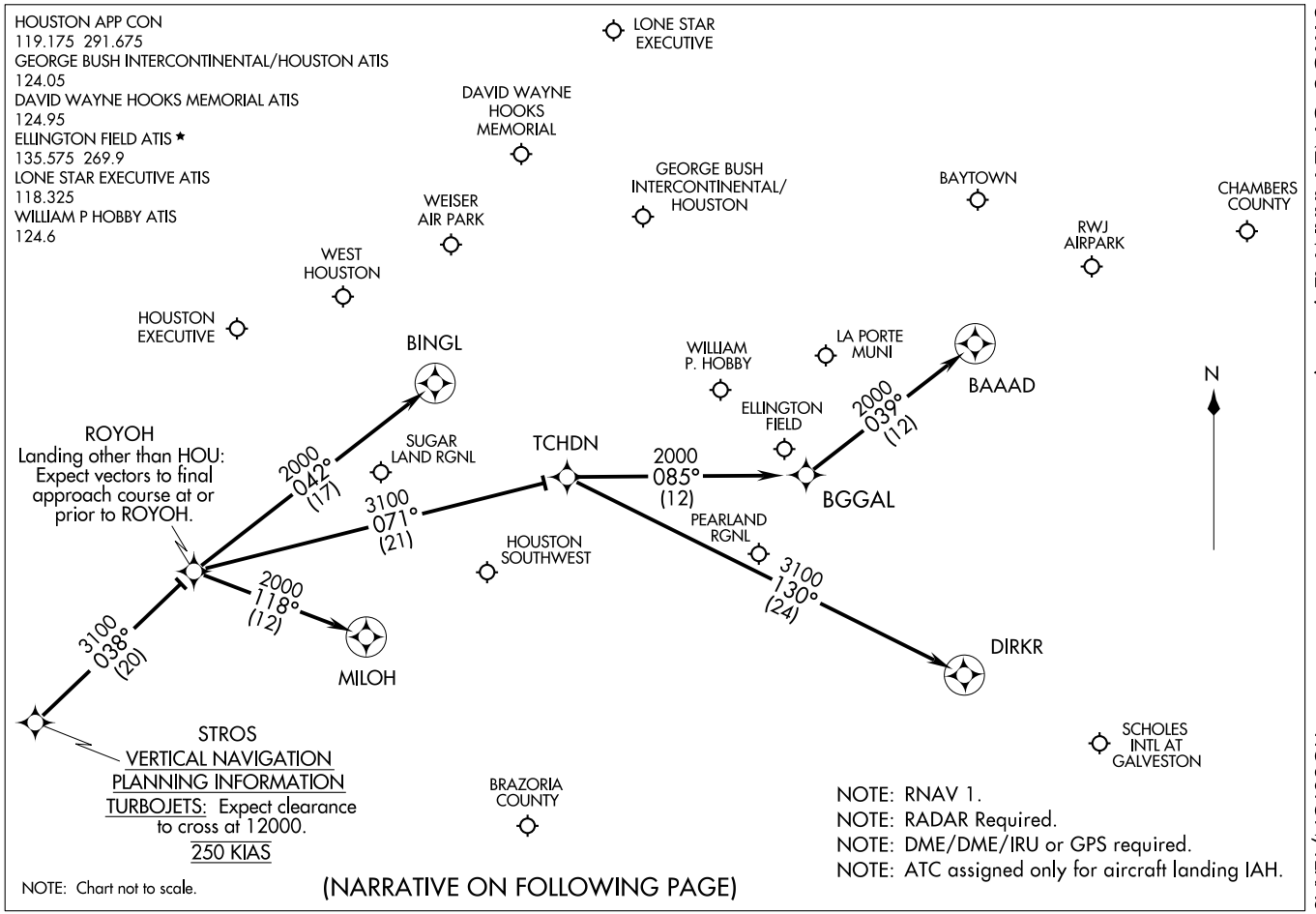
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV)
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH) HOUSTON, TEXAS

SL-5457 (FAA)

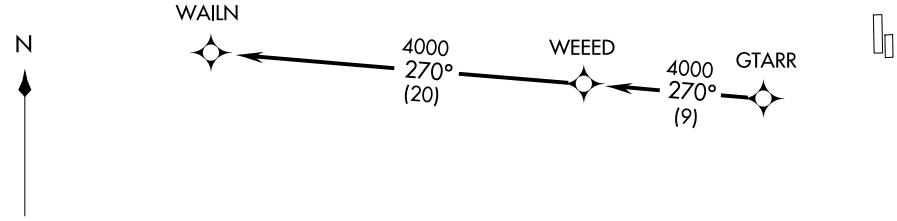
ATIS
124.95
CLNC DEL
119.45
GND CON
121.8 239.0
★ HOOKS TOWER
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

TAKE-OFF MINIMUMS:
Rwy 17R, 35L, Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35, NA - Air Traffic.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees tower and poles beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

WOLDE THREE ARRIVAL (RNAV) Transition Routes

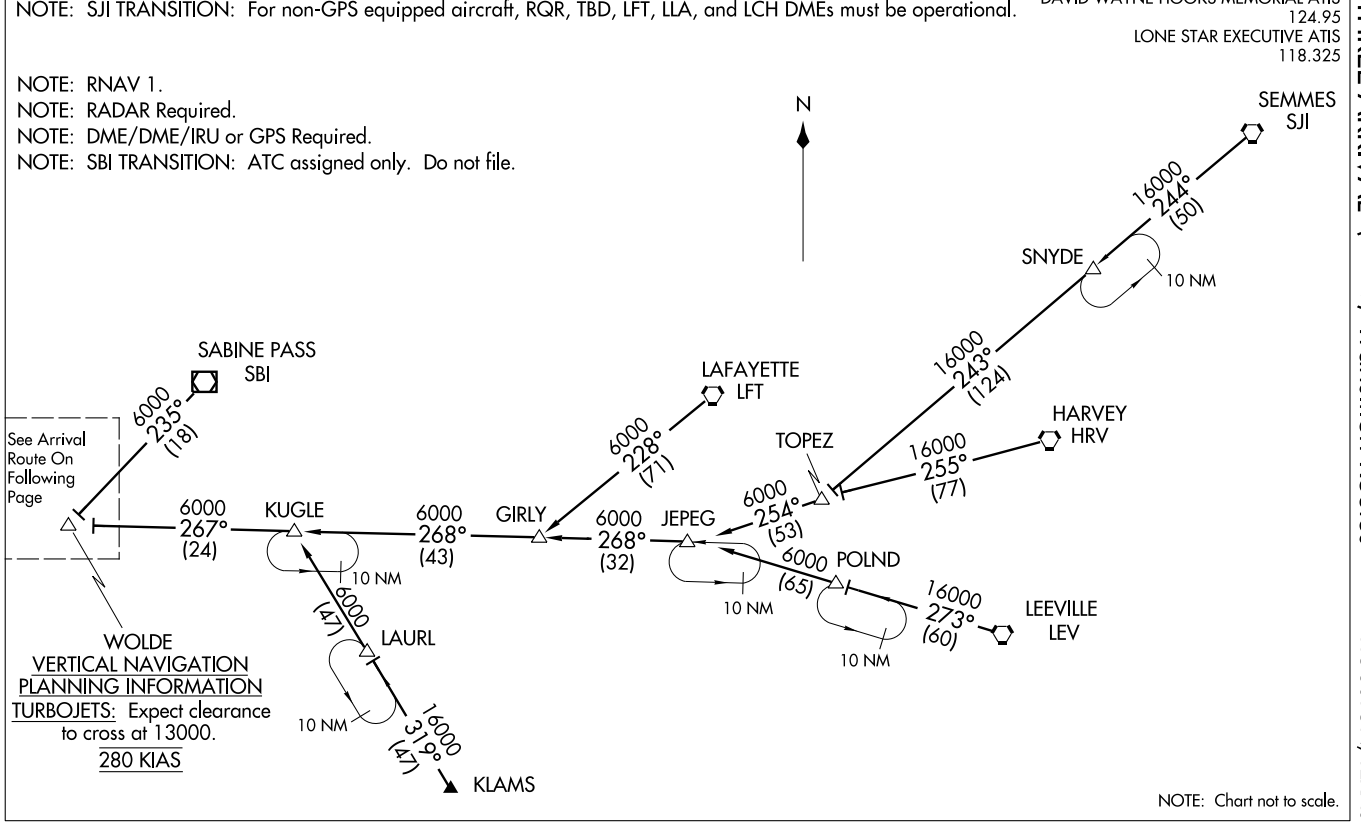
(WOLDE.WOLDE3) 10210

HOUSTON, TEXAS

NOTE: HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA DMEs must be operational.
NOTE: KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS DMEs must be operational.
NOTE: LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, and LCH DMEs must be operational.
NOTE: LFT and JEPEG TRANSITION: For non-GPS equipped aircraft, LLA and LCH DMEs must be operational.
NOTE: SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, and LCH DMEs must be operational.

HOUSTON APP CON
119.625 226.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

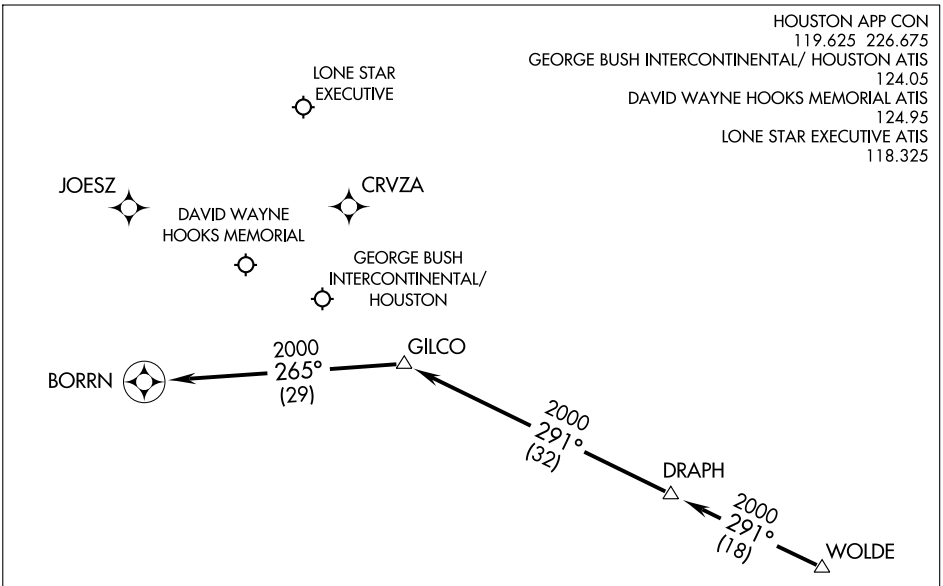
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: SBI TRANSITION: ATC assigned only. Do not file.



NOTE: Chart not to scale.

ST-5461(FAA)

WOLDE THREE ARRIVAL (RNAV) Transition Routes
(WOLDE.WOLDE3) 10210
HOUSTON, TEXAS



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE3)
JEPEG TRANSITION (JEPEG.WOLDE3)
KLAMS TRANSITION (KLAMS.WOLDE3)
LAFAYETTE TRANSITION (LFT.WOLDE3)
LEEVILLE TRANSITION (LEV.WOLDE3)
SABINE PASS TRANSITION (SBI.WOLDE3)
SEMMES TRANSITION (SJI.WOLDE3)

From WOLDE via 291° track to DRAPH, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . .From DRAPH via 291° track to GILCO. Thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN. If not received by BORRN fly present heading.

ALL OTHER RUNWAYS: . . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

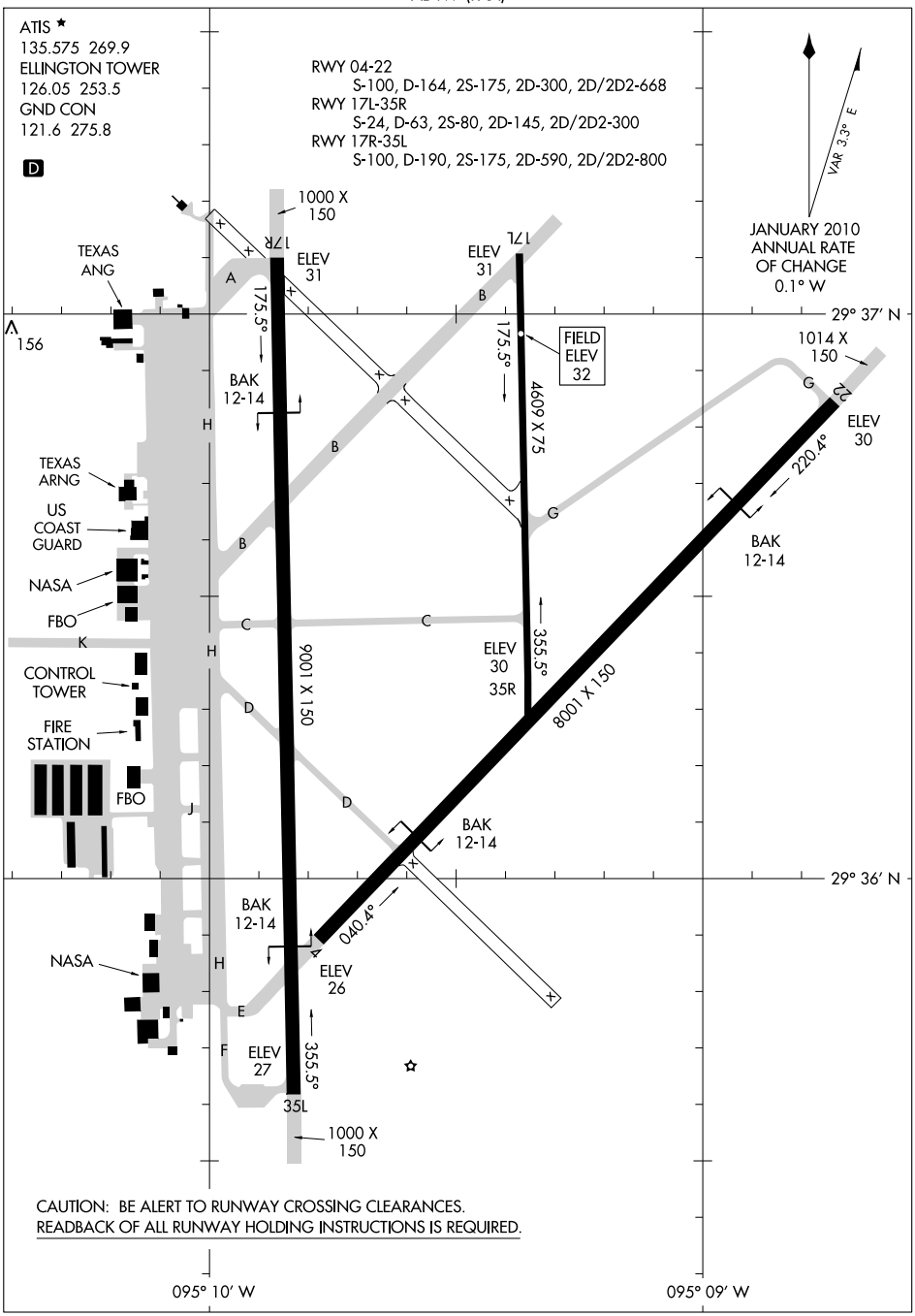
. . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

AL-197 (FAA)



SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/ ELLINGTON FIELD (EFD)

HOUSTON, TEXAS

ATIS★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

MUSIQ
N30°33.17′
W94°53.53′

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

POLK
108.4 FXU
Chan 21

DAISETTA
116.9 DAS
Chan 116

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

V212 R-082 16 082° (49) V212 49 R-265 65 R-294 (49) V212 J50 4000 *2000 085° (115) R-266 FL190 094° (92) R-273 J50 FL190 094° (95) R-277

(45) 43 (11) R-325 R-299 I29 32 028° (23) R-254 9 R-028

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE (AEX5.AEX) 10210 HOUSTON/ELLINGTON FIELD (EFD) HOUSTON, TEXAS

SL-197 (FAA)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY
DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

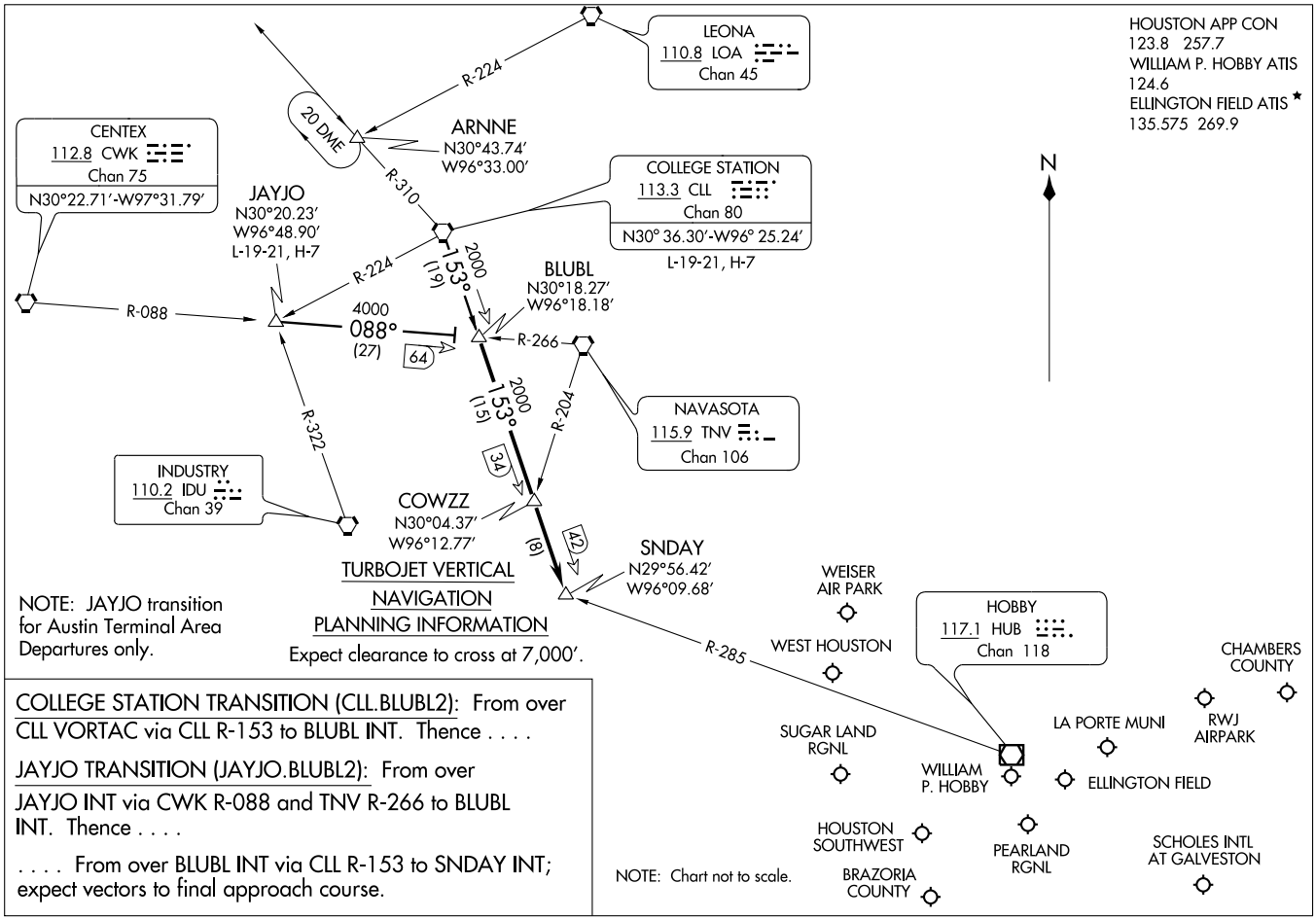
TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

HOUSTON/ELLINGTON FIELD (EFD)

HOUSTON, TEXAS

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

TAKE-OFF OBSTACLES:

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.

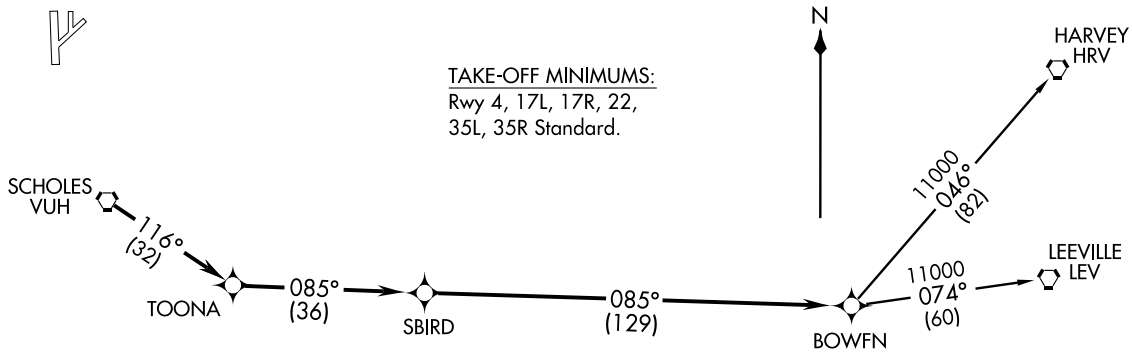
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.

Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

TAKE-OFF MINIMUMS:

Rwy 4, 17L, 17R, 22, 35L, 35R Standard.



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

BOWFN ONE DEPARTURE (RNAV) SL-197 (FAA)
(BOWFN1.BOWFN) 10266
HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

SC-5, 21 OCT 2010 to 18 NOV 2010

HOUSTON APP CON
126.675 339.8
WILLIAM P. HOBBY ATIS
124.6
* ELLINGTON FIELD ATIS
135.575 269.9

COWBOY
CVE
172°
(71)
6000
10 NM
ELLVR
167°
(7)
6000
GOALL
(24)
PPUNT
(25)
DRPPD
(12)
20 NM
133°
313°
ARNNE
LLANO
LLO
6000
091°
(111)
FTBAL
6000
129°
(16)
10 NM
309°
MRRIO
(9)
ILEXY
6000
089°
(40)
TEXNN
6000
129°
(8)
3100
150°
(10)
QTRBK
(13)
TAKKL
(6)
RECVR
250 KIAS
3100
137°
(17)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

COACH
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.

NOTE: CVE TRANSITION: For non-GPS equipped aircraft, ACT, and GNL DMEs must be operational.

NOTE: LLO TRANSITION: For non-GPS equipped aircraft, TPL DME must be operational.

ROYOH
Landing other than HOU: Expect vectors to final approach course at or prior to ROYOH.

See following page for arrival routes.

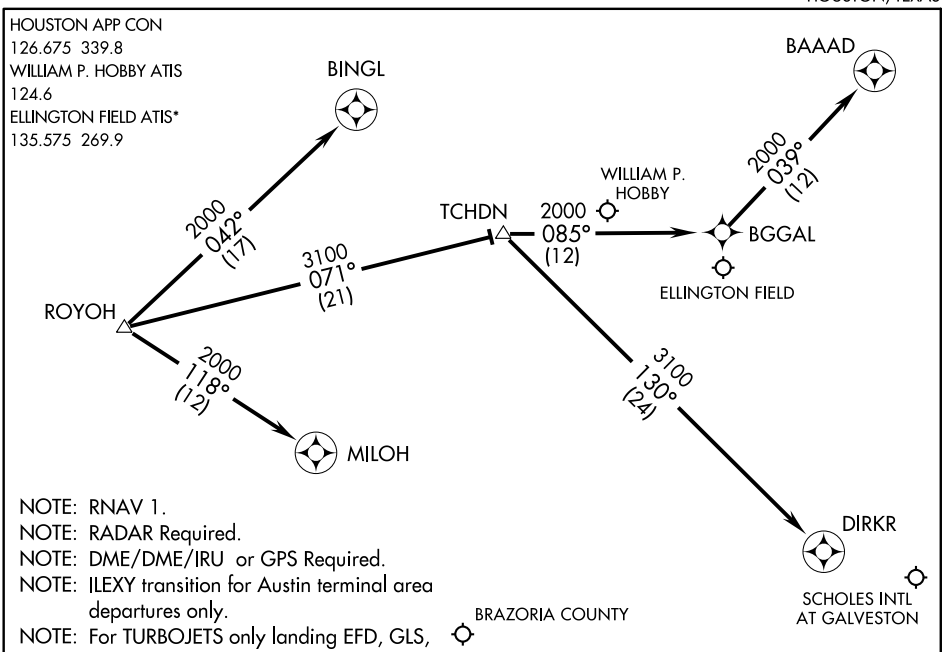
NOTE: Chart not to scale.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

(COACH.COACH1) 10210

COACH ONE ARRIVAL (RNAV) Arrival Routes



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.COACH1)
ILEXY TRANSITION (ILEXY.COACH1)
LLANO TRANSITION (LLO.COACH1)

From COACH via 150° track to QTRBK, thence as depicted to ROYOH. Thence. . . .

WILLIAM P. HOBBY:

LANDING RUNWAY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RUNWAY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RUNWAY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RUNWAY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

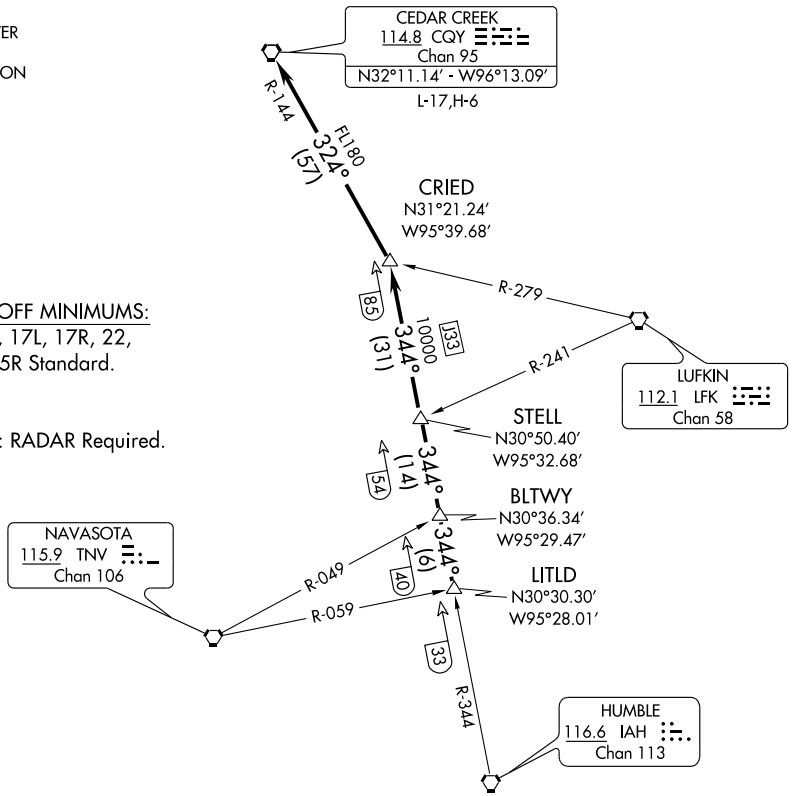
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

CRIED FOUR DEPARTURE

SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/ 80′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

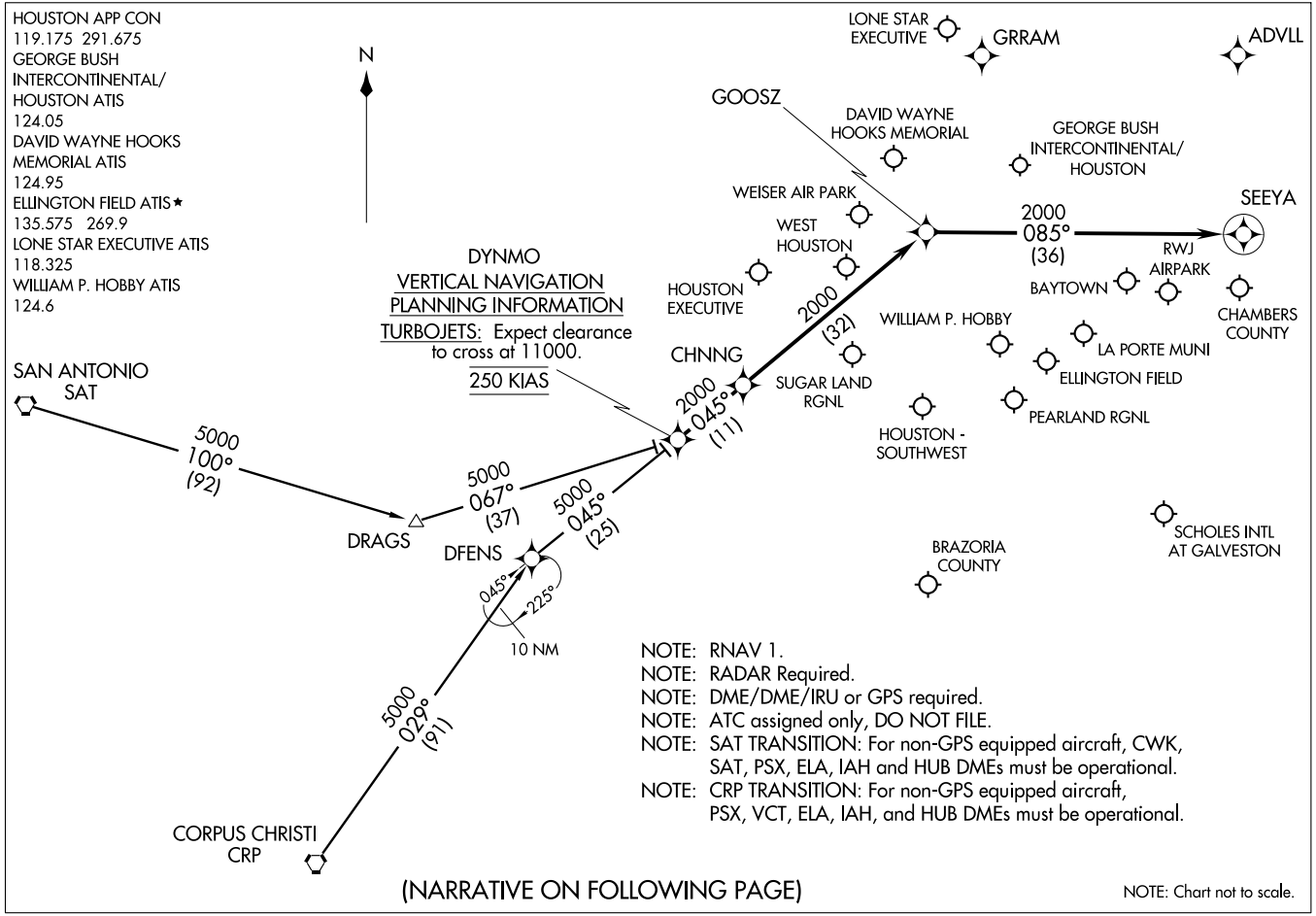
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

EL DORADO THREE DEPARTURE SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: RADAR Required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

95
(7)

ENJOY
N31°16.73′
W94°19.82′

88

MUSIQ
N30°33.16′
W94°53.53′

VELCO
N31°10.67′
W94°24.55′

028° (45)

DARTR
N30°24.19′
W95°00.41′

43
(111)

32

R-325

RAECN
N30°05.08′
W95°14.95′

R-299

028° (23)

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

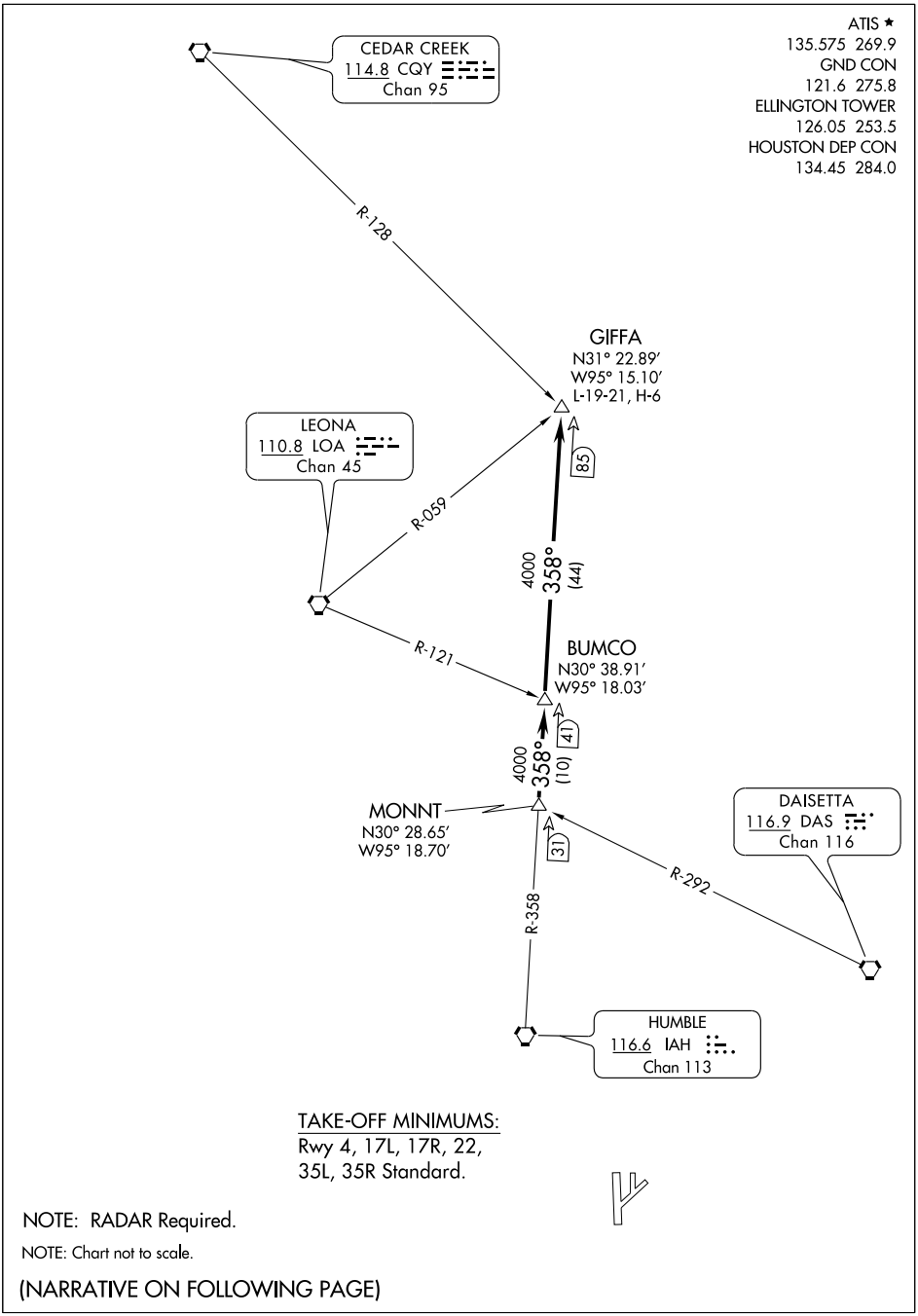
Climb on assigned heading for radar vectors to RAECN INT, maintain 4000.
Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R: Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22: Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L: Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R: Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL.
OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010

HI-ILS 1 RWY 35L

LOC I-EFD	APCH CRS	Rwy ldg	9001
111.1	354°	TDZE	27
		Arpt Elev	32

JAL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L

MALSF

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via EFD R-136 to WATFO INT/EFD 16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

DME or RADAR REQUIRED

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
DROPP	N29°13.63′ W95°32.07′
WATFO	N29°23.90′ W94°58.07′

649 629 247 395 120 499 2049 1549 1235

R-286 16,000 (IAF) CANDI EFD 8 106° LOCALIZER 111.1 I-EFD 14,000 12,000

ELLINGTON EFD Chan 31

MARZY EFD 7 /RADAR

20 NM 354° 151° 316° 136° R-136

WATFO EFD 16

PAHSU EFD 15

KOREJ EFD 18 EFD 18 Arc 7000

EDEDY EFD 18

(IAF) DROPP EFD 30 16,000 R-216 R-206 174° LR-174 LR-168 R-151

ANRUY EFD 30 15,000 EFD 30 Arc 354°

OKUME EFD 30 4000

MSA EFD 2.5 NM 150° 1800 3100 330°

EMERG SAFE ALT 100 NM 16,000

500 2500 EFD R-136 WATFO EFD 16

KOREJ Intcp Lczr 18 3000 354°

MARZY 7 /RADAR 2100 PAHSU 15 3000 2500

TACAN 1.4 2100 GS 3.00° TCH 54

0.7 5.6 NM

ELEV 32

17R 17L 156 112 129 22 35R 9001 × 150 8001 × 150 4609 × 75

TDZE 27 35L

354° 6.3 NM from FAF 70

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	C	D	E
S-ILS 35L	227/40	200	(200-¾)
S-LOC 35L*	440/50 413 (500-1)		440/60 413 (500-1¼)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC I-LPV	APCH CRS	Rwy ldg	9001
110.3	174°	TDZE	31
		Arpt Elev	32

JAL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

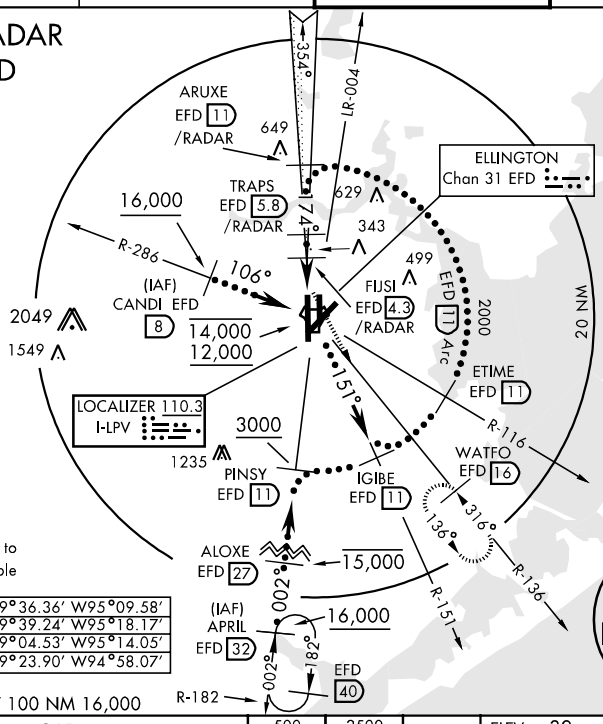
▼* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climb to 500 then climbing left turn to 2500 via EFD R-136 to WATFO INT/16 DME and hold.

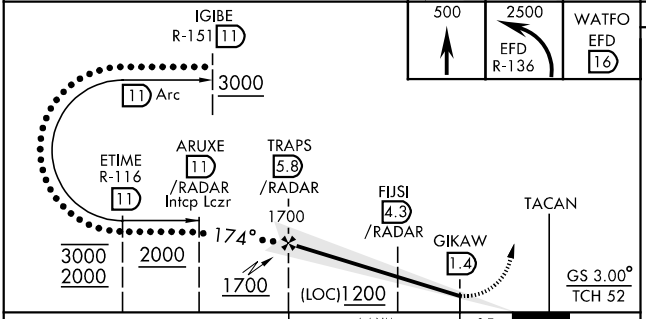
ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

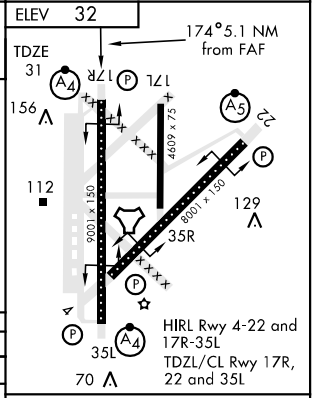
DME or RADAR REQUIRED



Enroute penetration to 11 DME Arc available

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′





CATEGORY	C	D	E
S-ILS 17R	231/40 200 (200-¾)		
S-LOC 17R *	440/50 409 (500-1)		440/60 409 (500-1¼)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 4.4 NM

Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

HI-ILS RWY 22

LOC I-FNF	APCH CRS	Rwy ldg	8001
110.1	219°	TDZE	31
		Arpt Elev	32

JAL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

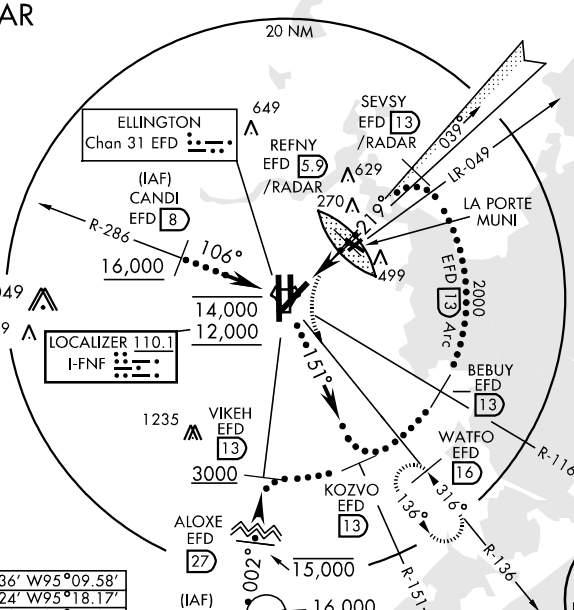
▼* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

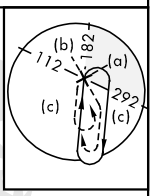
MALSR A5

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via EFD R-136 to WATFO INT/16 DME and hold.

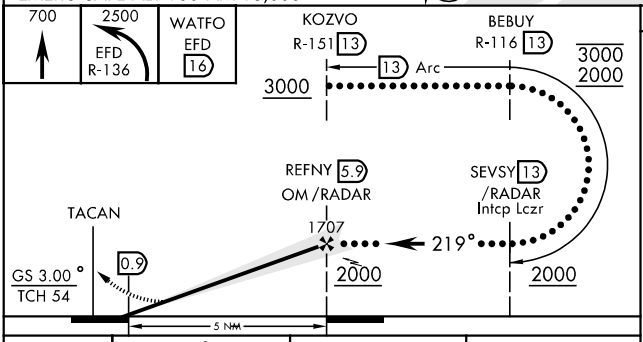
ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

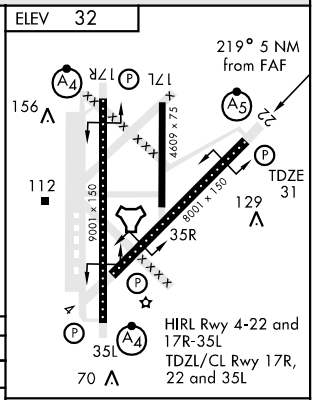
DME or RADAR REQUIRED





EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′





CATEGORY	C	D	E
S-ILS 22	231/24 200 (200-½)		
S-LOC 22 *	460/40 429 (500-¾)	460/50 429 (500-1)	
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 5 NM

Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 17R

TACAN	EFD
Chan	31

APCH CRS
163°

Rwy ldg	9001
TDZE	31
Arpt Elev	32

JAL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′

RADAR REQUIRED

LAWKE EFD 11
YESHI EFD 6.4
JINNI EFD 5
(IAF) CANDI EFD 8
(IAF) APRIL EFD 32
ALOXE EFD 27
PINSY EFD 11
IGIBE EFD 11
WATFO EFD 16
ETIME EFD 11
EFD 11 Arc
EFD 40
ELLINGTON Chan 31 EFD

R-343 · LR-354 · R-286 · R-116 · R-136 · R-151 · R-182

16,000 · 14,000 · 12,000 · 15,000 · 3000 · 2000

163° · 106° · 151° · 136° · 316° · 002° · 182°

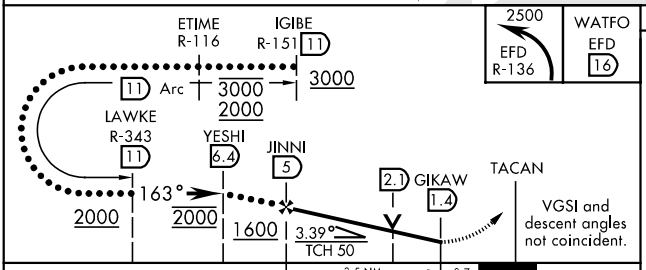
649 · 629 · 499 · 343 · 2049 · 1549 · 1235

20 NM

MSA EFD 2.5 NM
150° · 330° · 3100 · 1800

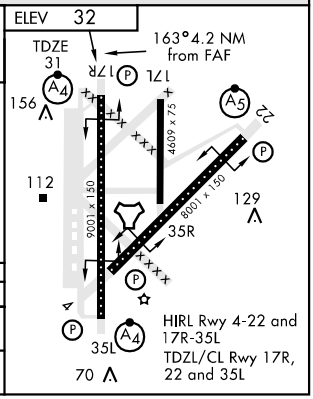
Enroute penetration to 11 DME Arc available

EMERG SAFE ALT 100 NM 16,000



2500
EFD
R-136

WATFO
EFD
16



CATEGORY	C	D	E
S-17R *	500/50 469 (500-1)	500/60 469 (500-1¼)	500-1½ 469 (500-1½)
CIRCLING **	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
EFD Chan 31	002°	9001	27	32

JAL197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

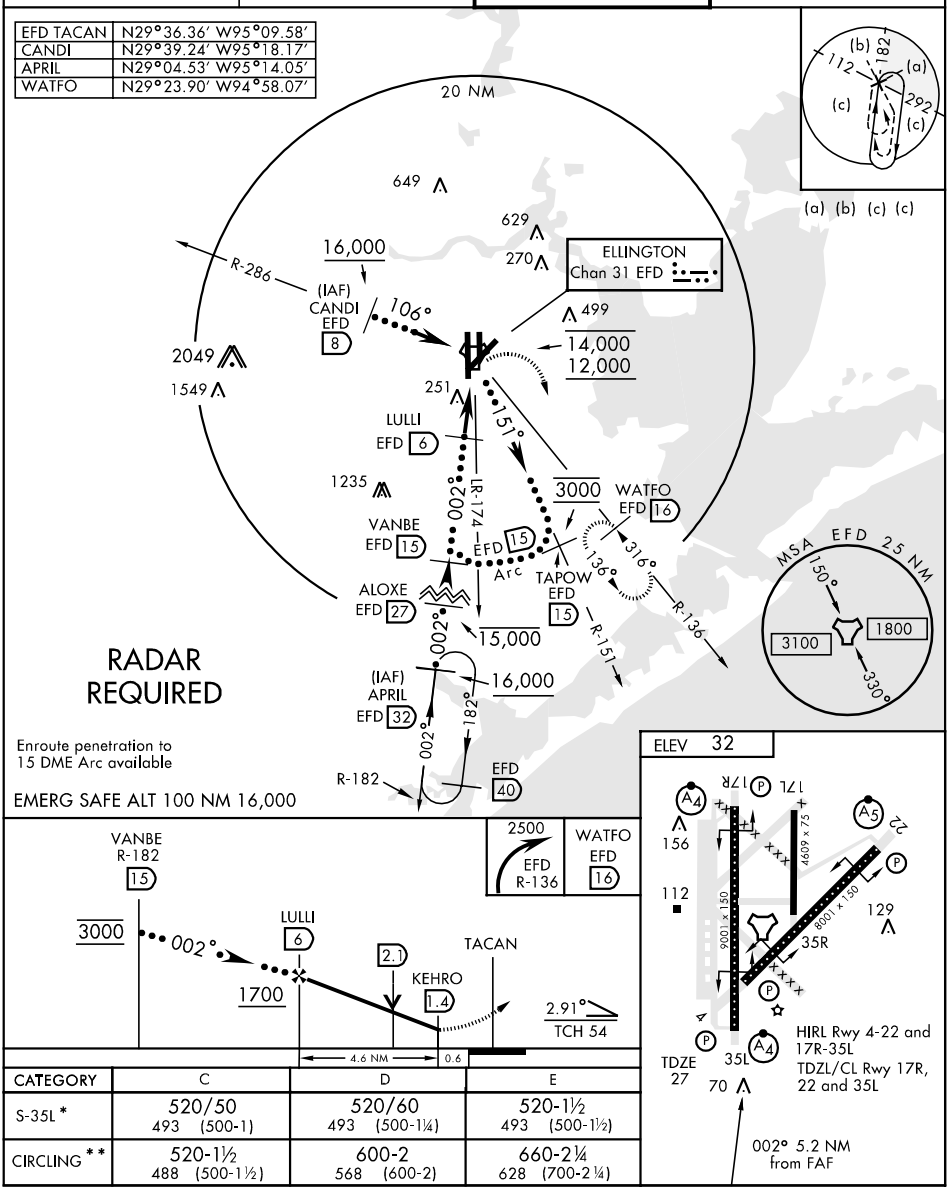
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/ 16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

EFD TACAN	N29°36.36′ W95°09.58′
CANDI	N29°39.24′ W95°18.17′
APRIL	N29°04.53′ W95°14.05′
WATFO	N29°23.90′ W94°58.07′



CATEGORY	C	D	E
S-35L *	520/50 493 (500-1)	520/60 493 (500-1¼)	520-1½ 493 (500-1½)
CIRCLING **	520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

LOC I-LPV	APP CRS	Rwy Idg	9001
110.3	174°	TDZE	31
		Apt Elev	32

ILS RWY 17R

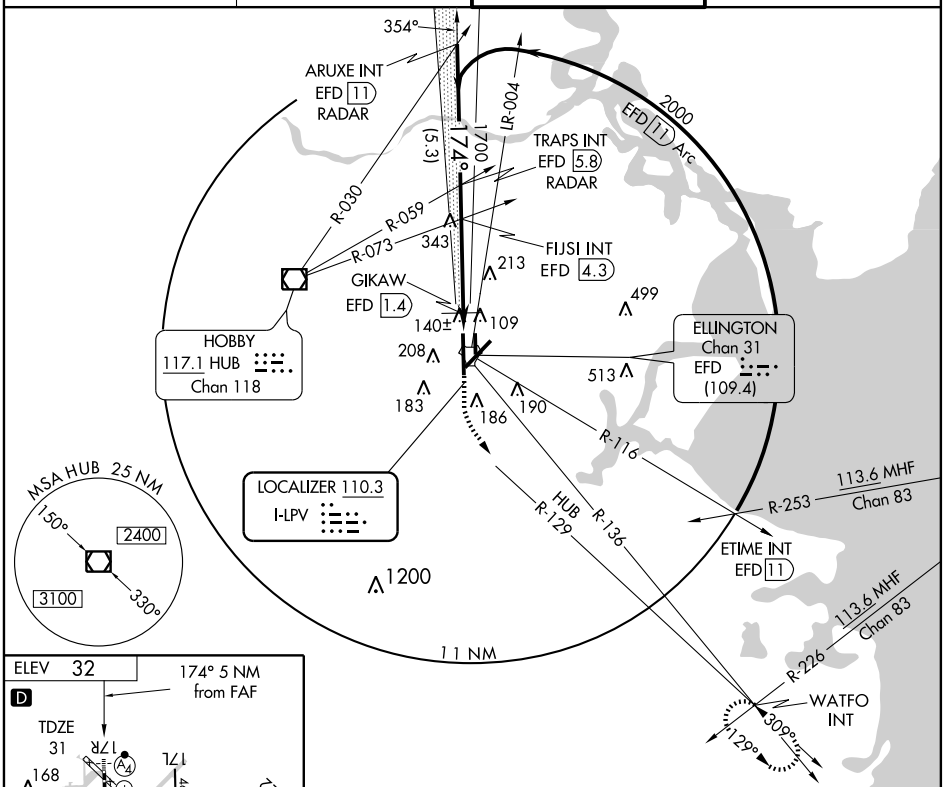
HOUSTON/ ELLINGTON FIELD (EFD)

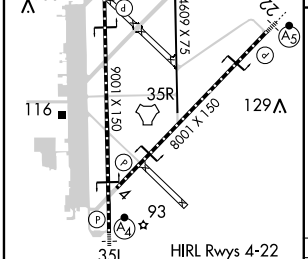
T A Inoperative table does not apply to S-ILS all Cats. Inoperative table does not apply to S-LOC all Cats. Circling not authorized west of Rwy 17R-35L. Radar or DME required.

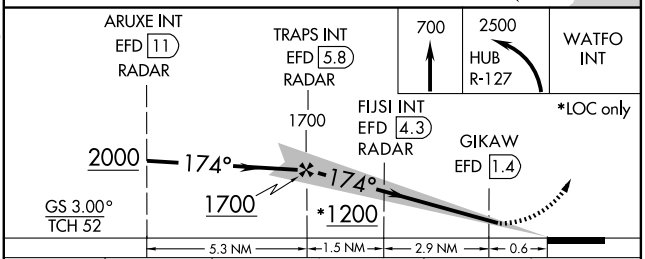
MALSF

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via HUB VOR/DME R-127 to WATFO Int and hold.

ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8







FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D	E
S-ILS 17R	231/40 200 (200-¾)				
S-LOC 17R	440/50 409 (500-1)		440/60 409 (500-1¼)		440-1½ 409 (500-1½)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC I-FNF	APP CRS	Rwy Idg	8001
110.1	219°	TDZE	31
		Apt Elev	32

ILS RWY 22

HOUSTON/ ELLINGTON FIELD (EFD)

T A Circling not authorized west of Rwy 17R-35L.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR or DME REQUIRED

116.6 IAH Chan 113

R-135

R-117

039°

SEVSY INT EFD 13 RADAR

REFNY INT EFD 5.9 RADAR

LR-049

*Mandatory

2000 (7.1)

270±

219°

ELLINGTON Chan 31 EFD (109.4)

HOBBY 117.1 HUB Chan 118

La Porte Muni

213

109

208

499

513

LOCALIZER 110.1 I-FNF

183

186

190

EFD 13 Arc

2000*

R-116

HUB R-136

R-129

10 NM

1200

MSA HUB 25 NM

150°

2400

3100

330°

(IAF) BEBUY EFD 13

113.6 MHF Chan 83

WATFO INT

309°

129°

R-226

ELEV 32 D

219° 5 NM from FAF

TDZE 31

17R

17L

22

35R

35L

168

116

129

93

4669 X 75

9001 X 150

8001 X 150

HIRL Rwys 4-22 and 17R-35L TDZ/CL Rwys17R, 22 and 35L

700

2500 HUB R-129

WATFO INT

REFNY INT EFD 5.9 RADAR

SEVSY INT EFD 13 RADAR

EFD 0.9

1707

219°

2000

2000

GS 3.00° TCH 54

5 NM

7.1 NM

CATEGORY	A	B	C	D	E
S-ILS 22	231/18 200 (200-½)				231/24 200 (200-½)
S-LOC 22	460/24 429 (500-½)		460/40 429 (500-¾)	460/50 429 (500-1)	
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC I-EFD	APP CRS	Rwy Idg	9001
111.1	354°	TDZE	27
		Apt Elev	32

ILS RWY 35L

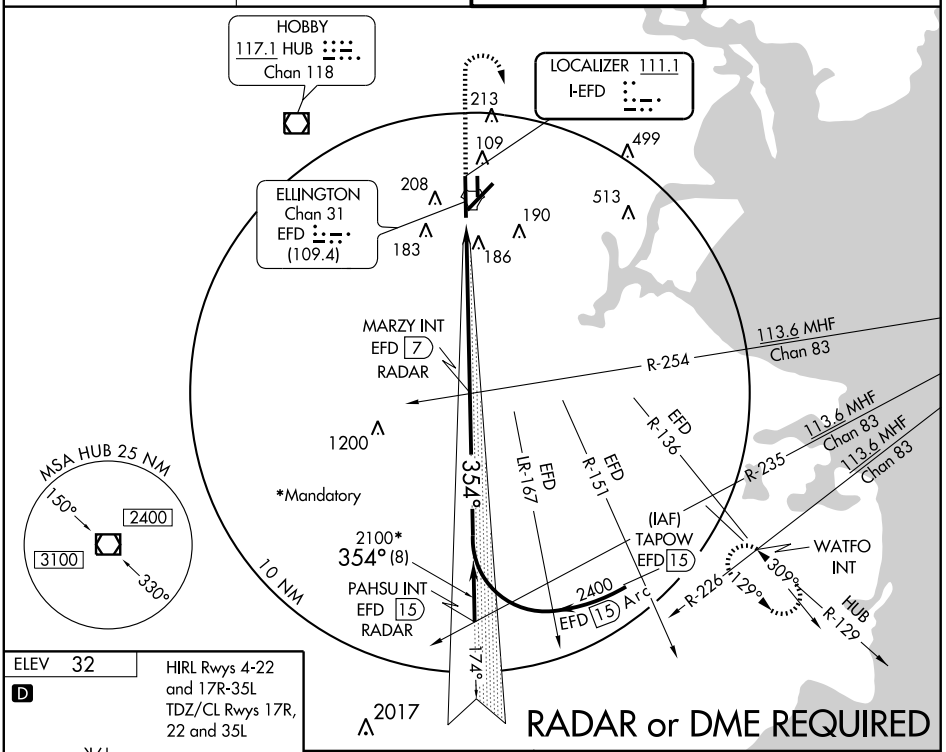
HOUSTON/ ELLINGTON FIELD (EFD)

Circling not authorized west of Rwy 17R-35L
Inoperative table does not apply to S-LOC and S-ILS all Cats.

MALSF

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

ATIS*	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8



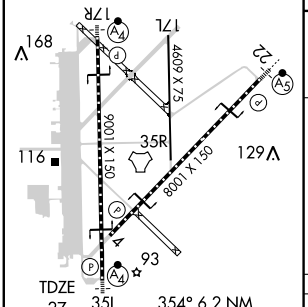
SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

ELEV 32

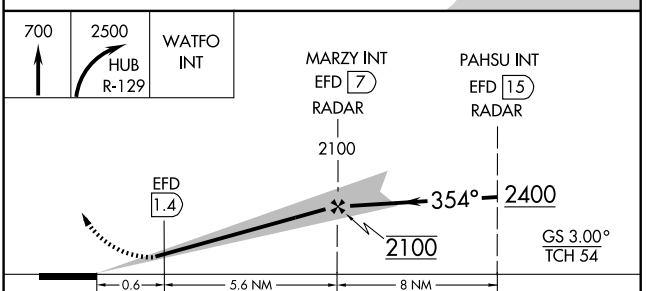
D

HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L



FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



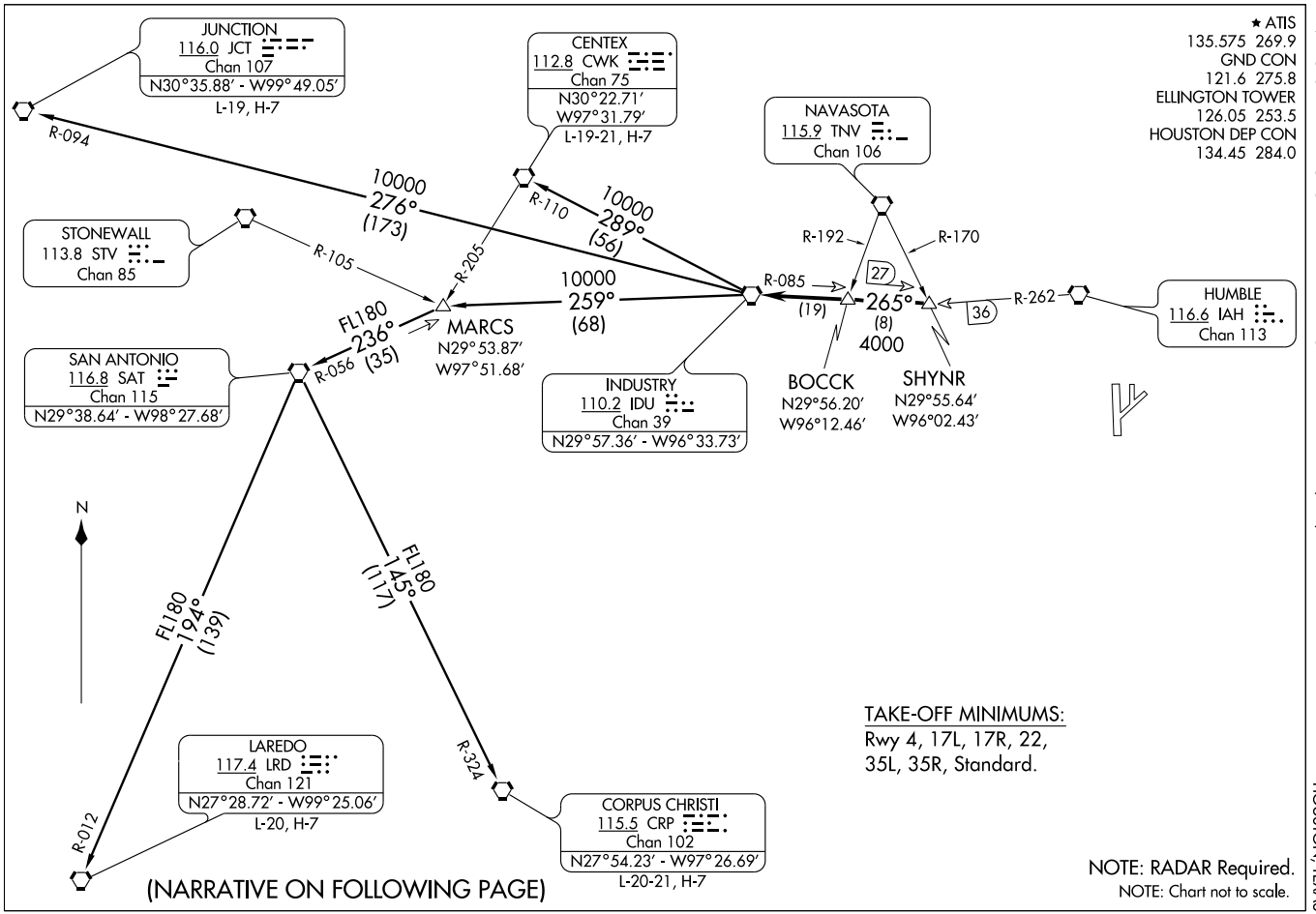
CATEGORY	A	B	C	D	E
S-ILS 35L	227/40 200 (200-¾)				
S-LOC 35L	440/50 413 (500-1)		440/60 413 (500-1¼)		440-1½ 413 (500-1½)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON, TEXAS

HOUSTON/ ELLINGTON FIELD (EFD)



INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/ ELLINGTON FIELD (EFD)

HOUSTON, TEXAS

SL-197 (FAA)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

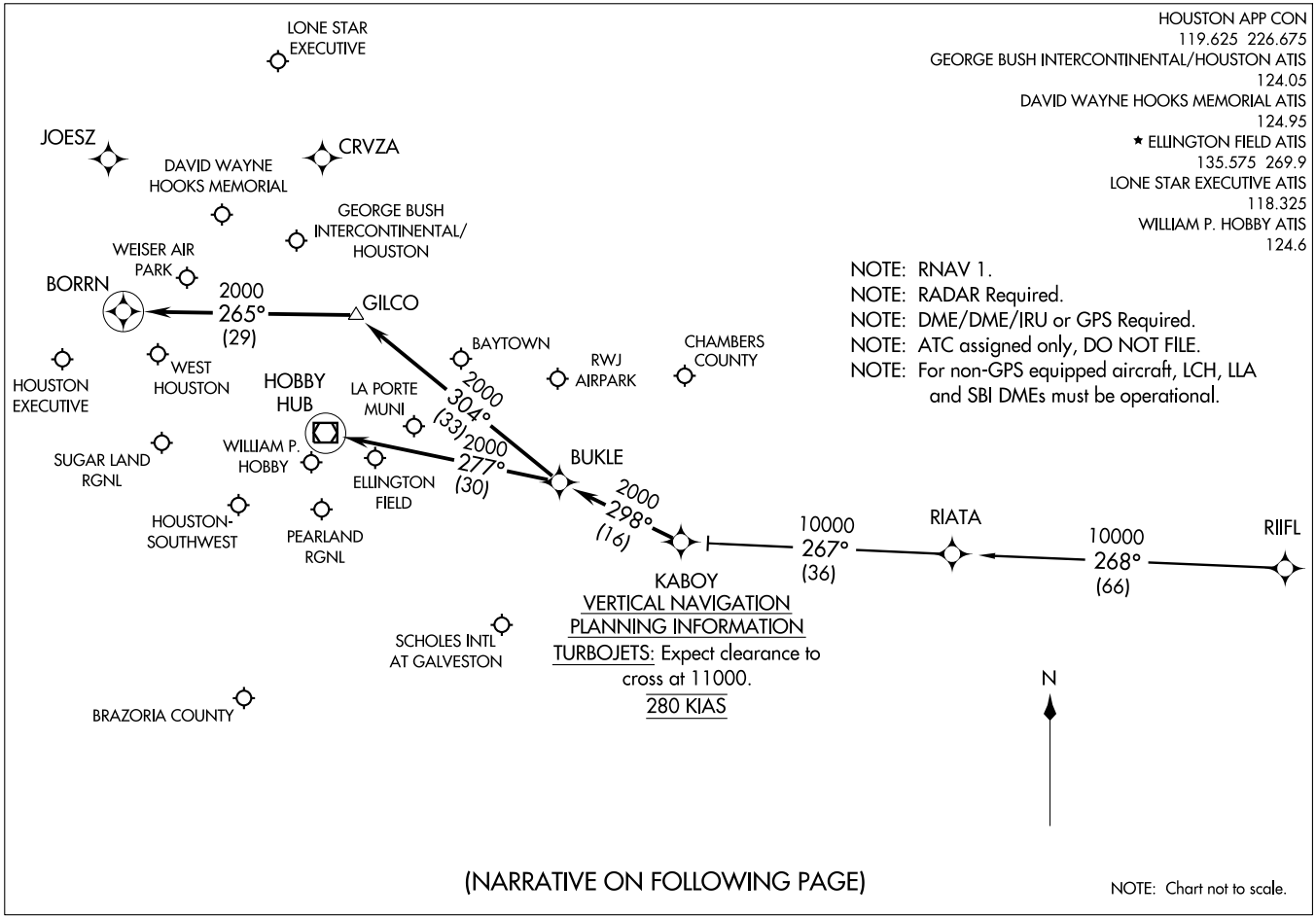
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on Bldg 1998′ from DER, 598′ right of centerline, 54 AGL/83 MSL. OL on GS 327′ from DER, 543′ left of centerline, 39 AGL/68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

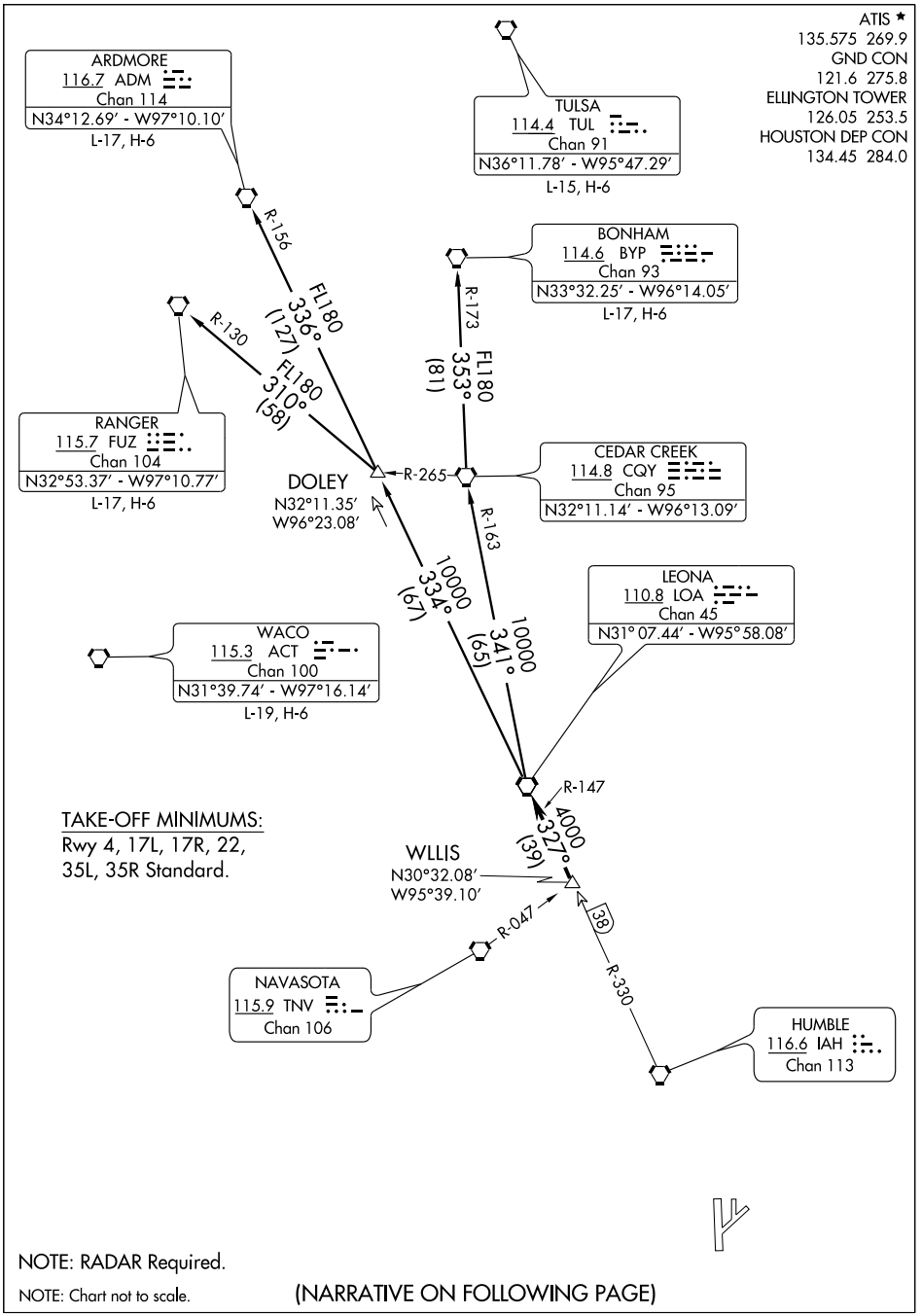
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010



(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to WLLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

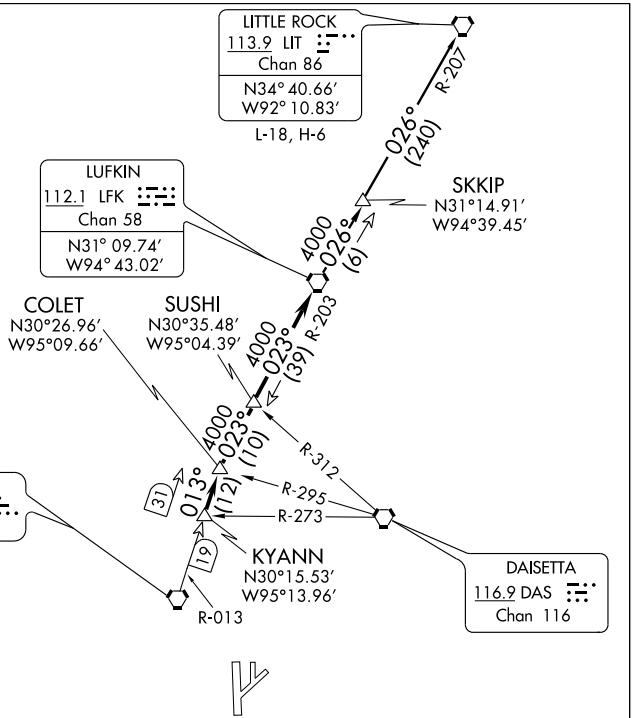
TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

LUFKIN SIX DEPARTURE

SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R, Standard.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

PALACIOS FOUR DEPARTURE

SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22,
35L, 35R, Standard.

HOBBY
117.1 HUB
Chan 118

R-220

4000
218°
(37)

R-127

SKUBA
N29°11.72'
W95°47.47'

R-038

EAGLE LAKE
116.4 ELA
Chan 111

PALACIOS
117.3 PSX
Chan 120
N28°45.87' - W96°18.37'

10000
253°
(99)

R-073

THREE RIVERS
111.4 THX
Chan 51
N28°30.30' - W98°09.03'

FL180
339°
(70)

R-158

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64' - W98°27.68'
L-19, H-7

FL180
259°
(51)

R-078

COTULA
115.8 COT
Chan 105
N28°27.72' -W99°07.11'

FL180
318°
(112)

R-136

FORT STOCKTON
116.9 FST
Chan 116
N30°57.13'
W102°58.54'
L-19, H-6

FL180
283°
(150)

R-100

ROCKSPRINGS
111.2 RSG
Chan 49
N30°00.88' - W100°17.99'

N

NOTE: RADAR Required
NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

PALACIOS FOUR DEPARTURE
(PSX4.PSX) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8001
039°	TDZE	30
	Apt Elev	32

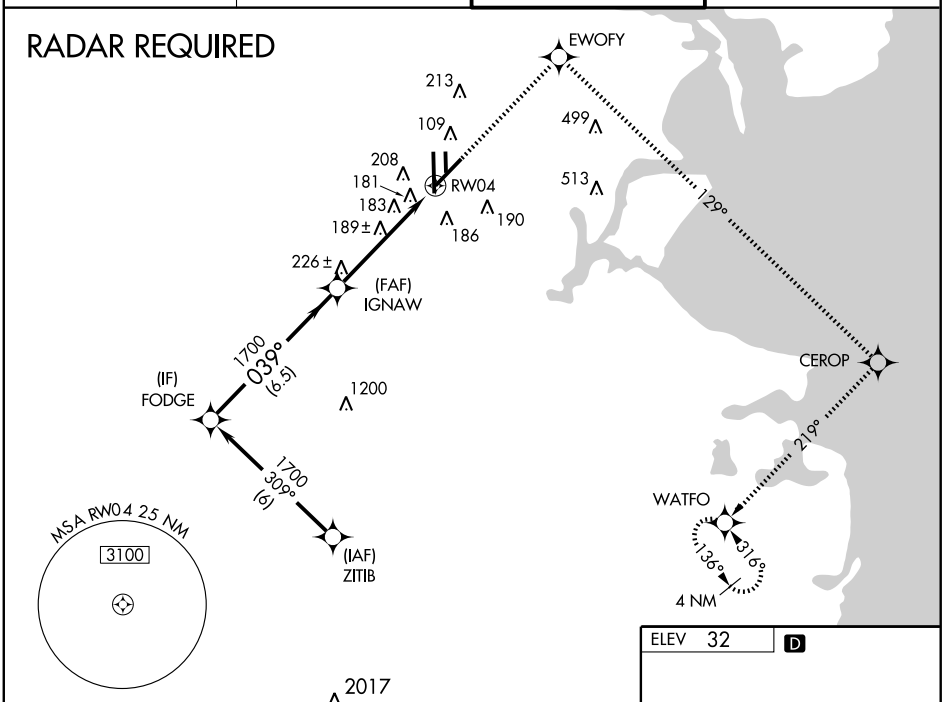
RNAV (GPS) RWY 4

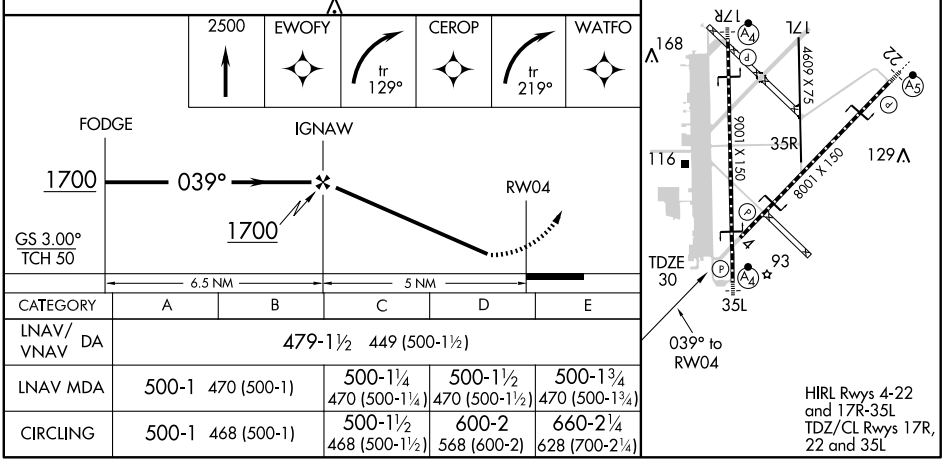
HOUSTON/ ELLINGTON FIELD (EFD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling not authorized west of runways 17R and 35L. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct EWOFY and climbing right turn via 129° track to CEROP and right turn via 219° track to WATFO and hold.

ATIS*	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8





CATEGORY	A	B	C	D	E
LNAV/ VNAV DA	479-1½ 449 (500-1½)				
LNAV MDA	500-1 470 (500-1)		500-1¼ 470 (500-1¼)	500-1½ 470 (500-1½)	500-1¾ 470 (500-1¾)
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9001
174°	TDZE	31
	Apt Elev	32

RNAV (GPS) RWY 17R

HOUSTON/ELLINGTON FIELD (EFD)

Circling not authorized west of runway 17R-35L. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). WAAS VNAV NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

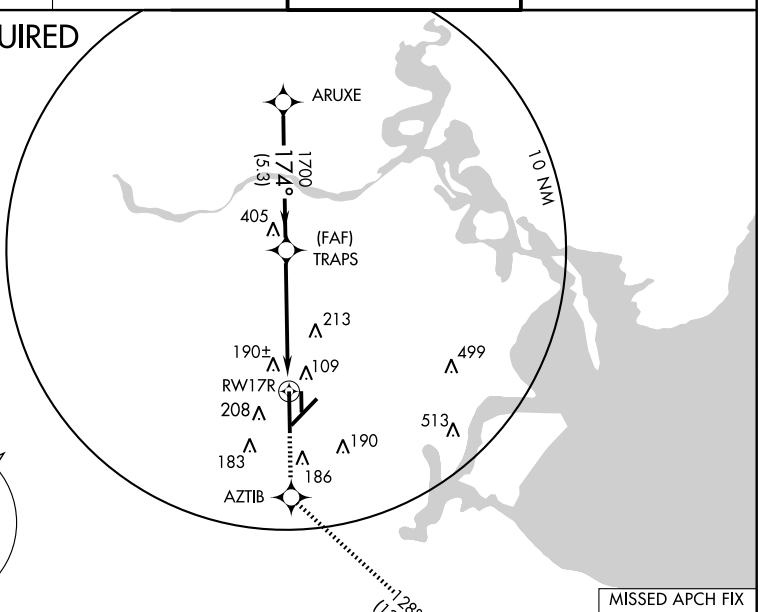
NA

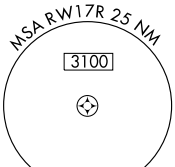
MALSF

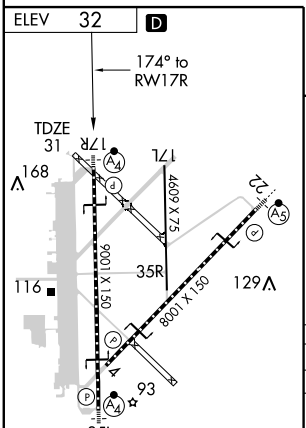
MISSED APPROACH: Cliimb to 2500 via 174° course to AZTIB WP then via 128° course to WATFO WP and hold.

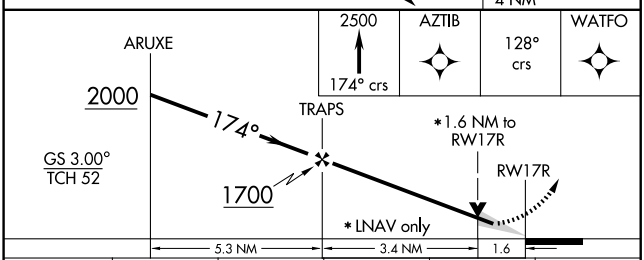
ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED









CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	500-1¾ 469 (500-1¾)				
LNAV MDA	600/40 569 (600-¾)		600-1½ 569 (600-1½)	600-1¾ 569 (600-1¾)	600-2 569 (600-2)
CIRCLING	600-1¾ 568 (600-1¾)			600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61111 W22A	APP CRS 219°	Rwy Idg 8001 TDZE 31 Apt Elev 32

RNAV (GPS) RWY 22

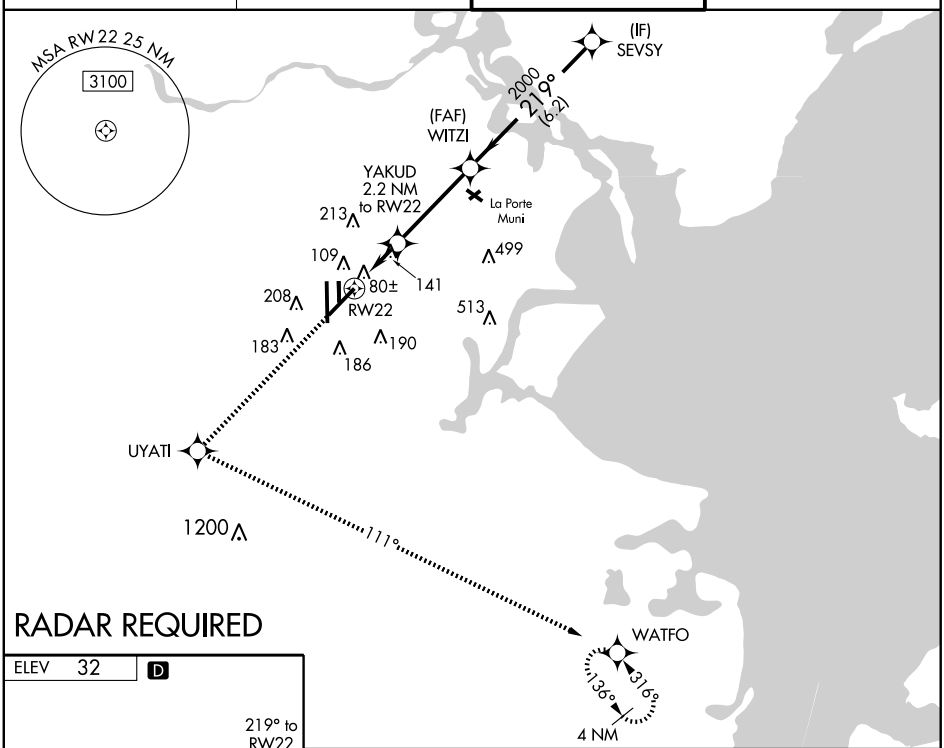
HOUSTON/ELLINGTON FIELD (EFD)

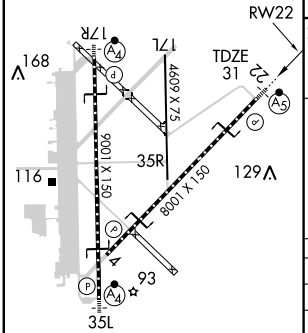
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat D and E visibility to RVR 5000, and LNAV Cat D and E visibility to RVR 6000. Circling NA west of Rwy 17R-35L. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

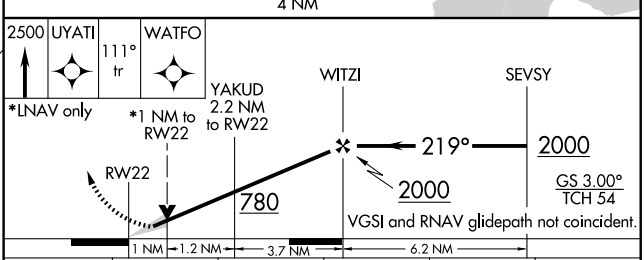
MISSED APPROACH: Climb to 2500 direct UYATI and via 111° track to WATFO and hold.

ATIS*	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8





HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L



CATEGORY	A	B	C	D	E
LPV DA	290/24 259 (300-½)				
LNAV/VNAV DA	342/24 311 (400-½)			342/40 311 (400-¾)	
LNAV MDA	400/24 369 (400-½)			400/50 369 (400-1)	
CIRCLING	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9001
354°	TDZE	27
	Apt Elev	32

RNAV (GPS) RWY 35L

HOUSTON/ELLINGTON FIELD (EFD)

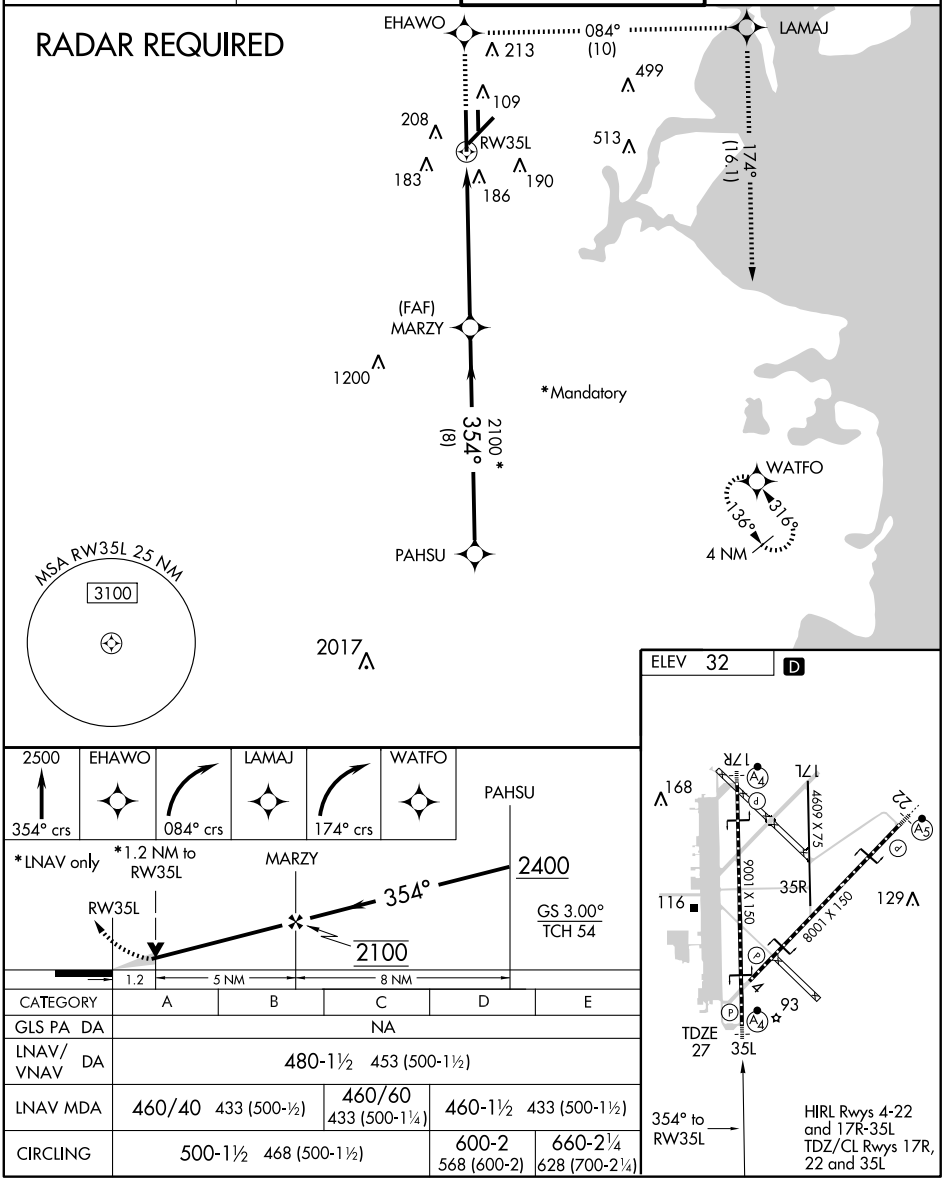
Circling not authorized west of Rwy 17R-35L.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F). WAAS VNAV NA.

MALSF

MISSED APPROACH: Climb to 2500 via 354° course to EHAWO WP then right turn via 084° course to LAMAJ WP then right turn via 174° course to WATFO WP and hold.

ATIS★	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	480-1½ 453 (500-1½)				
LNAV MDA	460/40 433 (500-½)		460/60 433 (500-1¼)	460-1½ 433 (500-1½)	
CIRCLING	500-1½ 468 (500-1½)			600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

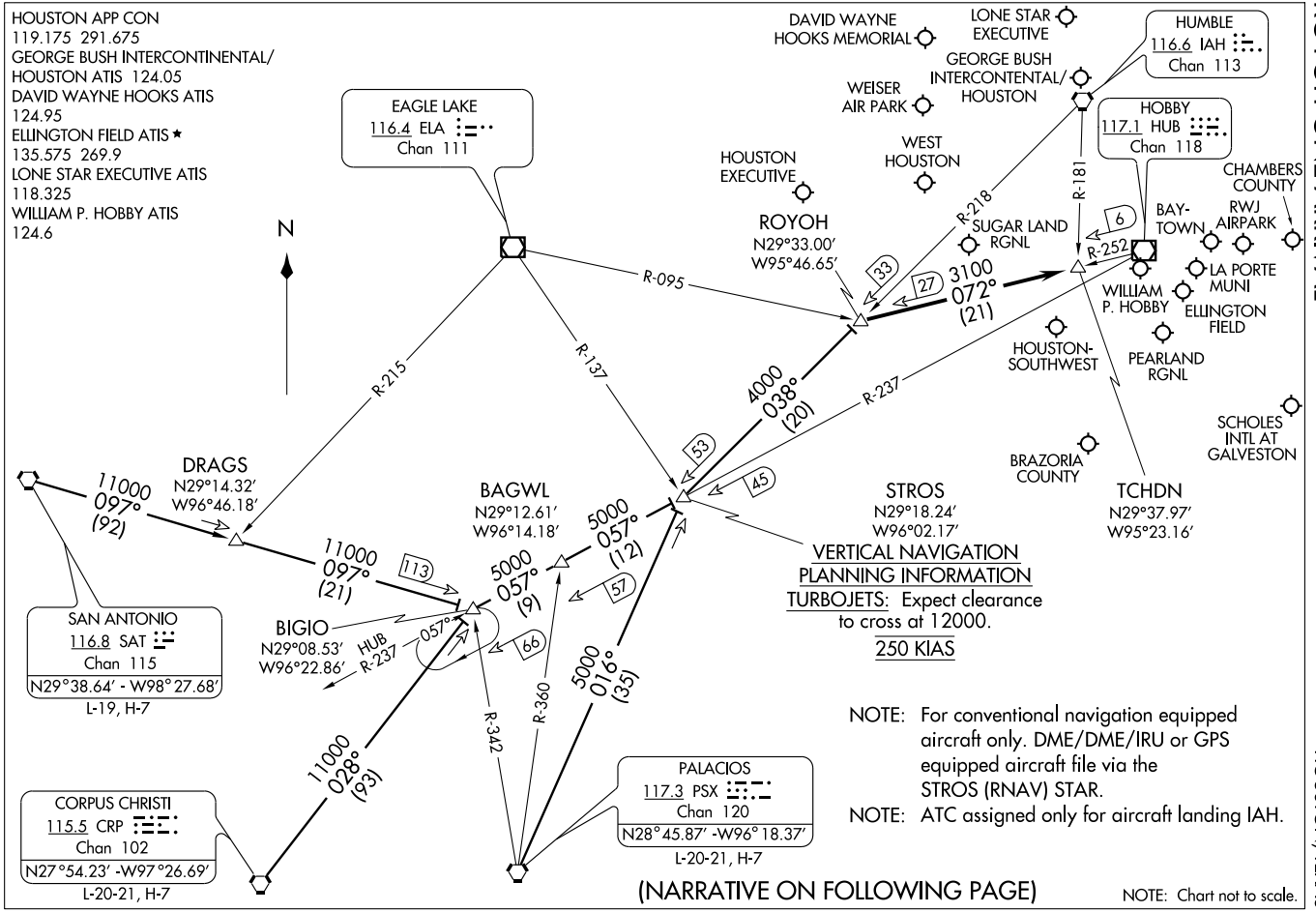
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

SABINE PASS TWO DEPARTURE (RNAV) (SBI2.SBI)

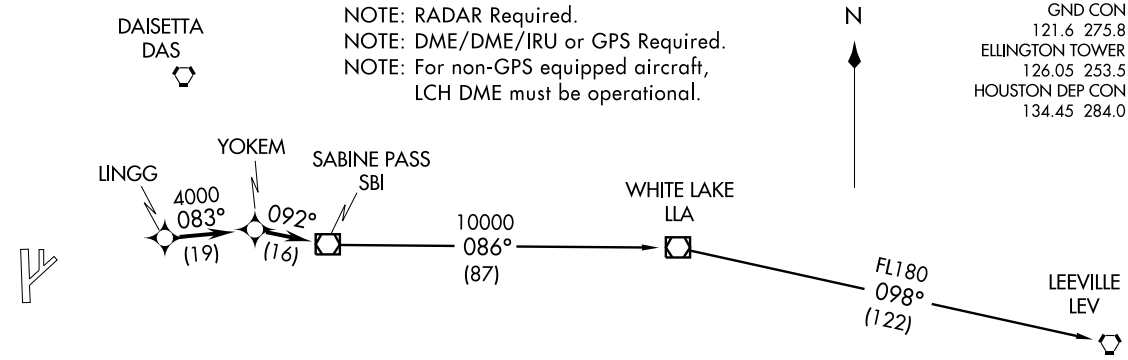
10210

HOUSTON/ELLINGTON FIELD (EFD)

HOUSTON, TEXAS

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.

★ ATIS 135.575 269.9
GND CON 121.6 275.8
ELLINGTON TOWER 126.05 253.5
HOUSTON DEP CON 134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R,
ATC climb of 280′ per NM to 4000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

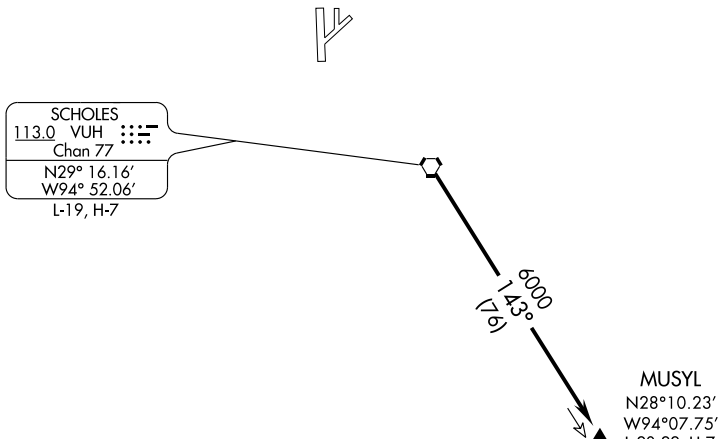
TAKE-OFF OBSTACLES:

Rwy 17R: Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22: Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL.
OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L: Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL.
Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R: Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SABINE PASS TWO DEPARTURE (RNAV) (SBI2.SBI)
10210
HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

SL-197 (FAA)

ATIS*
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0



TAKE-OFF OBSTACLES:

Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.
Rwy 22, Antenna on building 1998' from DER, 598' right of centerline, 54' AGL/83' MSL. OL on GS 327' from DER, 543' left of centerline, 39' AGL/68' MSL.
Rwy 35L, Multiple trees beginning 1118' from DER, 679' right of centerline, up to 37' AGL/77' MSL. Crane 2352' from DER, 1024' left of centerline, 37' AGL/97' MSL.
Rwy 35R, Tree 1597' from DER, 32' left of centerline, 33' AGL/80' MSL.

TAKE-OFF MINIMUMS:
Rwy 4, 17R, 17L, 22, 35R, 35L Standard.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

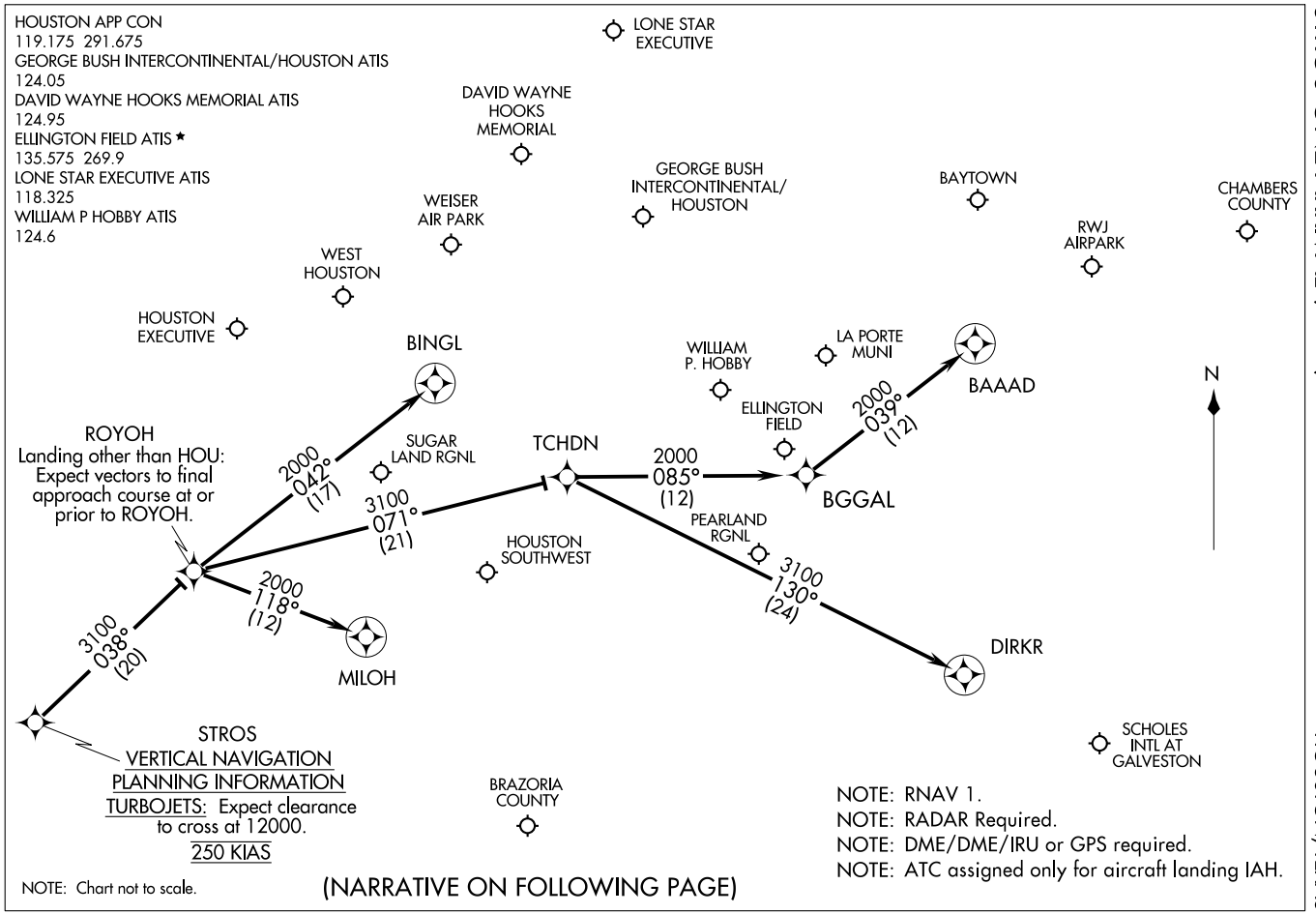
. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 4

TACAN	EFD	APCH CRS	Rwy Idg	8001
Chan	31	028°	TDZE	30
			Arpt Elev	32

AL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

NA
* Circling not authorized W of Rwy 17R-35L.

MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

ELLINGTON
Chan 31 EFD
N29°36.36′
W95°09.58′

10 NM

208 277 190 175± 226 499 513 1235

PEARZ
EFD 6

028°

R-136 R-151 R-195 LR-200 R-208

IAF
TAPOW
EFD 15 DME
N29°22.62′
W95°02.60′

DUJAR
EFD 15

EBOCU
EFD 15

WATFO
EFD 16

316° 136°

EFD 15 Arc

MSA EFD 25 NM
150° 330°
1800
3100

EMERG SAFE ALT 100 NM 16,000

TAPOW R-151 15 | EBOCU R-195 15 | DUJAR R-208 15 | PEARZ 6 | HAWZO 1.5 | TACAN

3000 3000 1700 1700

028°

15 Arc

2.78°
TCH 50

4.5 NM 1.0

VGSI and descent angles not coincident

2500
EFD R-136
WATFO EFD 16

ELEV 32

HIRL Rwy 4-22 and 17R-35L
TDZL/CL Rwy 17R, 22 and 35L

17R 17L 22 35R 35L
4609 x 75
9001 x 150
8001 x 150
156 112 129 70
TDZE 30

028° to TACAN

CATEGORY	A	B	C	D	E
S-4	520-1¼	490	(500-1¼)	520-1½ 490 (500-1½)	520-1¾ 490 (500-1¾)
CIRCLING *	520-1¼	488	(500-1¼)	520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 17R

TACAN	EFD	APCH CRS	Rwy Idg	9001
Chan	31	163°	TDZE	31
			Arpt Elev	32

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

NA

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.

** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

R-343 LAWKE EFD 11 LR-354 163° YESHI EFD 6.4 JINNI EFD 5 343 EFD 11 2000 Arc

ELLINGTON Chan 31 EFD N29°36.36′ W95°09.58′

190 208 277 226 175± 499 513 190 1235

R-136 R-116 (IAF) ETIME EFD 11 10 NM

WATFO EFD 16 316° 136°

MSA EFD 25 NM 150° 1800 3100 330°

EMERG SAFE ALT 100 NM 16,000

ETIME R-116 11 — LAWKE R-343 11 — YESHI 6.4 — JINNI 5 — 163° — 2500 EFD R-136 — WATFO EFD 16

2000 2000 2000 1600 GIKAW 2.1 1.5 TACAN

11 Arc 3.39° TCH 50

VGSI and descent angles not coincident

3.5 NM .7

ELEV 32

163° to TACAN

TDZE 31 17R 17L 156 112 129 35R 4609 x 75 8001 x 150 6001 x 150 A5 22 A4 4 35L 70

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	A	B	C	D	E
S-17R *	500/40 469	(500-¾)	500/50 469 (500-1)	500/60 469 (500-1¼)	500-1½ 469 (500-1½)
CIRCLING **	500-1 468	(500-1)	500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 22

TACAN	APCH CRS	Rwy ldg	8001
EFD	226°	TDZE	31
Chan 31		Arpt Elev	32

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

NA

*When ALS inop, increase vis ½ mile.

**Circling not authorized W of Rwy 17R-35L.

MALSR

MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

KIRNY EFD 13 R-046

226°

LR-055

SONAR EFD 5

ELLINGTON Chan 31 EFD

La Porte Muni

EFD 13 Arc 2000

499

208

277

175±

190

513

226

1235

R-116

R-136

(IAF) BEBUY EFD 13

10 NM

MSA EFD 25 NM

150°

1800

3100

330°

WATFO EFD 16

136°

316°

EMERG SAFE ALT 100 NM 16,000

2500 EFD R-136

WATFO EFD 16

KIRNY R-046 13

SONAR 5

226°

2000

TACAN

2.2

FIKKO 1

1600

VGSI and descent angles not coincident

3.46°

TCH 55

0.1

4.0 NM

ELEV 32

226° to TACAN

17R

17L

156

112

129

4609 × 75

9001 × 150

8001 × 150

TDZE 31

35R

35L

70

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

CATEGORY	A	B	C	D	E
S-22*	500/24 469 (500-½)		500/40 469 (500-¾)	500/50 469 (500-1)	500/60 469 (500-1¼)
CIRCLING**	500-1 468 (500-1)		500-1½ 468 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 35L

TACAN	EFD	APCH CRS	Rwy Idg	9001
Chan	31	002°	TDZE	27
			Arpt Elev	32

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

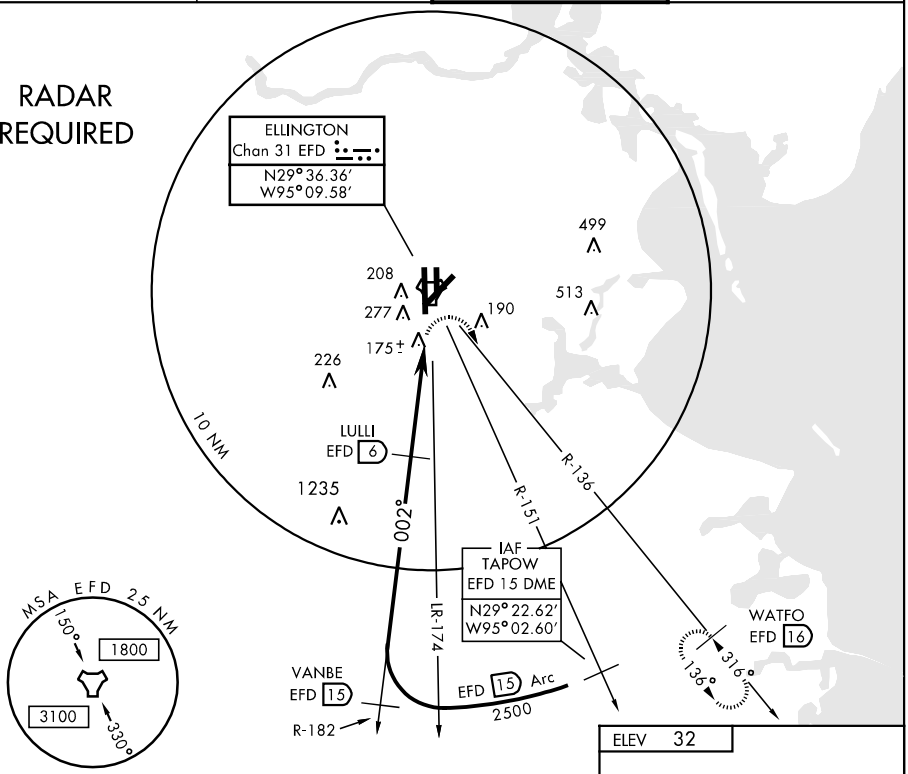
NA * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

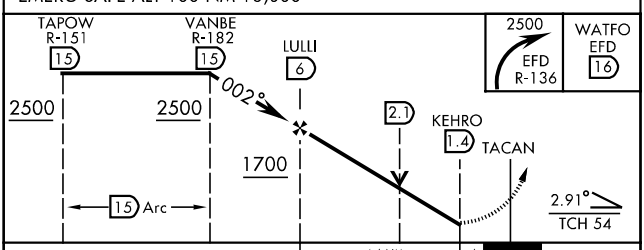
MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

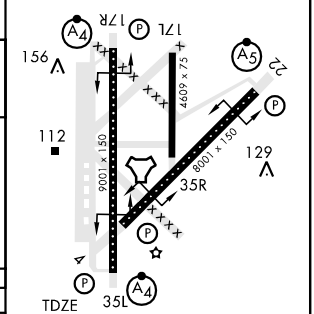


EMERG SAFE ALT 100 NM 16,000



CATEGORY	A	B	C	D	E
S-35L *	520/40 493	(500-¾)	520/50 493 (500-1)	520/60 493 (500-1¼)	520-1½ 493 (500-1½)
CIRCLING **	520-1 488	(500-1)	520-1½ 488 (500-1½)	600-2 568 (600-2)	660-2¼ 628 (700-2¼)

ELEV 32

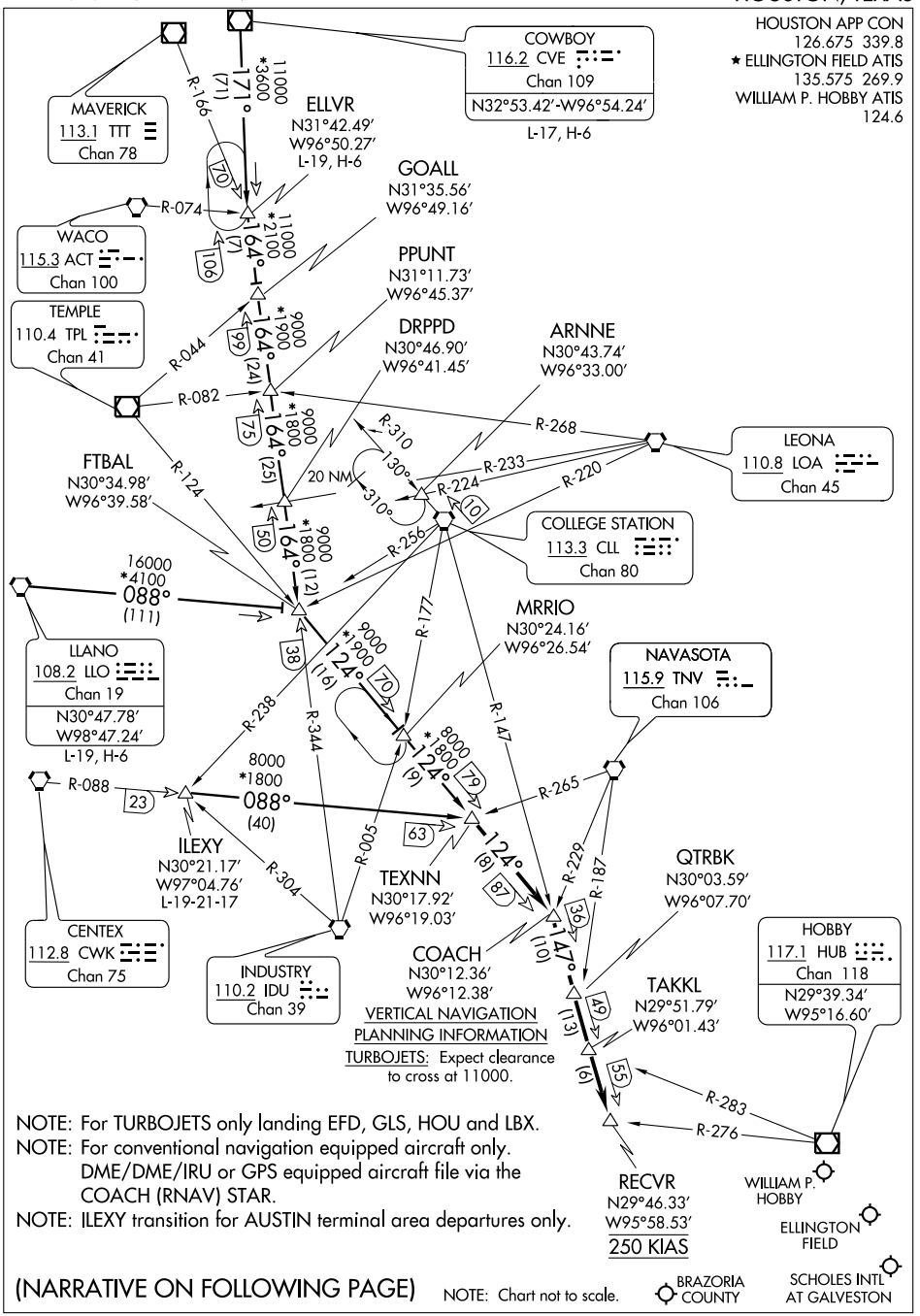


HIRL Rwy 4-22 and 17R-35L
TDZL/CL Rwy 17R, 22 and 35L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

TEXNN FIVE ARRIVAL

HOUSTON, TEXAS



SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN5): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN5): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN5): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN5): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT, then via CLL R-147 to RECVR INT. Expect vectors to final approach course at or prior to RECVR INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

WAILN ONE DEPARTURE (RNAV)

(WAILN1.WAILN) 10210

HOUSTON/ELLINGTON FIELD (EFD)

HOUSTON, TEXAS

(WAILN1.WAILN) 10210

WAILN ONE DEPARTURE (RNAV) SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)

HOUSTON, TEXAS

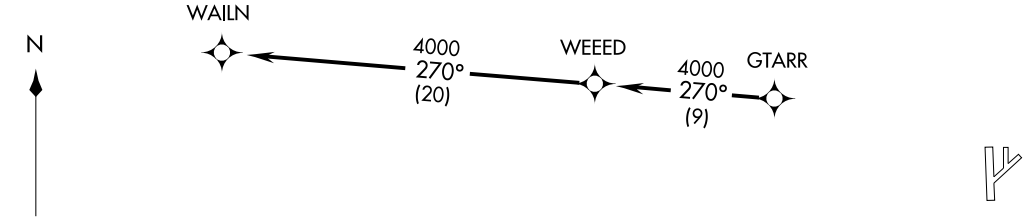
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

★ ATIS 135.575 269.9
GND CON 121.6 275.8
ELLINGTON TOWER 126.05 253.5
HOUSTON DEP CON 134.45 284.0

TAKE-OFF MINIMUMS:
Rwy 4, 17L, 17R, 22, 35L, 35R, Standard.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/WEISER AIR PARK (EYQ)

HOUSTON, TEXAS

CTAF
122.8
HOUSTON DEP CON
123.8 257.7

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

V212 R-082 16 082° (49) 49 R-265 V212 J50 4000 *2000 085° (115) R-266 FL190 094° (92) R-273 J50 FL190 094° (95) R-277

65 R-294

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′

(45)

DARTR
N30°24.19′
W95°00.41′

43 (11) R-325 R-299

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

DAISETTA
116.9 DAS
Chan 116

29 32 028° (23) R-254

9 R-028

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 200-1 or Standard with a minimum climb of 399′ per NM to 400.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

SL-6877 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

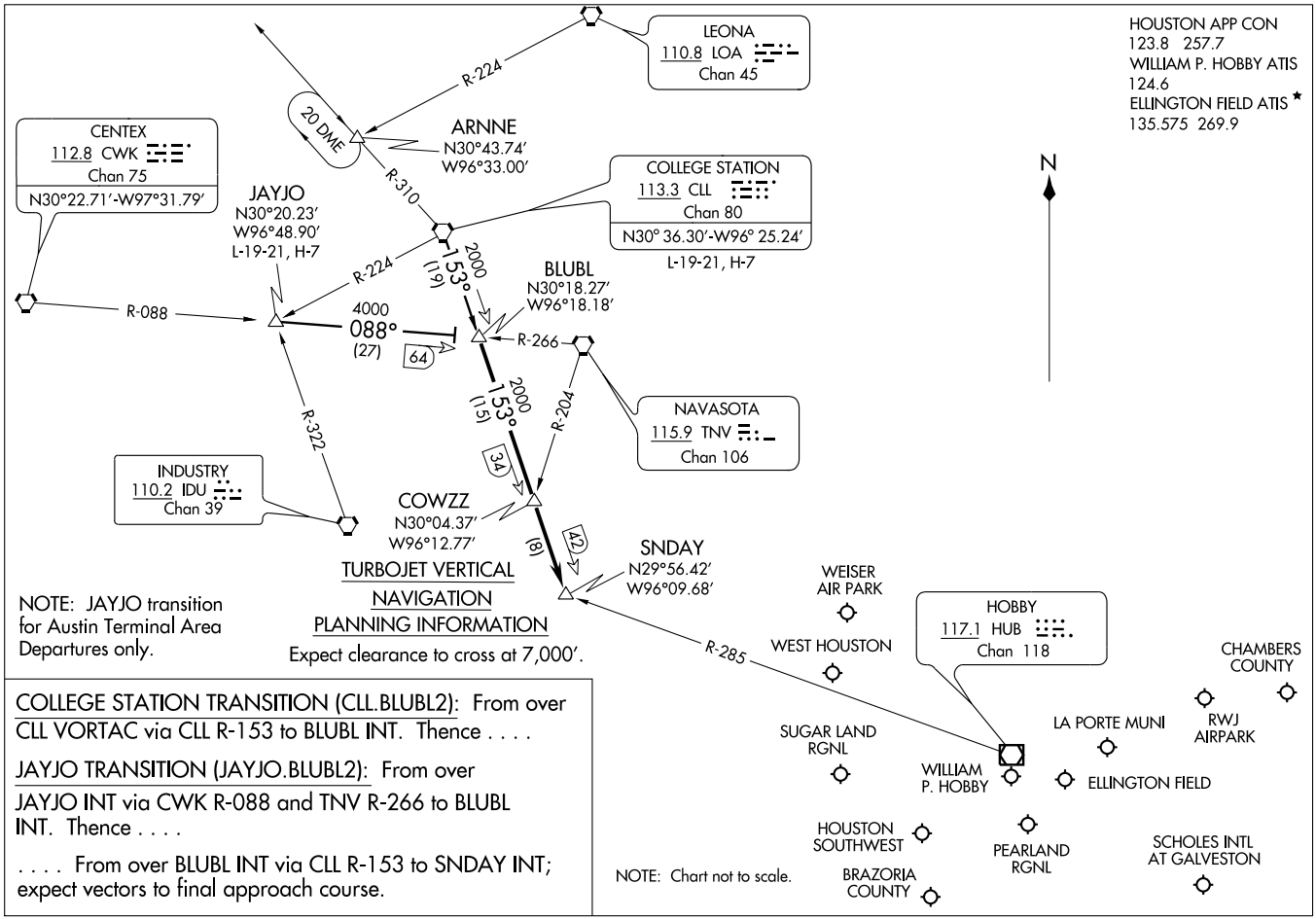
TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

HOUSTON/WEISER AIR PARK (EYQ)

HOUSTON, TEXAS

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

HOUSTON/WEISER AIR PARK (EYQ)

HOUSTON, TEXAS

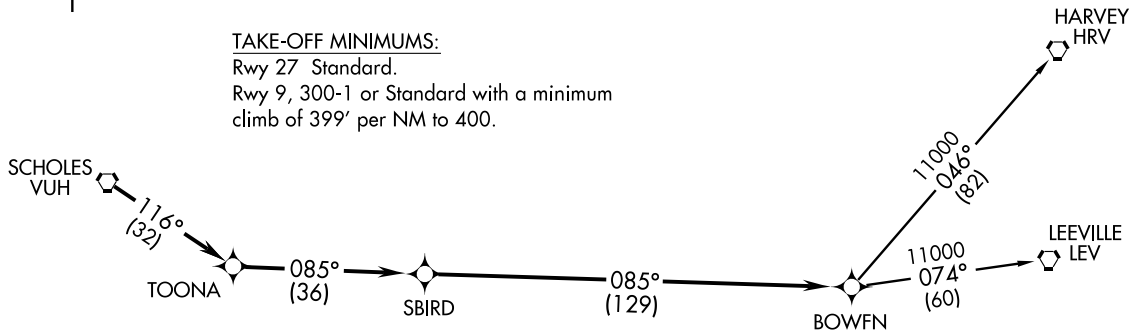
SL-6877 (FAA)

CTAF
122.8
HOUSTON DEP CON
123.8 257.7

N

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

TAKE-OFF MINIMUMS:
Rwy 27 Standard.
Rwy 9, 300-1 or Standard with a minimum climb of 399′ per NM to 400.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

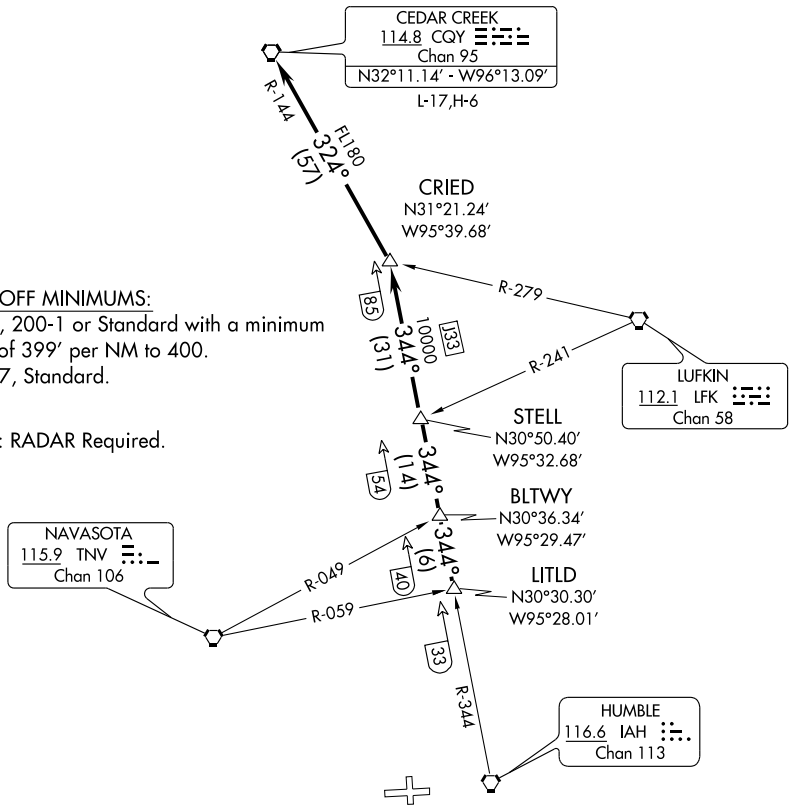
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

CRIED FOUR DEPARTURE

SL-6877 (FAA)

CTAF
122.8
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or Standard with a minimum climb of 399′ per NM to 400.
Rwy 27, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

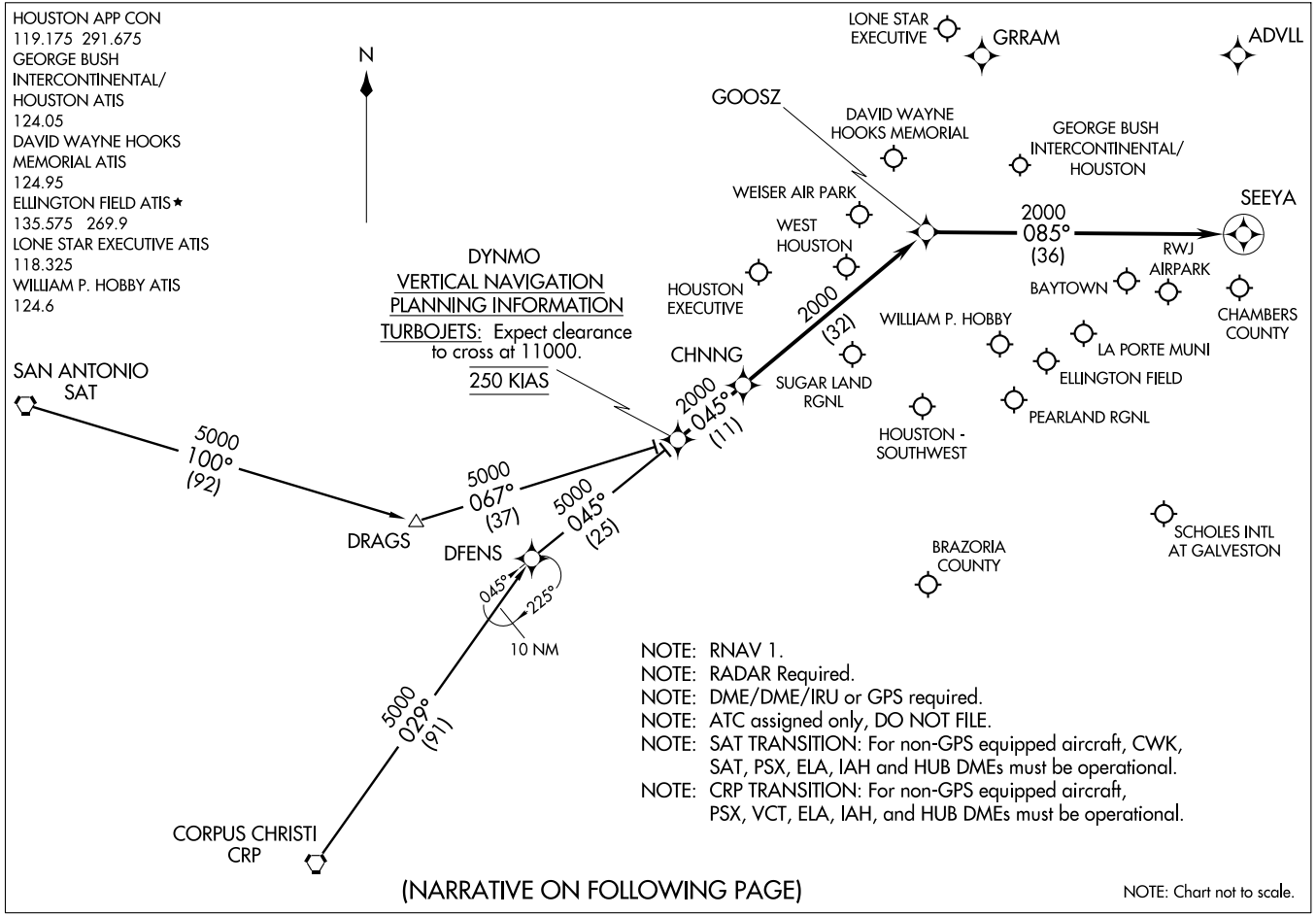
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

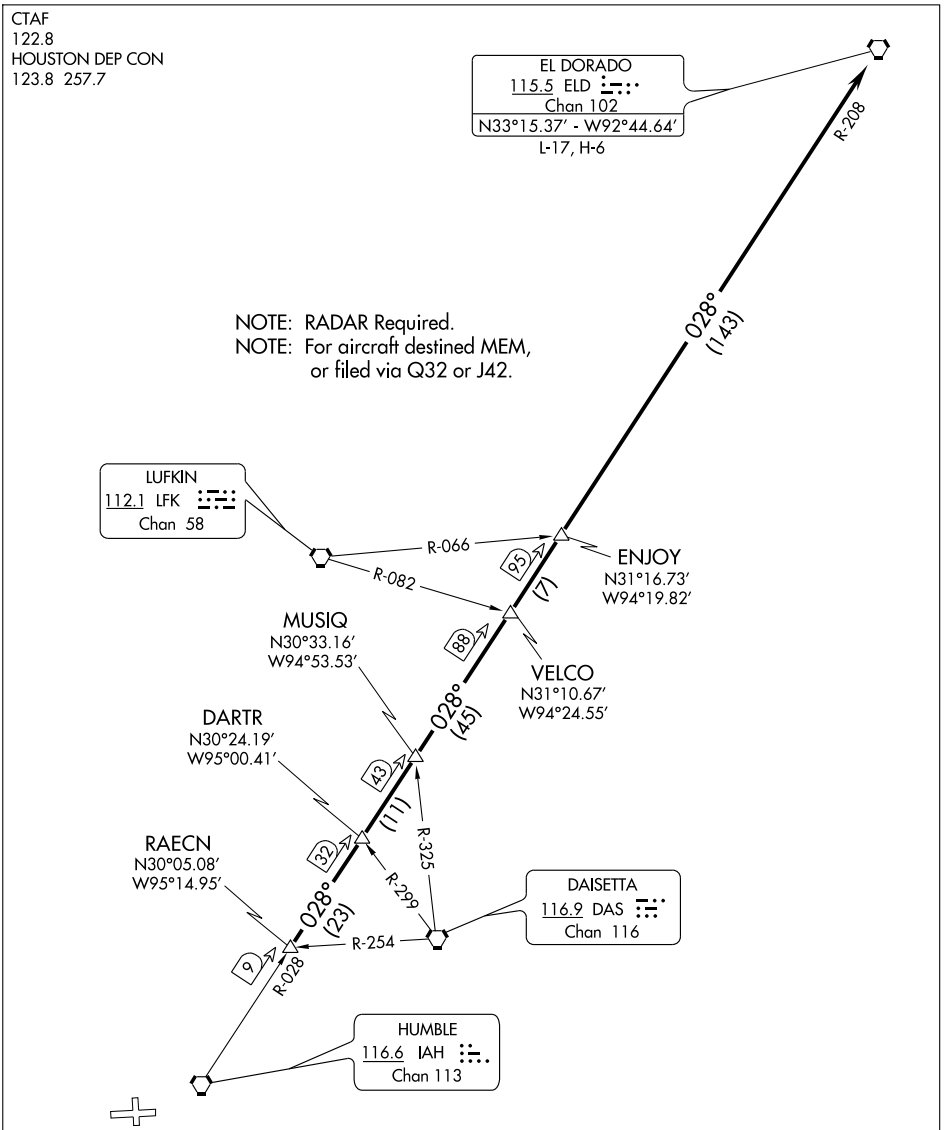
LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

EL DORADO THREE DEPARTURE

SL-6877 (FAA)



TAKE-OFF MINIMUMS:
Rwy 27 Standard.
Rwy 9, 200-1 or Standard with a minimum climb of 399′ per NM to 400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

T

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9: Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.

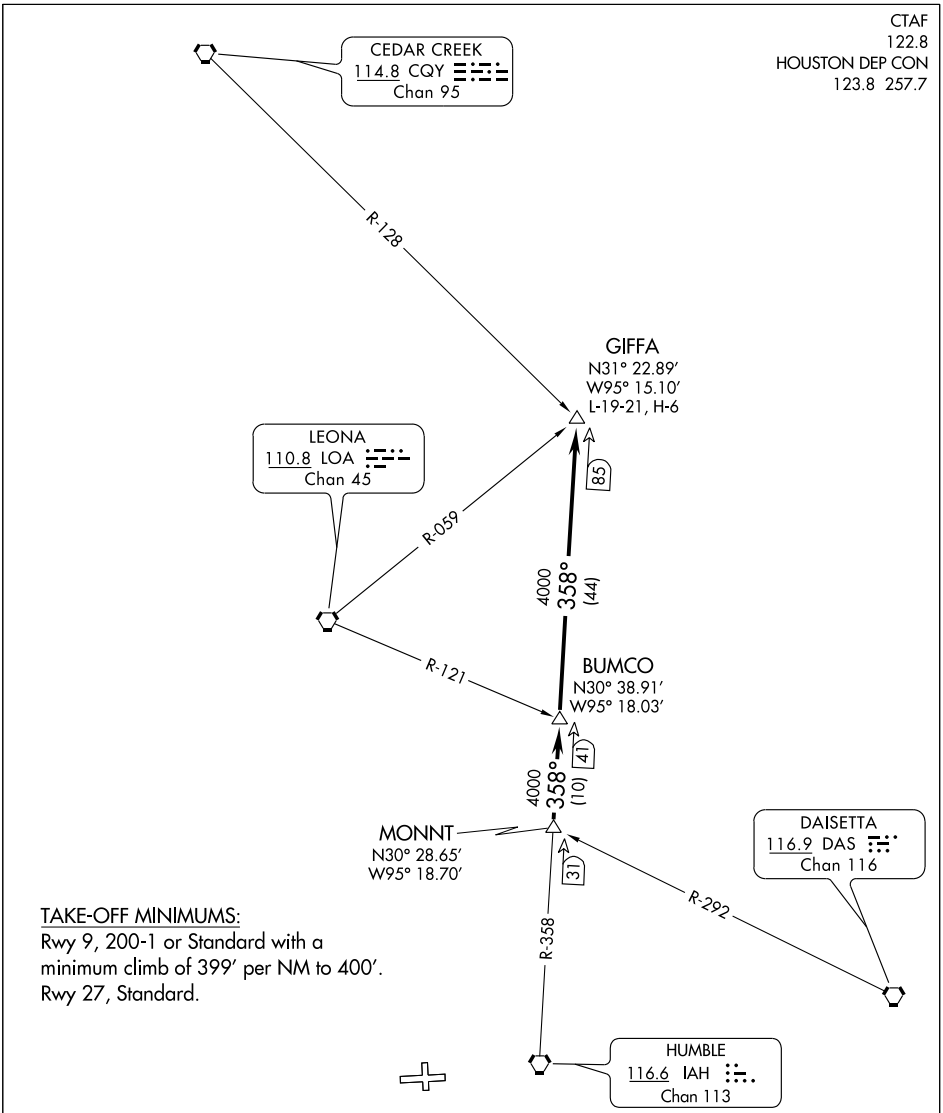
Rwy 27: Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

GIFFA FOUR DEPARTURE

SL-6877 (FAA)

HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or Standard with a minimum climb of 399′ per NM to 400′.
Rwy 27, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

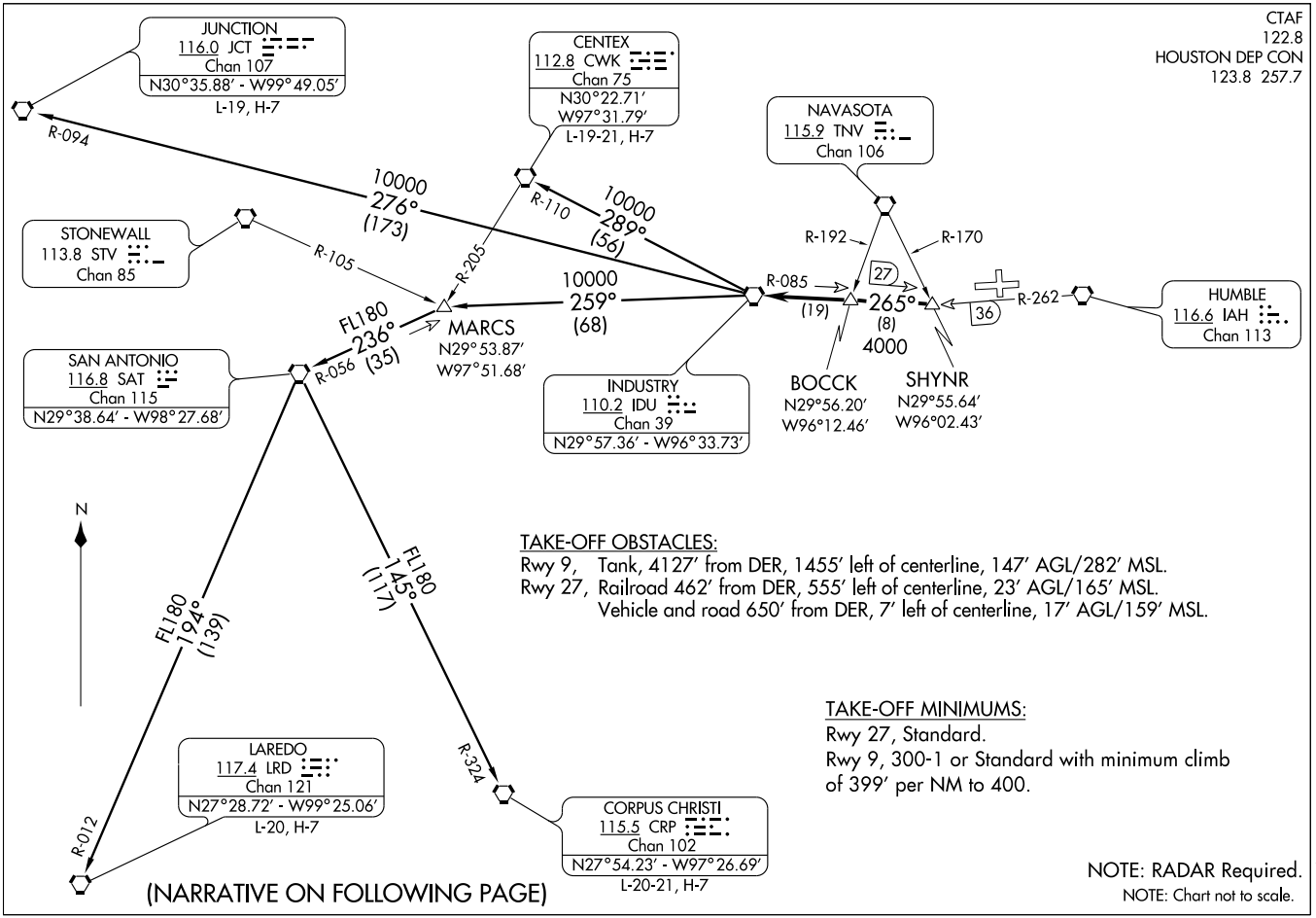
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON, TEXAS
HOUSTON/WEISER AIR PARK (EYQ)



TAKE-OFF OBSTACLES:

Rwy 9, Tank, 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

TAKE-OFF MINIMUMS:

Rwy 27, Standard.
Rwy 9, 300-1 or Standard with minimum climb of 399′ per NM to 400.

NOTE: RADAR Required.
NOTE: Chart not to scale.

INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

SL-6877 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

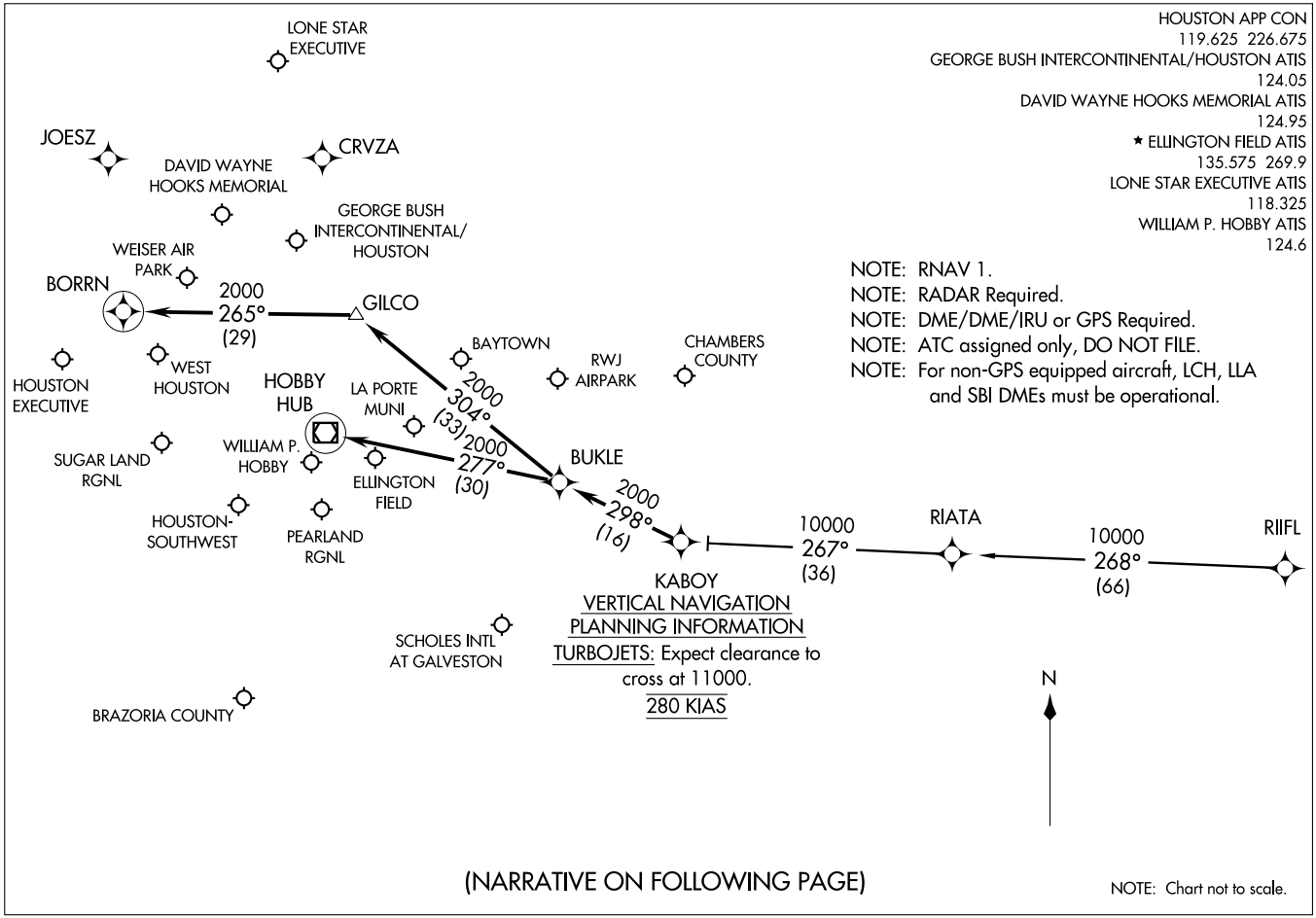
LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

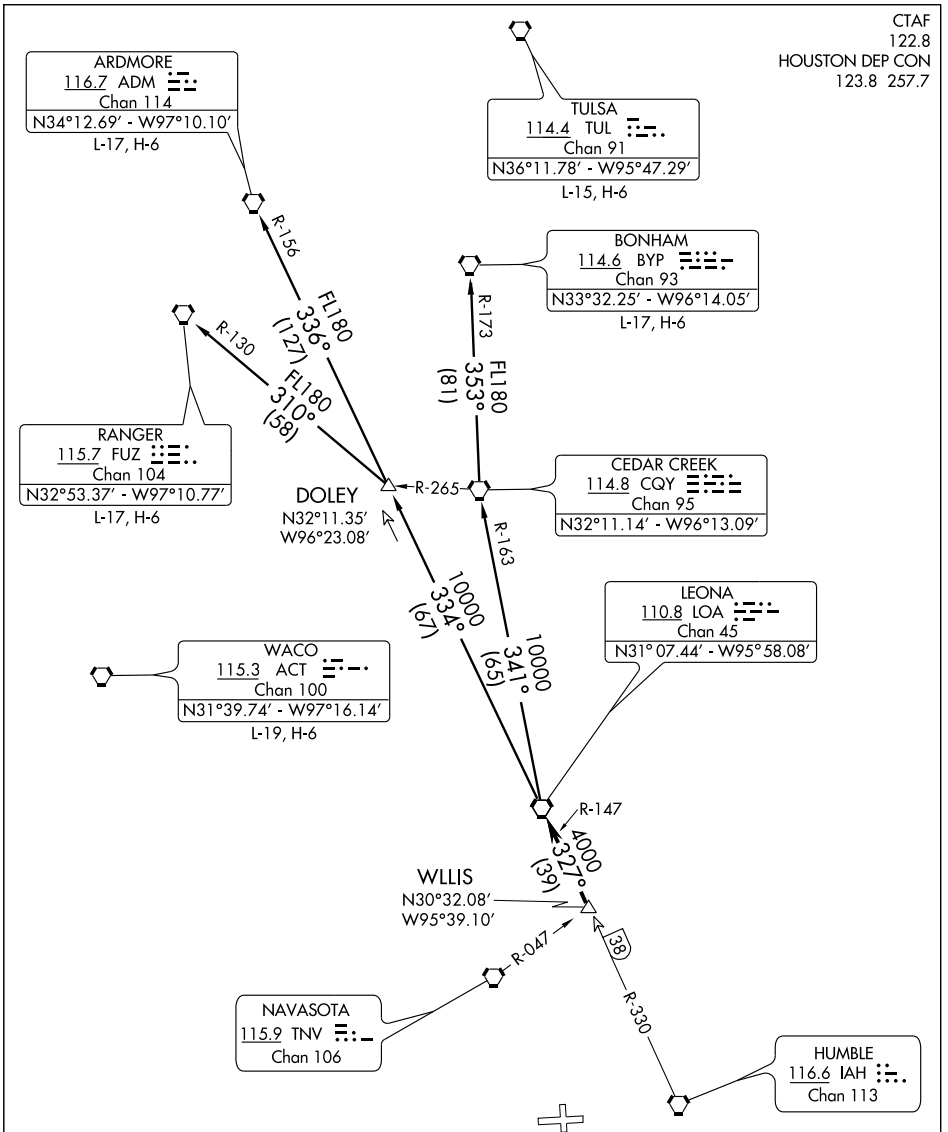
NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)



TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 200-1 or Standard with a minimum climb of 399 ft per NM to 400.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

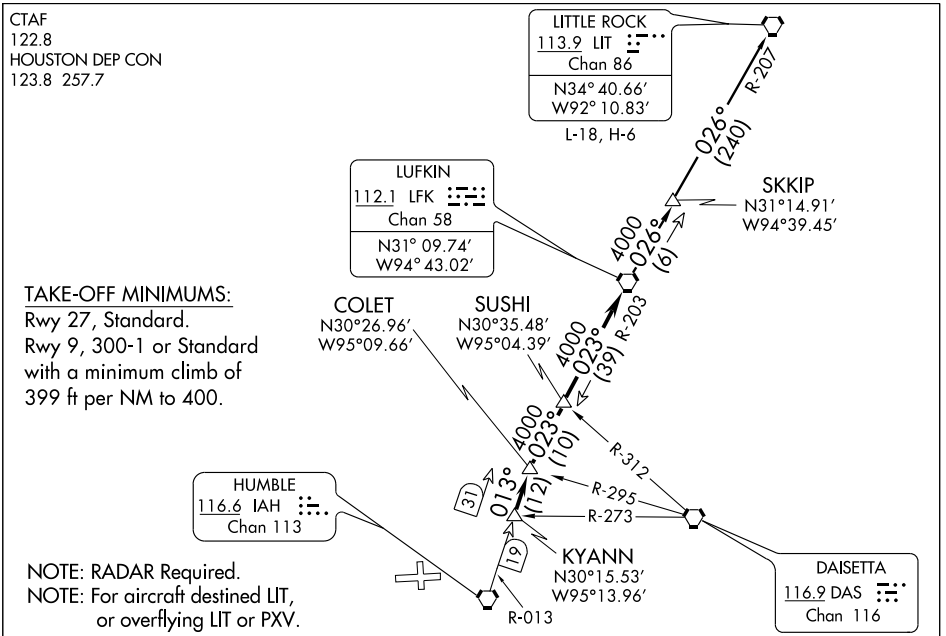
RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

LUFKIN SIX DEPARTURE

SL-6877 (FAA)



TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 300-1 or Standard with a minimum climb of 399 ft per NM to 400.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

NDB EYQ	APP CRS	Rwy Idg	N/A
286	025°	TDZE	N/A
		Apt Elev	137

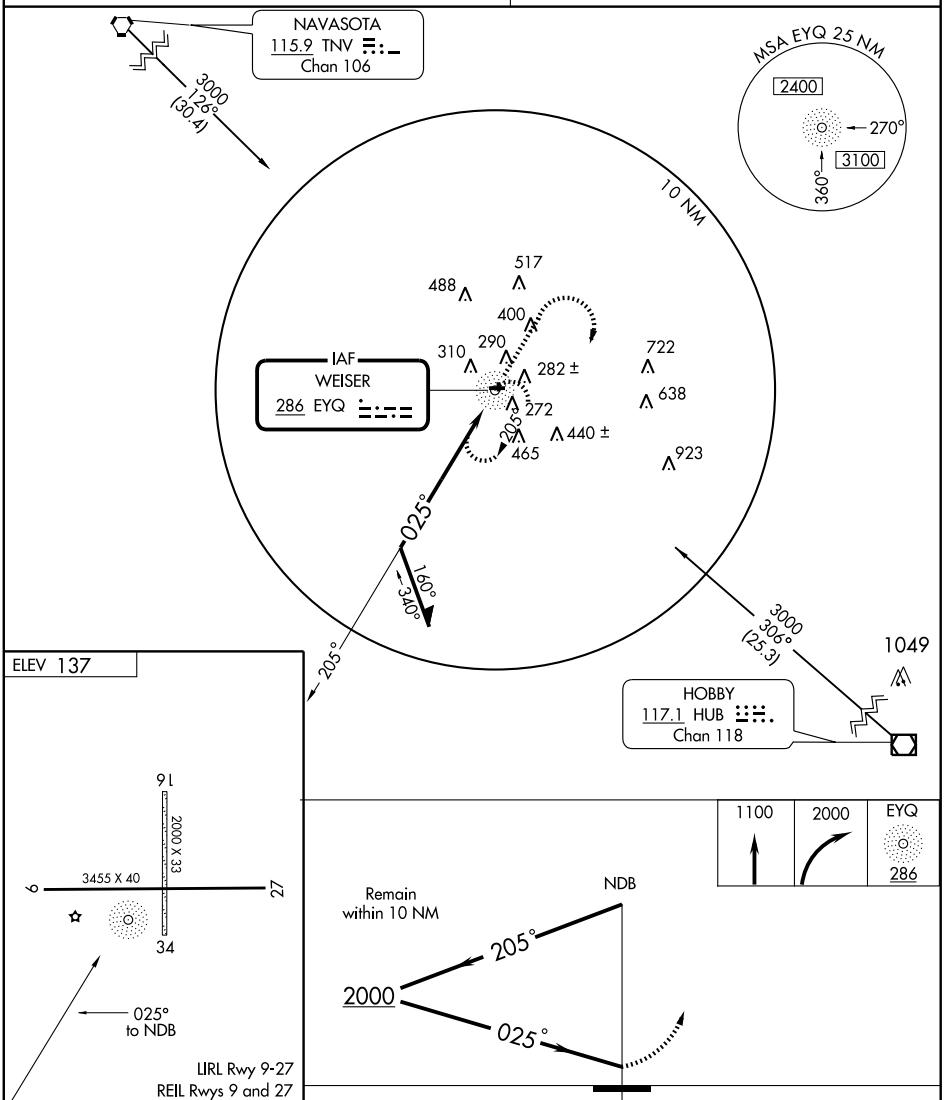
NDB-F

HOUSTON/ WEISER AIR PARK (EYQ)

Circling not authorized north of runway 9-27.
NA Use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct EYQ NDB and hold.

HOUSTON APP CON	UNICOM
123.8 257.7	122.8 (CTAF)



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	760-1 623 (700-1)		800-1¾ 663 (700-1¾)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

PALACIOS FOUR DEPARTURE

(PSX4.PSX) 10210

HOUSTON/WEISER AIR PARK (EYQ)

HOUSTON, TEXAS

CTAF
122.8
HOUSTON DEP CON
123.8 257.7

TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 200-1 or Standard with a minimum climb of 399′ per NM to 400.

FORT STOCKTON
116.9 FST
Chan 116
N30°57.13′
W102°58.54′
L-19, H-6

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7

EAGLE LAKE
116.4 ELA
Chan 111

HOBBY
117.1 HUB
Chan 118

SKUBA
N29°11.72′
W95°47.47′

ROCKSPRINGS
111.2 RSG
Chan 49
N30°00.88′ - W100°17.99′

COTULLA
115.8 COT
Chan 105
N28°27.72′ -W99°07.11′

THREE RIVERS
111.4 THX
Chan 51
N28°30.30′ - W98°09.03′

PALACIOS
117.3 PSX
Chan 120
N28°45.87′ - W96°18.37′

R-100
FL180
283°
(150)
R-136
FL180
318°
(112)
R-078
FL180
259°
(51)
R-158
FL180
339°
(70)
R-073
10000
253°
(99)
R-038
4000
218°
(37)
R-127
R-220

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required
NOTE: Chart not to scale

(PSX4.PSX) 10210

PALACIOS FOUR DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
025°	TDZE	N/A
	Apt Elev	137

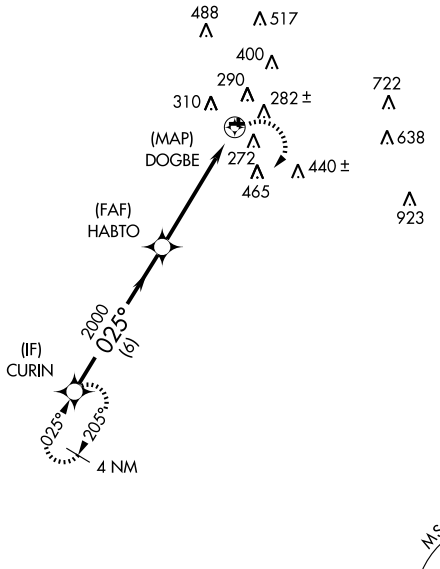
RNAV (GPS)-G

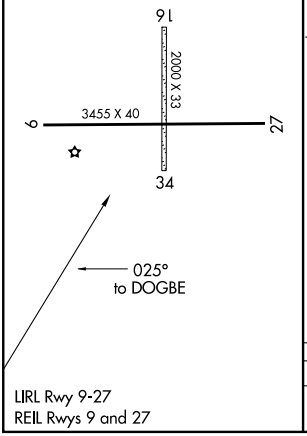
HOUSTON/ WEISER AIR PARK (EYQ)

Circling not authorized north of runway 9/27.
Use George Bush Intercontinental/Houston altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing rigth turn to 2000 direct CURIN and hold.

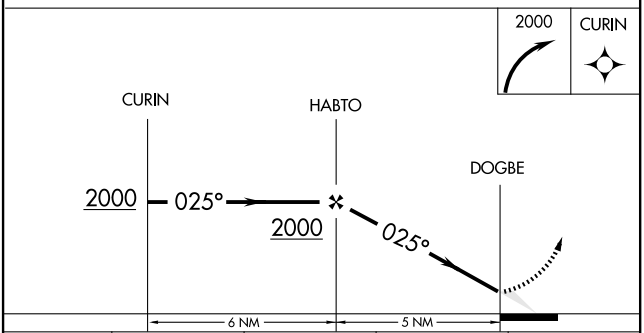
HOUSTON APP CON	UNICOM
123.8 257.7	122.8 (CTAF)





LIRL Rwy 9-27
REIL Rwys 9 and 27

RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	680-1	543 (600-1)	800-2 663 (700-2)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

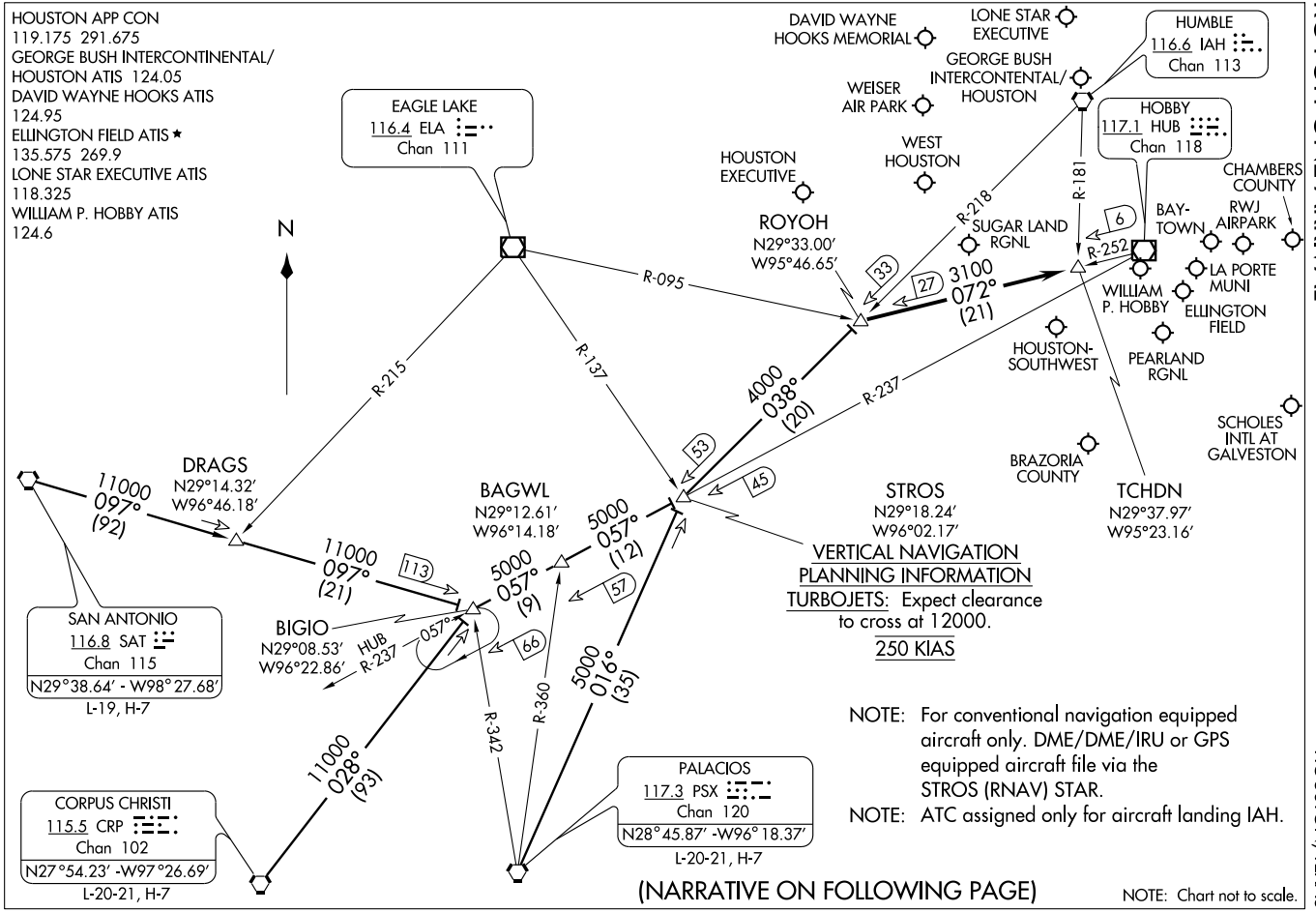
(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

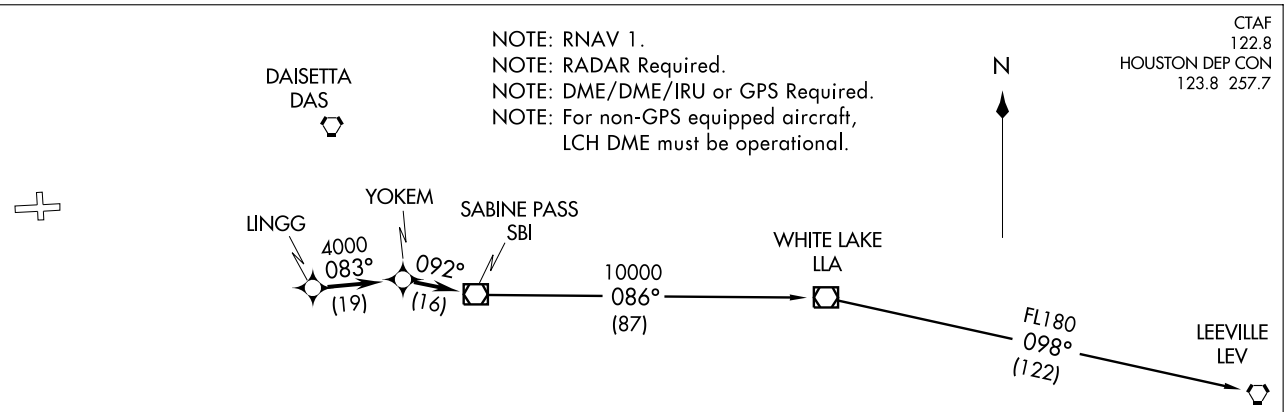
. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 300-1 or Standard with a minimum climb of 399′ per NM to 400.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:
Rwy 9: Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27: Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

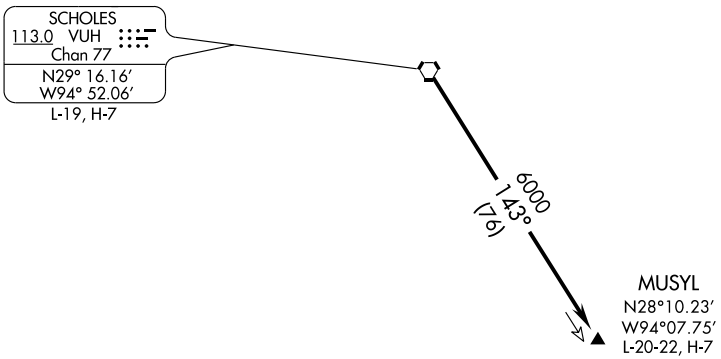
. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

SL-6877 (FAA)

CTAF
122.8
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 200-1 or Standard with a minimum climb of 399′ per NM to 400.

TAKE-OFF OBSTACLES:
Rwy 9, Tank, 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

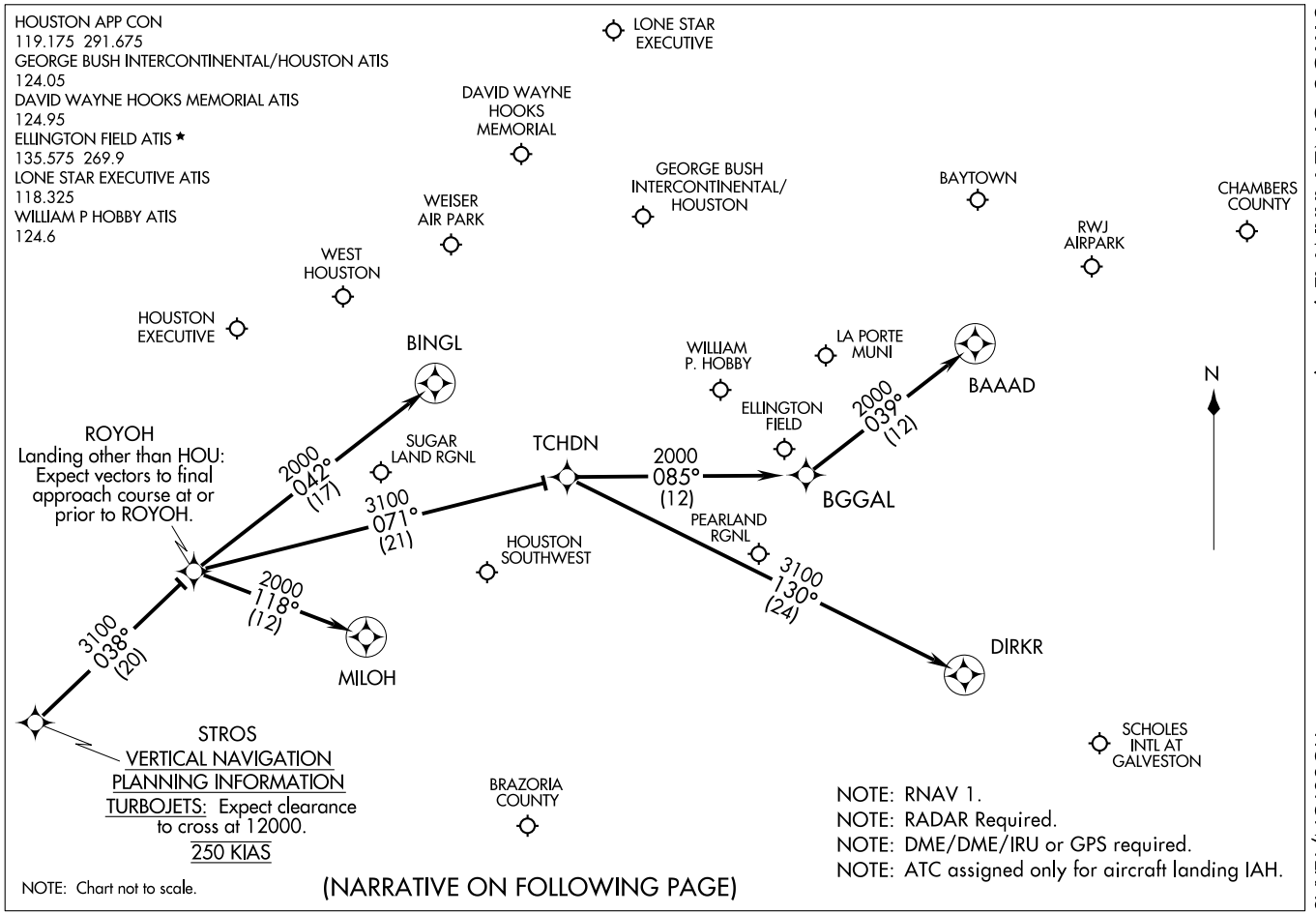
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV)
HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

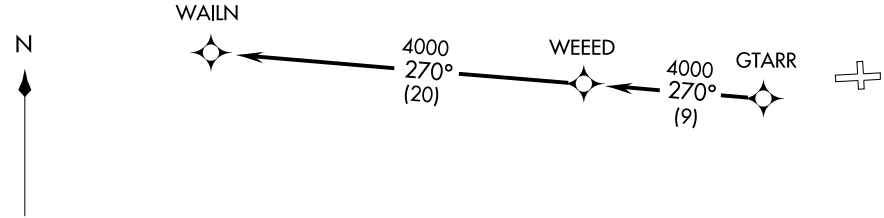
SL-6877 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

CTAF
122.8
HOUSTON DEP CON
123.8 257.7



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF MINIMUMS:
Rwy 27, Standard.
Rwy 9, 300-1 or standard with a minimum climb of 399′ per NM to 400.

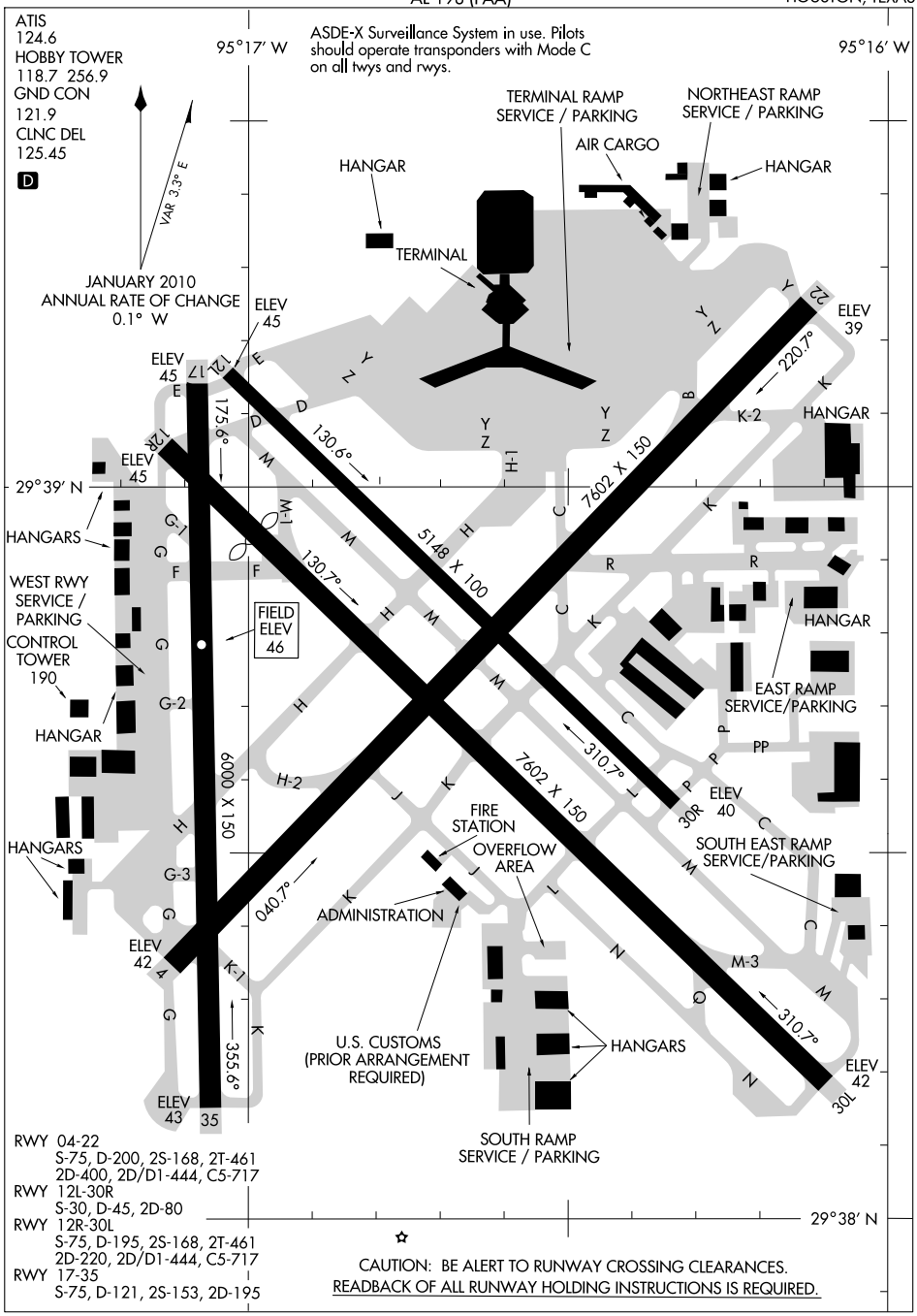
TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

AIRPORT DIAGRAM

HOUSTON/WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS

AL-198 (FAA)



SC-5, 21 OCT 2010 to 18 NOV 2010

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON, TEXAS

HOUSTON/ WILLIAM P. HOBBY (HOU)

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

V212
R-082
16
082°
(49)
49
R-265
(49)
65
R-294
V212
J50
4000
*2000
085°
(115)
R-266
FL190
094°
(92)
R-273
J50
FL190
094°
(95)
R-277

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′
(45)

DARTR
N30°24.19′
W95°00.41′
43
(11)
R-325
R-299
029
32
028°
(23)
R-254
9
R-028

DAISETTA
116.9 DAS
Chan 116

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

SL-198 (FAA)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to RAECN INT, maintain 5000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY
DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hanger 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

BAZBL ONE ARRIVAL (RNAV) Transition Routes

SC-5, 21 OCT 2010 to 18 NOV 2010

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

MILLSAP
MQP

COWBOY
CVE

6000
161°
(20)

10 NM

CHMPZ

6000
128°
(35)

LUKIY

6000
129°
(70)

6000
161°
(64)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.

NOTE: COWBOY TRANSITION:
For non-GPS equipped aircraft, CQY, LOA, and TNV DMEs must be operational.
NOTE: ILEXY AND COLLEGE STATION TRANSITION:
For non-GPS equipped aircraft, TNV DME must be operational.
NOTE: LEONA TRANSITION:
For non-GPS equipped aircraft, TNV and CLL DMEs must be operational.
NOTE: LLANO TRANSITION:
For non-GPS equipped aircraft, CWK, CLL, LOA, and TNV DMEs must be operational.
NOTE: MILLSAP TRANSITION:
For non-GPS equipped aircraft, ACT, GNL, LOA, and TNV DMEs must be operational.

159°
10 NM

TORNN

6000
159°
(12)

HOOTZ

6000
157°
(10)

BILEE

6000
157°
(21)

LEONA
LOA

6000
184°
(29)

LLANO
LLO

6000
083°
(130)

10 NM
313°

HOMRN

6000
133°
(116)

133°
20 NM

ARNNE

10 NM

6000
079°
(19)

BAZBL

6000
061°
(37)

COLLEGE STATION
CLL

ILEXY

See Following Page For Arrival Routes.

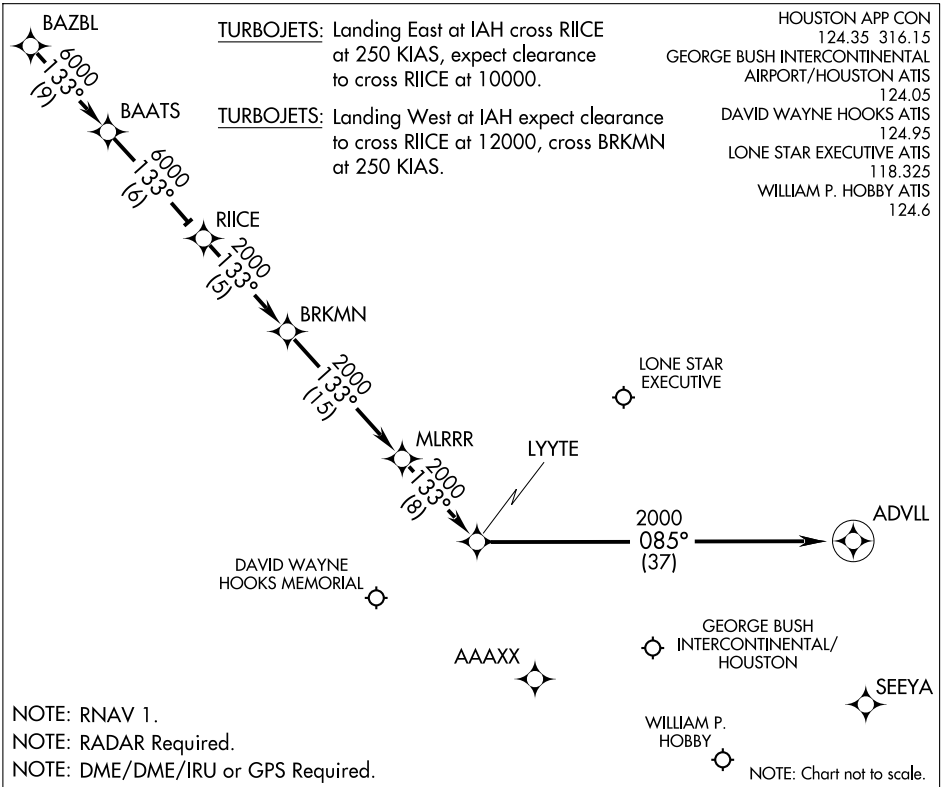
NOTE: Chart not to scale.

BAZBL ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

(BAZBL.BAZBL1) 10210

BAZBL ONE ARRIVAL (RNAV) Arrival Routes



SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

COLLEGE STATION TRANSITION (CLL.BAZBL1)
COWBOY TRANSITION (CVE.BAZBL1)
ILEXY TRANSITION (ILEXY.BAZBL1)
LEONA TRANSITION (LOA.BAZBL1)
LLANO TRANSITION (LLO.BAZBL1)
MILLSAP TRANSITION (MQP.BAZBL1)

From BAZBL via 133° track to BAATS. Thence as depicted to RIICE. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON:
LANDING RUNWAYS 26L/R, 27:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to ADVLL. Expect vectors to final approach course at or prior to ADVLL. If not received by ADVLL, fly present heading.
LANDING ALL OTHER RUNWAYS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

ALL OTHER AIRPORTS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

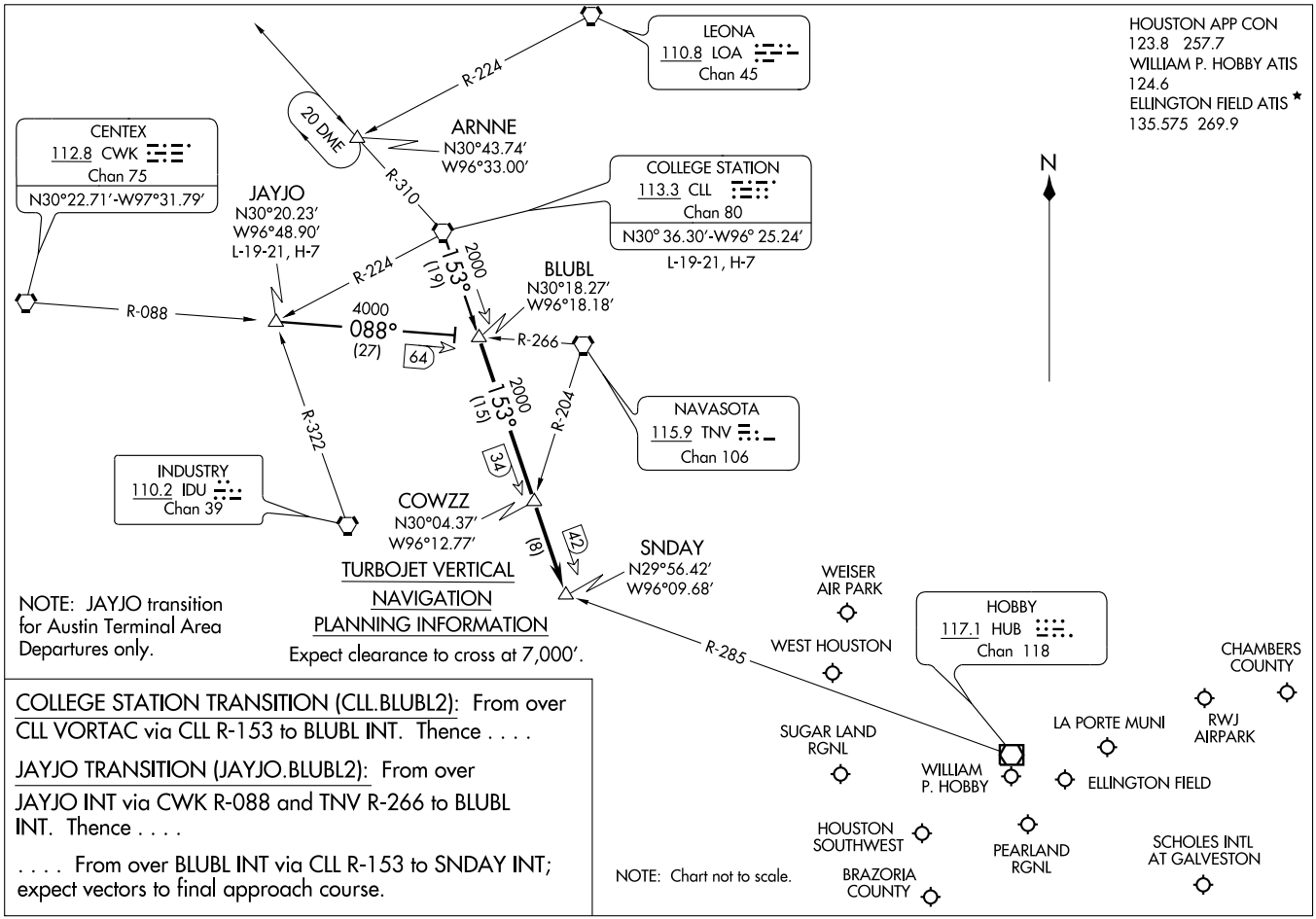
HOUSTON, TEXAS

(BAZBL.BAZBL1) 10210

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

BOWFN ONE DEPARTURE (RNAV)

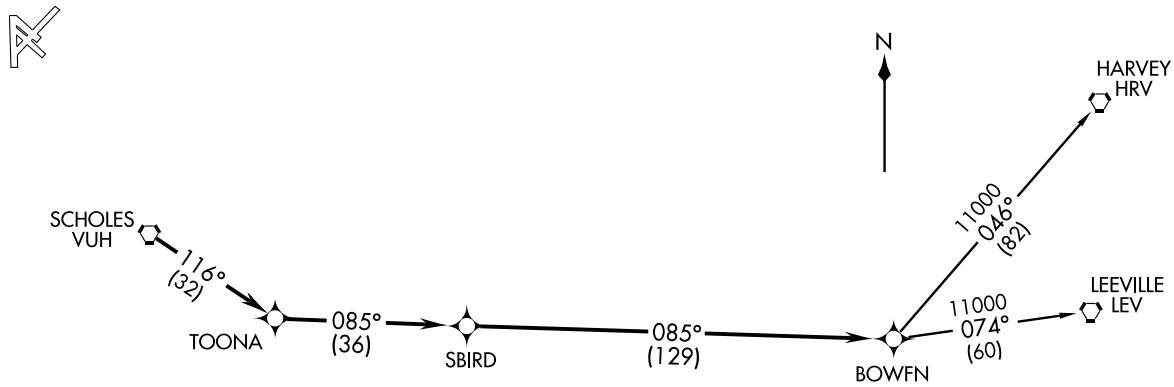
(BOWFN1.BOWFN) 10266

HOUSTON/WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35 Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.



(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to VUH VORTAC, maintain 5000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

(BOWFN1.BOWFN) 10266

BOWFN ONE DEPARTURE (RNAV) SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/ 150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

SC-5, 21 OCT 2010 to 18 NOV 2010

HOUSTON APP CON
126.675 339.8
WILLIAM P. HOBBY ATIS
124.6
* ELLINGTON FIELD ATIS
135.575 269.9

COWBOY
CVE
172°
(71)
6000
10 NM
ELLVR
167°
(7)
6000
GOALL
(24)
PPUNT
(25)
DRPPD
(12)
20 NM
133°
313°
ARNNE
LLANO
LLO
6000
091°
(111)
FTBAL
6000
129°
(16)
10 NM
309°
MRRIO
(9)
ILEXY
6000
089°
(40)
TEXNN
6000
129°
(8)
3100
150°
(10)
QTRBK
(13)
TAKKL
(6)
RECVR
250 KIAS
3100
137°
(17)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

COACH
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000.

NOTE: CVE TRANSITION: For non-GPS equipped aircraft, ACT, and GNL DMEs must be operational.

NOTE: LLO TRANSITION: For non-GPS equipped aircraft, TPL DME must be operational.

ROYOH
Landing other than HOU: Expect vectors to final approach course at or prior to ROYOH.

See following page for arrival routes.

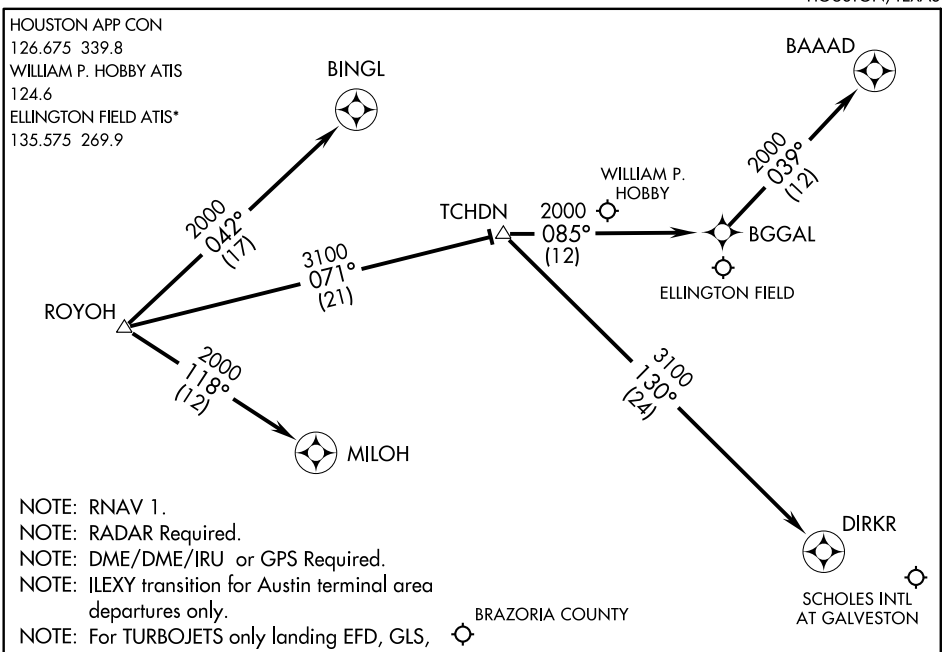
NOTE: Chart not to scale.

COACH ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

(COACH.COACH1) 10210

COACH ONE ARRIVAL (RNAV) Arrival Routes



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: ILEXY transition for Austin terminal area departures only.
NOTE: For TURBOJETS only landing EFD, GLS, HOU, and LBX.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.COACH1)
ILEXY TRANSITION (ILEXY.COACH1)
LLANO TRANSITION (LLO.COACH1)

From COACH via 150° track to QTRBK, thence as depicted to ROYOH. Thence. . . .

WILLIAM P. HOBBY:

LANDING RUNWAY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RUNWAY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RUNWAY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RUNWAY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

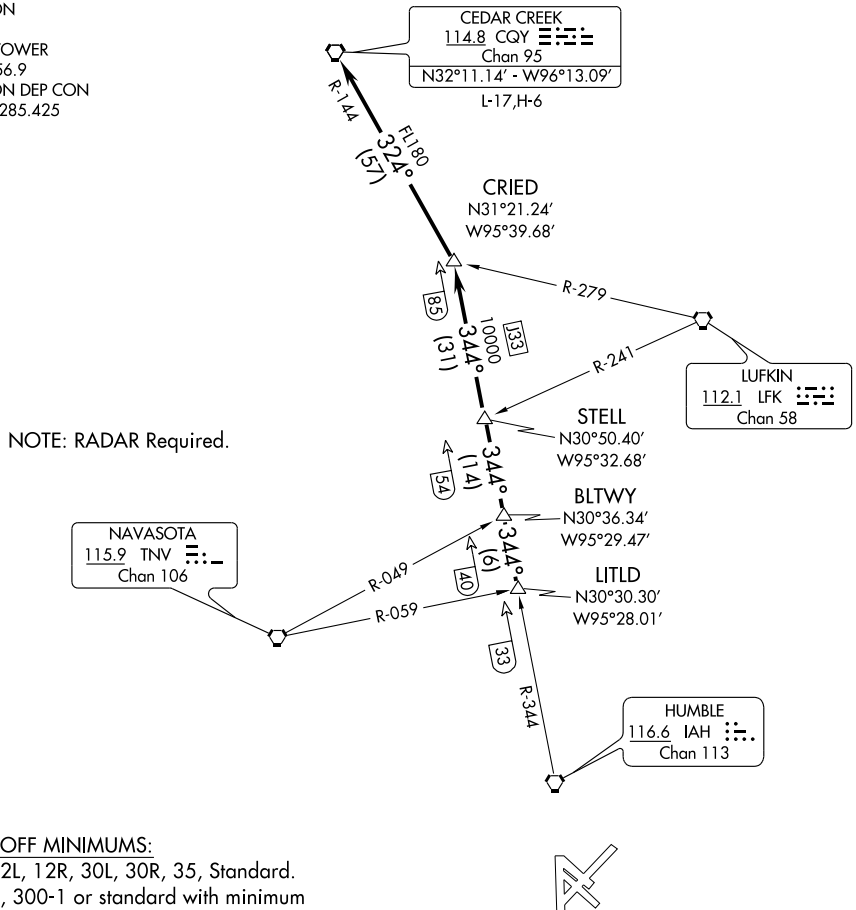
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

CRIED FOUR DEPARTURE

SL-198 (FAA)

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425



NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LITLD INT, maintain 5000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

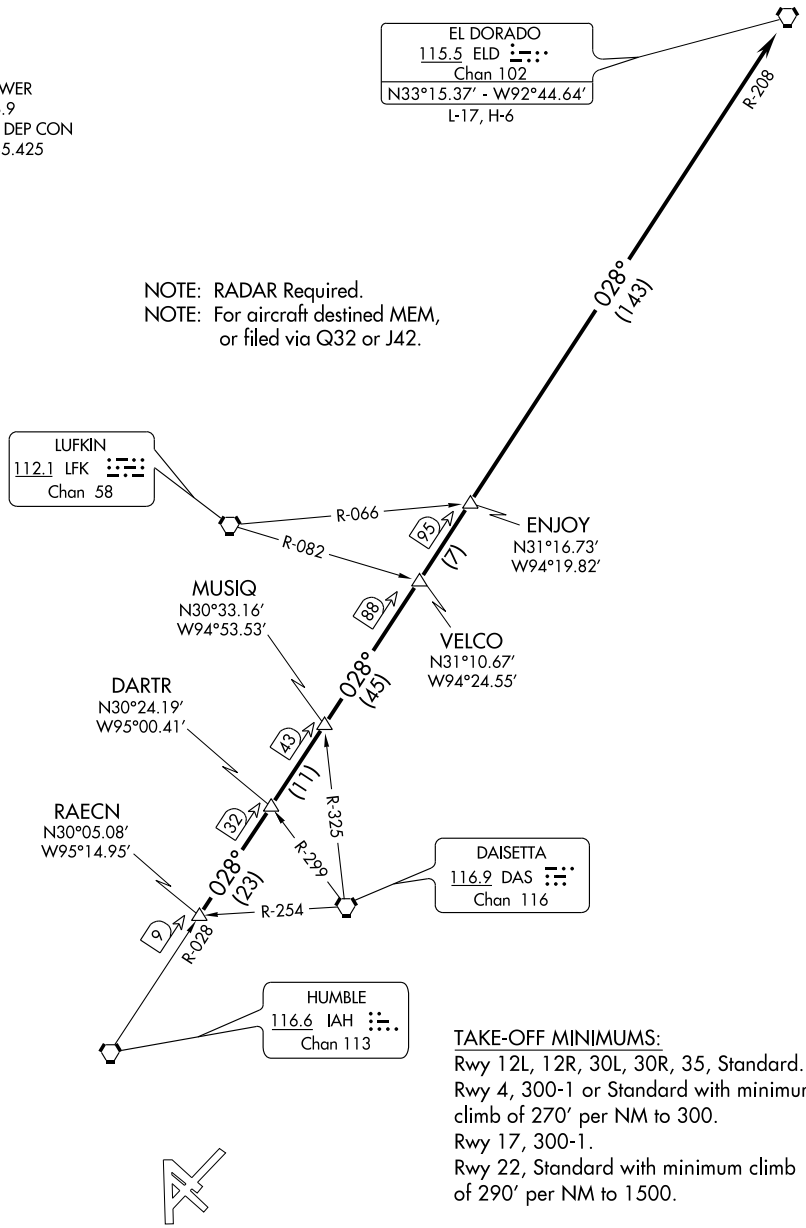
ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

EL DORADO THREE DEPARTURE

SL-198 (FAA)

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425



TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to RAECN INT, maintain 5000.
Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES

Rwy 4: Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L: Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R: Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17: Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/ 150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22: Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L: Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R: Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

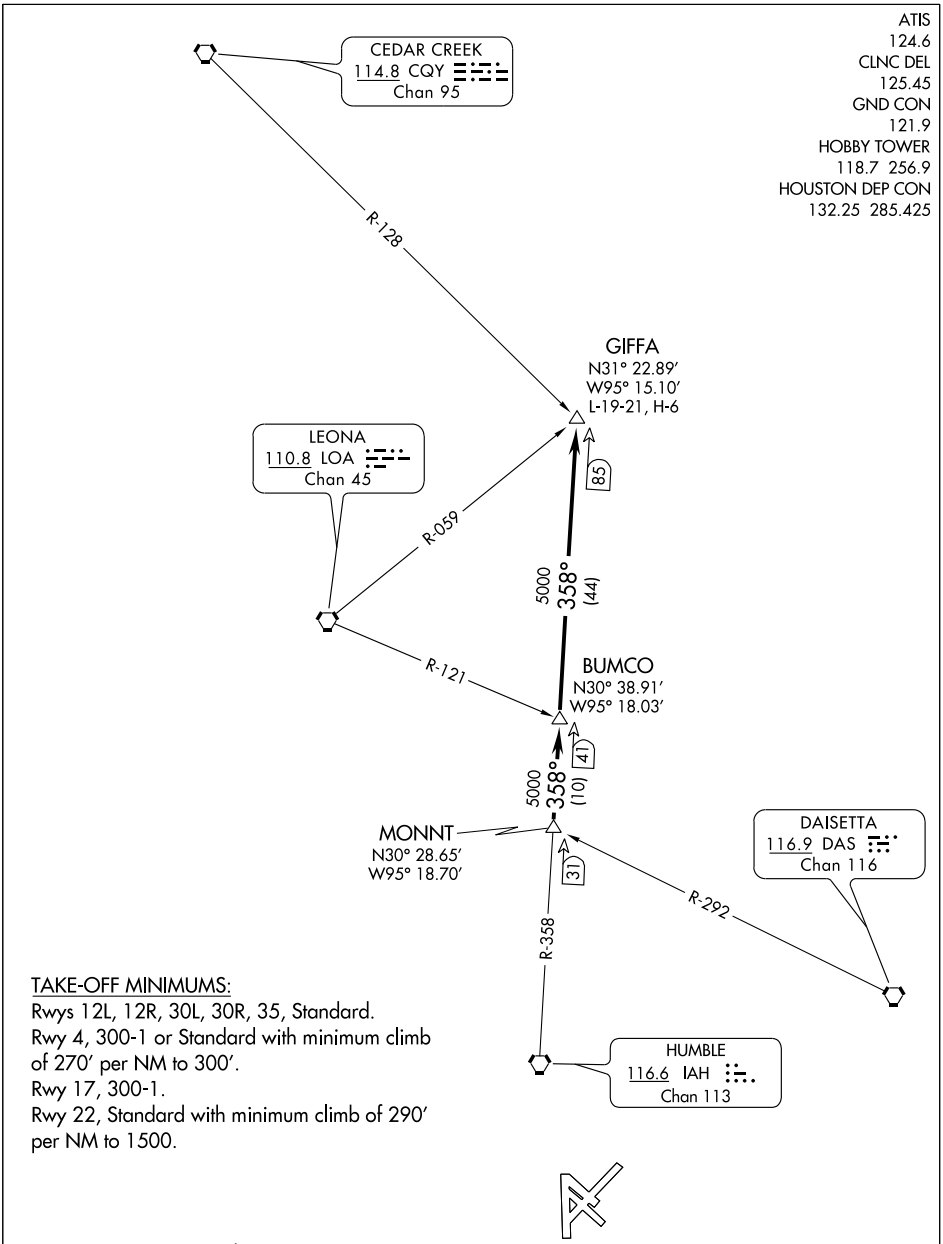
Rwy 35: Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

GIFFA FOUR DEPARTURE

SL-198 (FAA)

HOUSTON, TEXAS



TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to MONNT INT, maintain 5000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL.
Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL.
Building 3990′ from DER, 1223′, right of centerline, 139′ AGL/174′ MSL.
Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL.
Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL.
Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL.
Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL.
Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL.
Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL.
Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL.
Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL.
Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL.
Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL.
Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.
Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL.
Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL.
Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.
Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL.
Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.
Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS or LOC RWY 4

HOUSTON/ WILLIAM P. HOBBY (HOU)

When ALSF-1 inoperative, increase visibility Cat E ILS ¼ mile, LOC ½ mile.

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM
3100

10 NM

HOBBY
117.1 HUB
Chan 118

LOCALIZER 109.9
I-HUB
Chan 36

IM

EISEN INT
I-HUB 5.8

ELREN
I-HUB 8.7

CARCO INT
I-HUB 15.7
(IF)

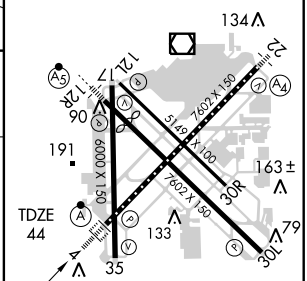
039°
(7)

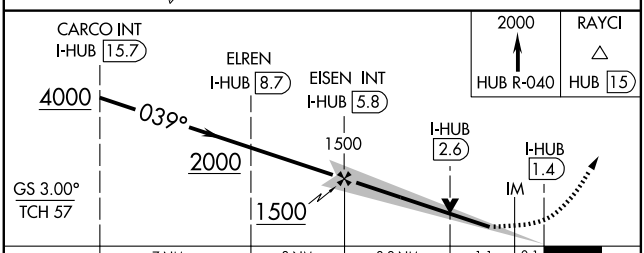
R-301
R-285

113.0 VUH
Chan 77

MISSED APCH FIX
R-308
040°
220°
R-040
RAYCI
HUB 15
117.1 HUB
Chan 118
113.6 MHF
Chan 83

ELEV 46 D





2000 HUB R-040

RAYCI HUB 15

039° 4.3 NM from FAF

REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 4, 12R and 30L

CATEGORY	A	B	C	D	E
S-ILS 4	244/18 200 (200-½)				244/24 200 (200-½)
S-LOC 4	480/24 436 (500-½)		480/40 436 (500-¾)	480/50 436 (500-1)	
CIRCLING	500-1 454 (500-1)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PRQ	APP CRS	Rwy Idg 6568
111.3	129°	TDZE 46
Chan 50		Apt Elev 46

ILS or LOC RWY 12R

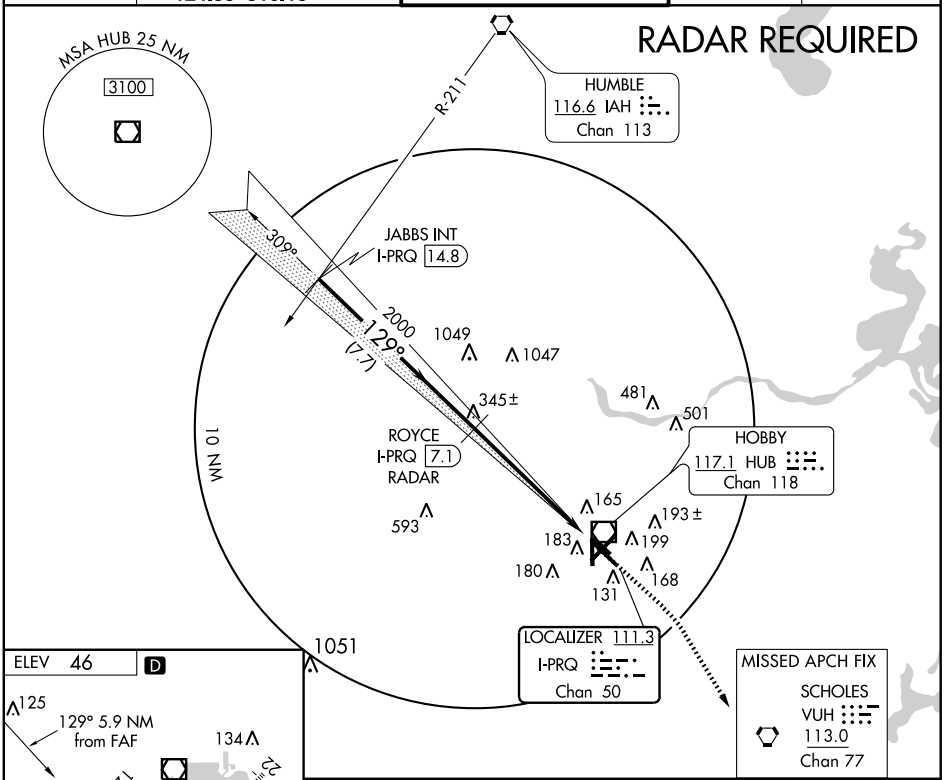
HOUSTON/ WILLIAM P. HOBBY (HOU)

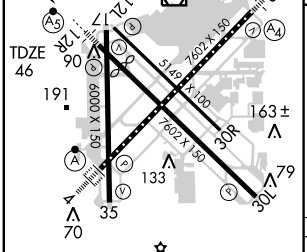
For inoperative MALSR, increase S-LOC 12R Cat A and B visibility to RVR 5000 and Cat E to 1¾. Inoperative table does not apply to S-ILS 12R. RADAR or DME required. When VGSI inop, circling Rwy 35 NA at night.

MALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct VUH VORTAC.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

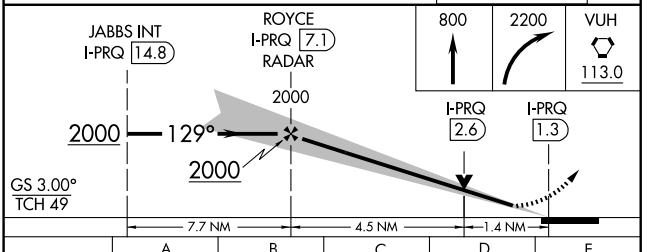




TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



	A	B	C	D	E
S-ILS 12R	296/40 250 (300-¾)				
S-LOC 12R	540/40 494 (500-¾)			540/50 494 (500-1)	540/60 494 (500-1¼)
CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

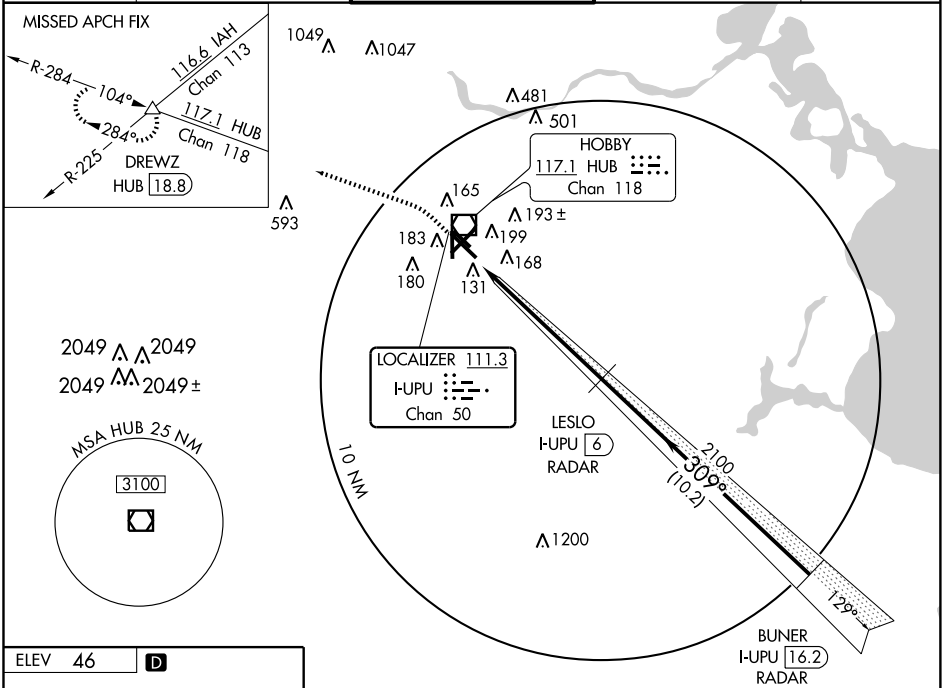
LOC I-UPU	APP CRS	Rwy Idg	7602
111.3	309°	TDZE	43
Chan 50		Apt Elev	46

ILS or LOC RWY 30L

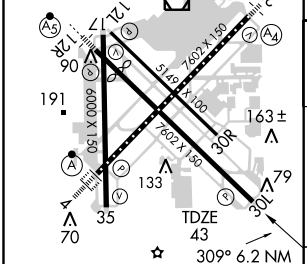
HOUSTON/ WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via HUB VOR/DME R-284 to DREWZ INT/HUB 18.8 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



RADAR REQUIRED

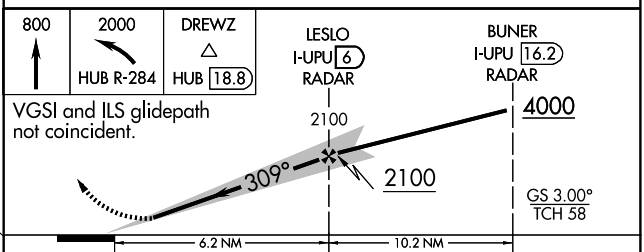


REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

800	2000	DREWZ
↑	HUB R-284	△ HUB 18.8

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 30L	243/40		200 (200-¾)	
S-LOC 30L	480/50	437 (500-1)	480/60 437 (500-1¼)	480-1½ 437 (500-1½)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS RWY 4 (CAT II)

HOUSTON/ WILLIAM P. HOBBY (HOU)

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM
3100

10 NM

HOBBY
117.1 HUB
Chan 118

LOCALIZER 109.9
I-HUB
Chan 36

MISSED APCH FIX
R-308 040° R-040
220°
RAYCI
HUB 15
117.1 HUB Chan 118
113.6 MHF Chan 83

EISEN INT
I-HUB 5.8

ELREN
I-HUB 8.7

CARCO INT
I-HUB 15.7
(IF)

039° (7)
2000
219°
210±
R-301
R-285
1500 (3)
1200
113.0 VUH Chan 77

1049 1047 481 501 593 165 193± IM 183 199 180 131 168
2049 2049 2049± 2049

ELEV 46 D

125 134 22 12L 12R 17 90 191 163± 30R 30L 79 133 35 70 TDZE 44

7602 X 150
5149 X 100
6000 X 150

CARCO INT I-HUB 15.7
ELREN I-HUB 8.7
EISEN INT I-HUB 5.8

2000 HUB R-040
RAYCI HUB 15

4000
039°
2000
1500
1500
DH
RA 100
IM
MSL 44
GS 3.00°
TCH 57

7 NM | 3 NM | 4.2 NM | 862′ | 1080′

CATEGORY	A	B	C	D
S-ILS 4	RA 100/12 100 DA 144			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 4, 12R and 30L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HUB	APP CRS	Rwy Idg	7602
109.9	039°	TDZE	44
Chan 36		Apt Elev	46

ILS RWY 4 (CAT III)

HOUSTON/ WILLIAM P. HOBBY (HOU)

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM
3100

10 NM

HOBBY
117.1 HUB
Chan 118

LOCALIZER 109.9
I-HUB
Chan 36

EISEN INT
I-HUB 5.8

ELREN
I-HUB 8.7

CARCO INT
I-HUB 15.7

(IF)

R-301

R-285

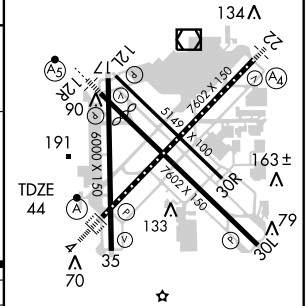
113.0 VUH
Chan 77

039°

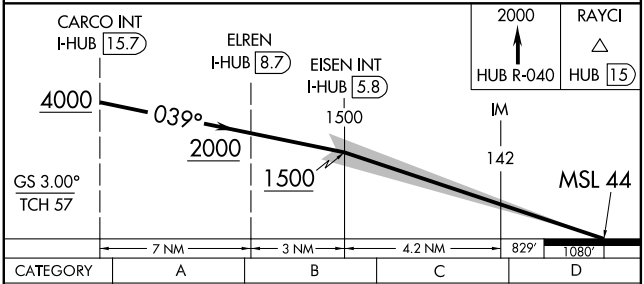
219°

MISSED APCH FIX
R-308 040° R-040
220° RAYCI
HUB 15
117.1 HUB
Chan 118
113.6 MHF
Chan 83

ELEV 46 D



REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 4, 12R and 30L



CATEGORY	A	B	C	D
S-ILS 4		CAT IIIa RVR 07		
S-ILS 4		CAT IIIb RVR 06		
S-ILS 4		CAT IIIc NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON, TEXAS
HOUSTON/ WILLIAM P. HOBBY (HOU)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SHYNR INT, maintain 5000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

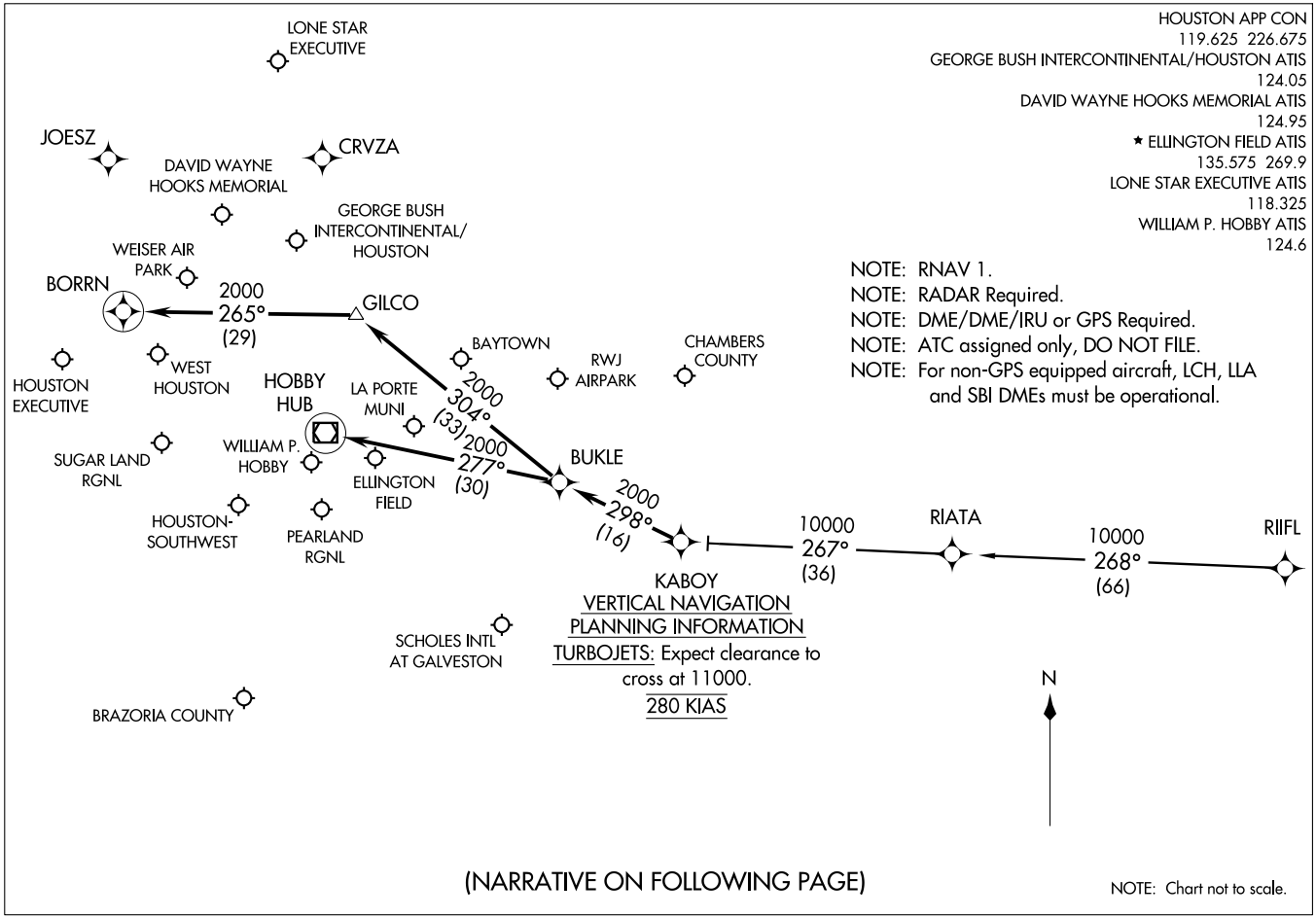
Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

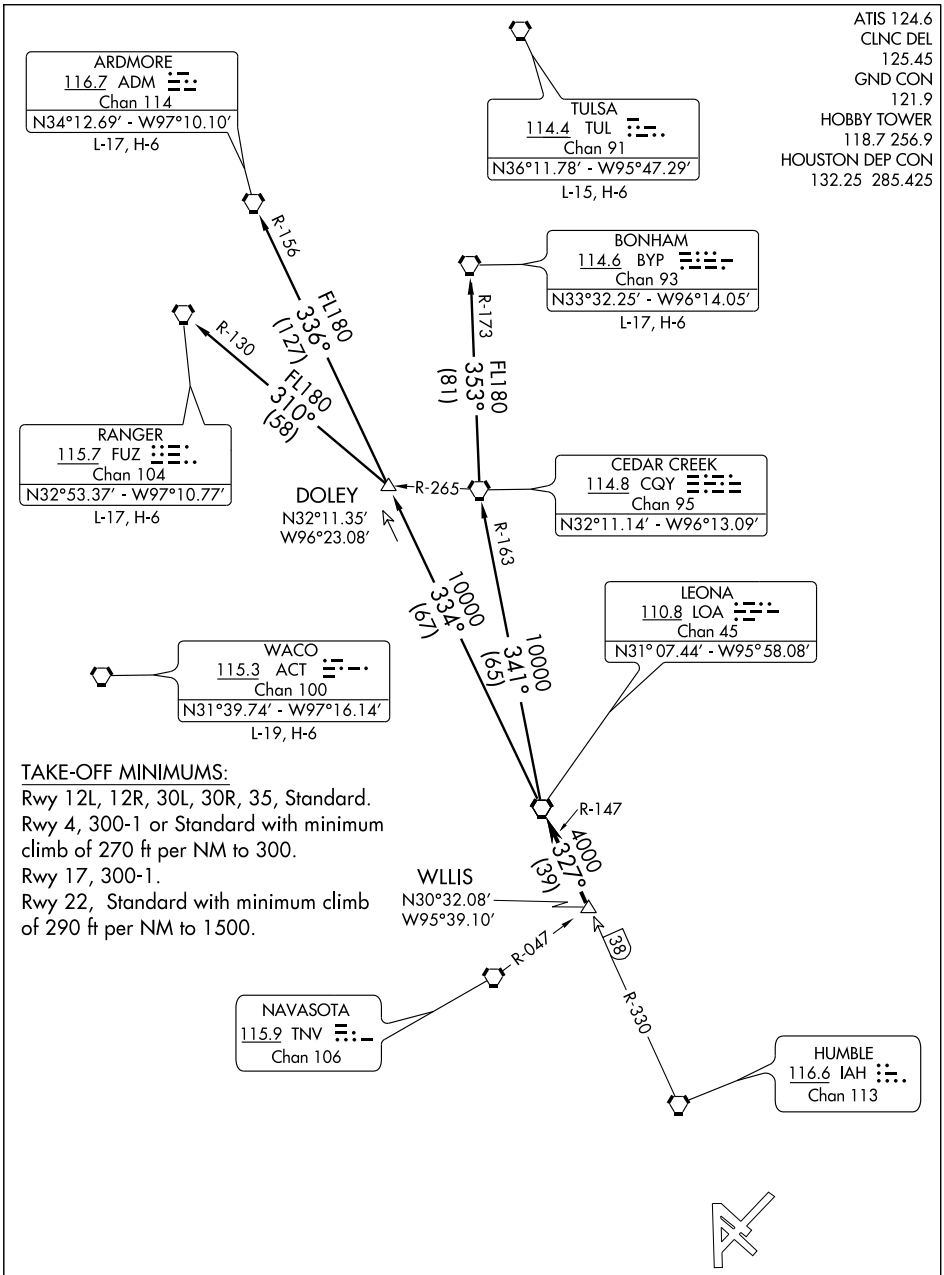
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270 ft per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290 ft per NM to 1500.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC I-OIB 109.9 Chan 36	APP CRS 219°	Rwy Idg 7602 TDZE 41 Apt Elev 46

LOC RWY 22

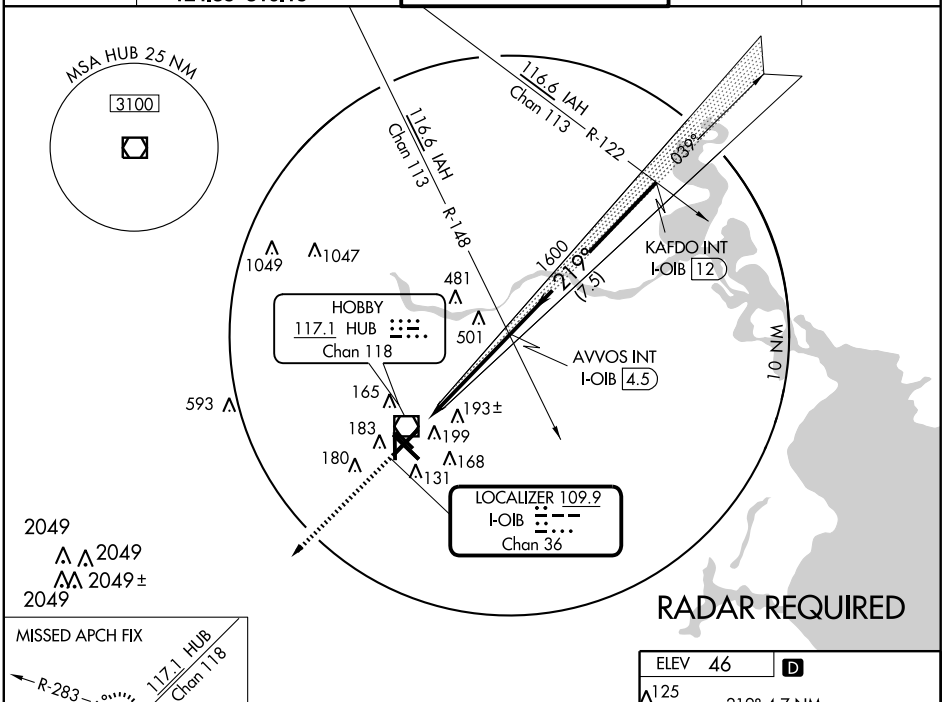
HOUSTON/WILLIAM P. HOBBY (HOU)

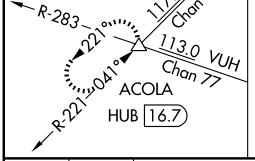
Inoperative table does not apply to Cat C.

MALSR

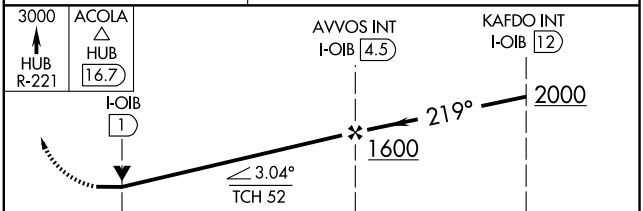
MISSED APPROACH: Climb to 3000 via HUB VOR/DME R-221 to ACOLA Int/HUB 16.7 DME and hold.

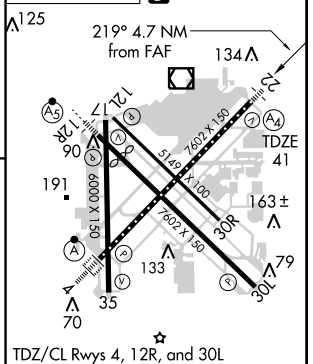
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45





1200





CATEGORY	A	B	C	D	E
S-22	460-¾ 419 (500-¾)		460-1¼ 419 (500-1¼)		
CIRCLING	520-1 474 (500-1)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

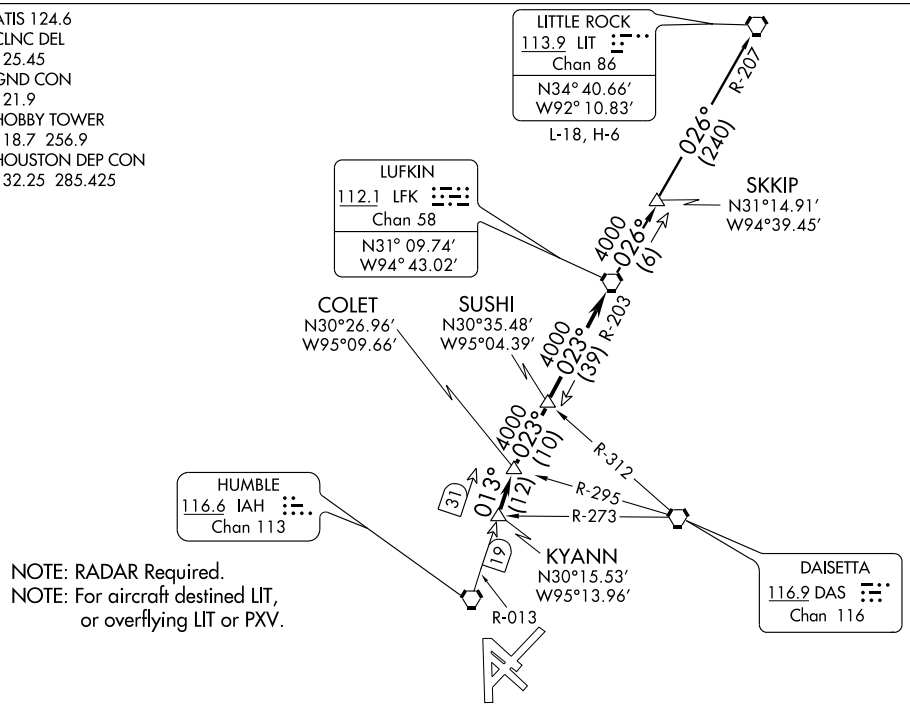
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LUFKIN SIX DEPARTURE

SL-198 (FAA)

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425



NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270 ft per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290 ft per NM to 1500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to KYANN INT, maintain 5000. Expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/ 150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

PALACIOS FOUR DEPARTURE

(PSX4.PSX) 10210

HOUSTON/ WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

FORT STOCKTON
116.9 FST
Chan 116
N30°57.13′
W102°58.54′
L-19, H-6

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7

EAGLE LAKE
116.4 ELA
Chan 111

HOBBY
117.1 HUB
Chan 118

SKUBA
N29°11.72′
W95°47.47′

ROCKSPRINGS
111.2 RSG
Chan 49
N30°00.88′ - W100°17.99′

COTULLA
115.8 COT
Chan 105
N28°27.72′ -W99°07.11′

THREE RIVERS
111.4 THX
Chan 51
N28°30.30′ - W98°09.03′

PALACIOS
117.3 PSX
Chan 120
N28°45.87′ - W96°18.37′

R-100 FL180 283° (150)
R-136 FL180 318° (112)
R-078 FL180 259° (51)
R-158 FL180 339° (70)
R-073 10000 253° (99)
R-038 4000 218° (37)
R-127
R-220

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required
NOTE: Chart not to scale

(PSX4.PSX) 10210
PALACIOS FOUR DEPARTURE
SL-198 (FAA)
HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SKUBA INT, maintain 5000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4,	Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.
Rwy 12L,	Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.
Rwy 12R,	Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.
Rwy 17,	Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/ 150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/ 72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.
Rwy 22,	Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.
Rwy 30L,	Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/ 84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.
Rwy 30R,	Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.
Rwy 35,	Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

RIICE THREE ARRIVAL Transition Routes

SC-5, 21 OCT 2010 to 18 NOV 2010

BILEE TRANSITION (BILEE.RIICE3): From over BILEE INT via TNV R-334 to HOMRN INT and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE3): From over CLL VORTAC via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE3): From over CVE VOR/DME via CVE R-160 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE3): From over ILEXY INT via CLL R-238 to CLL VORTAC, then via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE3): From over LOA VORTAC via LOA R-181 to BAZBL, then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE3): From over LLO VORTAC via LLO R-080 to HOMRN, then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE3): From over MQP VORTAC via MQP R-124 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the BAZBL (RNAV) STAR.

NOTE: ILEXY transition for Austin terminal area departures only.

NOTE: ATC assigned only for aircraft landing HOU.

NOTE: Chart not to scale.

COWBOY
116.2 CVE
Chan 109
N32°53.42′
W96°54.24′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

CHMPZ
N32° 33.95′
W96° 48.64′

LUKIY
N32° 19.46′
W97° 29.79′

WACO
115.3 ACT
Chan 100

TORNN
N31° 31.22′
W96° 30.88′

HOOTZ
N31° 19.24′
W96° 26.94′

BILEE
N31° 09.75′
W96°23.31′
L-19-21, H-6

HOMRN
N30° 50.00′
W96° 15.80′

ARNNE
N30° 43.74′
W96° 33.00′

LLANO
108.2 LLO
Chan 19
N30° 47.78′-W98° 47.24′
L-19, H-6-7

CENTEX
112.8 CWK
Chan 75

ILEXY
N30° 21.17′
W97° 04.76′
L-19-21

COLLEGE STATION
113.3 CLL
Chan 80
N30° 36.30′
W96°25.24′
L-19-21, H-7

BAZBL
N30° 38.27′
W96° 03.40′

BAATS
N30° 31.60′
W95° 56.38′

RIICE
N30° 27.15
W95° 51.71′

LEONA
110.8 LOA
Chan 45
N31°07.44′-W95°58.08′
L-19-21, H-6

NAVASOTA
115.9 TNV
Chan 106

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

See following page for arrival routes.

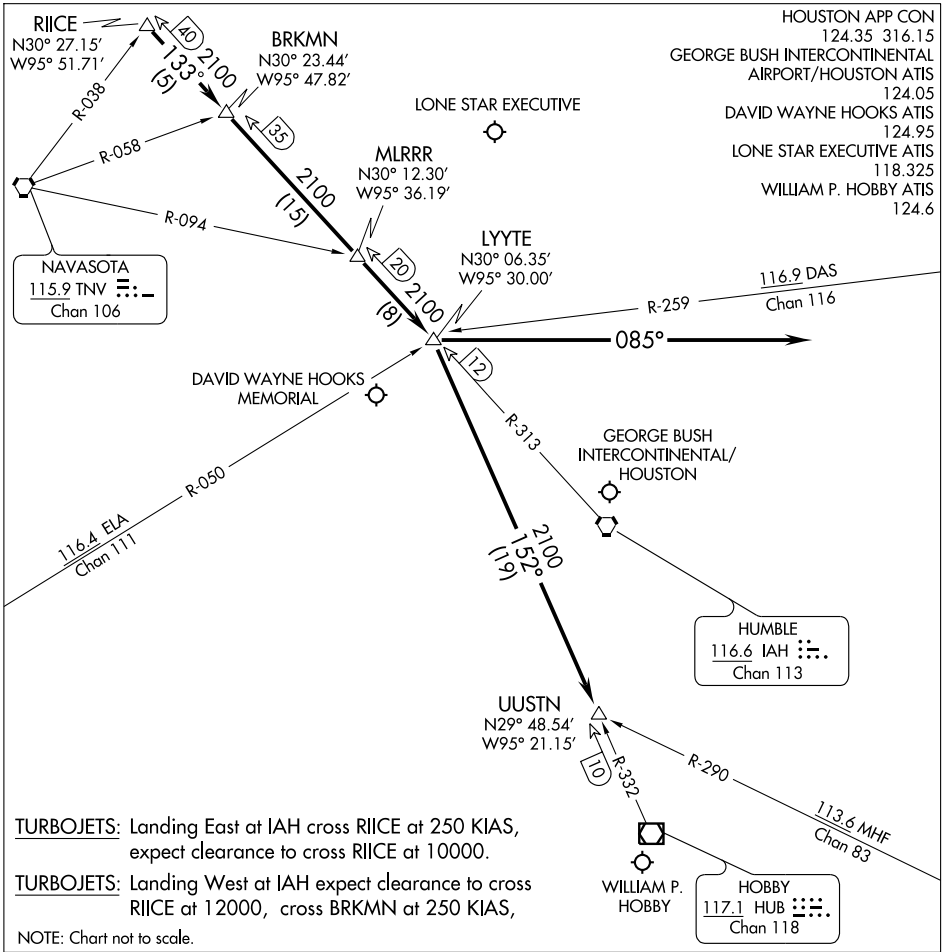
TURBOJETS:
Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.
Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS.

RIICE THREE ARRIVAL Transition Routes

HOUSTON, TEXAS

RIICE THREE ARRIVAL Arrival Routes

HOUSTON, TEXAS



HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

TURBOJETS: Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.

TURBOJETS: Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS,

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT.
LANDING RUNWAYS 26L/26R, 27: Fly heading 085° for vectors to final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

RIICE THREE ARRIVAL Arrival Routes

HOUSTON, TEXAS

(RIICE.RIICE3) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7602
CH 86209	039°	TDZE	44
W04A		Apt Elev	46

RNAV (GPS) RWY 4

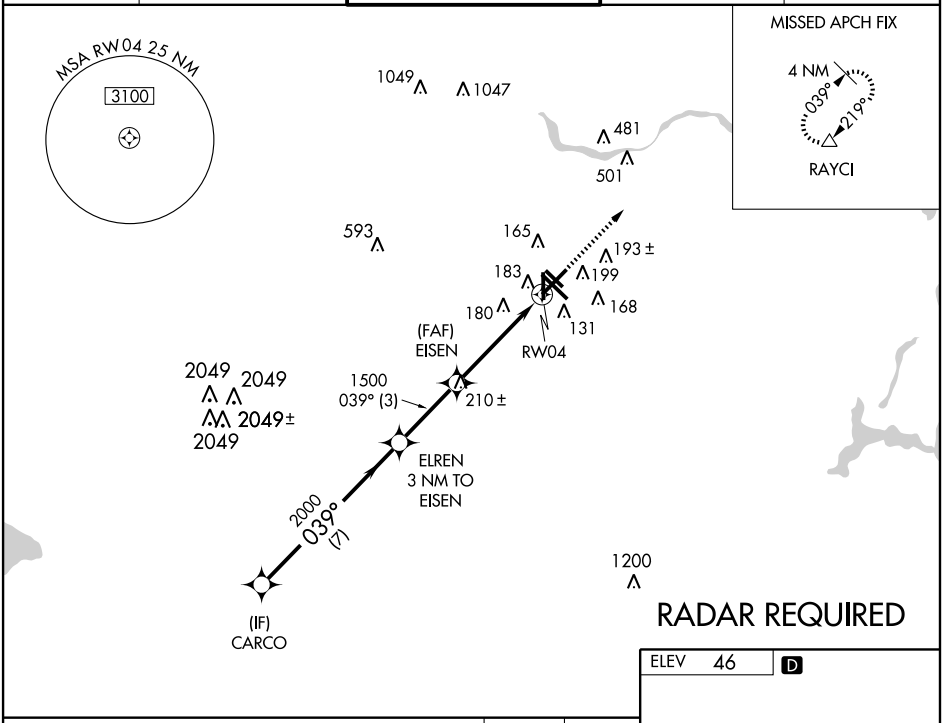
HOUSTON/ WILLIAM P. HOBBY (HOU)

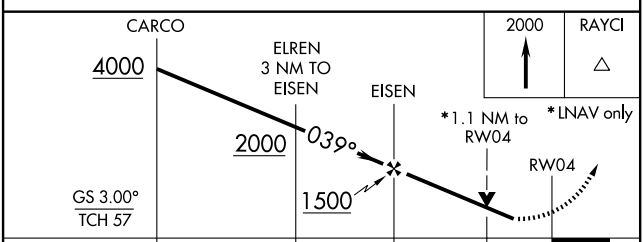
For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats, and increase LNAV/VNAV and LNAV Cat E visibility to 1½. When VGSI inop, circling Rwy 35 NA at night; Baro-VNAV NA below -15° C (5° F); DME/DME RNP-0.3 NA.

ALSF-2

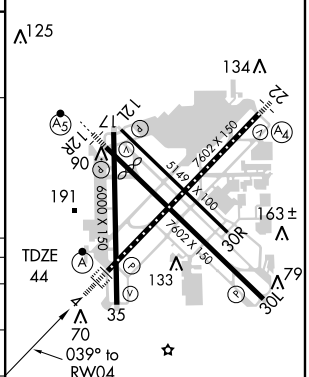
MISSED APPROACH: Climb to 2000 direct RAYCI and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45





CATEGORY	A	B	C	D	E
LPV DA	300/24 256 (300-½)				
LNAV/VNAV DA	440/40 396 (400-¾)				440/50 396 (400-1)
LNAV MDA	460/24 416 (500-½)		460/40 416 (500-¾)	460/50 416 (500-1)	
CIRCLING	500-1¼ 454 (500-1¼)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

HOUSTON/ WILLIAM P. HOBBY (HOU)

APP CRS	Rwy Idg	6000
174°	TDZE	46
	Apt Elev	46

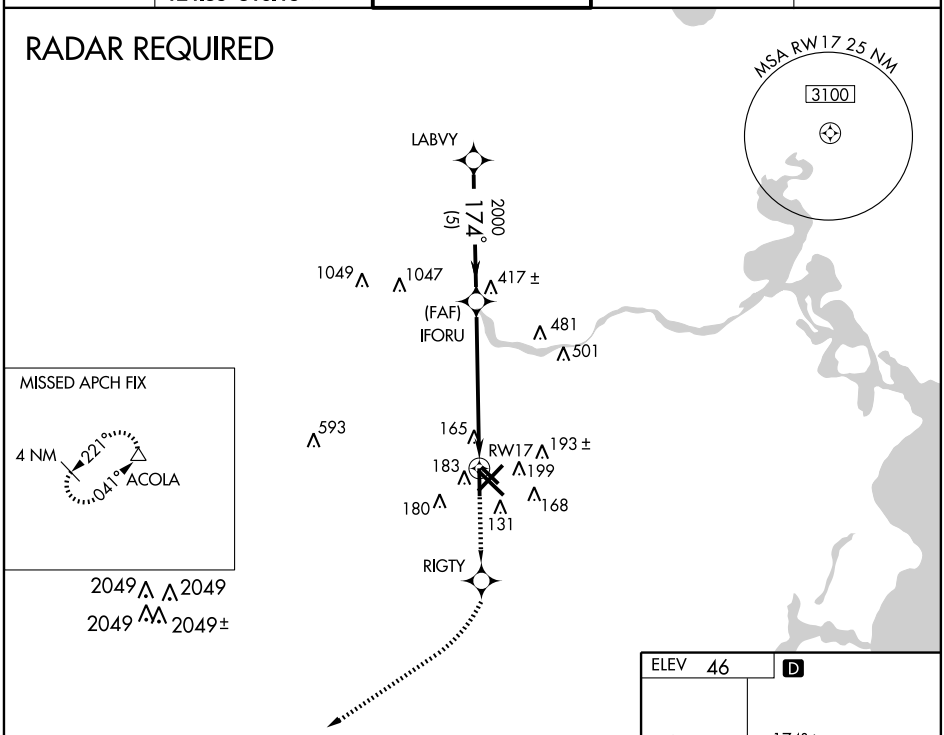
Baro-VNAV NA below -15C° (5°F)

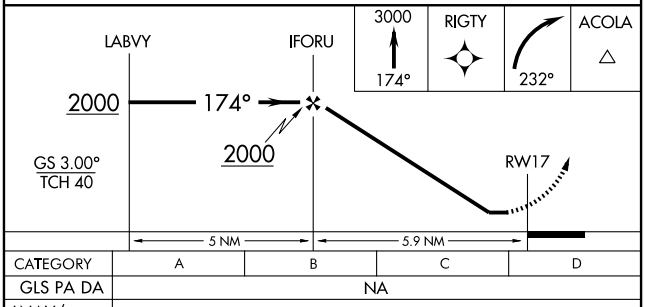
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

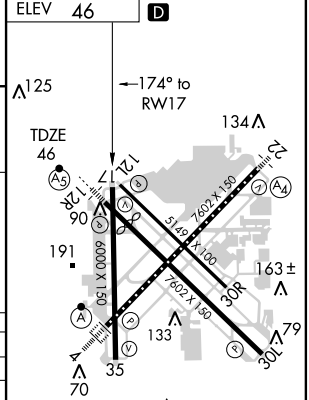
MISSED APPROACH: Climb to 3000 via course 174° to RIGTY then right turn via 232° to ACOLA and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	480-1½	434 (500-1½)		
LNAV MDA	580-1	534 (600-1)	580-1½ 534 (600-1½)	580-1¾ 534 (600-1¾)
CIRCLING	580-1½	534 (600-1½)		600-2 554 (600-2)

REIL Rwys 30L and 35R
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 7602
CH 65610	219°	TDZE 41
W22A		Apt Elev 46

RNAV (GPS) RWY 22

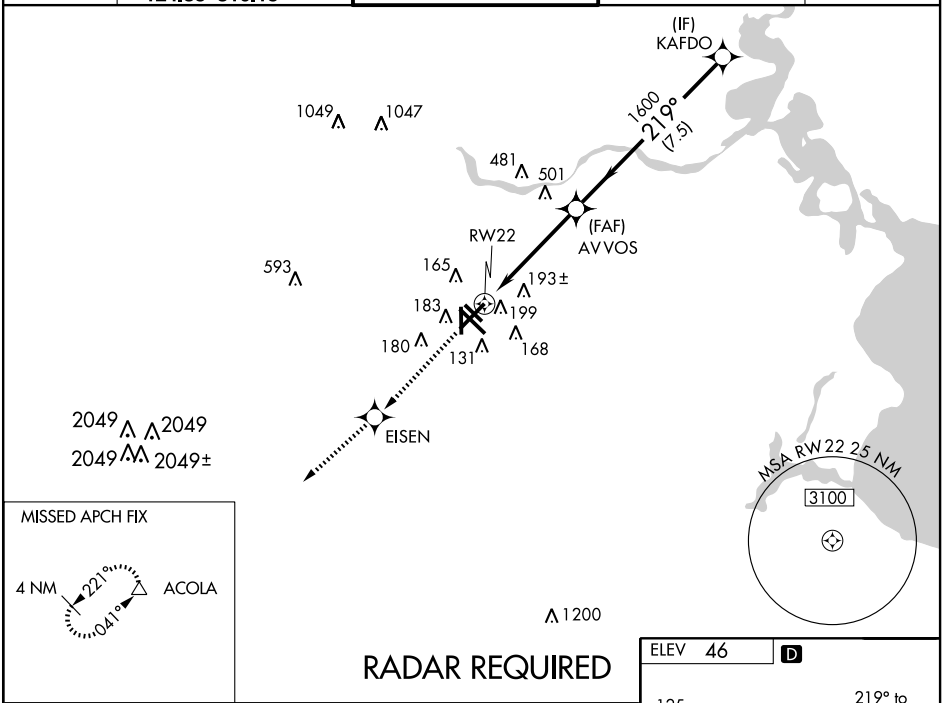
HOUSTON/ WILLIAM P. HOBBY (HOU)

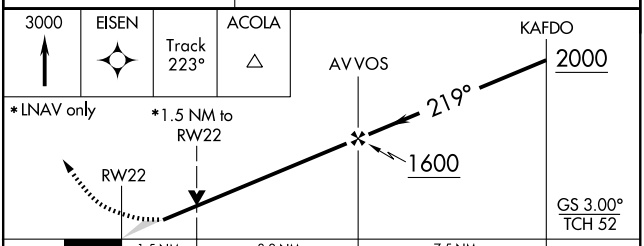
Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. When VGSI inop, circling to Rwy 35 NA at night. DME/DME RNP -0.3 NA. Baro-VNAV NA below -15° C (5° F).

MALS

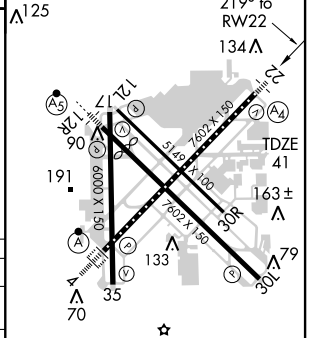
MISSED APPROACH: Climb to 3000 direct EISEN and via 223° track to ACOLA and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45





CATEGORY	A	B	C	D	E
LPV DA	360-1 319 (400-1)				
LNAV/VNAV DA	480-1½ 439 (500-1½)				
LNAV MDA	580-¾ 539 (600-¾)		580-1½ 539 (600-1½)	580-1¾ 539 (600-1¾)	580-2 539 (600-2)
CIRCLING	580-1½ 534 (600-1½)			600-2 554 (600-2)	860-3 814 (900-3)



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 7602
CH 77510	309°	TDZE 43
W30A		Apt Elev 46

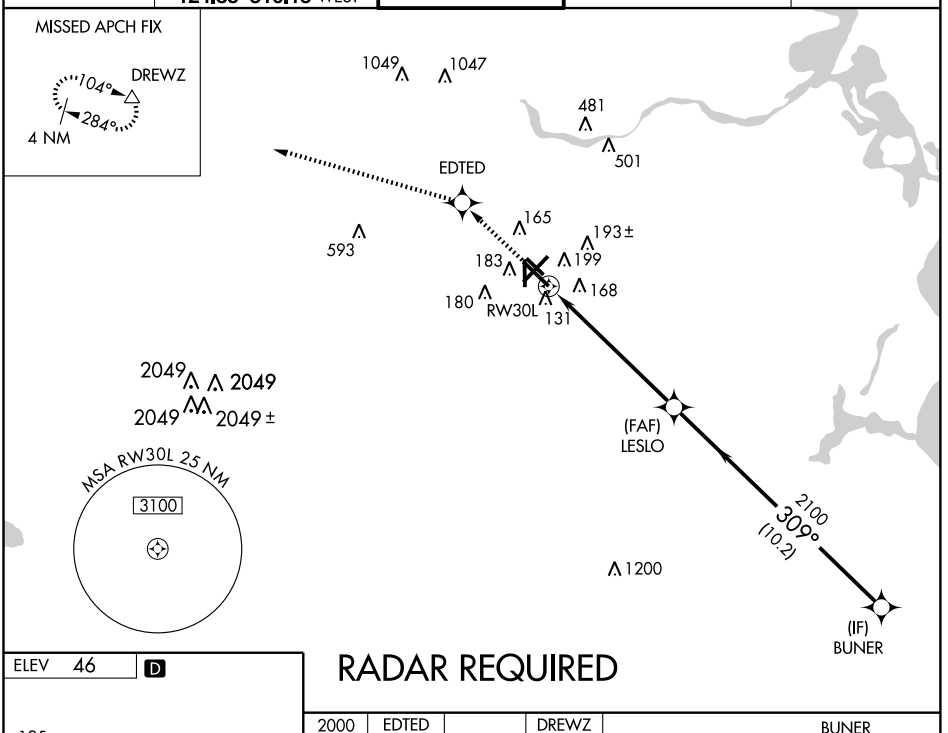
RNAV (GPS) RWY 30L

HOUSTON/ WILLIAM P. HOBBY (HOU)

When VGSI inop, circling to Rwy 35 NA at night.
Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct EDTED and via 281° track to DREWZ and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

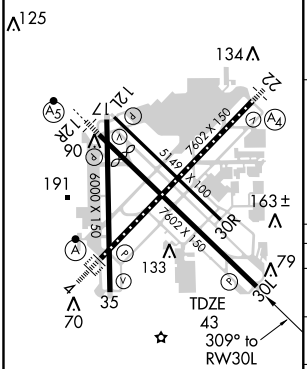


SC-5, 21 OCT 2010 to 18 NOV 2010

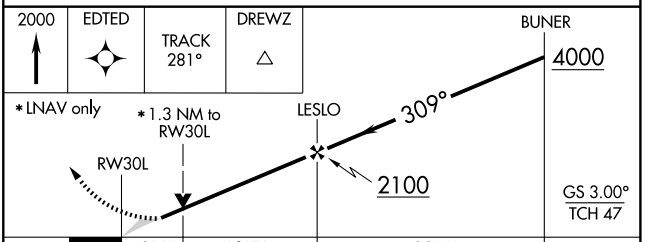
SC-5, 21 OCT 2010 to 18 NOV 2010

ELEV 46 D

RADAR REQUIRED



REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L



CATEGORY	A	B	C	D
LPV DA	310/50 267 (300-1)			
LNAV/ VNAV DA	520-1¾ 477 (500-1¾)			
LNAV MDA	500/50 457 (500-1)		500/60 457 (500-1¼)	500-1½ 457 (500-1½)
CIRCLING	520-1¾ 474 (500-1¾)			600-2 554 (600-2)

RNAV (GPS) RWY 35

HOUSTON/ WILLIAM P. HOBBY (HOU)

APP CRS	Rwy Idg	6000
354°	TDZE	46
	Apt Elev	46

Baro-VNAV NA below -15°C (5°F).
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1600 direct RAYCI and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MISSED APCH FIX
4 NM
039°
219°
RAYCI

1049 1047 481 501 593 165 193± 183 199 180 168 RW35 131

2049 2049 2049 2049±

(FAF)
NAPSY
(5) 354° 2000
1200
OHGOK

MSA RW35 25 NM
3100

1600 RAYCI

NAPSY OHGOK 3000 354° 2000
RW35
3.05°
TCH 41
5.9 NM 5 NM

CATEGORY	A	B	C	D
LNAV MDA	560-1	514 (600-1)	560-1½ 514 (600-1½)	560-1¾ 514 (600-1¾)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)

ELEV 46 D

125 134 121 17 21 12R 06 30R 30L 191 163± 133 79 4 70 35 TDZE 46
7602 X 150
5149 X 100
6000 X 150
354° to RW35

REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

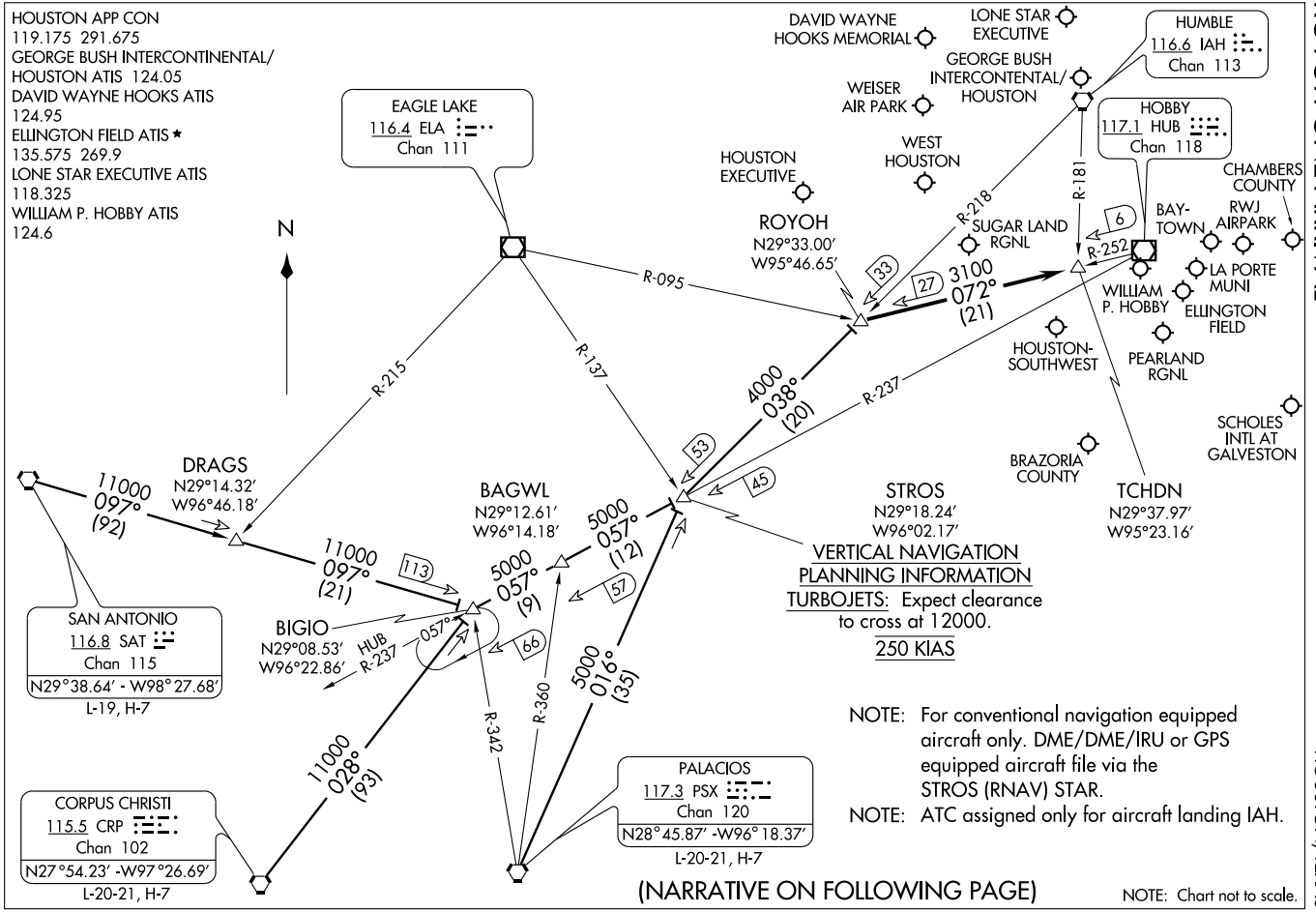
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

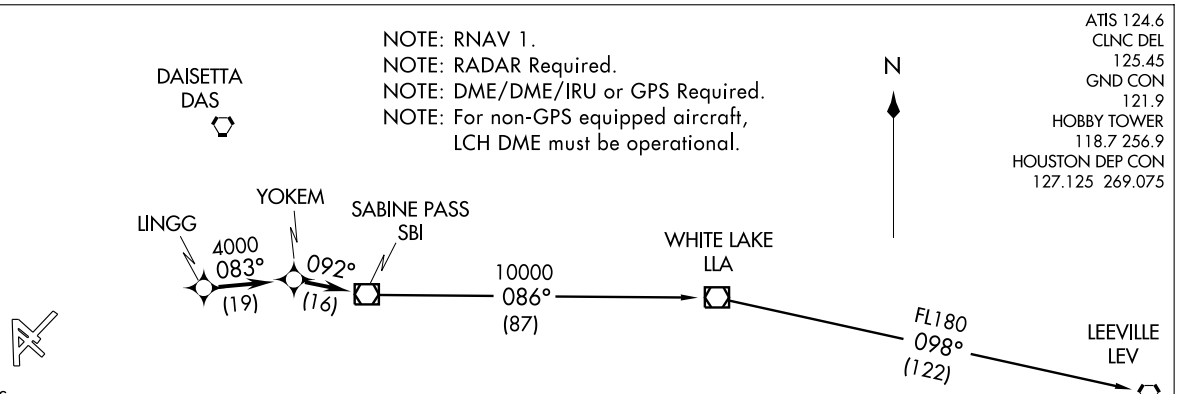
SC-5, 21 OCT 2010 to 18 NOV 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS



TAKE-OFF OBSTACLES:

Rwy 4: Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L: Antenna on hanger 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R: Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17: Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22: Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L: Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R: Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35: Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

TAKE-OFF MINIMUMS:

Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LINGG INT, maintain 5000. Thence . . . .

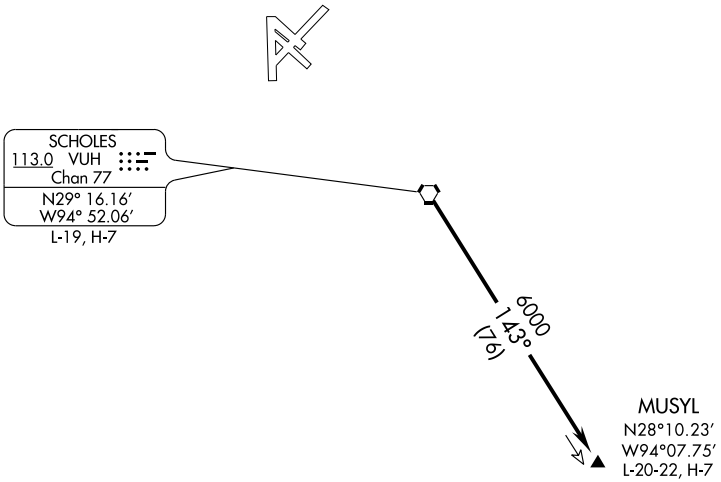
. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
HOUSTON/WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

SL-198 (FAA)

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075



TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1.
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to VUH VORTAC, maintain 5000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/ 150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

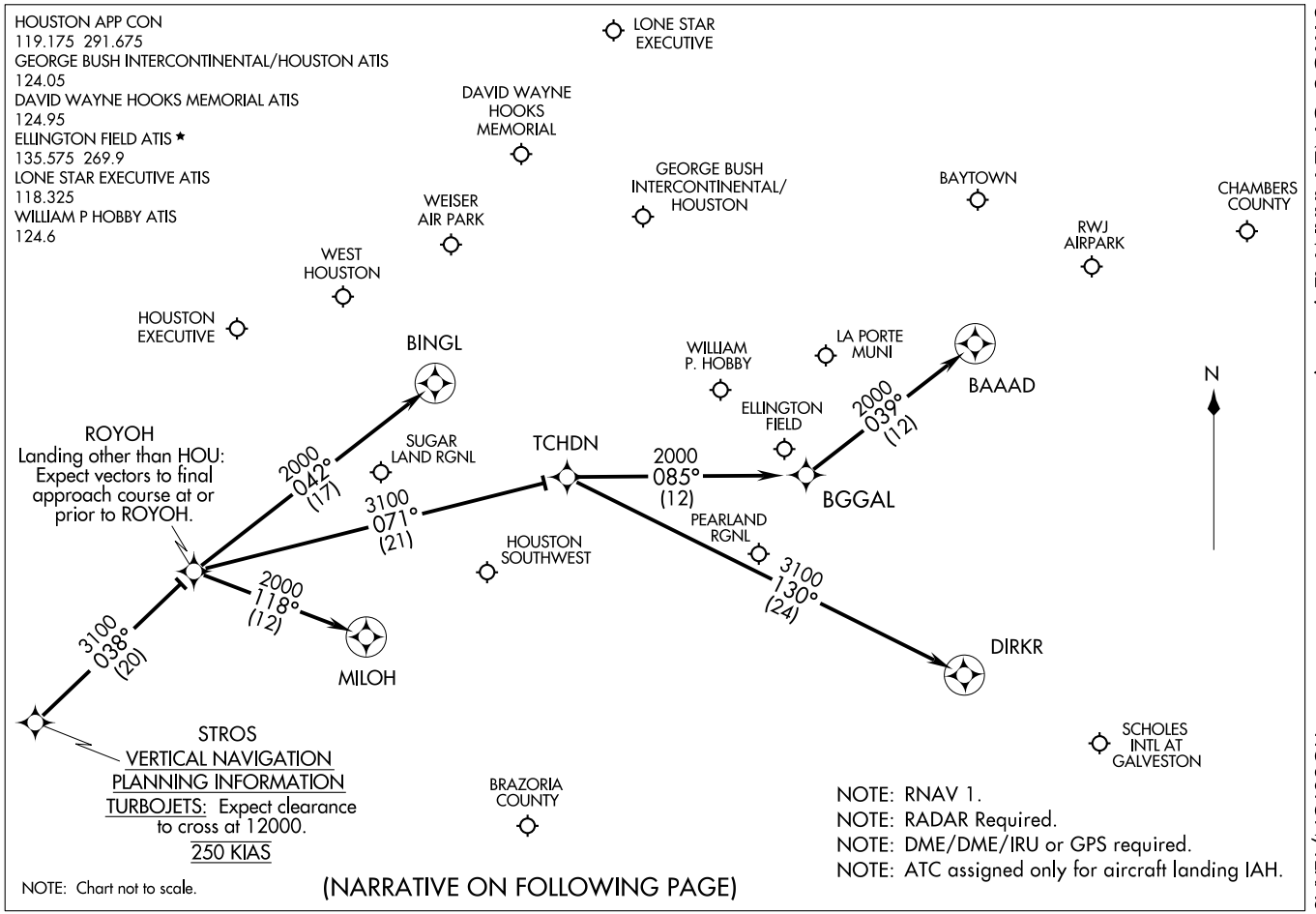
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

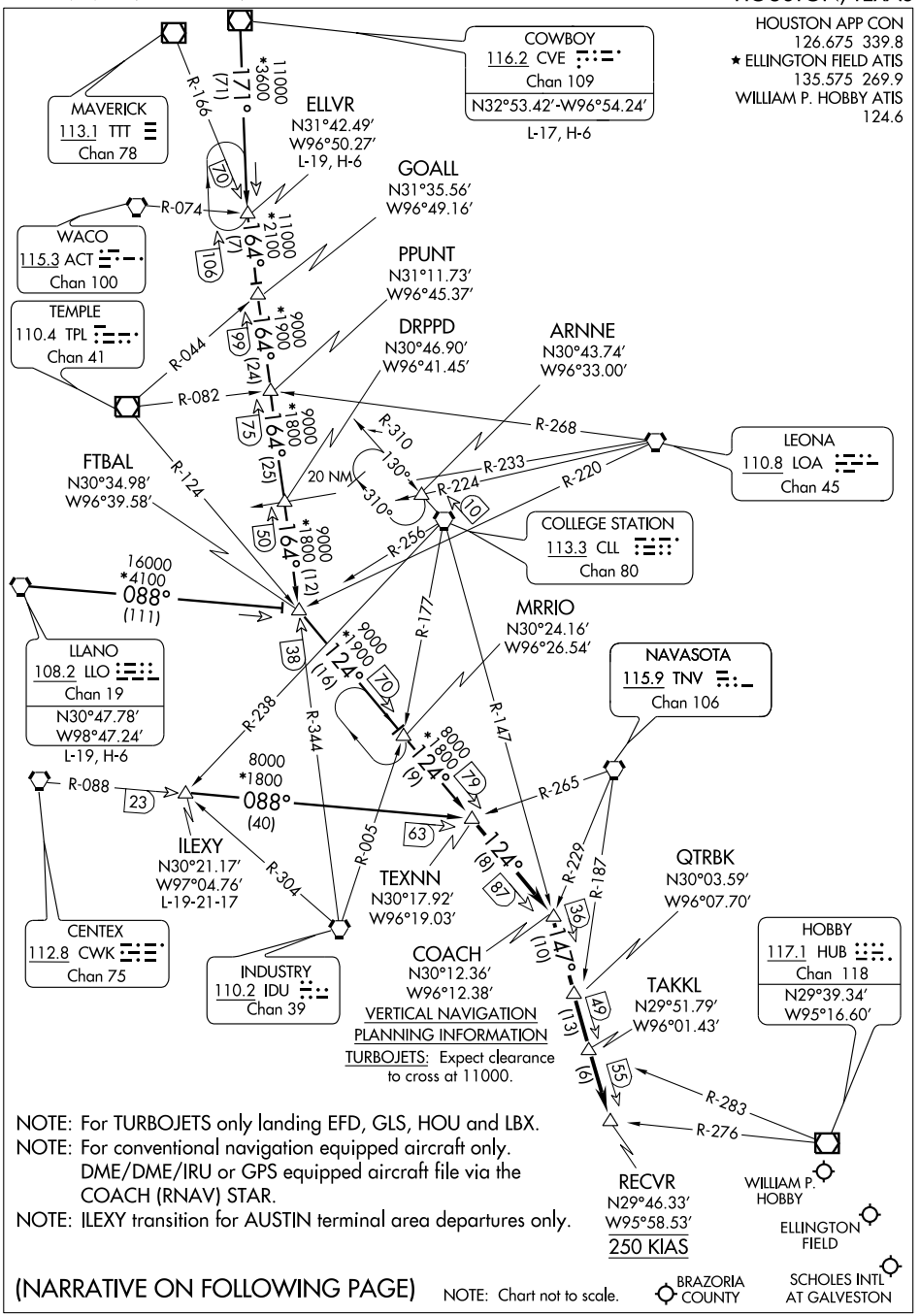
LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

TEXNN FIVE ARRIVAL

HOUSTON, TEXAS



SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN5): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN5): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

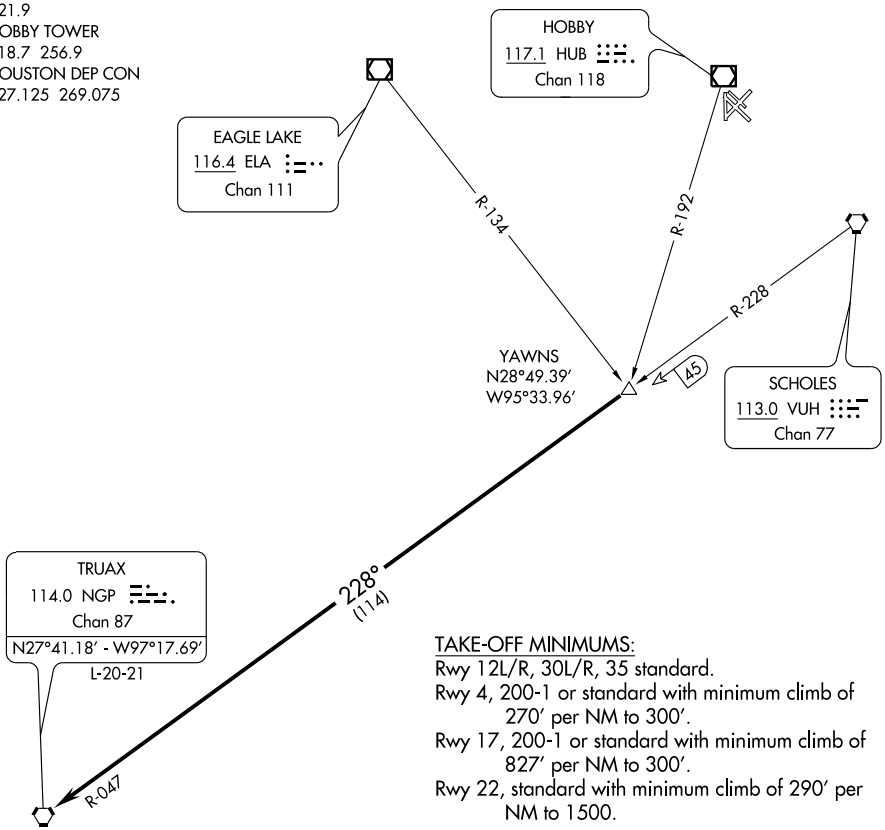
ILEXY TRANSITION (ILEXY.TEXNN5): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN5): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT, then via CLL R-147 to RECVR INT. Expect vectors to final approach course at or prior to RECVR INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

ATIS
124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075



TAKE-OFF MINIMUMS:
Rwy 12L/R, 30L/R, 35 standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300′.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 5000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Antenna on light pole, 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.

Rwy 30L, Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	154°	TDZE	N/A
Chan 118		Apt Elev	46

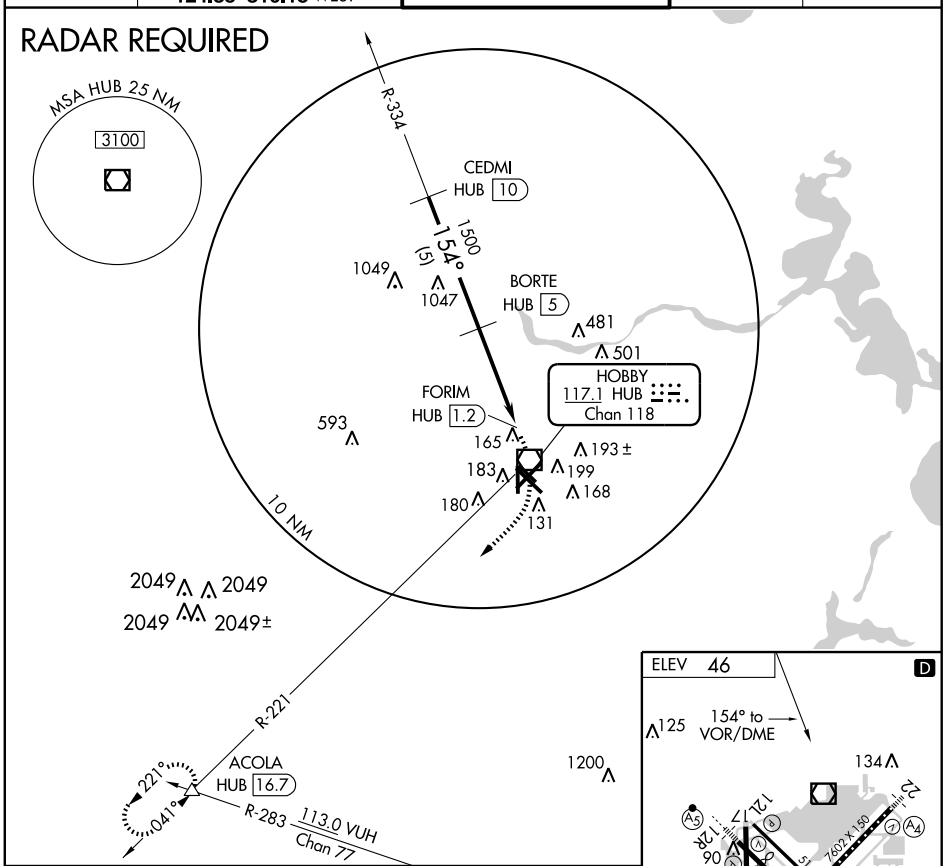
VOR/DME-E

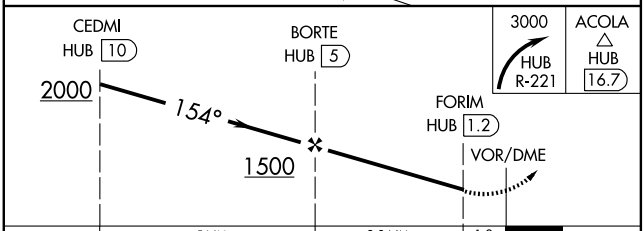
HOUSTON/WILLIAM P. HOBBY (HOU)

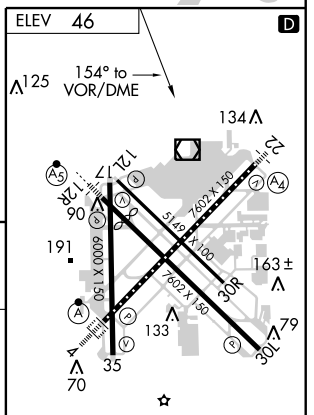
MISSED APPROACH: Climbing right turn to 3000 via HUB R-221 to ACOLA Int/HUB 16.7 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	600-1¾ 554(600-1¾)			600-2 554 (600-2)

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME HUB	APP CRS	Rwy Idg	7602
117.1	027°	TDZE	44
Chan 118		Apt Elev	46

VOR/DME RWY 4

HOUSTON/ WILLIAM P. HOBBY (HOU)

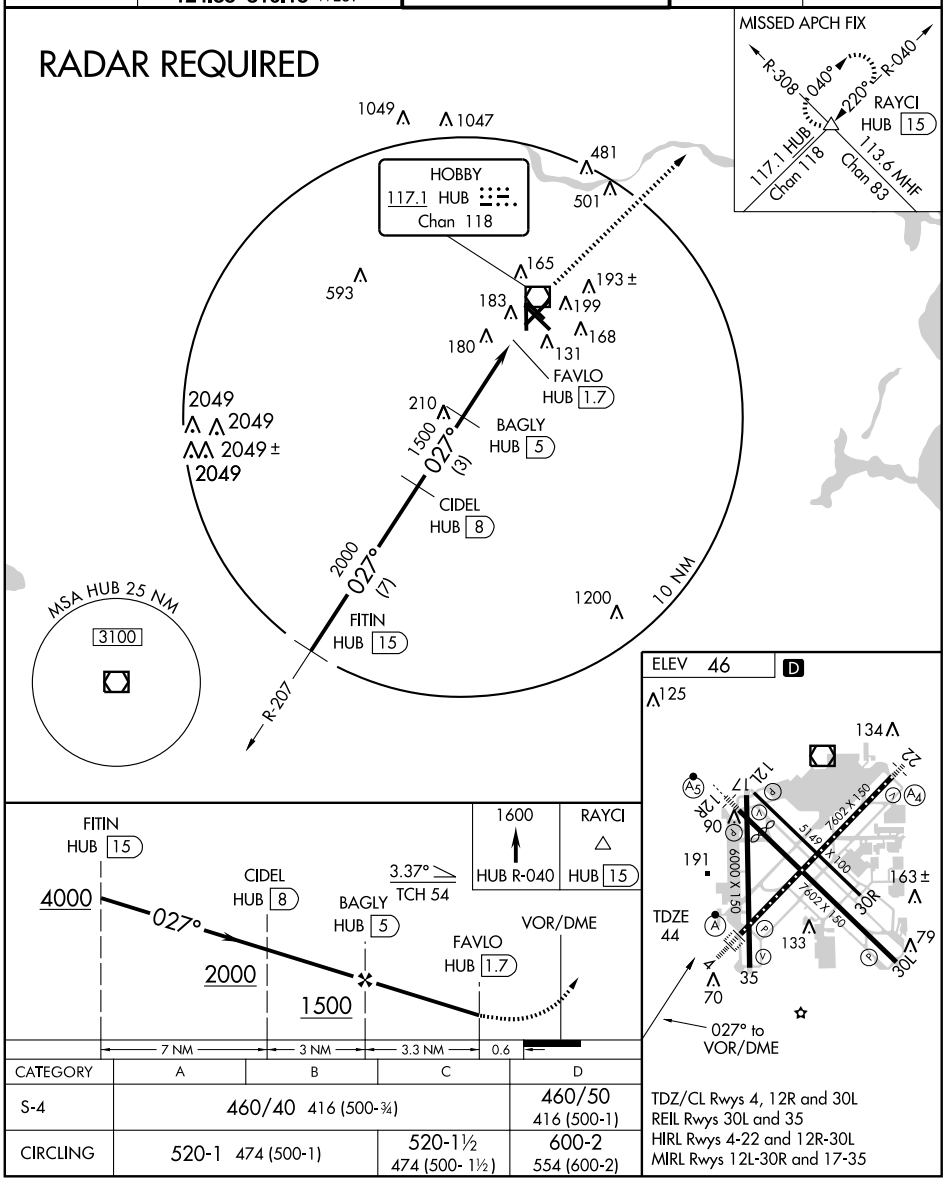
For inoperative MALSR, increase Cat D S-4 visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 1600 via HUB R-040 to RAYCI Int/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED



CATEGORY	A	B	C	D
S-4	460/40 416 (500-¾)			460/50 416 (500-1)
CIRCLING	520-1 474 (500-1)		520-1½ 474 (500- 1½)	600-2 554 (600-2)

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

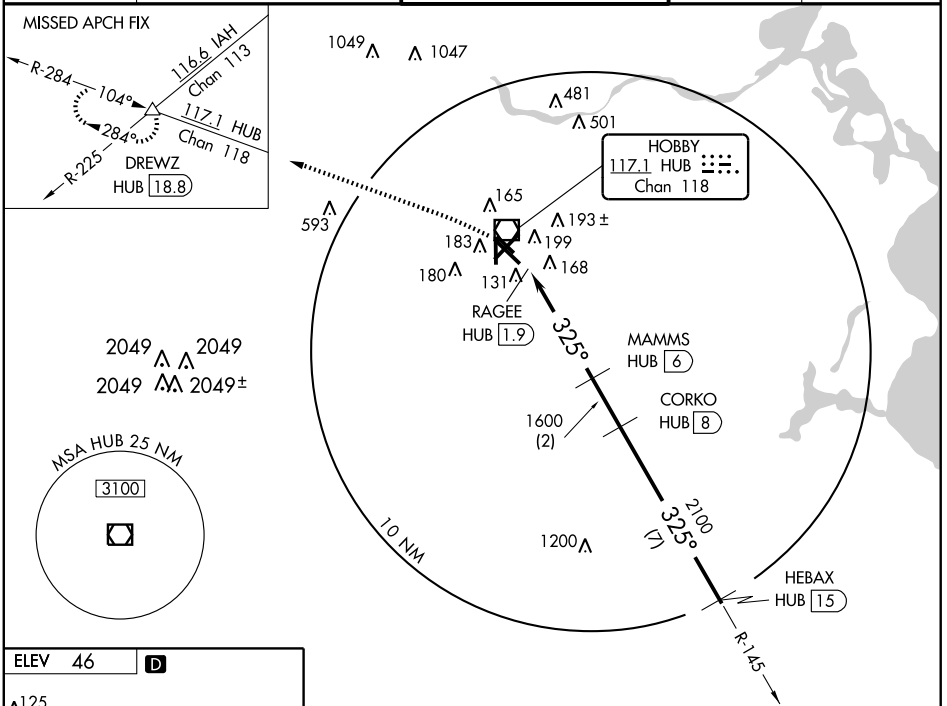
VOR/DME HUB	APP CRS	Rwy Idg	7602
117.1	325°	TDZE	43
Chan 118		Apt Elev	46

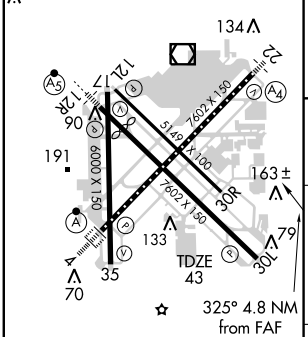
VOR/DME RWY 30L

HOUSTON/ WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climbing left turn to 2000 via HUB R-284 to DREWZ Int/HUB 18.8 DME and hold.

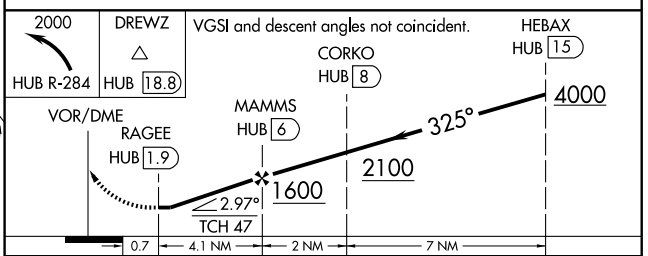
ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45





TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-30L	460/50	417 (500-1)	460/60	417 (500-1¼)	460-1½ 417 (500-1½)
CIRCLING	520-1	474 (500-1)	520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

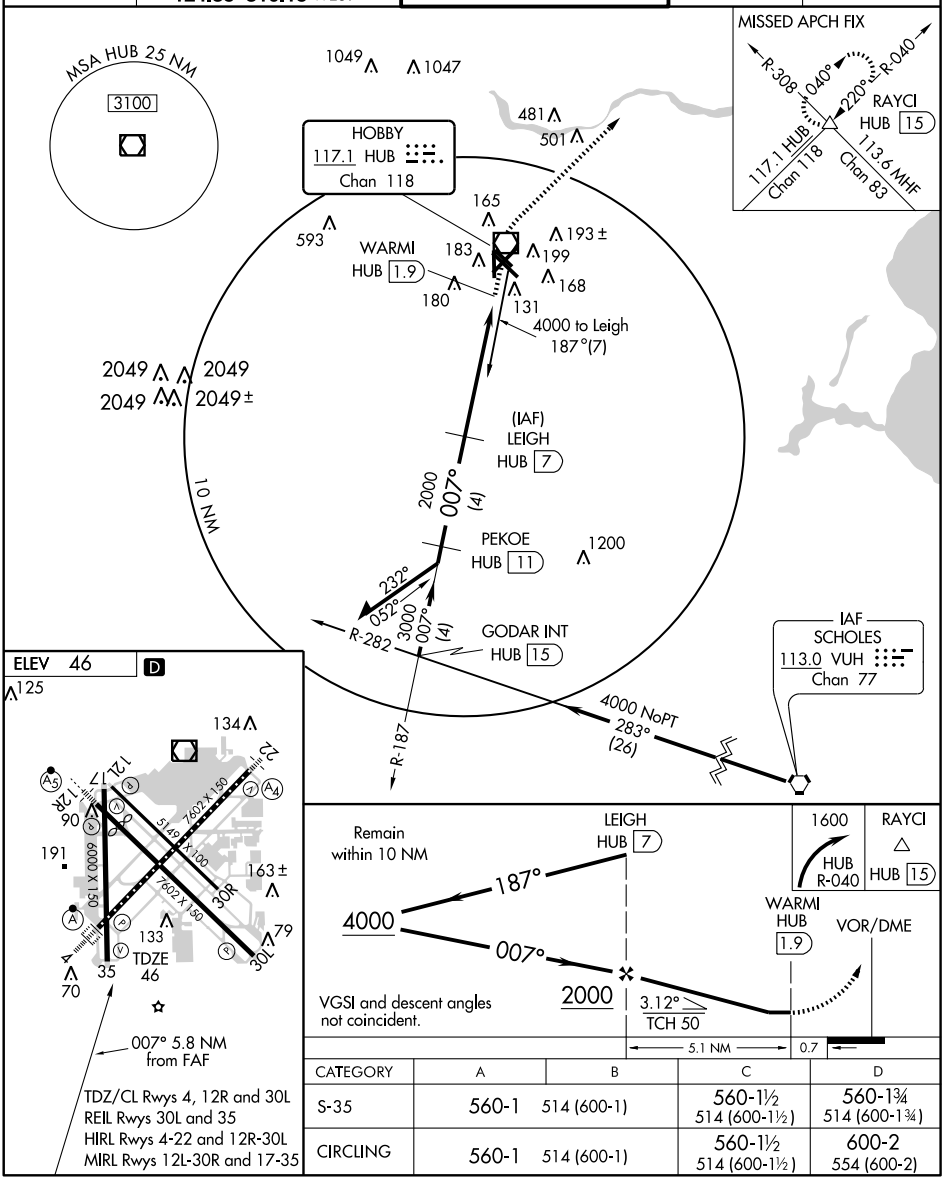
VOR/DME HUB	APP CRS	Rwy Idg 6000
117.1	007°	TDZE 46
Chan 118		Apt Elev 46

VOR/DME RWY 35

HOUSTON/WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climbing right turn to 1600 via HUB VOR/DME R-040 to RAYCI/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45



CATEGORY	A	B	C	D
S-35	560-1	514 (600-1)	560-1½ 514 (600-1½)	560-1¾ 514 (600-1¾)
CIRCLING	560-1	514 (600-1)	560-1½ 514 (600-1½)	600-2 554 (600-2)

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAILN ONE DEPARTURE (RNAV)

(WAILN1.WAILN) 10210

HOUSTON/WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS

(WAILN1.WAILN) 10210

WAILN ONE DEPARTURE (RNAV)

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)

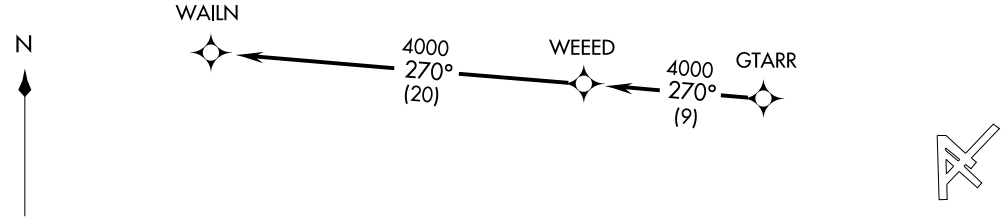
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to GTARR, maintain 5000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
126.675 339.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, Standard.
Rwy 4, 300-1 or Standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1
Rwy 22, Standard with minimum climb of 290′ per NM to 1500.

NOTE: Chart not to scale

(NOTES CONTINUED ON FOLLOWING PAGE)

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hanger 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

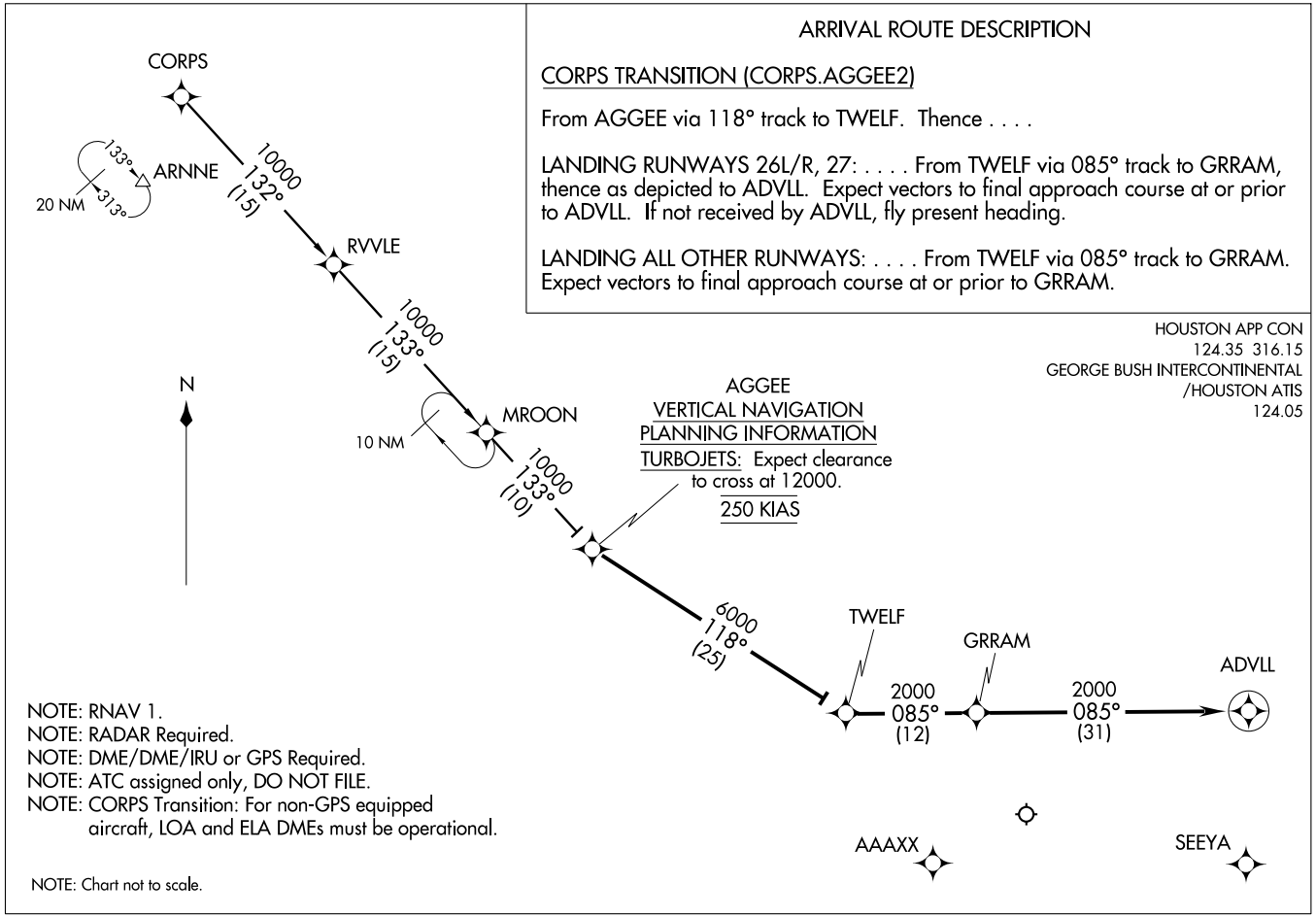
SC-5, 21 OCT 2010 to 18 NOV 2010

AGGEE TWO ARRIVAL (RNAV)

(AGGEE.AGGEE2) 10210

GEORGE BUSH INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS



AGGEE TWO ARRIVAL (RNAV)

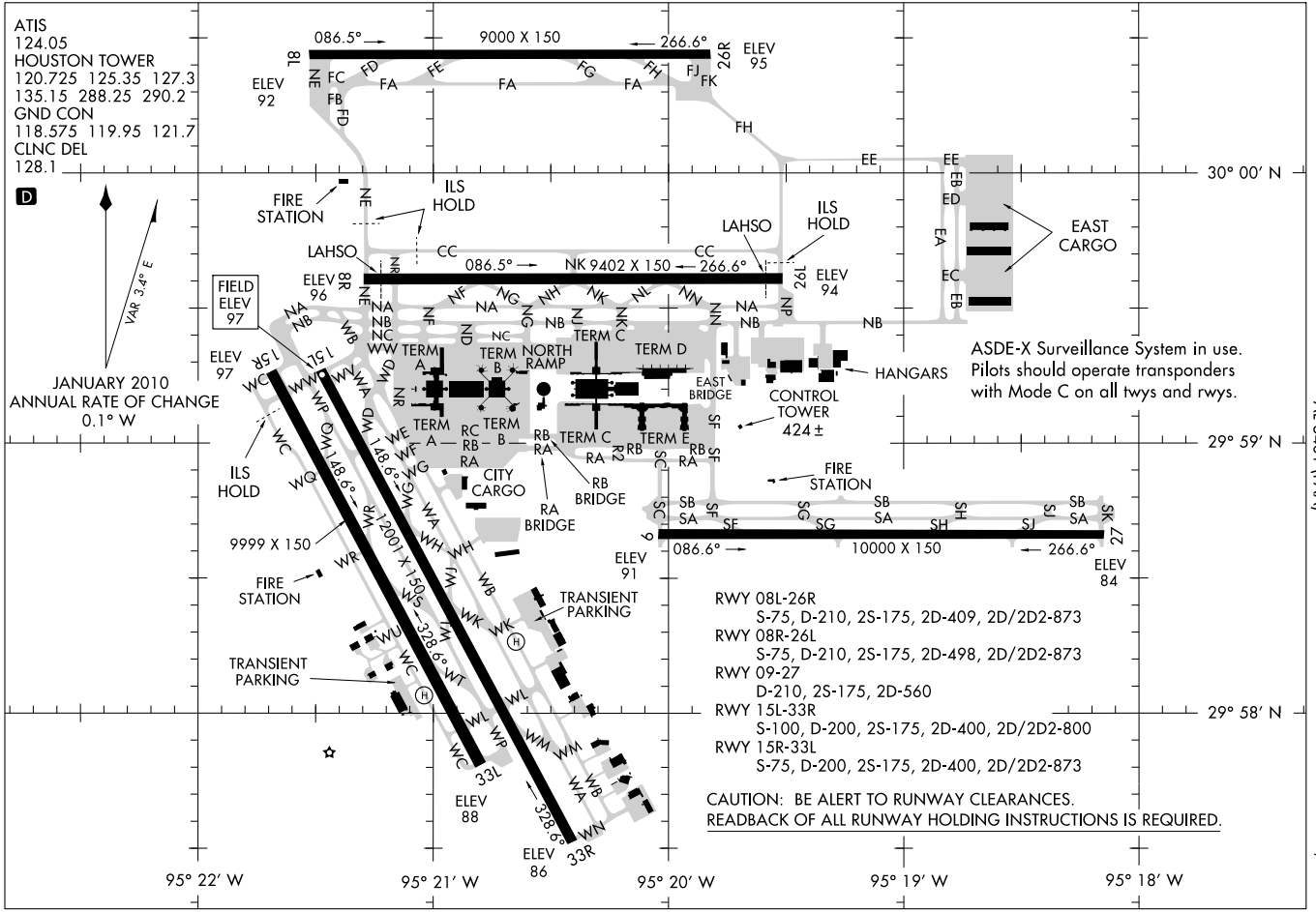
(AGGEE.AGGEE2) 10210

GEORGE BUSH INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS

ST-5461 (FAA)

10210 AIRPORT DIAGRAM HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH) HOUSTON, TEXAS



AL-5461 (FAA)

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

ATIS
124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

V212
R-082
16
082°
(49)
49
R-265
V212
J50
4000
*2000
085°
(115)
R-266
FL190
094°
(92)
R-273
J50
FL190
094°
(95)
R-277

65
R-294

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′
(45)

DARTR
N30°24.19′
W95°00.41′
43
(11)
R-325
R-299
029
32
028°
(23)
R-254

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

DAISETTA
116.9 DAS
Chan 116

9
R-028

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

N

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

TAKE-OFF MINIMUMS:
Rwys 8L, 8R, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
HOUSTON, TEXAS

SL-5461 (FAA)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY.
DO NOT FILE.

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

BAZBL ONE ARRIVAL (RNAV) Transition Routes

SC-5, 21 OCT 2010 to 18 NOV 2010

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

MILLSAP
MQP

COWBOY
CVE

6000
161°
(20)

10 NM

CHMPZ

6000
128°
(35)

LUKIY

6000
129°
(70)

6000
161°
(64)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.

NOTE: COWBOY TRANSITION:
For non-GPS equipped aircraft, CQY, LOA, and TNV DMEs must be operational.
NOTE: ILEXY AND COLLEGE STATION TRANSITION:
For non-GPS equipped aircraft, TNV DME must be operational.
NOTE: LEONA TRANSITION:
For non-GPS equipped aircraft, TNV and CLL DMEs must be operational.
NOTE: LLANO TRANSITION:
For non-GPS equipped aircraft, CWK, CLL, LOA, and TNV DMEs must be operational.
NOTE: MILLSAP TRANSITION:
For non-GPS equipped aircraft, ACT, GNL, LOA, and TNV DMEs must be operational.

159°
10 NM

TORNN

6000
159°
(12)

HOOTZ

6000
157°
(10)

BILEE

6000
157°
(21)

LEONA
LOA

6000
184°
(29)

LLANO
LLO

6000
083°
(130)

10 NM
313°

HOMRN

6000
133°
(116)

133°
20 NM

ARNNE

10 NM

6000
079°
(19)

BAZBL

6000
061°
(37)

COLLEGE STATION
CLL

ILEXY

See Following Page For Arrival Routes.

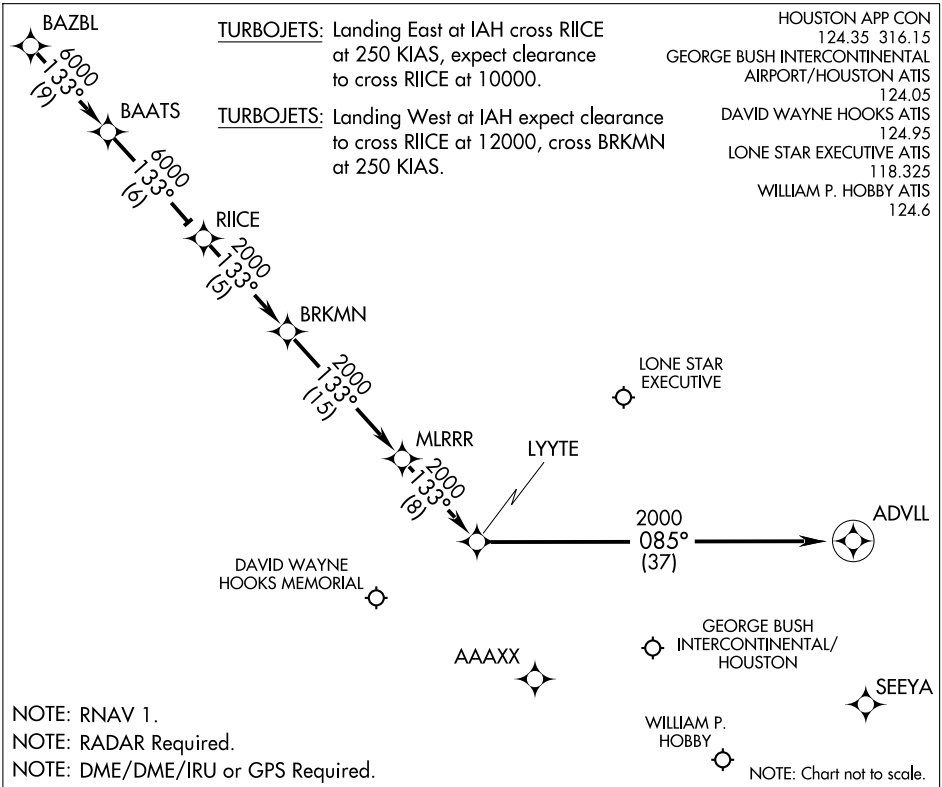
NOTE: Chart not to scale.

BAZBL ONE ARRIVAL (RNAV) Transition Routes

HOUSTON, TEXAS

(BAZBL.BAZBL1) 10210

BAZBL ONE ARRIVAL (RNAV) Arrival Routes



SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

COLLEGE STATION TRANSITION (CLL.BAZBL1)
COWBOY TRANSITION (CVE.BAZBL1)
ILEXY TRANSITION (ILEXY.BAZBL1)
LEONA TRANSITION (LOA.BAZBL1)
LLANO TRANSITION (LLO.BAZBL1)
MILLSAP TRANSITION (MQP.BAZBL1)

From BAZBL via 133° track to BAATS. Thence as depicted to RIICE. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON:
LANDING RUNWAYS 26L/R, 27:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to ADVLL. Expect vectors to final approach course at or prior to ADVLL. If not received by ADVLL, fly present heading.
LANDING ALL OTHER RUNWAYS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

ALL OTHER AIRPORTS:
. . . . From RIICE via 133° track to BRKMN, thence as depicted to LYYTE. Expect vectors to final approach course at or prior to LYYTE.

BAZBL ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

(BAZBL.BAZBL1) 10210

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

(BOWFN1.BOWFN) 10266

BOWFN ONE DEPARTURE (RNAV)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

SL-5461 (FAA)

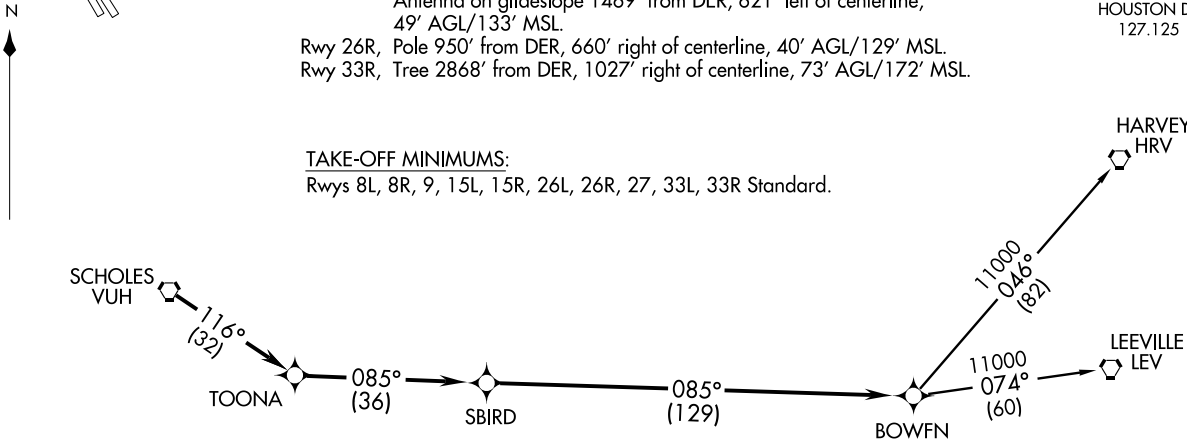
TAKE-OFF OBSTACLE NOTES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

ATIS 124.05
CLNC DEL 128.1
GND CON 118.575 119.95 121.7
HOUSTON TOWER 120.725 125.35 127.3 135.15 288.25 290.2
HOUSTON DEP CON 127.125 269.075

TAKE-OFF MINIMUMS:

Rwys 8L, 8R, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R Standard.



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

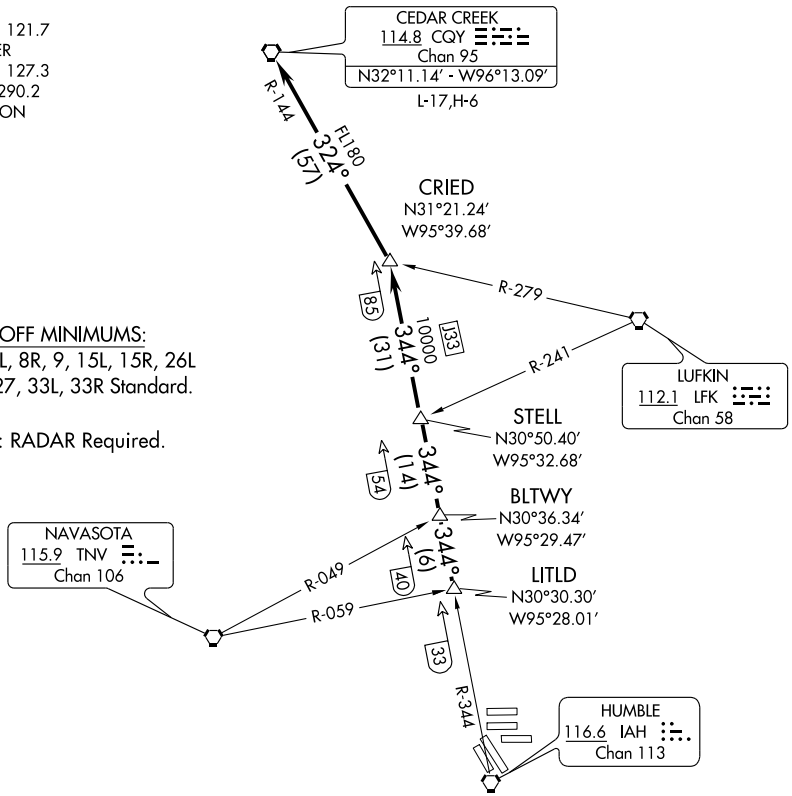
SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425



TAKE-OFF MINIMUMS:
Rwy 8L, 8R, 9, 15L, 15R, 26L
26R, 27, 33L, 33R Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

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09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

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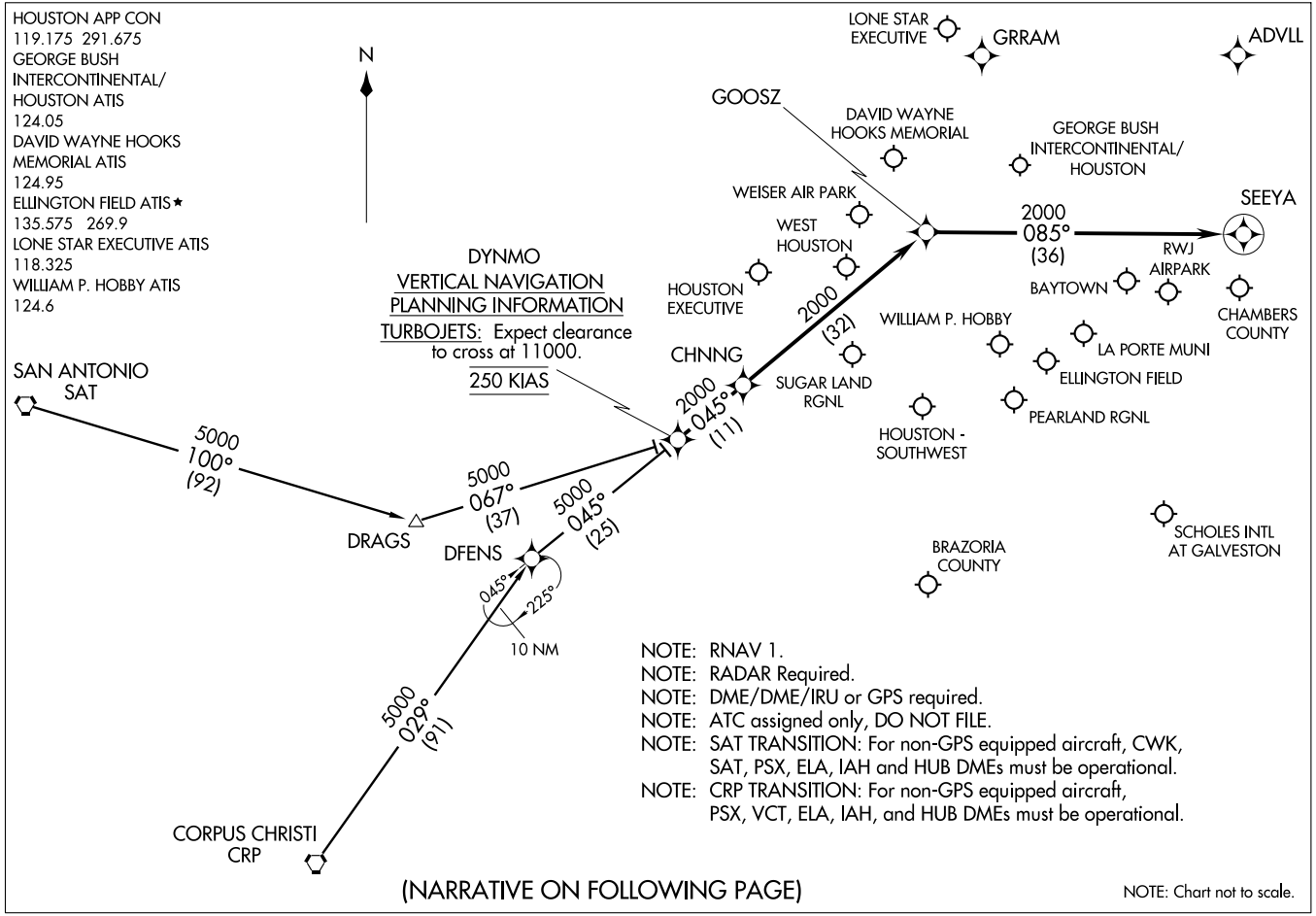
DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

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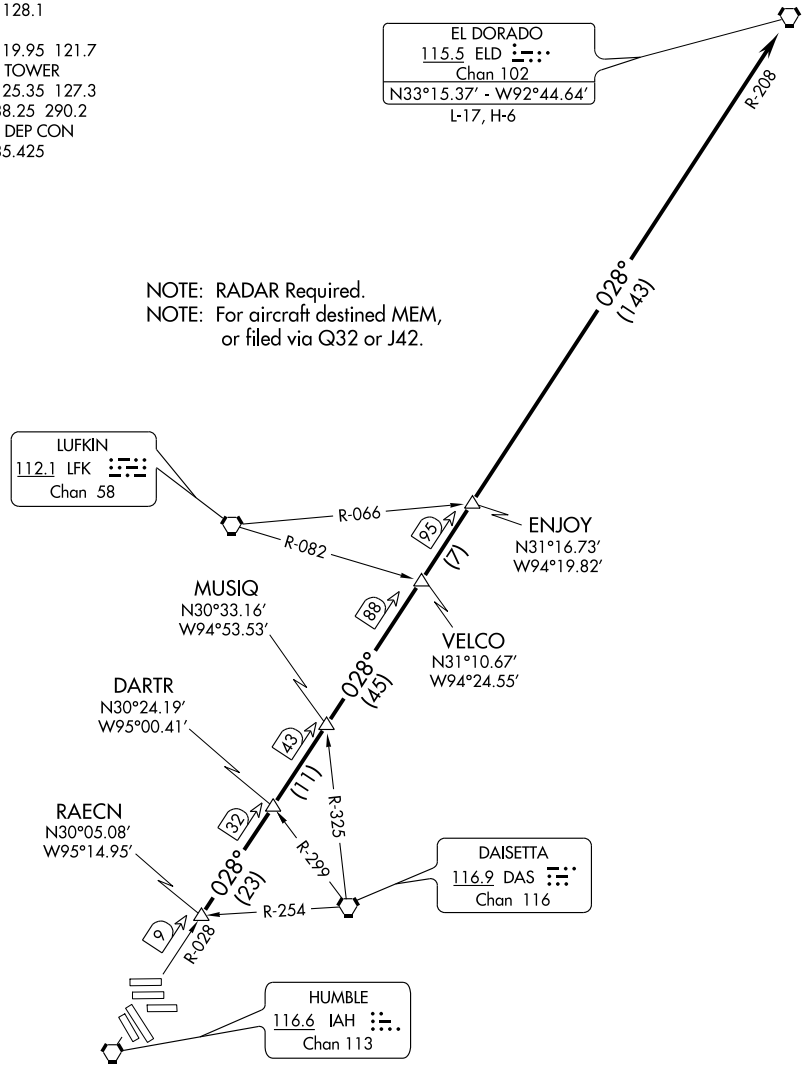
SC-5, 21 OCT 2010 to 18 NOV 2010

EL DORADO THREE DEPARTURE SL-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425



TAKE-OFF MINIMUMS:
Rwy 8L, 8R, 9, 27, 15L, 15R,
26L, 26R, 33L, 33R Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 8L: Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.

Rwy 15L: Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.

Rwy 15R: Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.

Rwy 26R: Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.

Rwy 33R: Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.

Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.

Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.

Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.

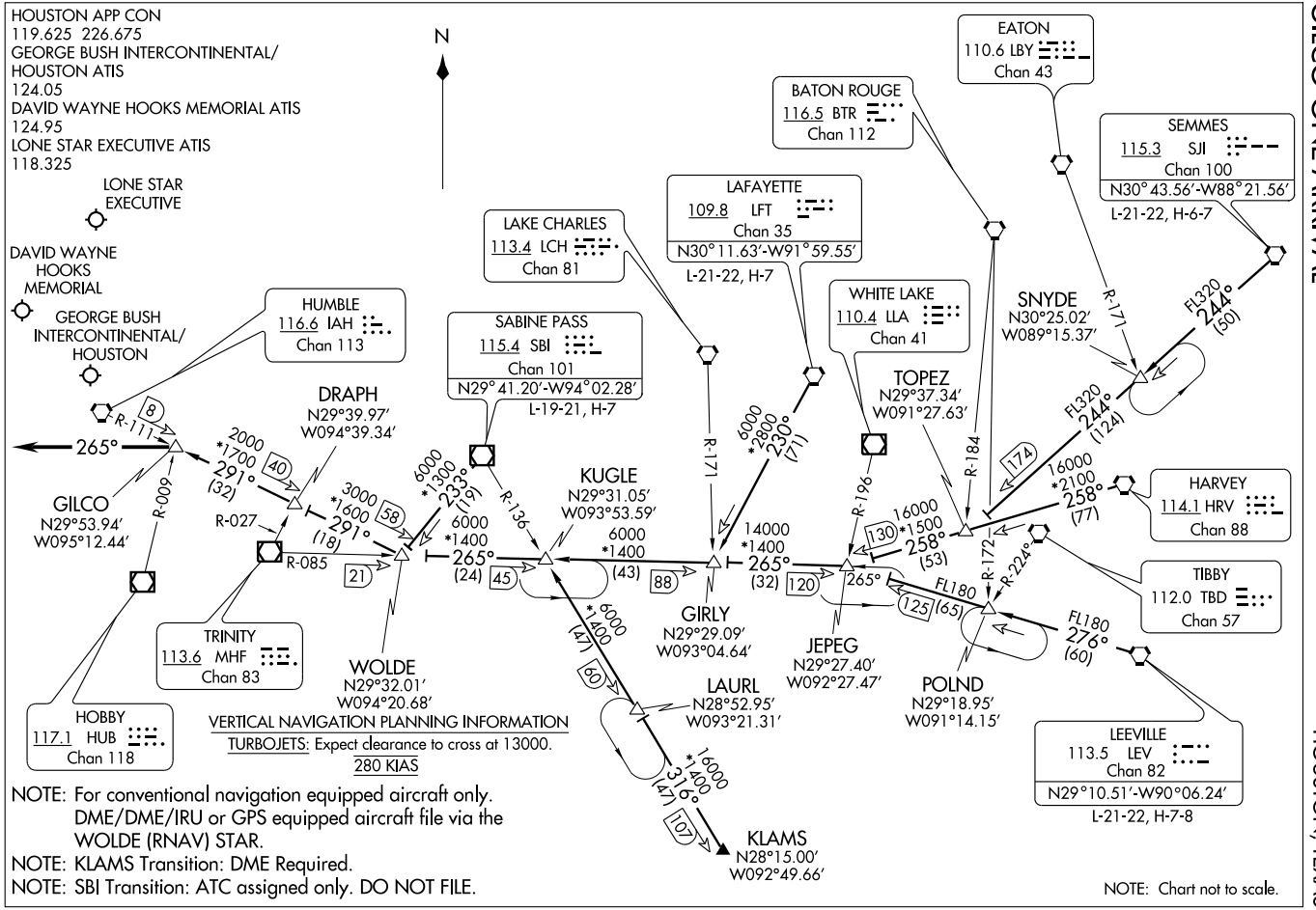
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

GILCO ONE ARRIVAL

(GILCO.GILCO1) 10210

HOUSTON, TEXAS



ST-5461(FAA)

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.GILCO1): From over HRV VORTAC via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

JEPEG TRANSITION (JEPEG.GILCO1): From over JEPEG INT via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

KLAMS TRANSITION (KLAMS.GILCO1): From over KLAMS INT via SBI R-136 to KUGLE INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LAFAYETTE TRANSITION (LFT.GILCO1): From over LFT VORTAC via LFT R-230 to GIRLY INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

LEEVILLE TRANSITION (LEV.GILCO1): From over LEV VORTAC via LEV R-276 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SABINE PASS TRANSITION (SBI.GILCO1): From over SBI VOR/DME via SBI R-233 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

SEMMES TRANSITION (SJI.GILCO1): From SJI VORTAC via SJI R-244 to TOPEZ INT, then via HRV R-258 to JEPEG INT, then via MHF R-085 to WOLDE INT, then via IAH R-111 to GILCO INT. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9:
. . . . From GILCO INT fly heading 265° for vectors to final approach course.

ALL OTHER RUNWAYS:
Expect vectors to final approach course at or prior to GILCO INT.

ALL OTHER AIRPORTS:

Expect vectors to final approach course at or prior to GILCO INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

GUSTI TWO DEPARTURE (RNAV)

(GUSTI2.GUSTI) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
133.6 257.2

N

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence . . . .

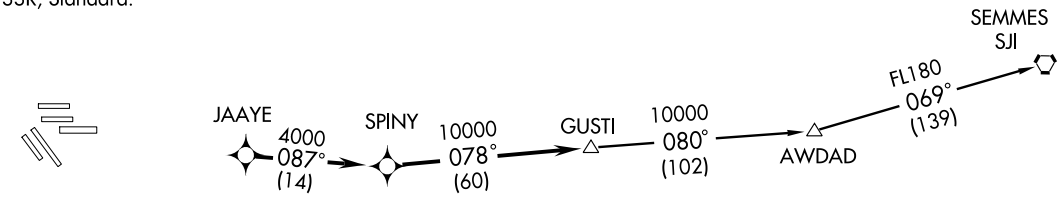
. . . . (transition). Maintain 4000, expect filed altitude 10 minutes after departure.

AWDAD TRANSITION (GUSTI2.AWDAD)

SEMMES TRANSITION (GUSTI2.SJI)

TAKE-OFF MINIMUMS:

Rwy 8L, 8R, 9, 15L, 15R,
26L, 26R, 27, 33L, 33R, Standard.



TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: For non-GPS equipped aircraft SBI, BPT, LCH, LFT, LLA, and HRV DMEs must be operational.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.

NOTE: Chart not to scale.

GUSTI TWO DEPARTURE (RNAV)
(GUSTI2.GUSTI) 10210
HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
SL-5461 (FAA)
HOUSTON, TEXAS

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS or LOC RWY 8L

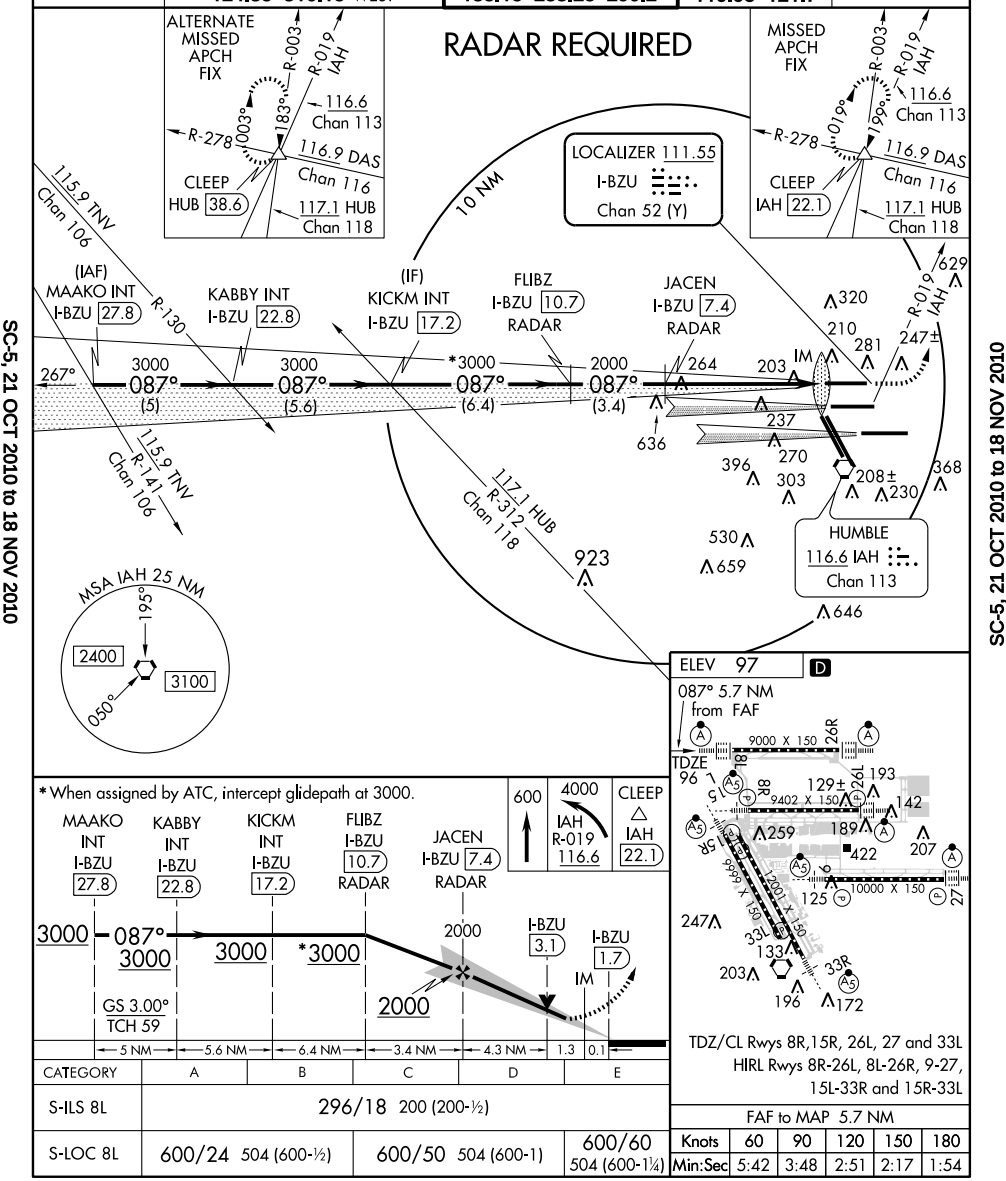
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative ALSF increase S-ILS 8L Cat E visibility to RVR 4000, and S-LOC 8L Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1



*When assigned by ATC, intercept glidepath at 3000.

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D	E
S-ILS 8L	296/18 200 (200-½)				
S-LOC 8L	600/24 504 (600-½)		600/50 504 (600-1)		600/60 504 (600-1¼)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IAH	APP CRS	Rwy Idg	9402
109.7	087°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

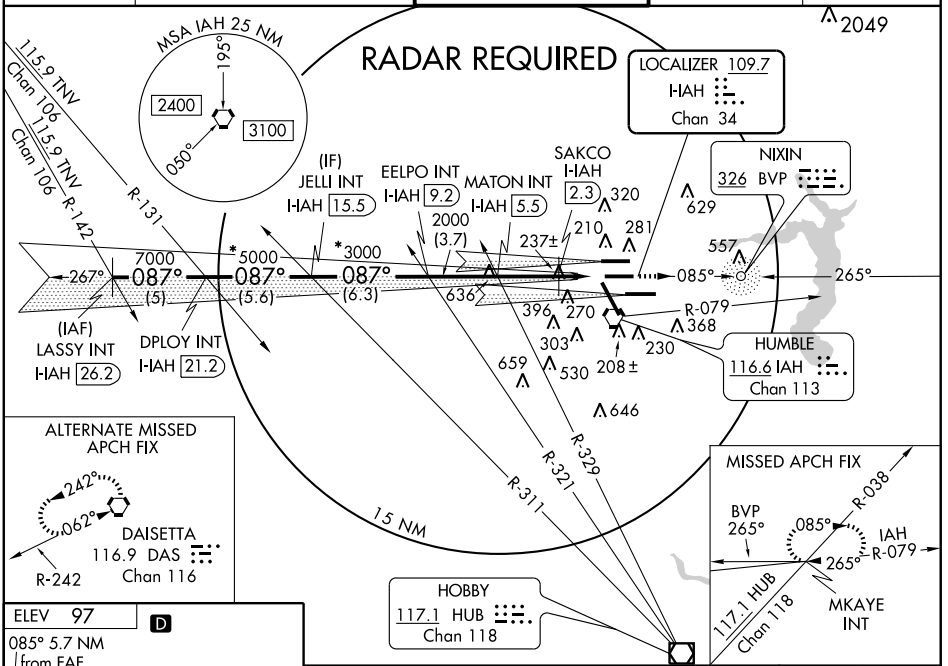
ILS or LOC RWY 8R

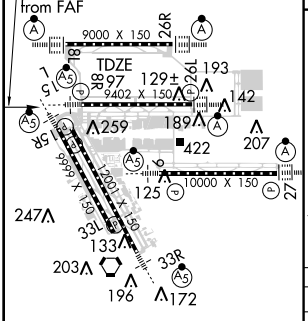
ADF Required. Simultaneous approach authorized with Rwy 8L and Rwy 9. For inoperative MALSR, increase S-ILS-8R Cat E visibility to RVR 4000, and S-LOC-8R Cat E visibility to 3 miles. SAKCO Fix Minimums: For inoperative MALSR, increase S-LOC-8R Cat E visibility to 1½ miles.

MALSR

MISSED APPROACH: Climb to 3000 via BVP NDB bearing 085° to MKAYE INT and hold.

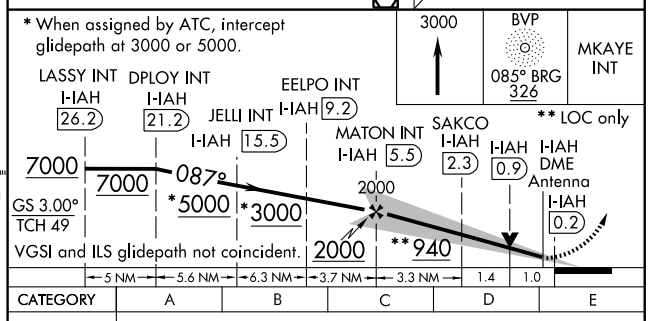
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1





TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 8R	297/18 200 (200-½)				
S-LOC 8R	940/24 843 (900-½)	940/40 843 (900-¾)	940-2 843 (900-2)	940-2¼ 843 (900-2¼)	940-2½ 843 (900-2½)
SAKCO FIX MINIMUMS					
S-LOC 8R	500/24 403 (500-½)		500/40 403 (500-¾)		500/50 403 (500-1)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UYO	APP CRS	Rwy Idg 10000
110.9	087°	TDZE 92
Chan 46		Apt Elev 97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 9

For inoperative MALSR increase S-ILS 9 Cat E visibility to RVR 4000, and S-LOC 9 Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 8L/R.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 580, then climbing right turn to 3000 via IAH R-130 to JEBOX INT/IAH 18.3 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

115.9 TNV Chan 106

(IAF) URANG INT I-UYO 27.3

(IF) MEDIC INT I-UYO 16.6

SAYNO INT I-UYO 10.4

HYWAY INT I-UYO 5.6

10 NM

LOCALIZER 110.9 I-UYO Chan 46

5000 087° (5)

*4000 087° (5.6)

*3000 087° (6.3)

2000 087° (4.8)

265°

R-133

CHILT INT I-UYO 22.3

R-143

HUMBLE 116.6 IAH Chan 113

R-130

R-320

R-331

R-309

MISSED APCH FIX JEBOX INT IAH 18.3

R-057

R-296

310°

130°

R-130 IAH

113.6 MHF Chan 83

117.1 HUB Chan 118

MSA IAH 25 NM

195°

2400

3100

050°

ALTERNATE MISSED APCH FIX JEBOX INT MHF 21.7

R-057

R-296

296°

116°

R-130 IAH

113.6 MHF Chan 83

117.1 HUB Chan 118

HOBBY 117.1 HUB Chan 118

1049

ELEV 97 D

9000 X 150

9402 X 150

10000 X 150

9999 X 200

TDZE 92

247° 5.7 NM from FAF

087°

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

580 | 3000 IAH R-130 116.6 | JEBOX IAH 18.3

URANG INT I-UYO 27.3 CHILT INT I-UYO 22.3 MEDIC INT I-UYO 16.6 SAYNO INT I-UYO 10.4 HYWAY INT I-UYO 5.6 I-UYO DME Antenna I-UYO 1.2 I-UYO 0.2

5000 5000 087° *4000 2000 *3000 2000

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 56

*When assigned *3000 by ATC, intercept glidepath at 3000 or 4000.

5 NM | 5.6 NM | 6.3 NM | 4.8 NM | 4.4 | 1.3

CATEGORY	A	B	C	D	E
S-ILS 9	** 292/24 200 (200-½)				
S-LOC 9	580/24 488 (500-½)		580/40 488 (500-¾)	580/50 488 (500-1)	580/60 488 (500-1¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC I-LKM	APP CRS	Rwy Idg	9999
111.15	147°	TDZE	97
		Apt Elev	97

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 15R

Radar or DME required. For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via IAH R-085 to COSBI INT/IAH 21.8 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

(IAF) DUCOZ IAH 20 RADAR

(IF) GRAAF IAH 15 *RADAR

VETTE IAH 12.7 RADAR

(FAF) JAKPO IAH 7.7 RADAR

MISSED APCH FIX COSBI IAH 21.8

LOCALIZER 111.15 I-LKM

HUMBLE 116.6 IAH Chan 113

117.1 HUB Chan 118

MSA IAH 25 NM

2400 3100

195° 050°

10 NM

147° 5.7 NM from FAF

ELEV 97 D

TDZE 97

TDZ/CL Rwys 8R, 15R, 26L, 27, and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

* When assigned by ATC, intercept glidepath at 3000.

DUCOZ IAH 20 RADAR — GRAAF IAH 15 RADAR — VETTE IAH 12.7 RADAR — JAKPO IAH 7.7 RADAR

3000 — 147° — *3000 — *3000 — 2000

GS 3.00° TCH 53

VGSI and ILS glidepath not coincident.

5 NM — 2.3 NM — 5 NM — 4.5 NM — 1.2

1000 — 2000 R-085 — COSBI IAH 21.8

IAH 3.3 — IAH 2

CATEGORY	A	B	C	D	E
S-ILS 15R	297/18 200 (200-½)				297/24 200 (200-½)
S-LOC 15R	560/24 463 (500-½)		560/40 463 (500-¾)	560/50 463 (500-1)	560/60 463 (500-1¼)

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 26L

Simultaneous approach authorized with Rwy 26R and Rwy 27. For inoperative ALSF, increase S-ILS-26L Cat E visibility to RVR 4000, S-LOC 26L Cat E visibility to 2 ¾ miles. SOROY Fix Minimums: For inoperative ALSF, increase S-LOC-26L Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7 I-JYV Chan 34

MSA IAH 25 NM: 195° 2400 3100 050°

10 NM

SOROY I-JYV 4

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1

IAH R-079

HUMBLE 116.6 IAH Chan 113

116.9 DAS Chan 116

R-225 R-213 R-270 R-004 R-013 R-028 R-038

117.1 HUB Chan 118

115.9 TNV Chan 106 R-133

MISSED APCH FIX: LUCEP INT IAH 22.9; R-270 090° 270°; 116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX: LUCEP INT 326 BVP 085° 265°

3000	HDG 240°	IAH R-270 116.6	LUCEP INT IAH 22.9

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

** LOC only

I-JYV 1.7 I-JYV 2.6 IM MM

880** 2000

GS 3.00° TCH 56

0.1 0.4 0.4 1.4 NM 3.5 NM 3.5 NM 6.5 NM 5.7 NM 5 NM

ELEV 97 D

267° 5.7 NM from FAF

9000 X 150 26R 18L 8L 8R 9402 X 150 26L 1 5 129± 193 142 TDZE 97 259 189 422 207 9999 X 150 12001 X 150 10000 X 150 27 125 247 33L 133 203 196 33R 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D	E
S-ILS 26L	297/18 200 (200-½)				
S-LOC 26L	880/24 783 (800-½)	880/40 783 (800-¾)	880-1¾ 783 (800-1¾)	880-2 783 (800-2)	880-2¼ 783 (800-2¼)
SOROY FIX MINIMUMS					
S-LOC 26L	440/24 343 (400-½)			440/40 343 (400-¾)	

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

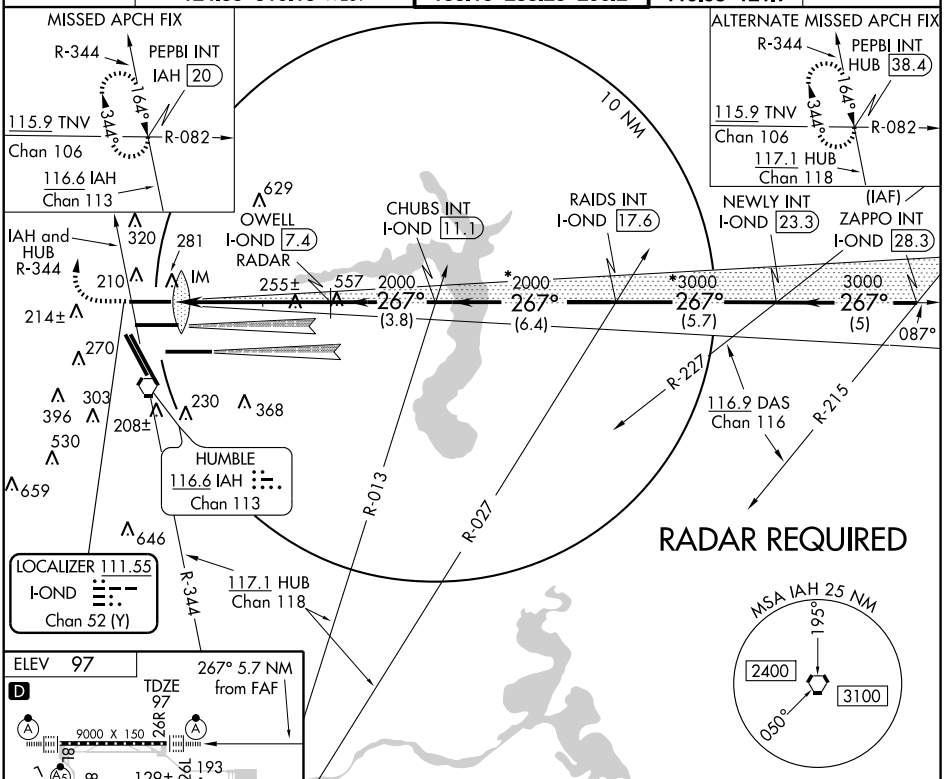
ILS or LOC RWY 26R

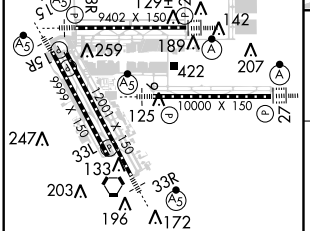
For inoperative ALSF, increase S-ILS 26R Cat E visibility to RVR 4000 and S-LOC 26R Cat E visibility to 1¾ mile. Simultaneous approach authorized with Rwy 26L and Rwy 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

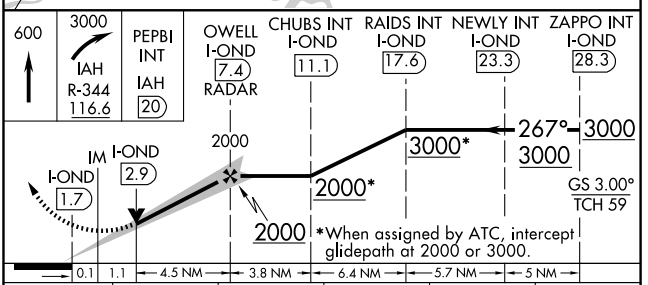
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1





TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 26R	297/18 200 (200-½)				
S-LOC 26R	560/24 463 (500-½)		560/40 463 (500-¾)	560/50 463 (500-1)	560/60 463 (500-1¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GHI	APP CRS	Rwy Idg 10000
110.9	267°	TDZE 88
Chan 46		Apt Elev 97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS or LOC RWY 27

For inoperative ALSF, increase S-ILS 27 Cat E visibility to RVR 4000 and S-LOC 27 Cat E visibility to 1½. Simultaneous approach authorized with runway 26L/R.

ALSF-2

MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

SC-5, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED

LOCALIZER 110.9 I-GHI Chan 46

10 NM

REDOC INT I-GHI 6

FESTA INT I-GHI 10

(IF) DENTO INT I-GHI 16.2

TRANN INT I-GHI 22

(IAF) SILLS INT I-GHI 27

116.9 DAS Chan 116

IM

HUMBLE 116.6 IAH Chan 113

117.1 HUB Chan 118

MSA IAH 25 NM

MISSED APCH FIX

TICOY INT IAH 20

116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX

ADING HUB 6.6

ELEV 97

VGSI and ILS glidepath not coincident.

520 | 3000 | IAH R-215 116.6 | TICOY INT

GS 3.00° TCH 55

* When assigned by ATC, intercept glidepath at 2000 or 4000.

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

267° 4.2 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS 27	288/18 200 (200-½)				
S-LOC 27	520/24 432 (500-½)		520/40 432 (500-¾)	520/50 432 (500-1)	

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

ILS or LOC RWY 33R

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

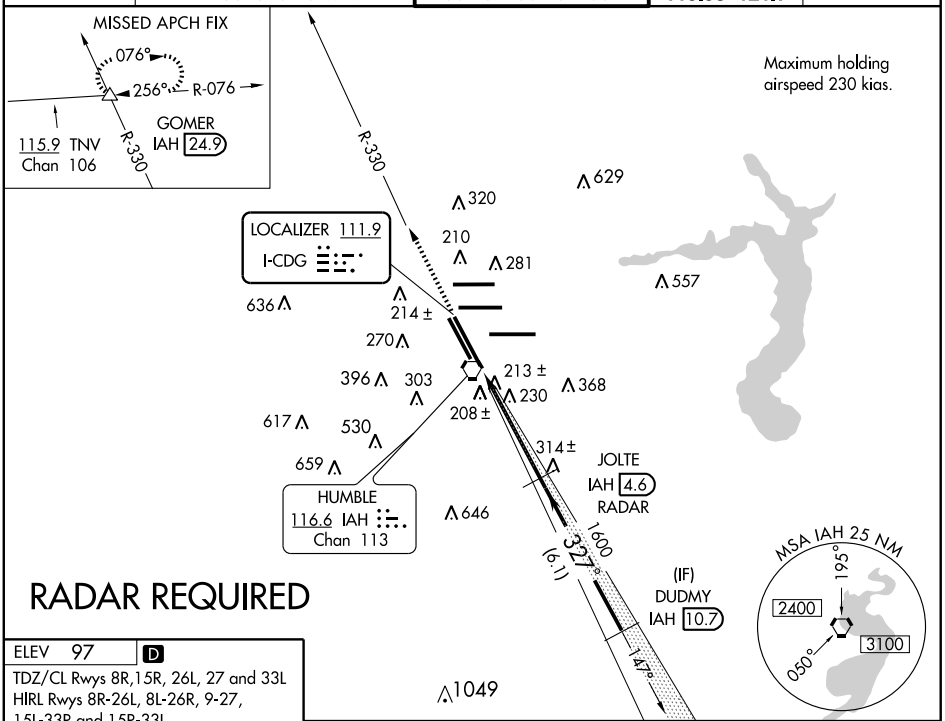
LOC I-CDG	APP CRS	Rwy 33R Idg	12001	Rwy 33L Idg	9999
111.9	327°	TDZE	89	TDZE	91
		Apt Elev	97	Apt Elev	97

DME from IAH VORTAC. Simultaneous reception of I-CDG and IAH DME required. DME or RADAR REQUIRED. For inoperative MALSR, increase S-ILS 33R Cat E visibility to RVR 4000 and S-LOC 33R Cat E visibility to 1½. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

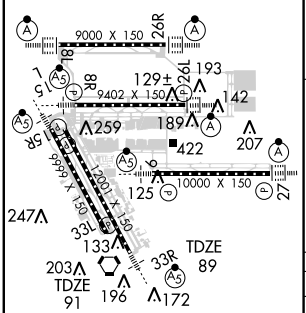
MISSED APPROACH: Climb to 2000 via IAH R-330 to GOMER INT / IAH 24.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

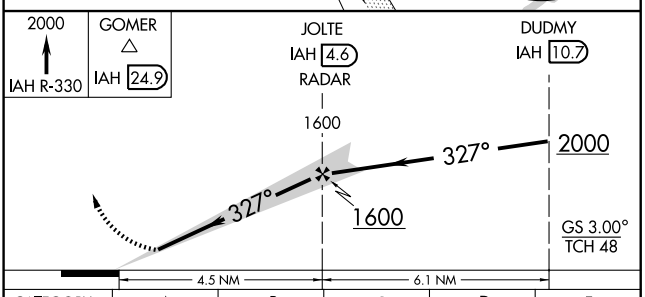


ELEV 97 D

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-ILS 33R	** 289/24 200 (200-½)				
S-LOC 33R	540/24	451 (500-½)			540/50 451 (500-1)
SIDESTEP Rwy 33L	540-1 449 (500-1)		540-1½ 449 (500-1½)	540-2 449 (500-2)	NA
CIRCLING	NA				

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS RWY 8L (CAT II)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
R-003 IAH
R-019 IAH
183° 003°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
HUB 38.6
117.1 HUB Chan 118

MISSED APCH FIX
R-003 IAH
R-019 IAH
199° 019°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
IAH 22.1
117.1 HUB Chan 118

LOCALIZER 111.55
I-BZU
Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8
R-130
KABBY INT I-BZU 22.8
(IF) KICKM INT I-BZU 17.2
FLIBZ I-BZU 10.7 RADAR
JACEN I-BZU 7.4 RADAR

267°
3000 087° (5)
3000 087° (5.6)
*3000 087° (6.4)
2000 087° (3.4)

264 203 IM 281 247± 210 320 629
R-019 IAH
237 636 270 396 303 208± 230 368
530 659 923 646

115.9 TNV Chan 106
R-141
117.1 HUB Chan 118
R-312

HUMBLE
116.6 IAH
Chan 113

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97 D

TDZE 96

9000 X 150 26R
9402 X 150 8L 26L
9999 X 150 8R 26R
10000 X 150 15L 33L
7001 X 150 15R 33R
27

129± 193 142 189 259 422 207 125 133 247 203 196 172

*When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8	KABBY INT I-BZU 22.8	KICKM INT I-BZU 17.2	FLIBZ I-BZU 10.7 RADAR	JACEN I-BZU 7.4 RADAR
3000	3000	3000	*3000	2000

087°

GS 3.00°
TCH 59

DH RA 104
IM
96 MSL

600 4000 IAH R-019 116.6 CLEEP △ IAH 22.1

5 NM | 5.6 NM | 6.4 NM | 3.4 NM | 5.6 NM | 866′ | 1140′

CATEGORY	A	B	C	D
S-ILS 8L	RA 104/12 100 DA 196			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BZU	APP CRS	Rwy Idg	9000
111.55	087°	TDZE	96
Chan 52 (Y)		Apt Elev	97

ILS RWY 8L (CAT III)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
R-003 R-019 IAH
003° 183°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
HUB 38.6
117.1 HUB Chan 118

MISSED APCH FIX
R-003 R-019 IAH
019° 199°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
IAH 22.1
117.1 HUB Chan 118

LOCALIZER 111.55
I-BZU
Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8

R-130

KABBY INT I-BZU 22.8

(IF) KICKM INT I-BZU 17.2

FLIBZ I-BZU 10.7 RADAR

JACEN I-BZU 7.4 RADAR

R-019 IAH

267°

3000 087° (5)

3000 087° (5.6)

*3000 087° (6.4)

2000 087° (3.4)

264 203 IM 636 237 396 270 303 530 659 923 646

320 210 281 247± 629 368 208± 230

115.9 TNV Chan 106 R-141

117.1 HUB Chan 118 R-312

MSA IAH 25 NM
195°
2400
3100
050°

HUMBLE
116.6 IAH
Chan 113

ELEV 97 D

TDZE 96

9000 X 150 26R 18L

9402 X 150 8R 26L

129± 193 142 189 259 422 207 125

10000 X 150 27

9999 X 150 8L 26R

12001 X 150 15L 33R

247 133 203 196 172

*When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8	KABBY INT I-BZU 22.8	KICKM INT I-BZU 17.2	FLIBZ I-BZU 10.7 RADAR	JACEN I-BZU 7.4 RADAR
3000	3000	3000	*3000	2000

087°

GS 3.00°
TCH 59

IM 190

96 MSL

600	4000 IAH R-019 116.6	CLEEP △ IAH 22.1

5 NM | 5.6 NM | 6.4 NM | 3.4 NM | 5.6 NM | 810' | 1140'

CATEGORY	A	B	C	D
S-ILS 8L		CAT IIIa	RVR 07	
S-ILS 8L		CAT IIIb	RVR 06	
S-ILS 8L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26L (CAT II)

Simultaneous approach authorized with Rwy 26R and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7
I-JYV
Chan 34

MSA IAH 25 NM
195°
2400
3100
050°

10 NM

116.9 DAS Chan 116

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4

MKAYE INT I-JYV 23.1

(IF) IAH R-079

(IAF) VANNN INT I-JYV 28.1

HUMBLE 116.6 IAH Chan 113

R-004 R-013 R-028 R-038 R-225 R-213 R-270

117.1 HUB Chan 118

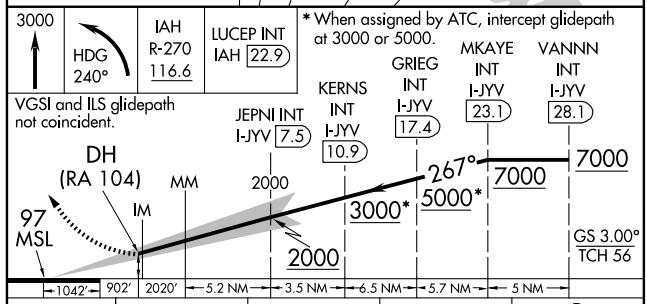
MISSED APCH FIX
115.9 TNV Chan 106 R-133
LUCEP INT IAH 22.9
R-270 090° 270°
116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX
115.9 TNV Chan 106 R-133
LUCEP INT
326 BVP
085° 085° 265°

3000	HDG 240°	IAH R-270 116.6	LUCEP INT IAH 22.9

VGSI and ILS glidepath not coincident.

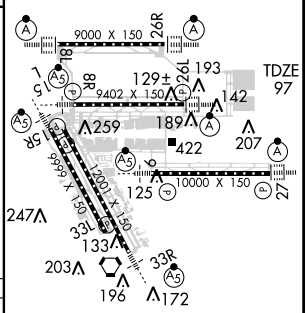
* When assigned by ATC, intercept glidepath at 3000 or 5000.



CATEGORY	A	B	C	D
S-ILS 26L	RA 104/12 100 DA 197			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JYV	APP CRS	Rwy Idg	9402
109.7	267°	TDZE	97
Chan 34		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26L (CAT III)

Simultaneous approach authorized with Rwy 26R and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 109.7
I-JYV
Chan 34

10 NM

MSA IAH 25 NM
195°
2400
3100
050°

116.9 DAS Chan 116

JEPNI INT I-JYV 7.5
KERNS INT I-JYV 10.9
GRIEG INT I-JYV 17.4
MKAYE INT I-JYV 23.1
VANNN INT I-JYV 28.1

2000 *3000 *5000 7000
267° 267° 267° 267°
(3.5) (6.5) (5.7) (5)

IAH R-079
R-225
R-213
087°

(IF)
(IAF)

R-270
R-004
R-013
R-028
R-038

HUMBLE
116.6 IAH
Chan 113

117.1 HUB Chan 118

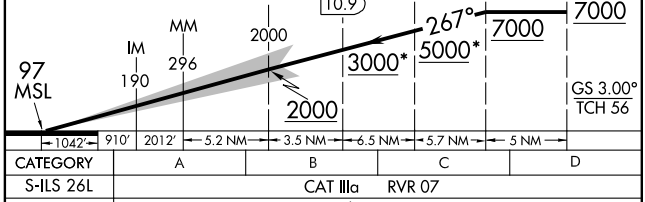
MISSED APCH FIX
115.9 TNV R-133 Chan 106
LUCEP INT IAH 22.9
R-270 090° 270°
116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX
115.9 TNV R-133 Chan 106
LUCEP INT
326 BVP
085° 085°
265°

3000
HDG 240°
IAH R-270 116.6
LUCEP INT IAH 22.9

VGSI and ILS glidepath not coincident.

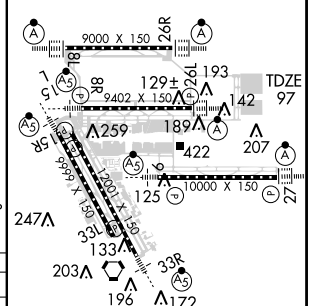
* When assigned by ATC, intercept glidepath at 3000 or 5000.



CATEGORY	A	B	C	D
S-ILS 26L	CAT IIIa		RVR 07	
S-ILS 26L	CAT IIIb		RVR 06	
S-ILS 26L	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 97 D



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26R (CAT II)

Simultaneous approach authorized with Rwy 26L and 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

MISSED APCH FIX
R-344
PEPBI INT
IAH 20
115.9 TNV
Chan 106
116.6 IAH
Chan 113

ALTERNATE MISSED APCH FIX
R-344
PEPBI INT
HUB 38.4
115.9 TNV
Chan 106
117.1 HUB
Chan 118

10 NM

OWELL
I-OND 7.4
RADAR

CHUBS INT
I-OND 11.1

RAIDS INT
I-OND 17.6

NEWLY INT
I-OND 23.3

ZAPPO INT (IAF)
I-OND 28.3

IAH and HUB R-344

255± 557 2000 *2000 *3000 3000
267° 267° 267° 267°
(3.8) (6.4) (5.7) (5)

087°

DAISETTA
116.9 DAS
Chan 116

R-227
R-215
R-013
R-027
R-344

HUMBLE
116.6 IAH
Chan 113

LOCALIZER 111.55
I-OND
Chan 52 (Y)

117.1 HUB
Chan 118

RADAR REQUIRED

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97
D
TDZE 97
9000 X 150
129±
9402 X 150
10000 X 150
9999 X 150
9000 X 150

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27,
15L-33R and 15R-33L

600 | 3000 IAH R-344 116.6 | PEPBI INT IAH 20 | OWELL I-OND 7.4 RADAR | CHUBS INT I-OND 11.1 | RAIDS INT I-OND 17.6 | NEWLY INT I-OND 23.3 | ZAPPO INT I-OND 28.3

DH (RA 101)
IM
97 MSL
2000
2000*
3000*
267° 3000
3000
GS 3.00°
TCH 59

When assigned by ATC, intercept glidepath at 2000 or 3000.

1140' | 807' | 5.6 NM | 3.8 NM | 6.4 NM | 5.7 NM | 5 NM

CATEGORY	A	B	C	D
S-ILS-26R	RA 101/12 100 DA 197			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OND	APP CRS	Rwy Idg	9000
111.55	267°	TDZE	97
Chan 52 (Y)		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 26R (CAT III)

Simultaneous approach authorized with Rwy 26L and 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

MISSED APCH FIX
R-344
PEPBI INT
IAH 20
115.9 TNV
Chan 106
116.6 IAH
Chan 113

ALTERNATE MISSED APCH FIX
R-344
PEPBI INT
HUB 38.4
115.9 TNV
Chan 106
117.1 HUB
Chan 118

RADAR REQUIRED
10 NM

629
OWELL
I-OND 7.4
RADAR

CHUBS INT
I-OND 11.1

RAIDS INT
I-OND 17.6

NEWLY INT
I-OND 23.3

(IAF)
ZAPPO INT
I-OND 28.3

IAH and HUB R-344

320 281 210 IM 214± 270 303 396 530 659 646 208± 230 368

255± 557 2000 267° (3.8) *2000 267° (6.4) *3000 267° (5.7) 3000 267° (5) 087°

R-227 R-215 R-013 R-027 R-344

116.9 DAS
Chan 116

HUMBLE
116.6 IAH
Chan 113

LOCALIZER 111.55
I-OND
Chan 52 (Y)

117.1 HUB
Chan 118

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97
D
TDZE 97
9000 X 150 26R
9402 X 150 8R 26L
9999 X 150 15R 33L
10000 X 150 9 27
129± 193 142 259 189 422 207 125 247 133 203 196 172

600	3000 IAH R-344 116.6	PEPBI INT IAH 20	OWELL I-OND 7.4 RADAR	CHUBS INT I-OND 11.1	RAIDS INT I-OND 17.6	NEWLY INT I-OND 23.3	ZAPPO INT I-OND 28.3

2000 3000* 267° 3000
2000* 3000
97 MSL IM 2000* 2000*
GS 3.00°
TCH 59
When assigned by ATC, intercept glidepath at 2000 or 3000.

1140' 780' 5.6 NM 3.8 NM 6.4 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS-26R		CAT IIIa	RVR 07	
S-ILS-26R		CAT IIIb	RVR 06	
S-ILS-26R		CAT IIIc	NA	

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GHI	APP CRS	Rwy Idg 10000
110.9	267°	TDZE 88
Chan 46		Apt Elev 97

HOUSTON/ ILS RWY 27 (CAT II)

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

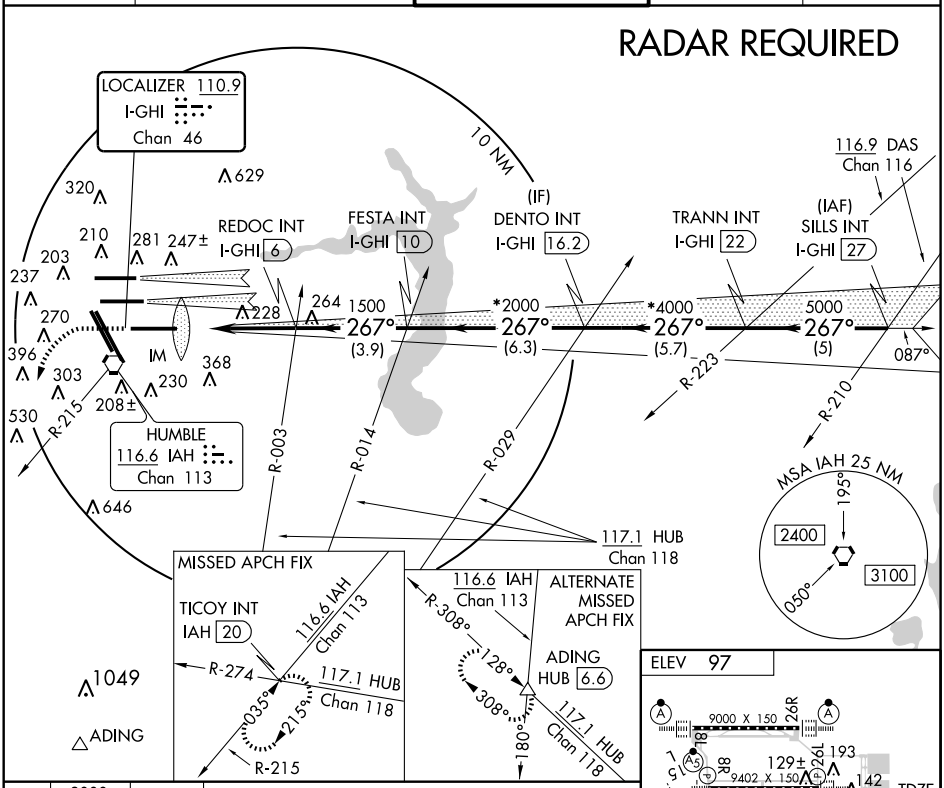
Simultaneous approach authorized with runway 26L/R.

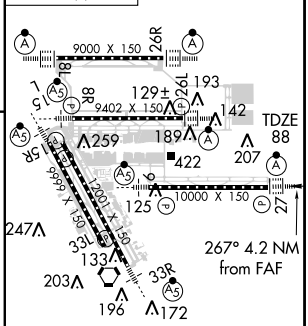
ALSF-2

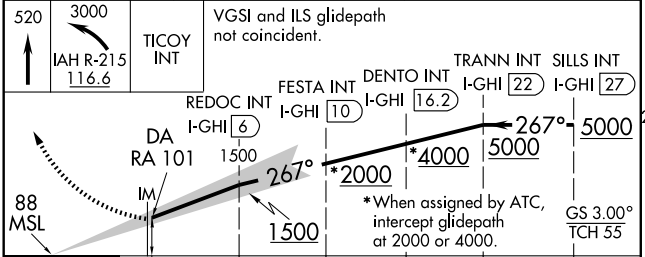
MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED







TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

CATEGORY	A	B	C	D
S-ILS-27	RA 101/12 100 DA 188			

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GHI	APP CRS	Rwy Idg	10000
110.9	267°	TDZE	88
Chan 46		Apt Elev	97

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

ILS RWY 27 (CAT III)

Simultaneous approach authorized with runway 26L/R.

ALSF-2

MISSED APPROACH: Climb to 520 then climbing left turn to 3000 via IAH VORTAC R-215 to TICOY INT/IAH 20 DME and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

LOCALIZER 110.9 I-GHI Chan 46

10 NM

REDOC INT I-GHI 6

FESTA INT I-GHI 10

(IF) DENTO INT I-GHI 16.2

TRANN INT I-GHI 22

(IAF) SILLS INT I-GHI 27

116.9 DAS Chan 116

IM

HUMBLE 116.6 IAH Chan 113

117.1 HUB Chan 118

MISSED APCH FIX

TICOY INT IAH 20

116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX

ADING HUB 6.6

MSA IAH 25 NM

ELEV 97

TDZE 88

520	3000	TICOY INT
	IAH R-215 116.6	

VGSI and ILS glidepath not coincident.

*When assigned by ATC, intercept glidepath at 2000 or 4000.

DENTO INT TRANN INT SILLS INT
REDOC INT FESTA INT I-GHI 16.2 I-GHI 22 I-GHI 27
I-GHI 6 I-GHI 10

88 MSL

IM 1500 267° *2000 *4000 5000 247°

GS 3.00° TCH 55

1035′ 901 4.1 NM 3.9 NM 6.3 NM 5.7 NM 5 NM

CATEGORY	A	B	C	D
S-ILS-27	CAT IIIa	RVR 07		
S-ILS-27	CAT IIIb	RVR 06		
S-ILS-27	CAT IIIc	NA		

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

267° 4.2 NM from FAF

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

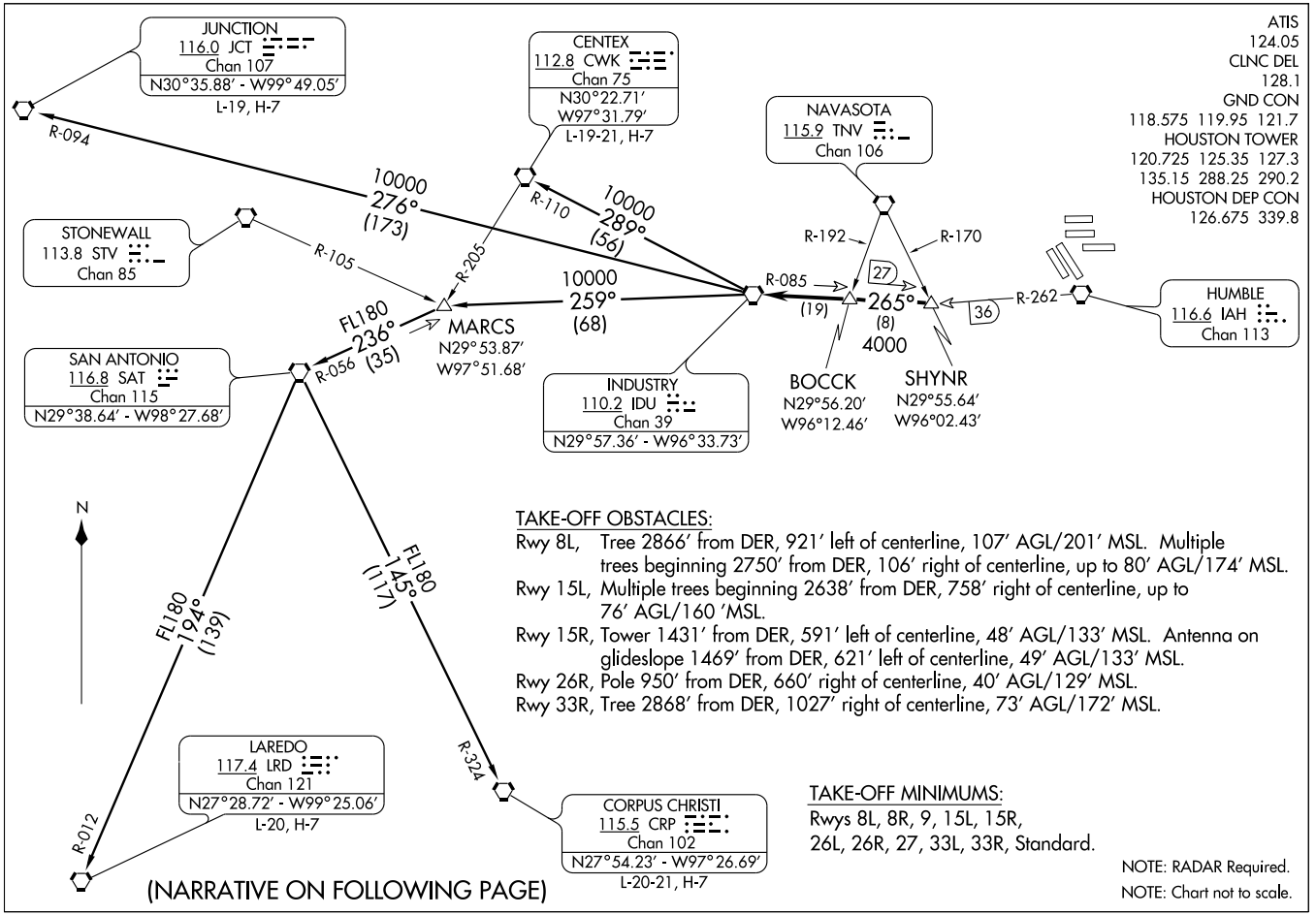
SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS



INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

SL-5461 (FAA)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

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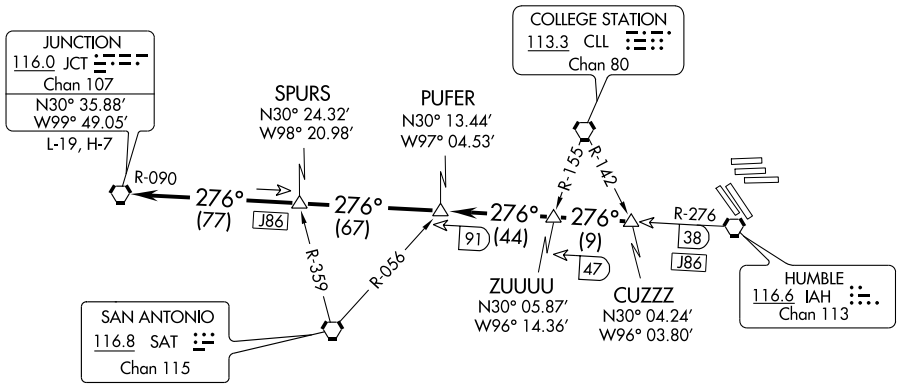
JUNCTION SEVEN DEPARTURE

SL-5461 (FAA)

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
126.675 339.8

NOTE: RADAR Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

TAKE-OFF MINIMUMS:
Rwys 8L, 8R, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R, Standard.



TAKE-OFF OBSTACLES:

Rwy 8L: Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L: Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R: Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R: Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R: Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to CUZZZ INT, maintain 4000.
Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

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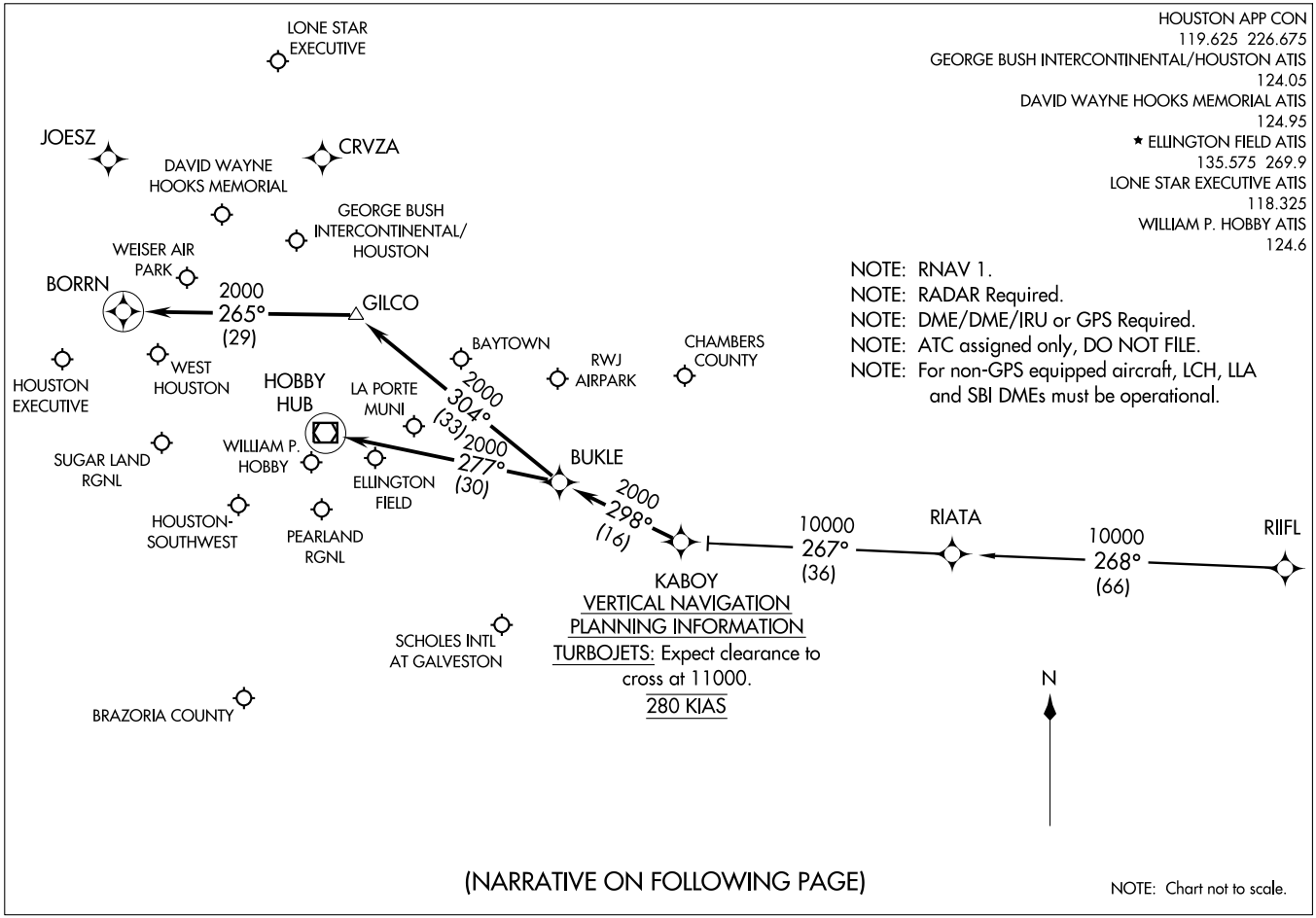
KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

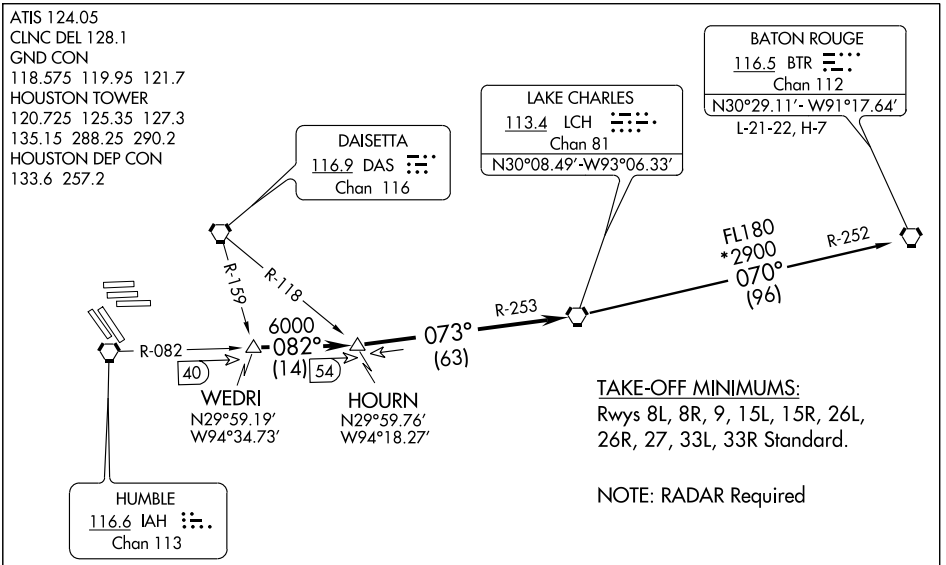
LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
HOUSTON, TX			
GEORGE BUSH INTERCONTINENTAL/	26L	TWY NE	9,010 feet
HOUSTON (IAH)	08R	TWY NP	9,019 feet

21 OCT 2010 to 18 NOV 2010



TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.
Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, Tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH2.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

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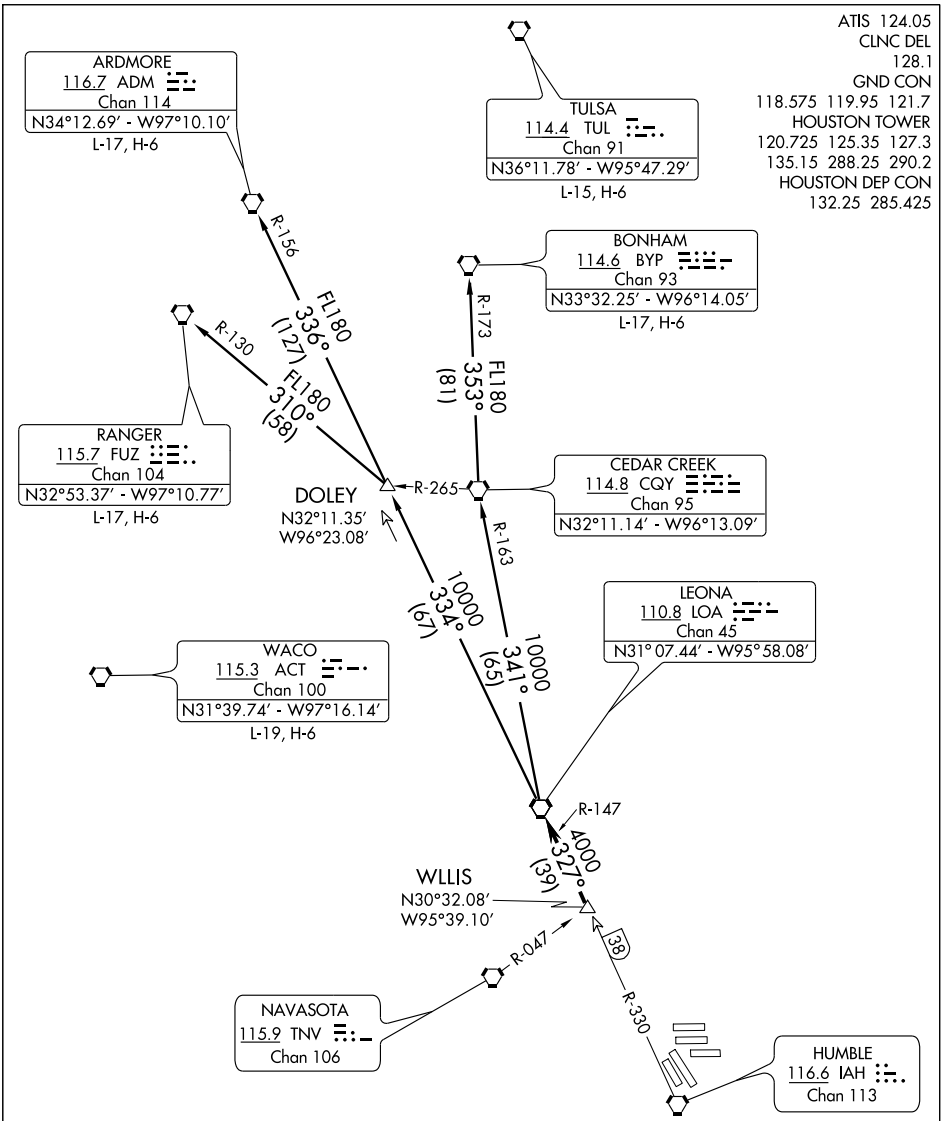

TAKE-OFF MINIMUMS:
Rwy 8L, 8R, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to WLLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

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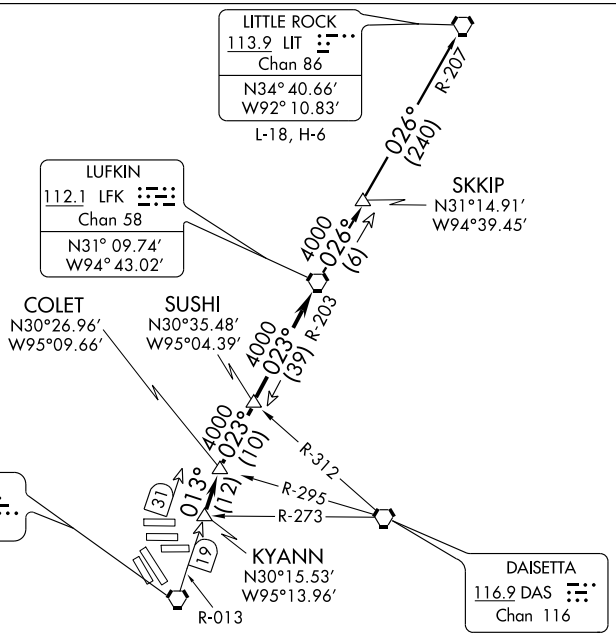
LUFKIN SIX DEPARTURE

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425



TAKE-OFF MINIMUMS:
Rwy 8L, 8R, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R, Standard.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:

Rwy 8L: Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple Trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L: Multiple Trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R: Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R: Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R: Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

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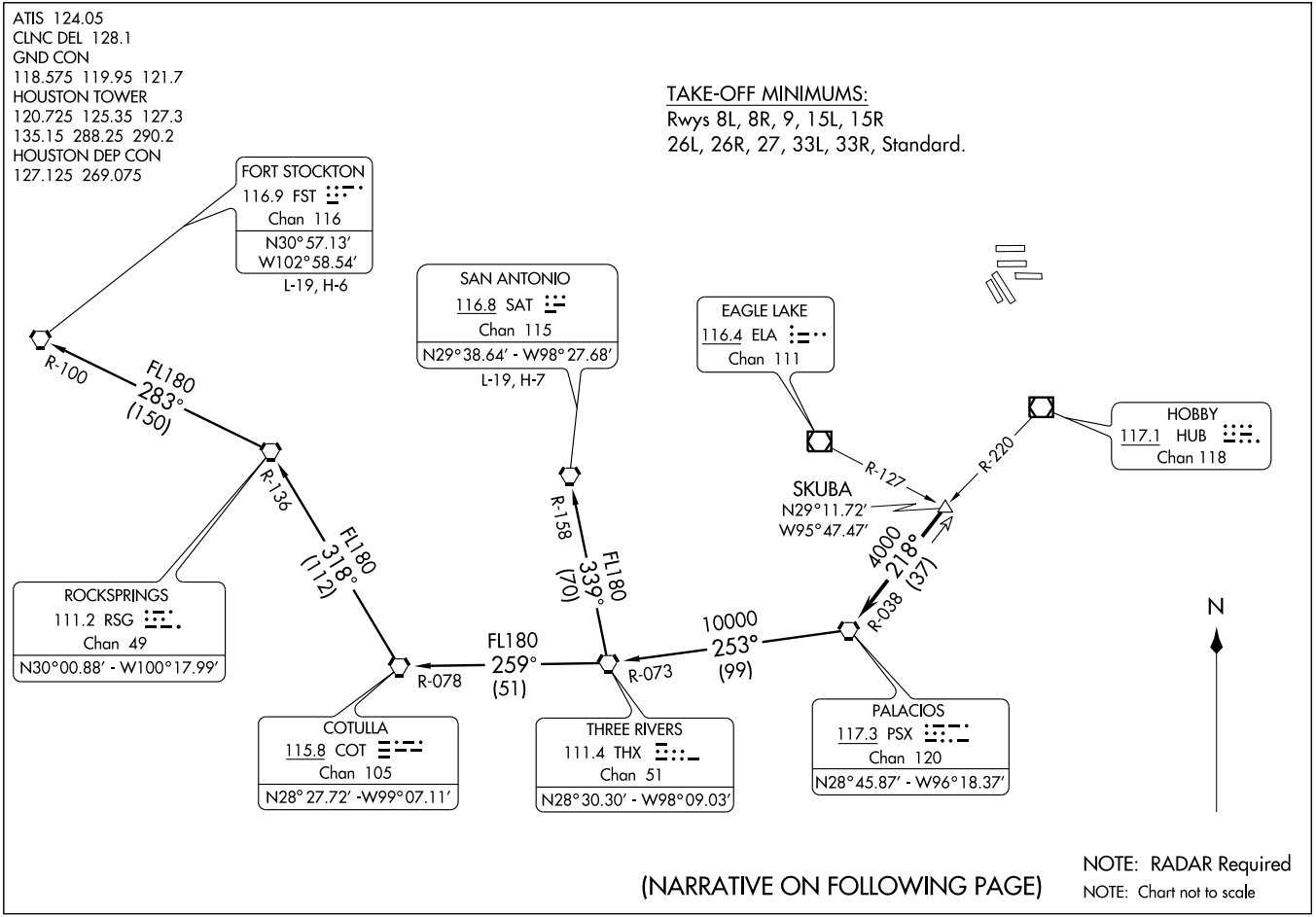
PALACIOS FOUR DEPARTURE

(PSX4.PSX) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS



(PSX4.PSX) 10210

PALACIOS FOUR DEPARTURE

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

SL-5461 (FAA)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

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RIICE THREE ARRIVAL Transition Routes

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BILEE TRANSITION (BILEE.RIICE3): From over BILEE INT via TNV R-334 to HOMRN INT and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE3): From over CLL VORTAC via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE3): From over CVE VOR/DME via CVE R-160 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE3): From over ILEXY INT via CLL R-238 to CLL VORTAC, then via CLL R-076 to BAZBL and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE3): From over LOA VORTAC via LOA R-181 to BAZBL, then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE3): From over LLO VORTAC via LLO R-080 to HOMRN, then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE3): From over MQP VORTAC via MQP R-124 to TORNN INT, then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the BAZBL (RNAV) STAR.

NOTE: ILEXY transition for Austin terminal area departures only.

NOTE: ATC assigned only for aircraft landing HOU.

NOTE: Chart not to scale.

COWBOY
116.2 CVE
Chan 109
N32°53.42′
W96°54.24′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

CHMPZ
N32° 33.95′
W96° 48.64′

LUKIY
N32° 19.46′
W97° 29.79′

WACO
115.3 ACT
Chan 100

TORNN
N31° 31.22′
W96° 30.88′

HOOTZ
N31° 19.24′
W96° 26.94′

BILEE
N31° 09.75′
W96°23.31′
L-19-21, H-6

HOMRN
N30° 50.00′
W96° 15.80′

ARNNE
N30° 43.74′
W96° 33.00′

LLANO
108.2 LLO
Chan 19
N30° 47.78′-W98° 47.24′
L-19, H-6-7

CENTEX
112.8 CWK
Chan 75

ILEXY
N30° 21.17′
W97° 04.76′
L-19-21

COLLEGE STATION
113.3 CLL
Chan 80
N30° 36.30′
W96°25.24′
L-19-21, H-7

BAZBL
N30° 38.27′
W96° 03.40′

BAATS
N30° 31.60′
W95° 56.38′

RIICE
N30° 27.15
W95° 51.71′

LEONA
110.8 LOA
Chan 45
N31°07.44′-W95°58.08′
L-19-21, H-6

NAVASOTA
115.9 TNV
Chan 106

HOUSTON APP CON
124.35 316.15
GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON ATIS
124.05
DAVID WAYNE HOOKS ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

See following page for arrival routes.

TURBOJETS:
Landing East at IAH cross RIICE at 250 KIAS, expect clearance to cross RIICE at 10000.
Landing West at IAH expect clearance to cross RIICE at 12000, cross BRKMN at 250 KIAS.

RIICE THREE ARRIVAL Transition Routes

HOUSTON, TEXAS

WAAS	APP CRS	Rwy ldg	9999
Ch 97599	147°	TDZE	97
W15A		Apt Elev	97

RNAV (GPS) RWY 15R

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

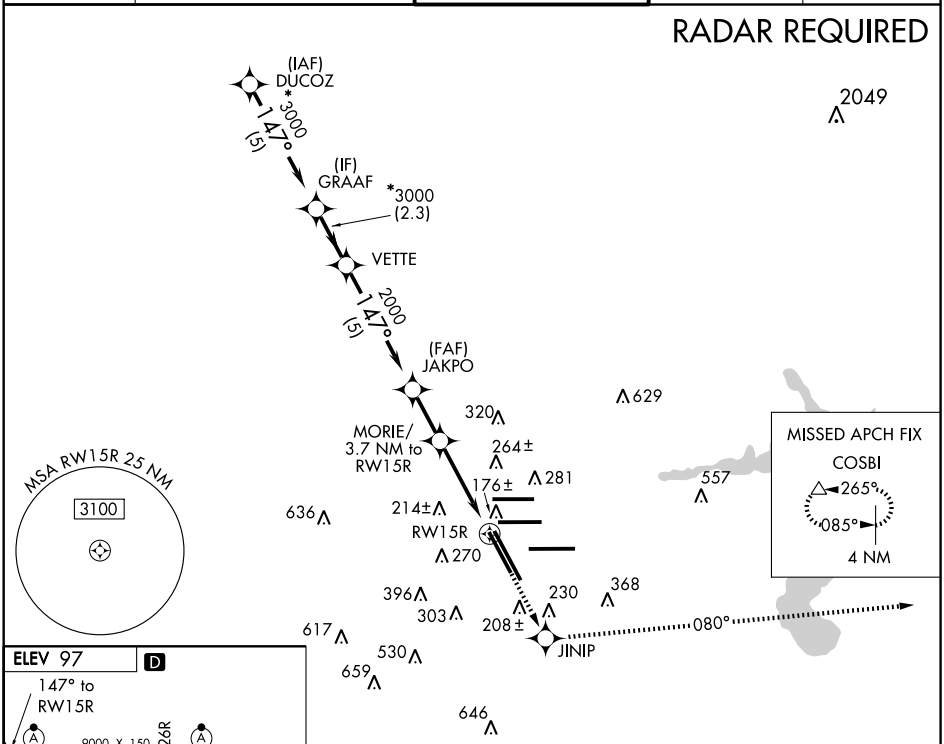
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾.

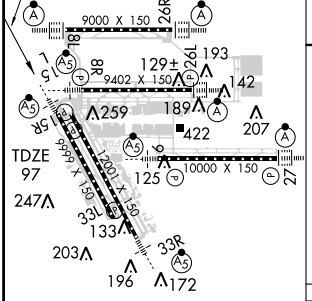
MALSR

MISSED APPROACH: Climb to 2000 direct JINIP and left turn via 080° track to COSBI and hold.

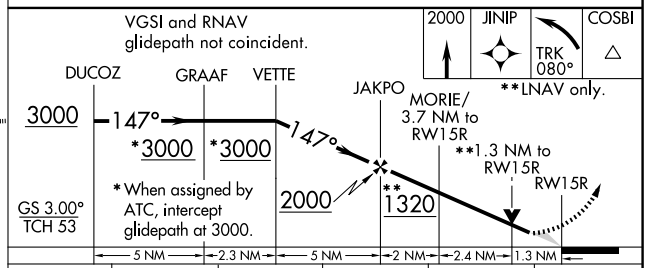
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED





TDZ/CL Rwys 8R, 15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27
15L-33R and 15R-33L



CATEGORY	A	B	C	D	E
LPV DA	347/24 250 (300-½)				
LNAV/VNAV DA	463/40 366 (400-¾)				
LNAV MDA	580/24 483 (500-½)	580/40 483 (500-¾)	580/50 483 (500-1)	580/60 483 (500-1¼)	

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WAAS	APP CRS	Rwy 33R		Rwy 33L	
CH 57902	327°	Rwy Idg	12001	Rwy Idg	9999
W33A		TDZE	89	TDZE	91
		Apt Elev	97	Apt Elev	97

HOUSTON/ GEORGE BUSH

RNAV (GPS) RWY 33R

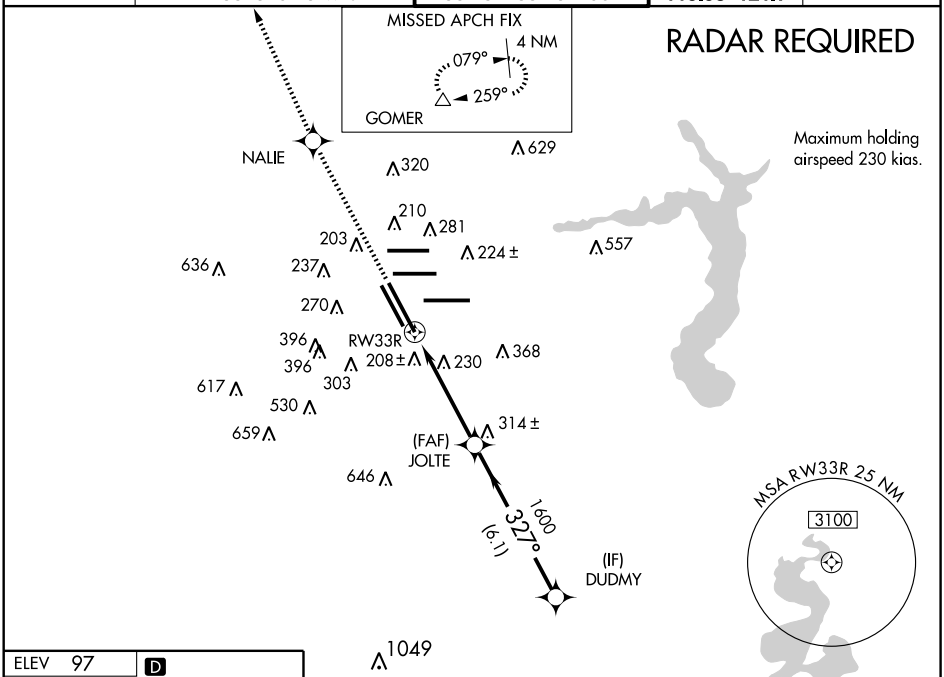
INTERCONTINENTAL/HOUSTON (IAH)

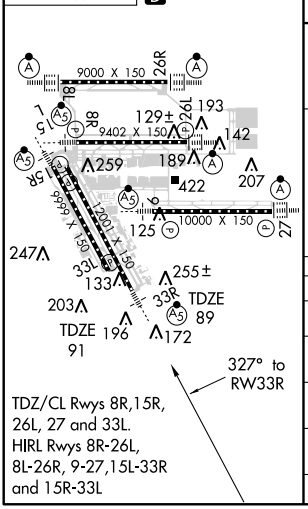
T W DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). For inoperative MALSR increase LPV all Cats visibility to RVR 6000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾.

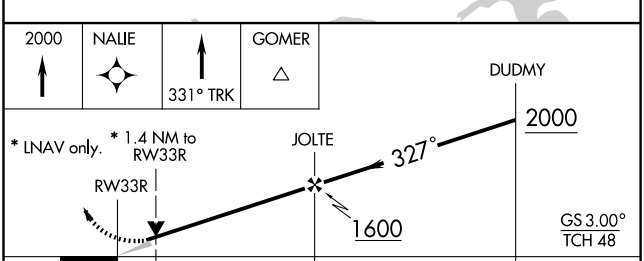
MALSR (A5)

MISSED APPROACH: Climb to 2000 direct NALIE and 331° track to GOMER and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1







CATEGORY	A	B	C	D	E
LPV DA	451/40 362 (400-¾)				
LNAV/ VNAV DA	520/50 431 (500-1)				
LNAV MDA	580/24 491 (500-½)		580/40 491 (500-¾)	580/50 491 (500-1)	580/60 491 (500-1¼)
SIDESTEP 33L*	580-1 489 (500-1)		580-1½ 489 (500-1½)	580-2 489 (500-2)	
CIRCLING	NA				

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9000
085°	TDZE	96
	Apt Elev	97

RNAV (GPS) Z RWY 8L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

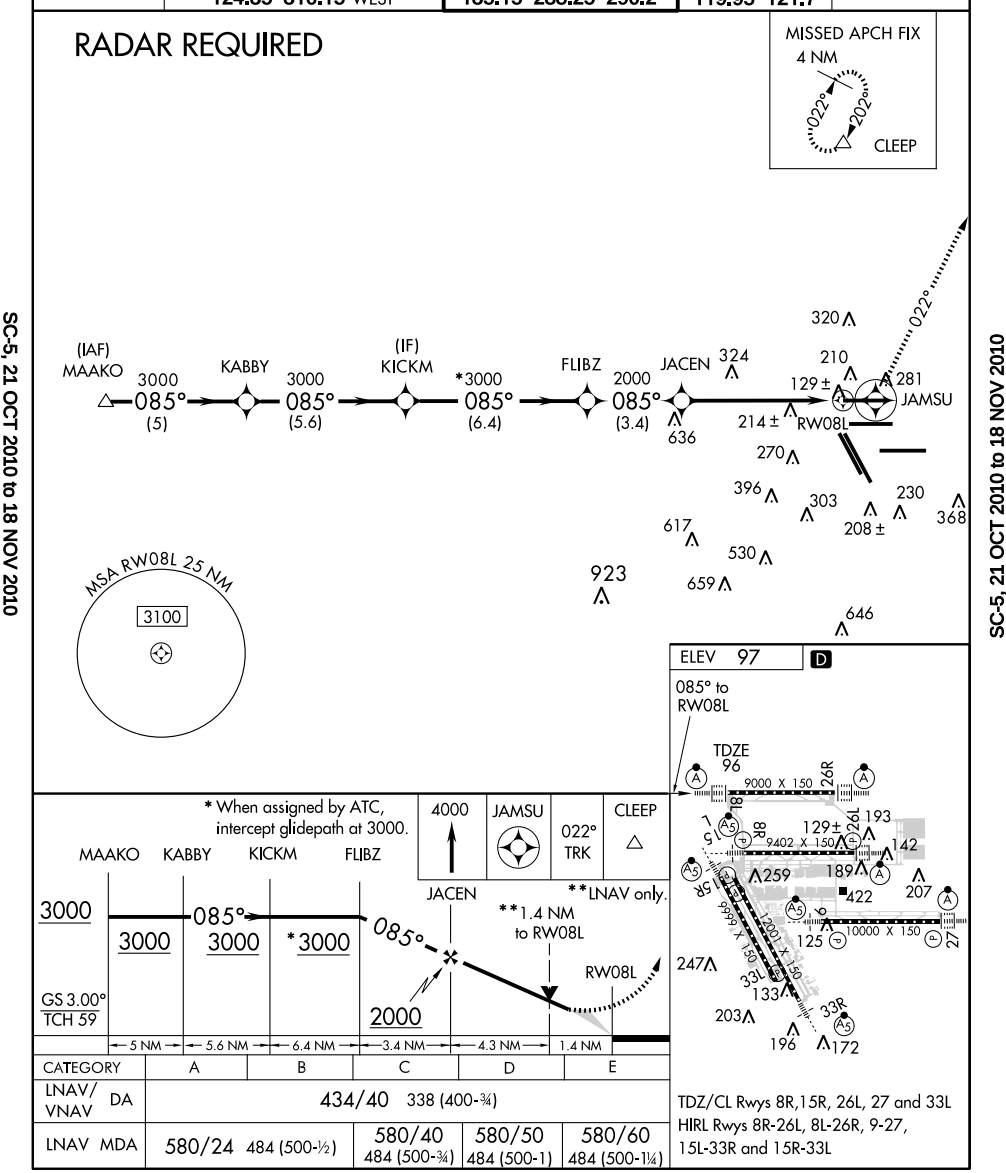
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat E to 1¾.

ALSF-2

MISSED APPROACH: Climb to 4000 direct JAMSU and via 022° track to CLEEP and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	434/40 338 (400-¾)				
LNAV MDA	580/24 484 (500-½)		580/40 484 (500-¾)	580/50 484 (500-1)	580/60 484 (500-1¼)

TDZ/CL Rwys 8R, 15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9402
085°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 8R

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ miles, LNAV Cat D visibility to RVR 6000, and Cat E visibility to 1½ miles.

MALSR

MISSED APPROACH: Climb to 3000 direct MKAYE and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED

MISSED APCH FIX
4 NM
085°
265°
MKAYE

(IAF) LASSY 7000 085° (5) — DPLOY *5000 085° (5.6) — (IF) JELLI *3000 085° (6.3) — EELPO 2000 085° (3.7) — (FAF) MATON — RW08R

320 210 281 290± 214± 247± 270 636 396 208± 230 303 617 530 923 659 646 1049

MSA RW08R 25 NM
3100

ELEV 97 D

085° to RW08R

9000 X 150 26R
TDZE 97
9402 X 150 26L
8R 8L 15L 15R 27 33L 33R
193 142 259 189 422 207 125 10000 X 150 247 133 203 196 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

VGSI and RNAV glidepath not coincident.

3000 MKAYE

LNAV only.

LASSY 7000 — DPLOY 085° 7000 — JELLI 085° *5000 — EELPO *3000 — MATON 2000 — RW08R

1.1 NM to RW08R

GS 3.00°
TCH 49

* When assigned by ATC, intercept glidepath at 3000 or 5000.

5 NM — 5.6 NM — 6.3 NM — 3.7 NM — 4.6 NM — 1.1 NM

CATEGORY	A	B	C	D	E
LNAV/VNAV DA	544/50 447 (500-1)				
LNAV MDA	520/24 423 (500-½)		520/40 423 (500-¾)	520/50 423 (500-1)	

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
085°	TDZE	92
	Apt Elev	97

RNAV (GPS) Z RWY 9

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

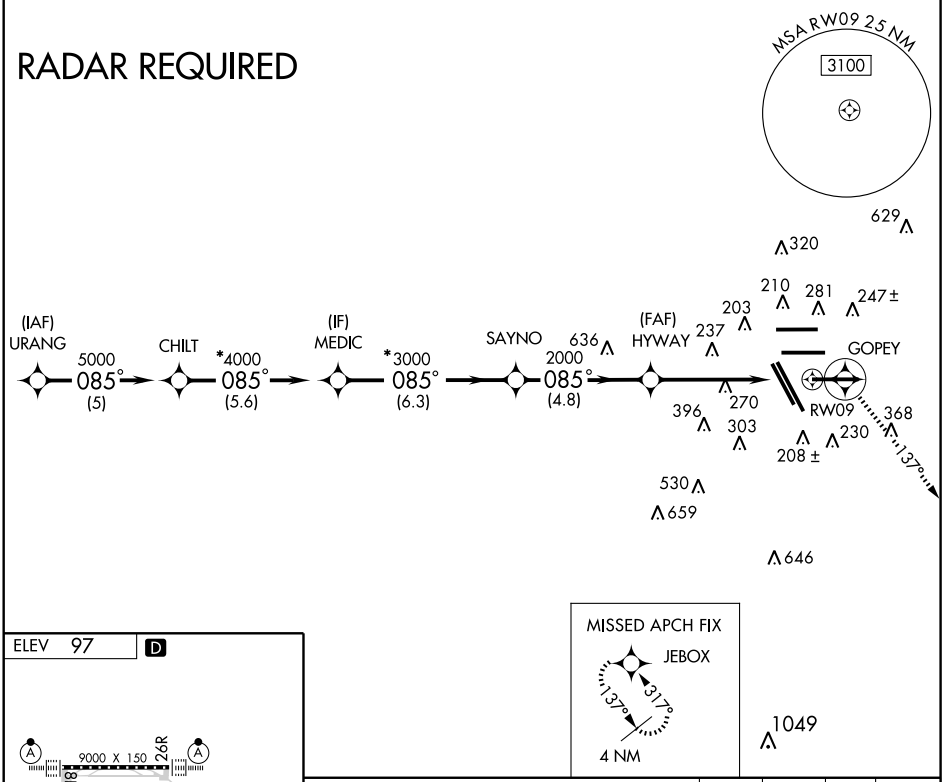
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 2.

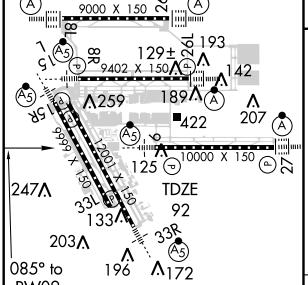
MALSR

MISSED APPROACH: Climb to 3000 direct GOPEY and via 137° track to JEBOX and hold.

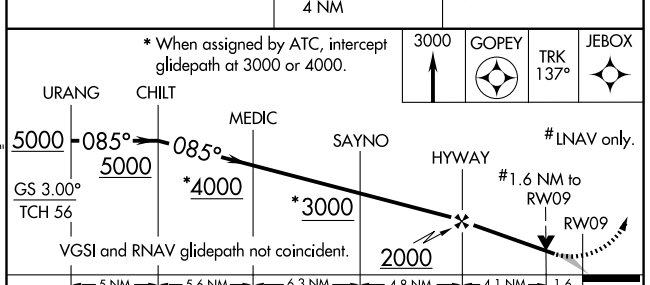
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED





TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	547/50 455 (500-1)				
LNAV MDA	680/24 588 (600-½)		680/50 588 (600-1)	680/60 588 (600-1¼)	680-1½ 588 (600-1½)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9402
265°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 26L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For uncompensated Baro-VNAV sytems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV Cat E visibility to 1¾ miles and LNAV Cat E visibility to 2 miles.

ALSF-2

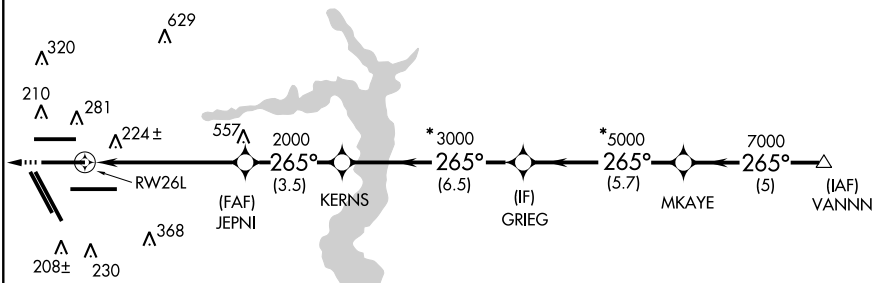
MISSED APPROACH: Climb to 3000 direct LUCEP and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

995

RADAR REQUIRED

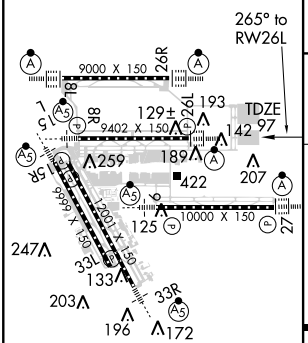
MISSED APCH FIX
LUCEP
085°
265°
4 NM



646

MSA RW26L 25 NM
3100

ELEV 97

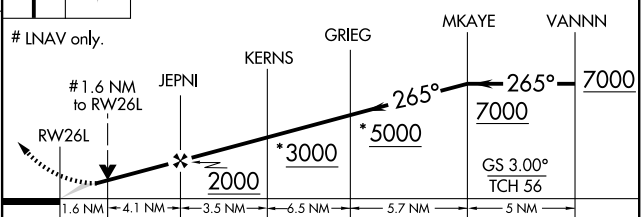


TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R,9-27, 15L-33R and 15R-33L

3000 LUCEP

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	580/60 483 (500-1¼)				
LNAV MDA	680/24 583 (600-½)		680/50 583 (600-1)	680/60 583 (600-1¼)	680-1½ 583 (600-1½)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9000
265°	TDZE	97
	Apt Elev	97

RNAV (GPS) Z RWY 26R

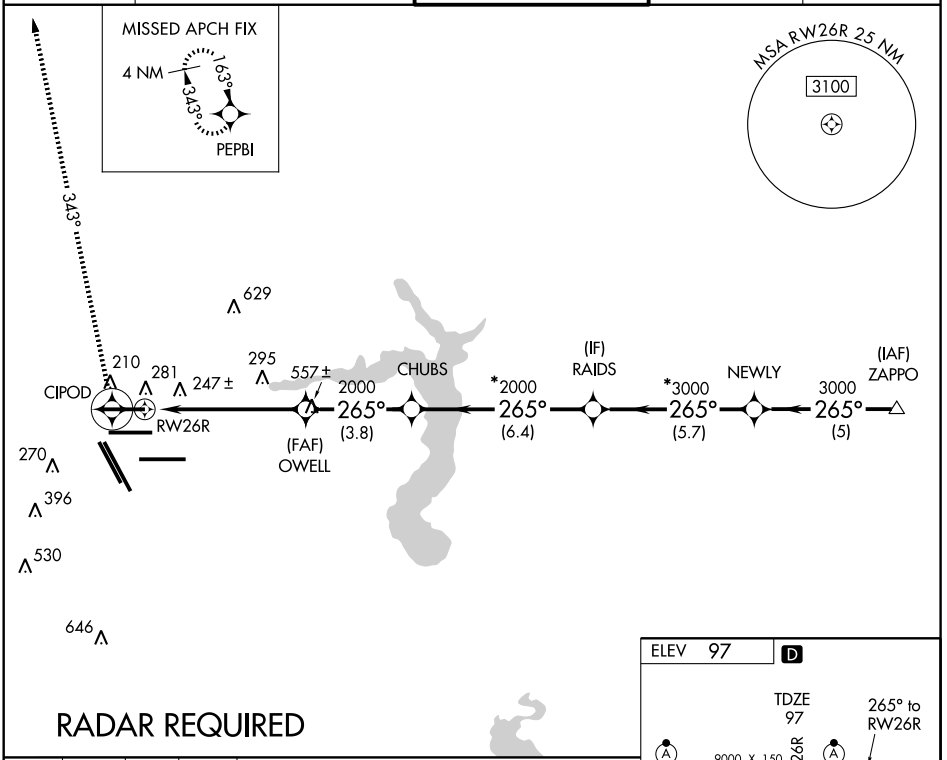
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative ALSF, increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1¾ miles. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

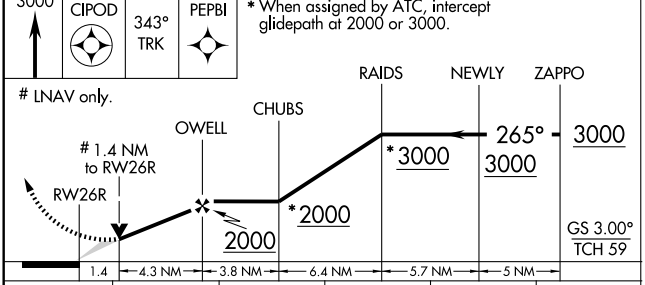
ALSF-2

MISSED APPROACH: Climb to 3000 direct CIPOD and via 343° track to PEPBI and hold.

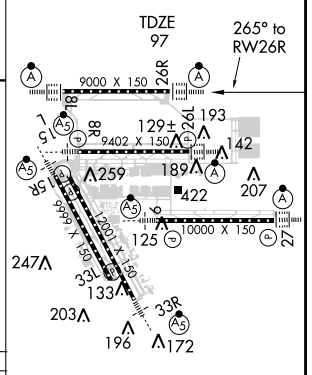
ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1



RADAR REQUIRED



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	598/60 501 (600-1¼)				
LNAV MDA	600/24 503 (600-½)		600/50 503 (600-1)		600/60 503 (600-1¼)



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R,9-27, 15L-33R and 15R-33L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10000
265°	TDZE	88
	Apt Elev	97

RNAV (GPS) Z RWY 27

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

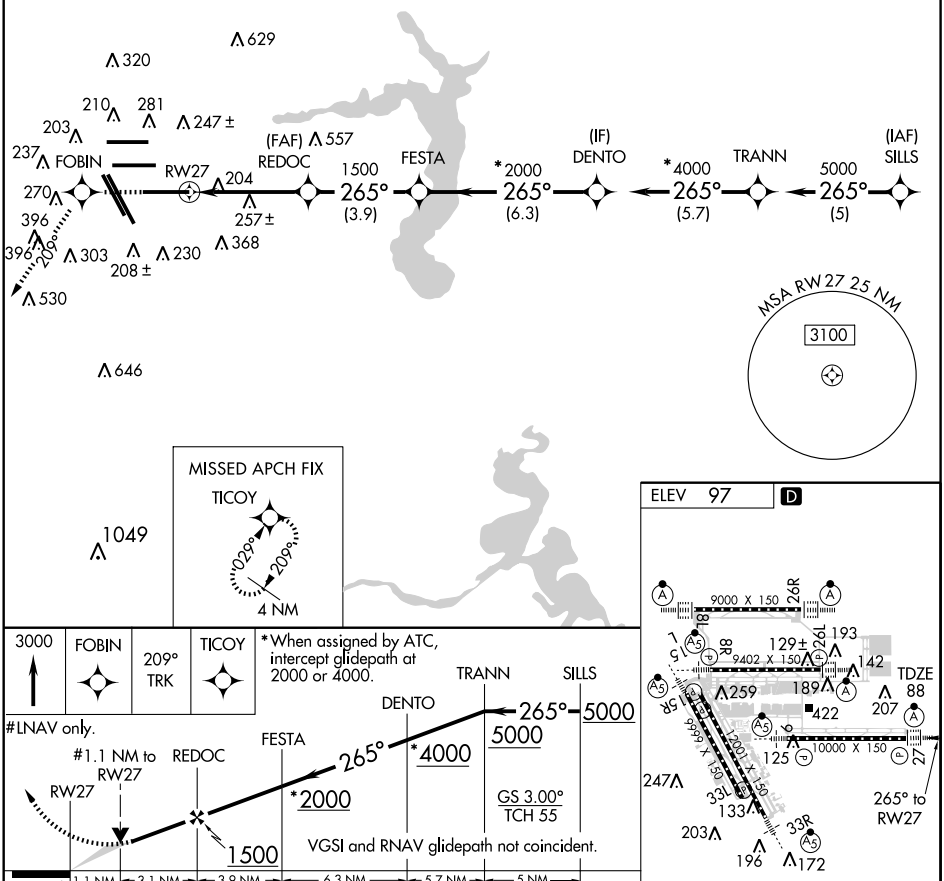
For inoperative ALSF, increase LNAV/VNAV and LNAV Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBIN and via 209° track to TICOY and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.725 125.35 127.3 135.15 288.25 290.2	118.575 119.95 121.7	128.1

RADAR REQUIRED



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	540/50 452 (500-1)				
LNAV MDA	520/24 432 (500-½)		520/40 432 (500-¾)	520/50 432 (500-1)	

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

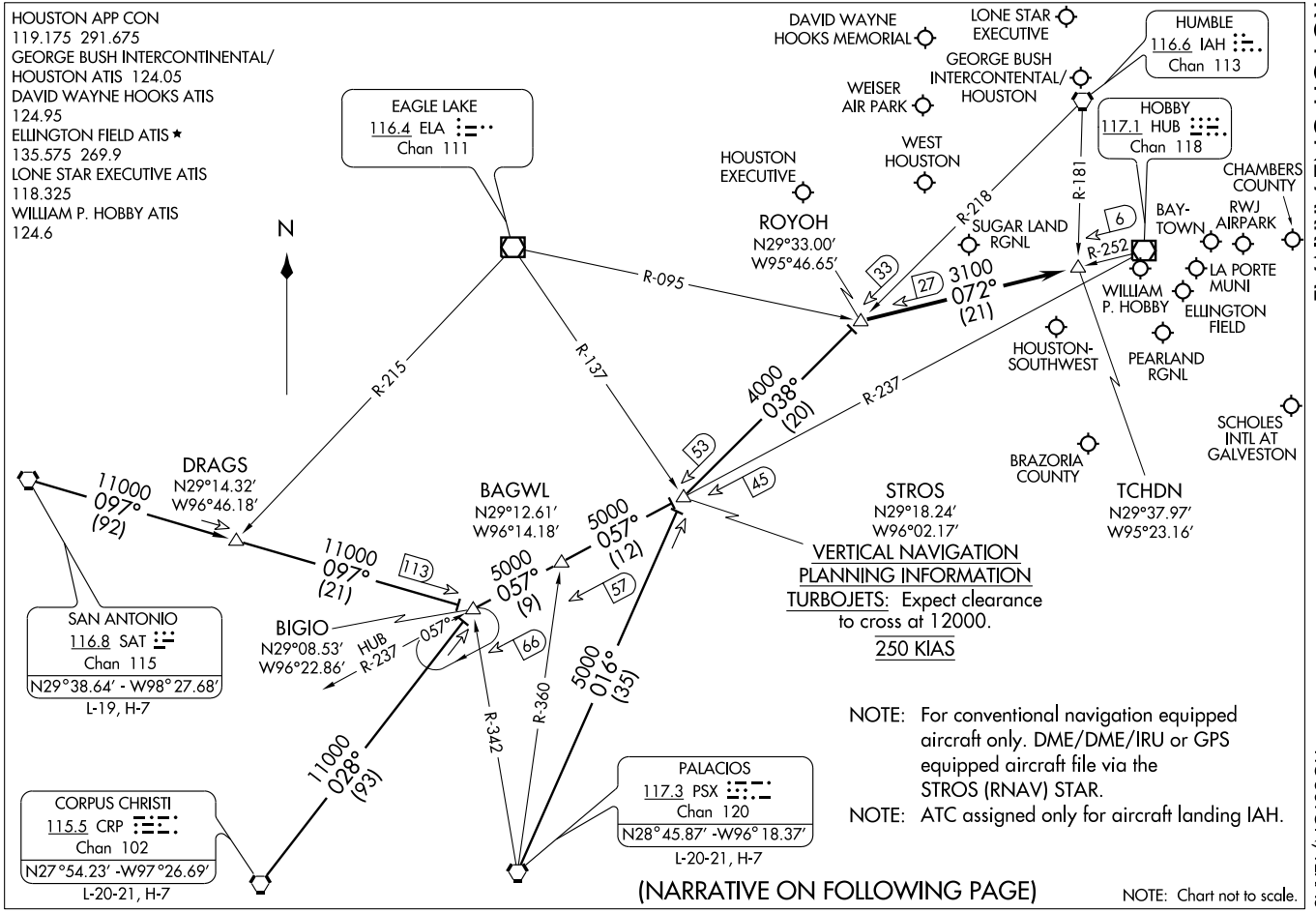
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

(SBI2.SBI) 10210

SABINE PASS TWO DEPARTURE (RNAV)

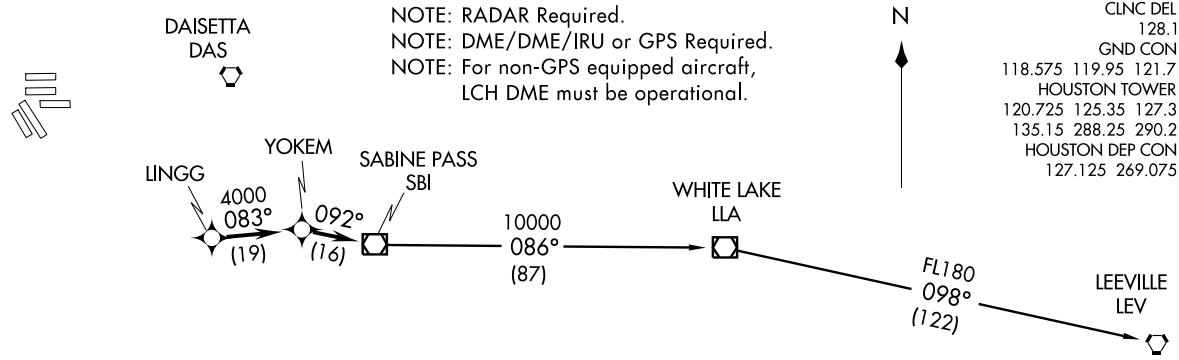
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

SL-5461 (FAA)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.

ATIS 124.05
CLNC DEL 128.1
GND CON 118.575 119.95 121.7
HOUSTON TOWER 120.725 125.35 127.3 135.15 288.25 290.2
HOUSTON DEP CON 127.125 269.075



TAKE-OFF MINIMUMS:
Rwys 8L, 8R, 9, 15L, 15R, 26L, 26R, 27, 33L, 33R Standard.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 8L: Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L: Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.
Rwy 15R: Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R: Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R: Tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

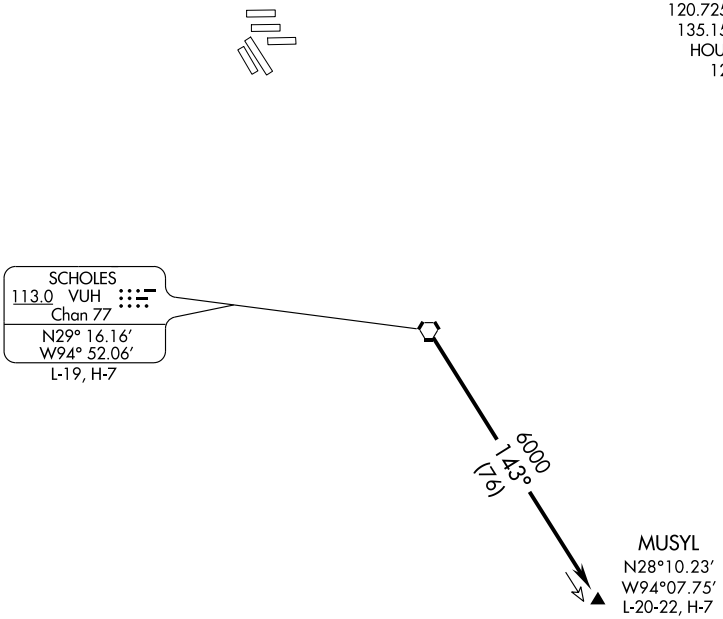
SCHOLES FOUR DEPARTURE

SL-5461 (FAA)

HOUSTON, TEXAS

TAKE-OFF MINIMUMS:
Rwys 8L, 8R, 9, 15L, 15R,
26L, 26R, 27, 33L, 33R, Standard

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
127.125 269.075



TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.
Rwy 15R, Tower, 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, Tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

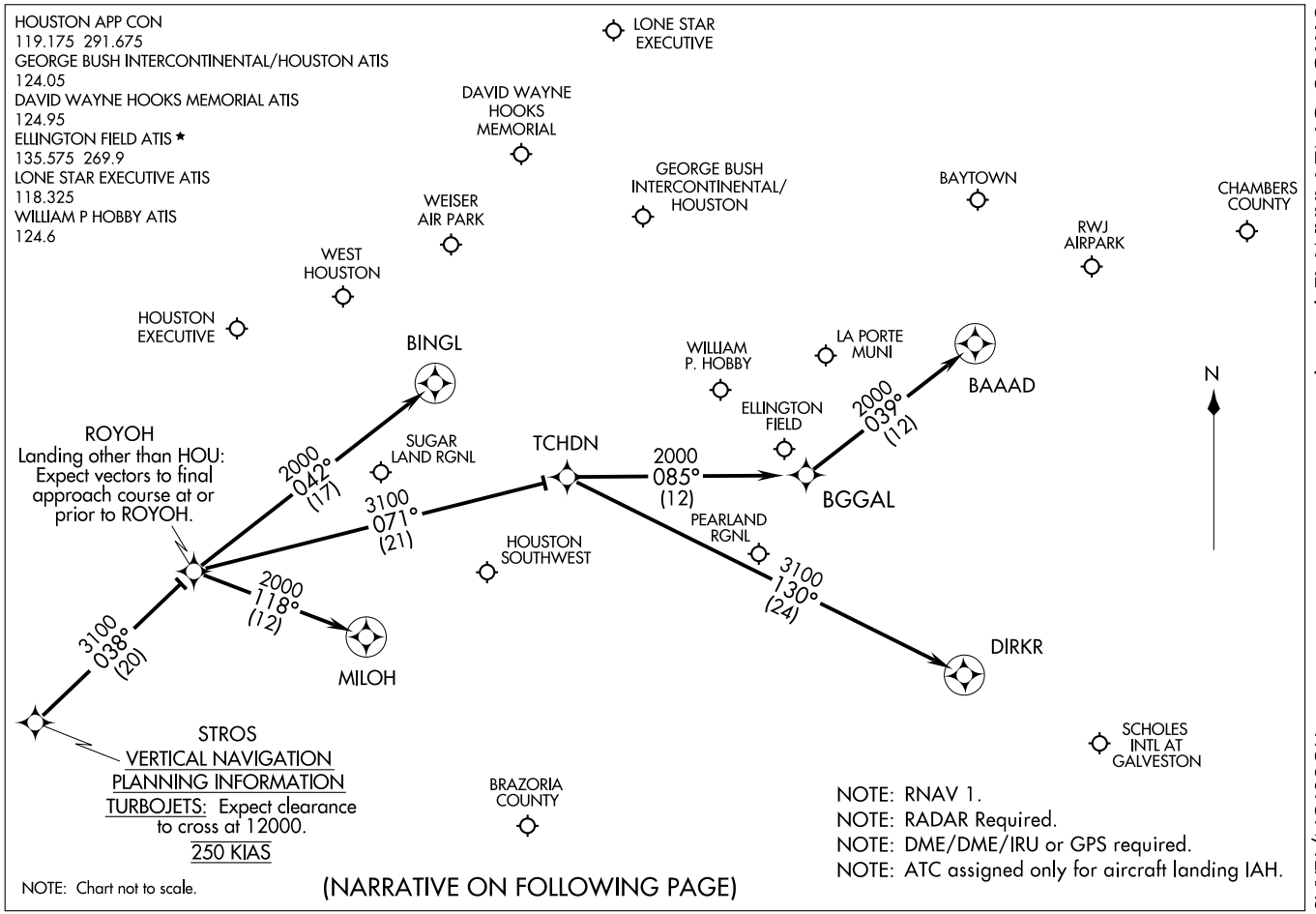
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

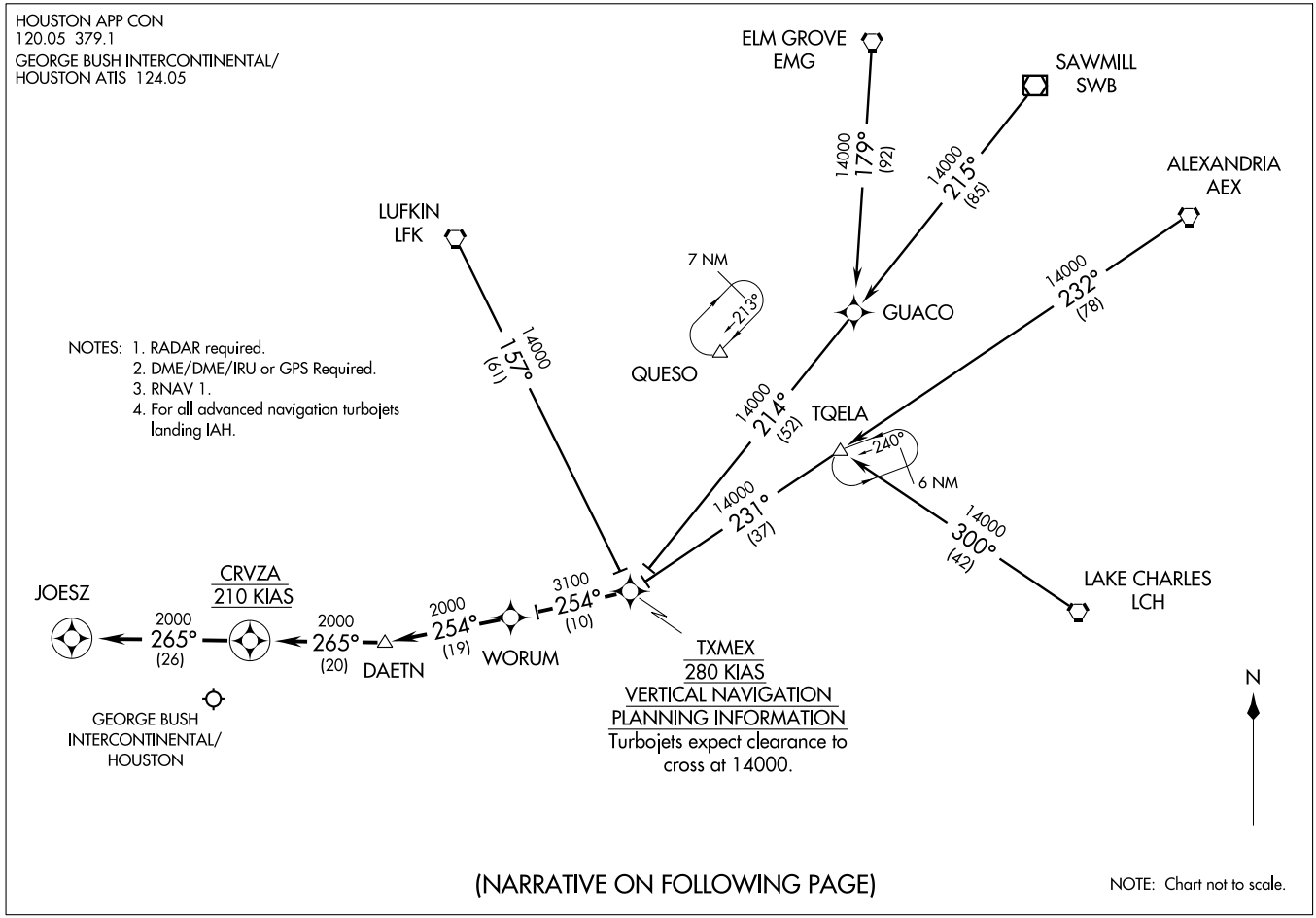
SC-5, 21 OCT 2010 to 18 NOV 2010

TXMEX ONE ARRIVAL (RNAV)

(TXMEX.TXMEX1) 09071

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS



(TXMEX.TXMEX1) 09071

TXMEX ONE ARRIVAL (RNAV)

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.TXMEX1): (For non-GPS equipped aircraft LCH, SWB, AEX, BPT and DAS must be operational.)
ELM GROVE TRANSITION (EMG.TXMEX1): (For non-GPS equipped aircraft SWB, EMG, LFK, DAS and BPT must be operational.)
LAKE CHARLES TRANSITION (LCH.TXMEX1): (For non-GPS equipped aircraft AEX, BPT and DAS must be operational.)
LUFKIN TRANSITION (LFK.TXMEX1): (For non-GPS equipped aircraft TNV, BPT, DAS and LFK must be operational.)
SAWMILL TRANSITION (SWB.TXMEX1): (For non-GPS equipped aircraft AEX, SWB, LCH, LFK, BPT and DAS must be operational.)

From TXMEX via 254° track to WORUM, thence as depicted to CRVZA.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R or 9: From CRVZA via 265° track to JOESZ. Expect vectors to final approach course prior to JOESZ, if not received by JOESZ, fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to CRVZA.

SC-5, 21 OCT 2010 to 18 NOV 2010

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV)
HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
HOUSTON, TEXAS

SL-5461 (FAA)

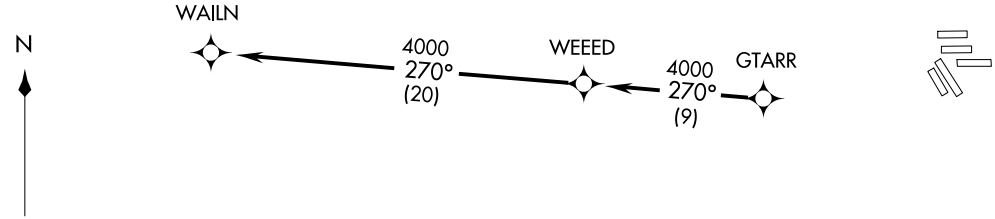
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

ATIS 124.05
CLND DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
126.675 339.8

TAKE-OFF MINIMUMS:
Rwy 8L, 8R, 9, 15L, 15R,
26L, 26R, 27, 33L, 33R Standard.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU
or GPS Required.
NOTE: For advanced navigation aircraft
destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports
except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline,
up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline,
up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline,
49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

WOLDE THREE ARRIVAL (RNAV) Transition Routes

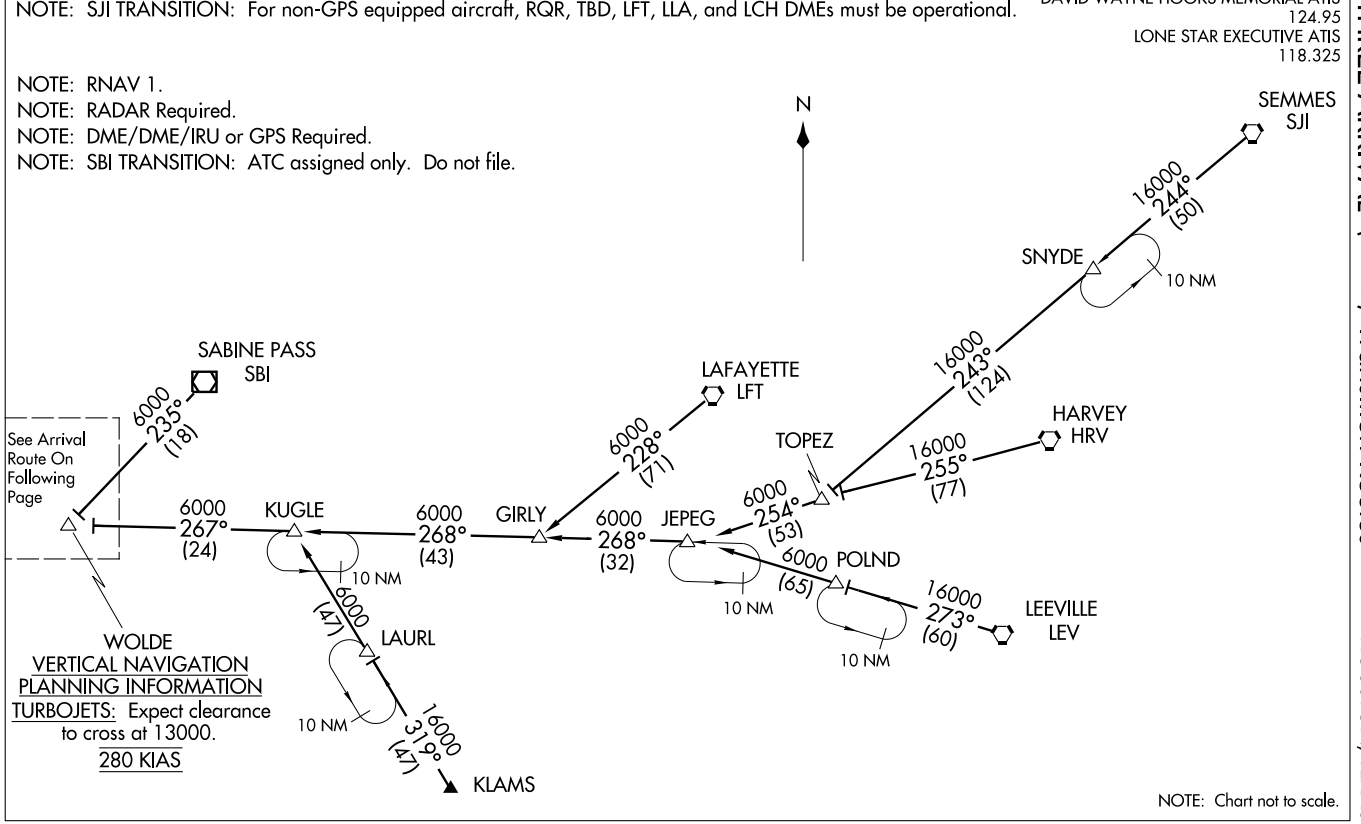
(WOLDE.WOLDE3) 10210

HOUSTON, TEXAS

NOTE: HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA DMEs must be operational.
NOTE: KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS DMEs must be operational.
NOTE: LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, and LCH DMEs must be operational.
NOTE: LFT and JEPEG TRANSITION: For non-GPS equipped aircraft, LLA and LCH DMEs must be operational.
NOTE: SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, and LCH DMEs must be operational.

HOUSTON APP CON
119.625 226.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

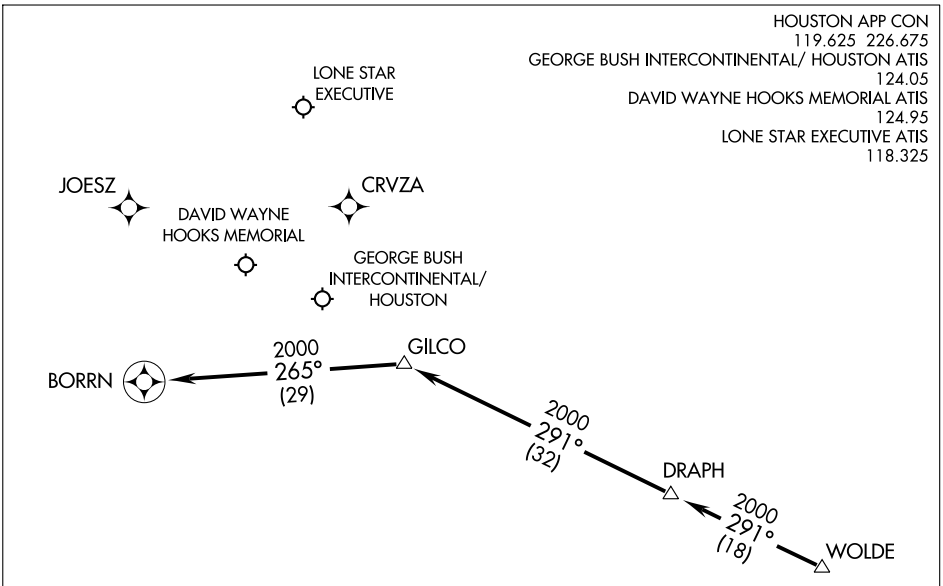
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: SBI TRANSITION: ATC assigned only. Do not file.



NOTE: Chart not to scale.

ST-5461(FAA)

WOLDE THREE ARRIVAL (RNAV) Transition Routes
(WOLDE.WOLDE3) 10210
HOUSTON, TEXAS



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE3)
JEPEG TRANSITION (JEPEG.WOLDE3)
KLAMS TRANSITION (KLAMS.WOLDE3)
LAFAYETTE TRANSITION (LFT.WOLDE3)
LEEVILLE TRANSITION (LEV.WOLDE3)
SABINE PASS TRANSITION (SBI.WOLDE3)
SEMMES TRANSITION (SJI.WOLDE3)

From WOLDE via 291° track to DRAPH, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . .From DRAPH via 291° track to GILCO. Thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN. If not received by BORRN fly present heading.

ALL OTHER RUNWAYS: . . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From DRAPH via 291° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON, TEXAS
HOUSTON/ WEST HOUSTON (IWS)

CLNC DEL
121.15
CTAF
123.05
HOUSTON DEP CON
123.8 257.7

LUFKIN
112.1 LFK
Chan 58

COSGO
N31°13.26′
W93°27.16′

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

VELCO
N31°10.67′
W94°24.55′

V212 R-265 V212 J50 R-266 J50 R-273 R-277

R-082 16 082° (49) 49 (49) 65 R-294

4000
*2000
085°
(115)

FL190
094°
(92)

FL190
094°
(95)

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′

(45)

DARTR
N30°24.19′
W95°00.41′

43 (11) R-325 R-299

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

DAISETTA
116.9 DAS
Chan 116

29 32 028° (23) R-254

9 R-028

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS

SL-6079 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL.

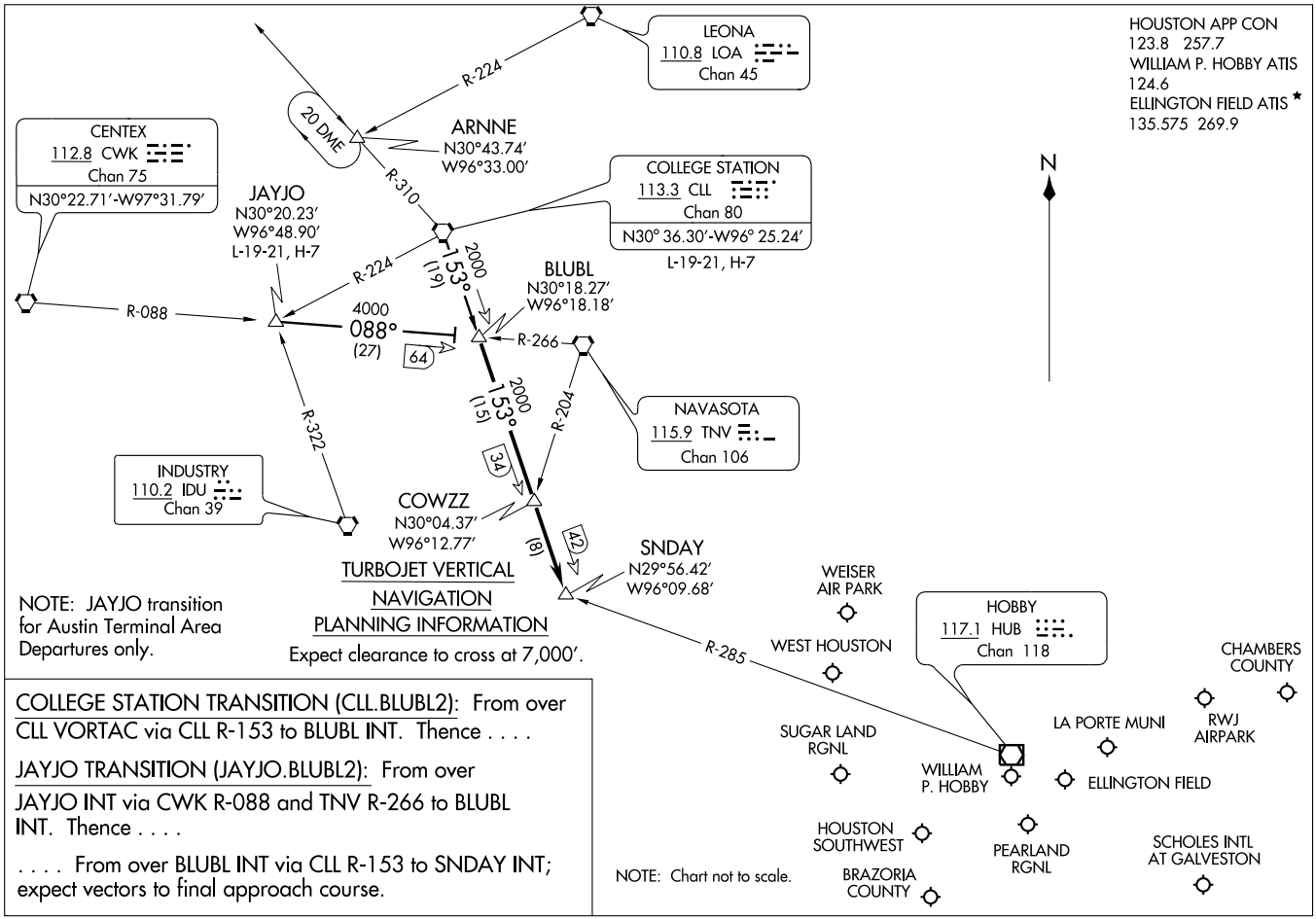
Rwy 33, Building 265' from DER, 364' left of centerline, 35' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL

SC-5, 21 OCT 2010 to 18 NOV 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

HOUSTON/WEST HOUSTON (IWS)

HOUSTON, TEXAS

CLNC DEL
121.15
CTAF
123.05
HOUSTON DEP CON
123.8 257.7

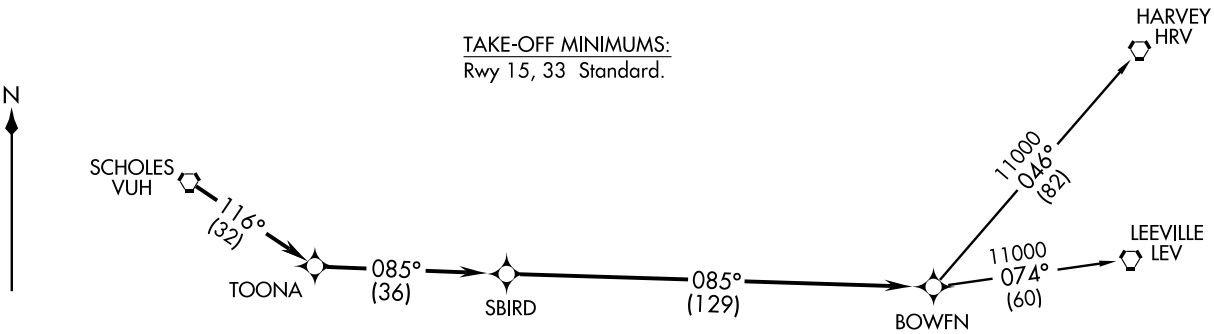
TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15′ AGL/124′ MSL. Building 177′ from DER, 398′ left of centerline, 18′ AGL/126′ MSL. Trees beginning 178′ from DER, 289′ right of centerline, up to 100′ AGL/209′ MSL.

Rwy 33, Building 265′ from DER, 364′ left of centerline, 35′ AGL/143′ MSL. Trees beginning 2706′ from DER, 700′ left of centerline, up to 100′ AGL/214′ MSL. Trees beginning 3159′ from DER, 747′ right of centerline, up to 100′ AGL/216′ MSL.

TAKE-OFF MINIMUMS:

Rwy 15, 33 Standard.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

(BOWFN1.BOWFN) 10266

BOWFN ONE DEPARTURE (RNAV) SL-6079 (FAA)

HOUSTON/WEST HOUSTON (IWS)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

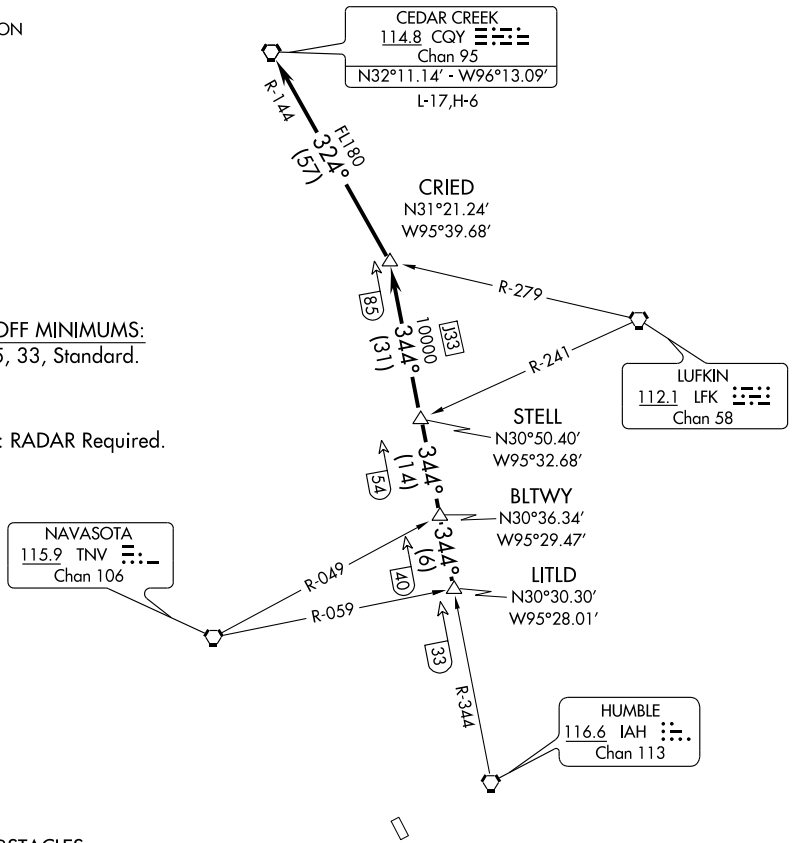
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

CRIED FOUR DEPARTURE

SL-6079 (FAA)

CLNC DEL
121.15
CTAF
123.05
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15′ AGL/124′ MSL. Building 177′ from DER, 398′ left of centerline, 18′ AGL/126′ MSL. Trees beginning 178′ from DER, 289′ right of centerline, up to 100′ AGL/209′ MSL.
Rwy 33, Building 265′ from DER, 364′ left of centerline, 35′ AGL/143′ MSL. Trees beginning 2706′ from DER, 700′ left of centerline, up to 100′ AGL/214′ MSL. Trees beginning 3159′ from DER, 747′ right of centerline, up to 100′ AGL/216′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

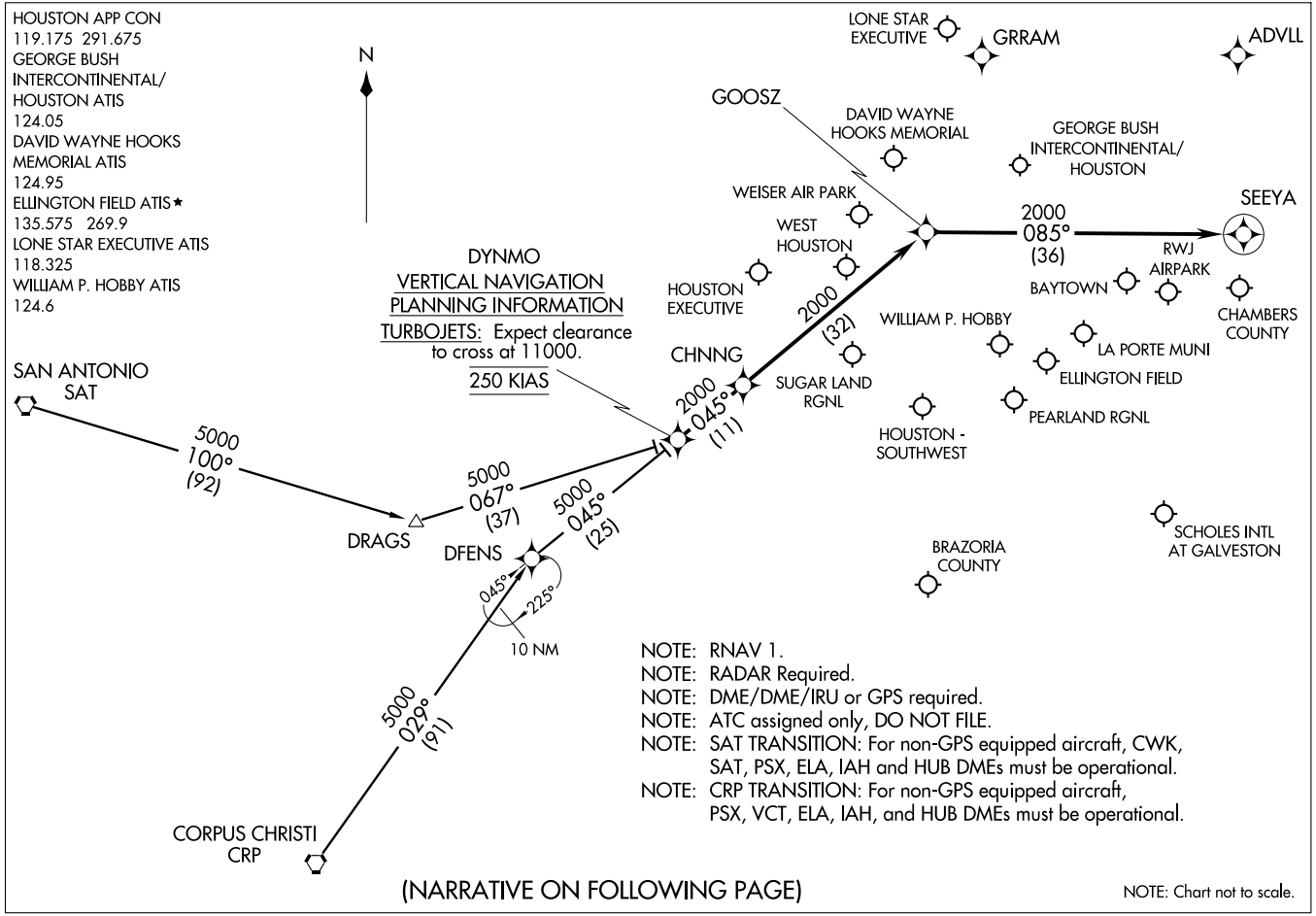
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

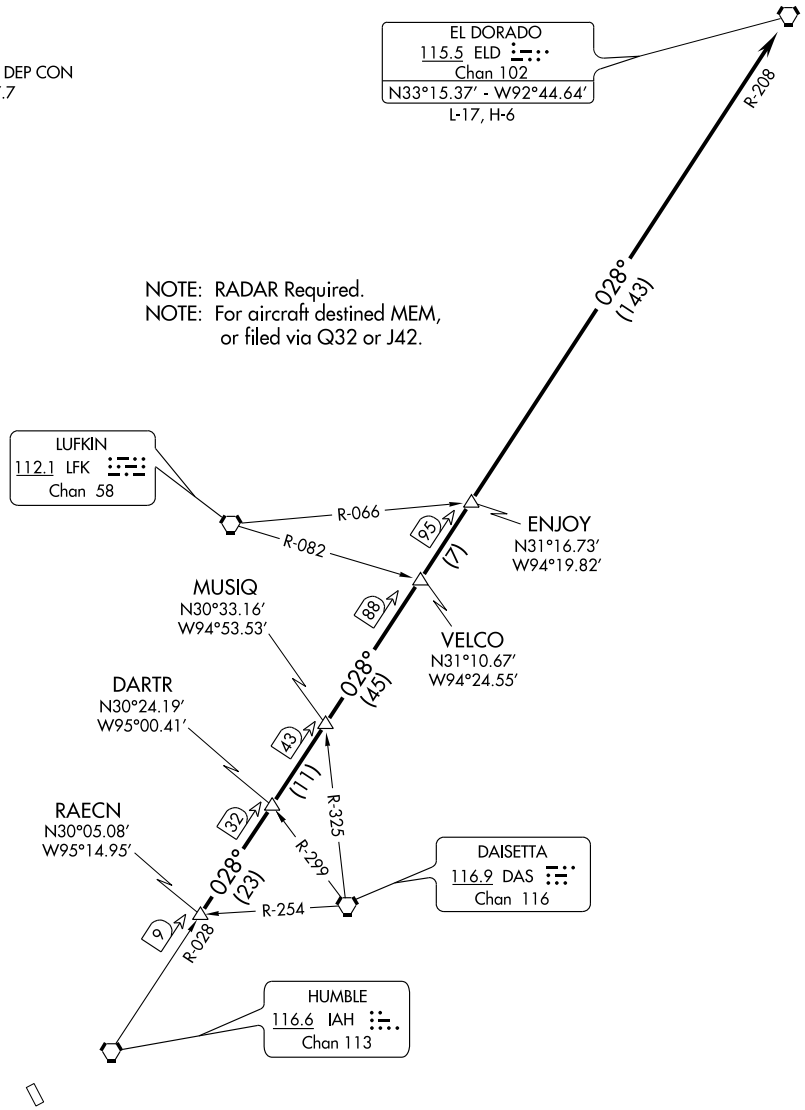
ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

EL DORADO THREE DEPARTURE

SL-6079 (FAA)

CLNC DEL
121.15
CTAF
123.05
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 15, 33 Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

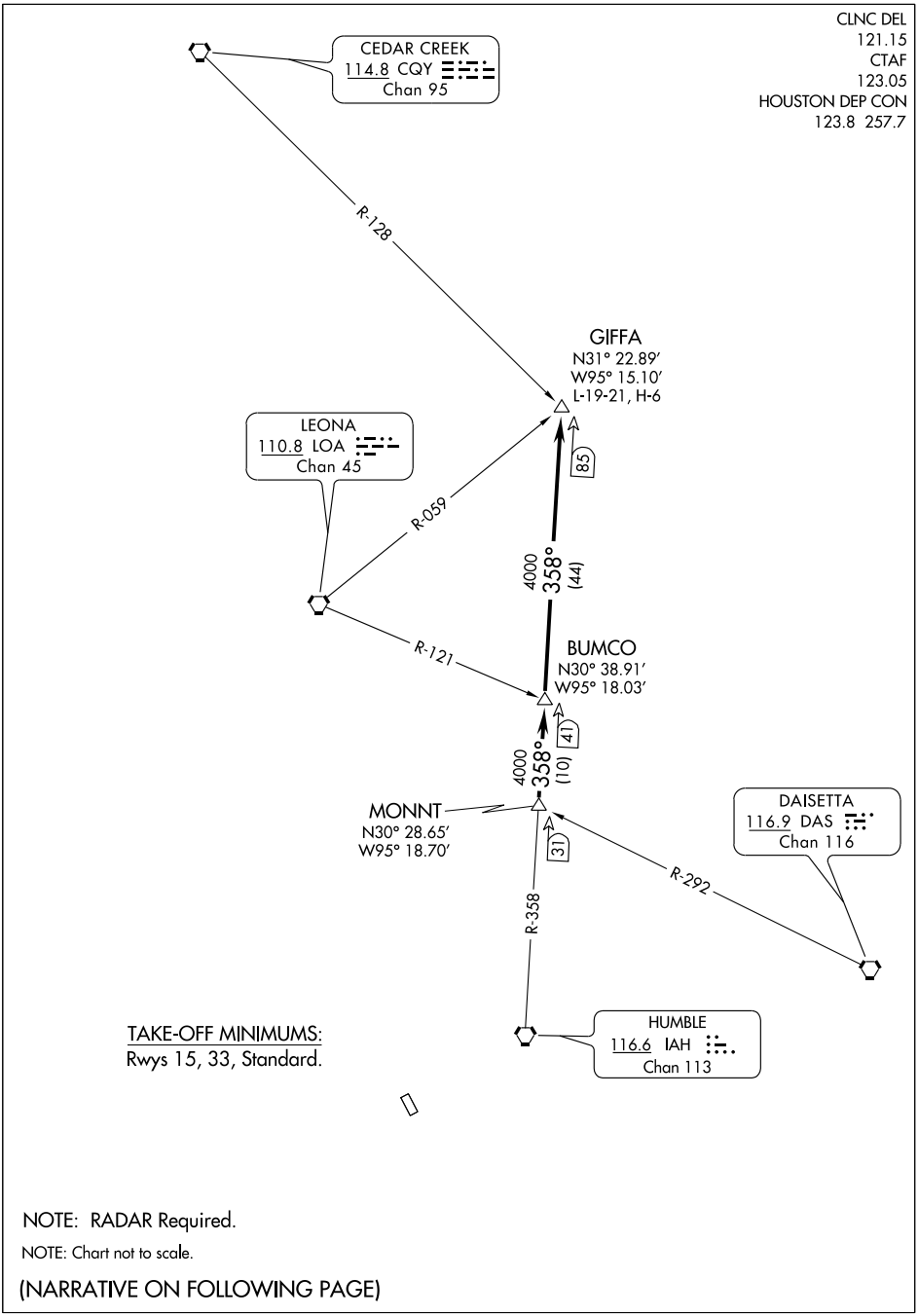
. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15: Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15′ AGL/124′ MSL. Building 177′ from DER, 398′ left of centerline, 18′ AGL/126′ MSL. Trees beginning 178′ from DER, 289′ right of centerline, up to 100′ AGL/209′ MSL.

Rwy 33: Building 265′ from DER, 364′ left of centerline, 35′ AGL/143′ MSL. Trees beginning 2706′ from DER, 700′ left of centerline, up to 100′ AGL/214′ MSL. Trees beginning 3159′ from DER, 747′ right of centerline, up to 100′ AGL/216′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL.

Rwy 33, Building 265' from DER, 364' left of centerline, 35' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

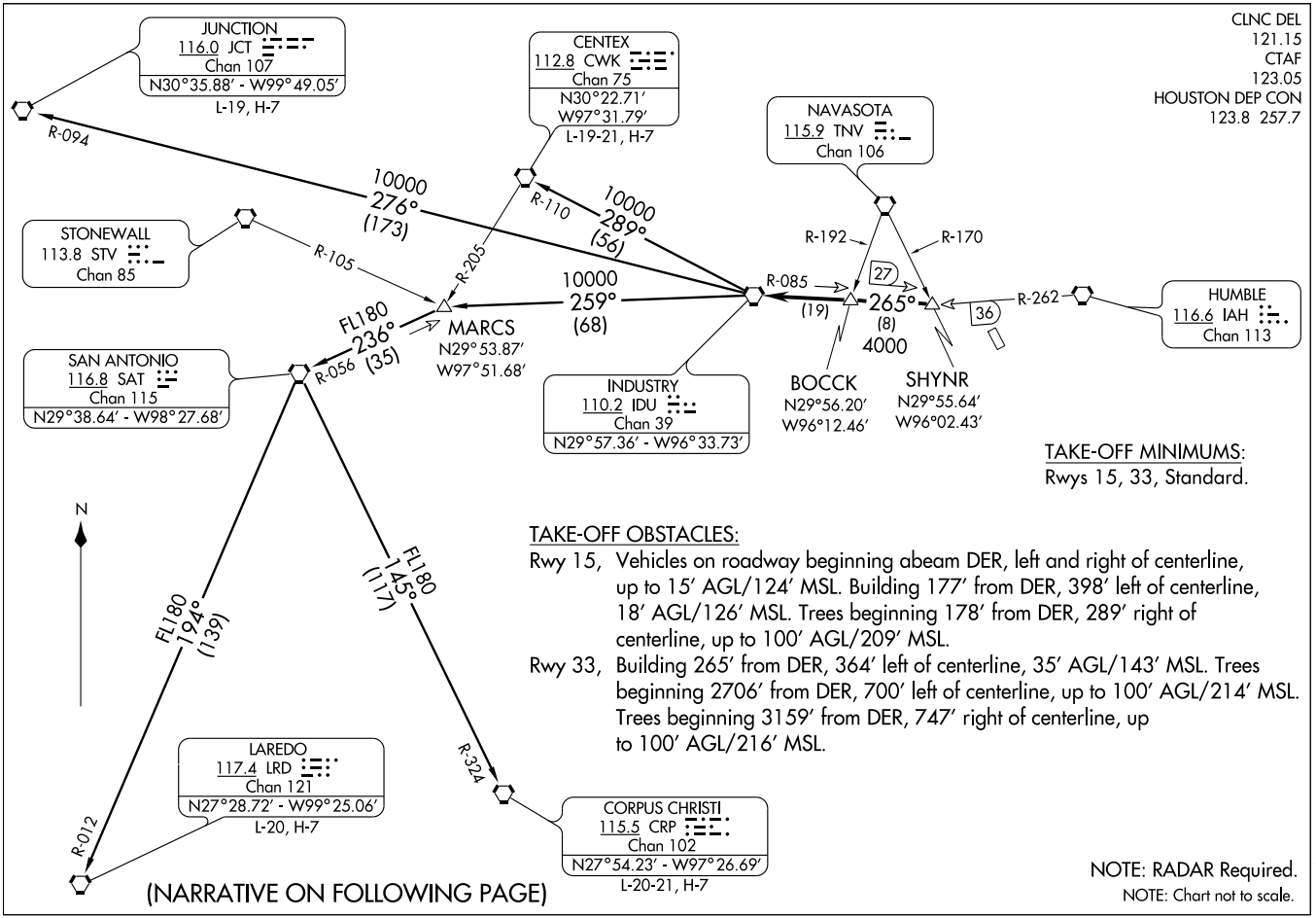
SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON, TEXAS

HOUSTON/ WEST HOUSTON (IWS)



INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS

SL-6079 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

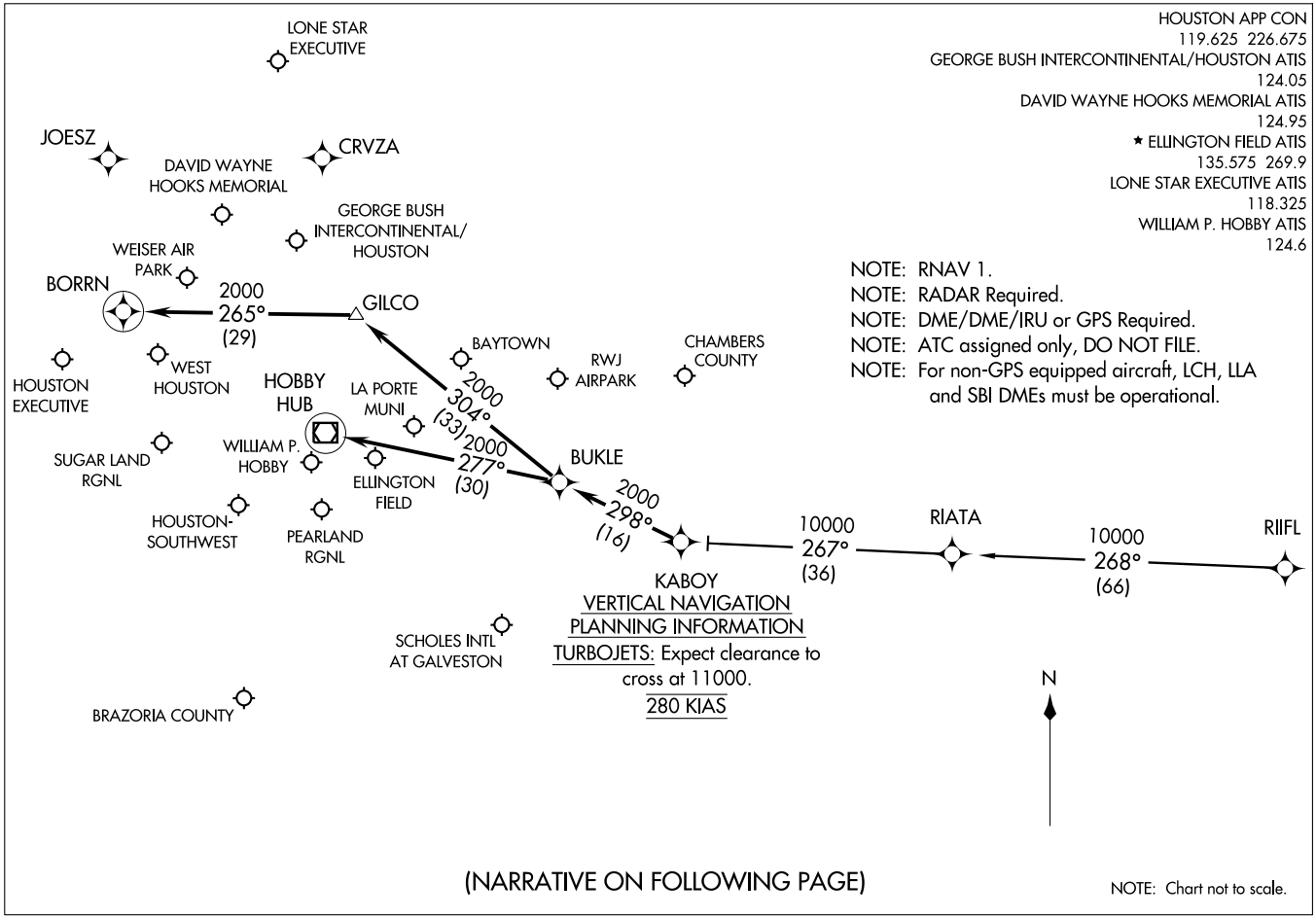
LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

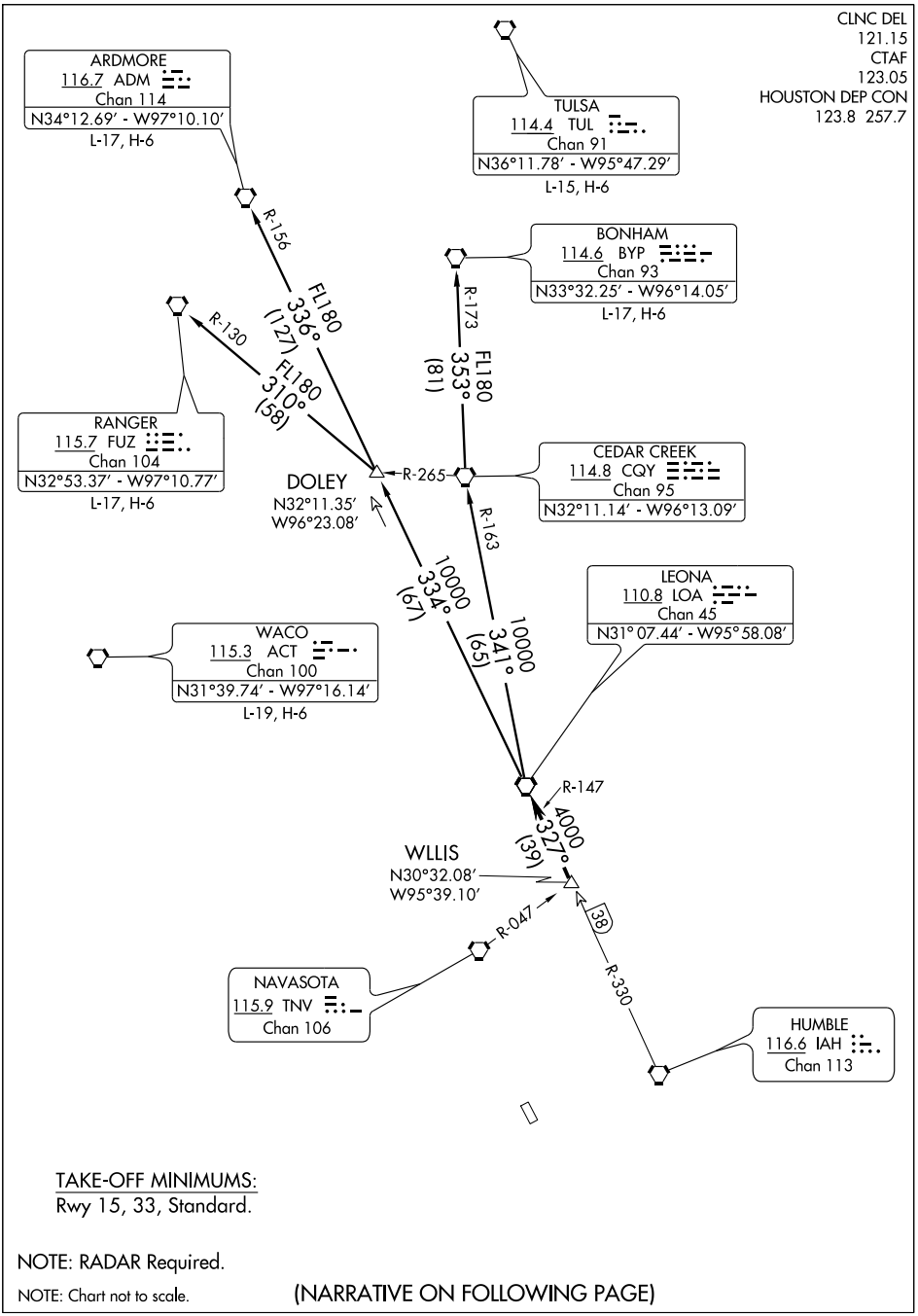
NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)



TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15′ AGL/124′ MSL. Building 177′ from DER, 398′ left of centerline, 18′ AGL/126′ MSL. Trees beginning 178′ from DER, 289′ right of centerline, up to 100′ AGL/209′ MSL.

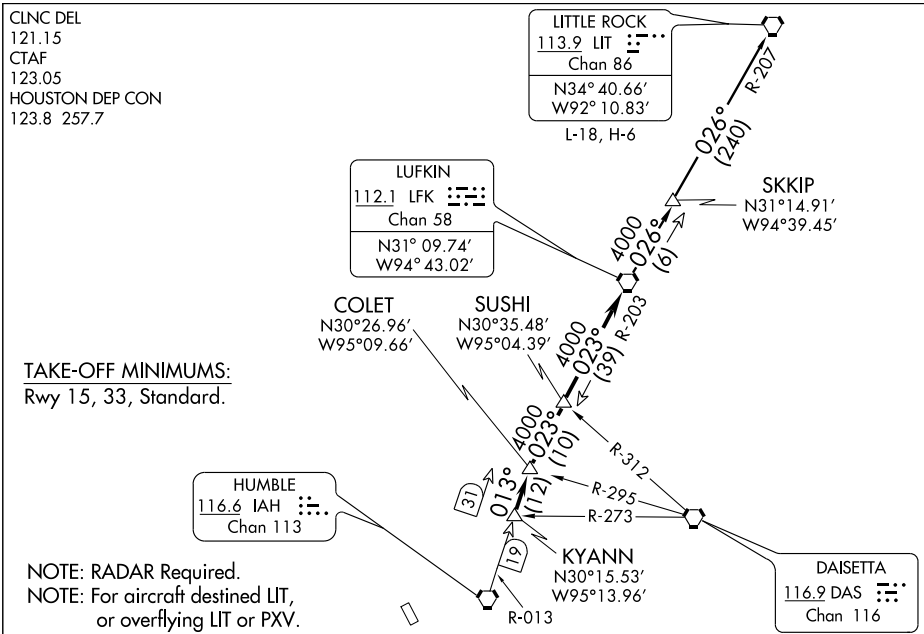
Rwy 33, Building 265′ from DER, 364′ left of centerline, 35′ AGL/143′ MSL. Trees beginning 2706′ from DER, 700′ left of centerline, up to 100′ AGL/214′ MSL. Trees beginning 3159′ from DER, 747′ right of centerline, up to 100′ AGL/216′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

LUFKIN SIX DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS



TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15′ AGL/124′ MSL. Building 177′ from DER, 398′ left of centerline, 18′ AGL/126′ MSL. Trees beginning 178′ from DER, 289′ right of centerline, up to 100′ AGL/209′ MSL.

Rwy 33, Building 265′ from DER, 364′ left of centerline, 35′ AGL/143′ MSL. Trees beginning 2706′ from DER, 700′ left of centerline, up to 100′ AGL/214′ MSL. Trees beginning 3159′ from DER, 747′ right of centerline, up to 100′ AGL/216′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL.

Rwy 33, Building 265' from DER, 364' left of centerline, 35' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3953
150°	TDZE	111
	Apt Elev	111

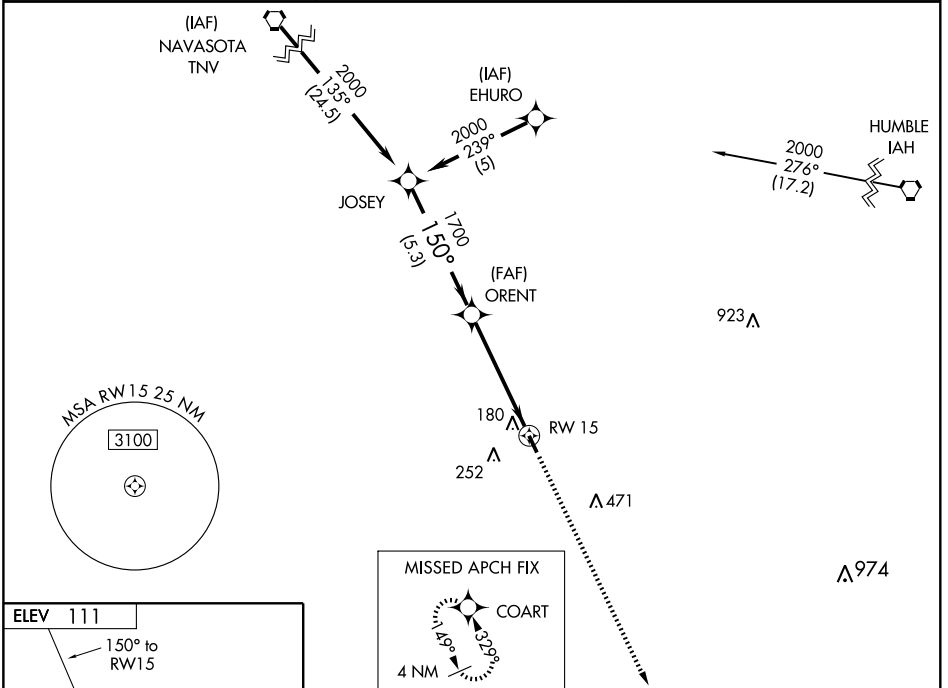
RNAV (GPS) RWY 15

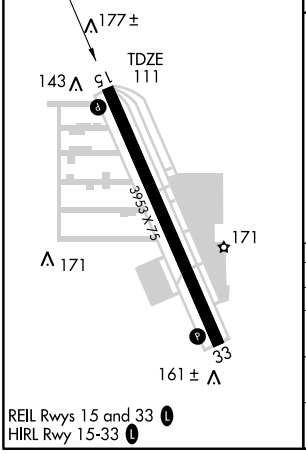
HOUSTON/ WEST HOUSTON (IWS)

BARO-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
NA BARO-VNAV NA with George Bush Intercontinental/Houston altimeter setting.
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/ Houston altimeter setting and increase all MDAs 60 feet and CAT C visibility 1/4 mile.

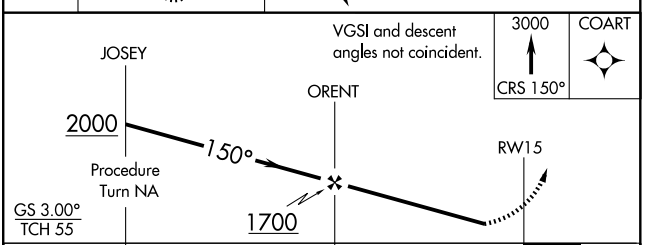
MISSED APPROACH: Climb to 3000 via 150° course to COART and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L





REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	400-1 289 (300-1)			NA
LNAV MDA	480-1 369 (400-1)			NA
CIRCLING	480-1 369 (400-1)	580-1 469 (500-1)	580-1½ 469 (500-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3953
330°	TDZE	111
	Apt Elev	111

RNAV (GPS) Y RWY 33

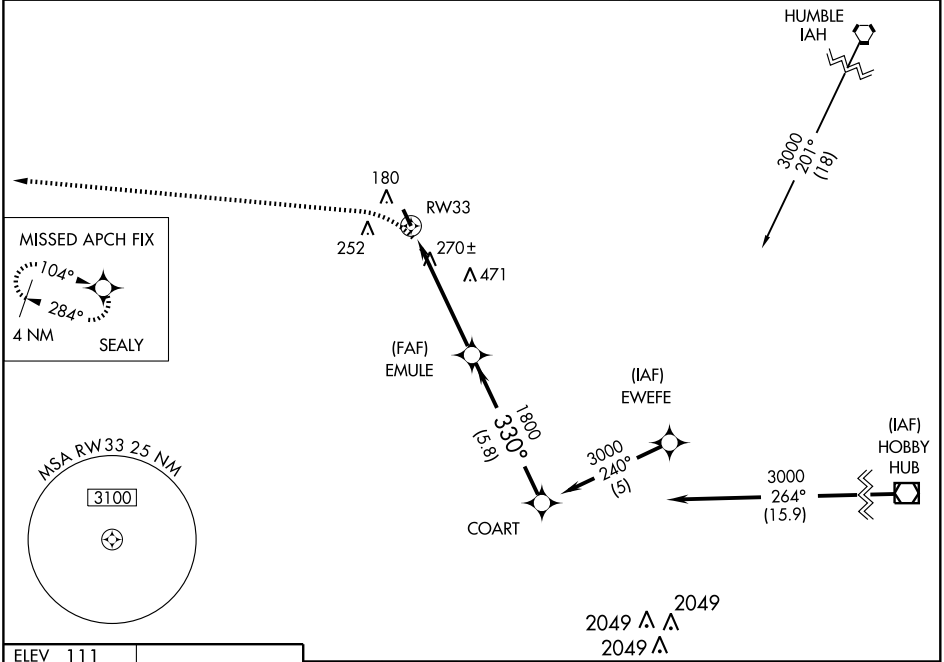
HOUSTON/ WEST HOUSTON (IWS)

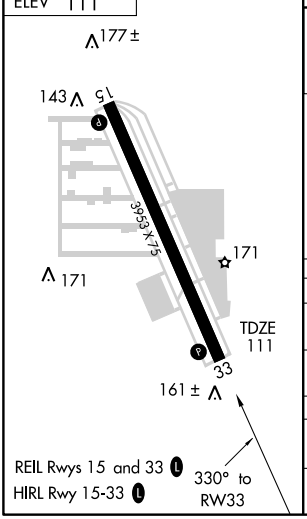
Obtain local altimter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

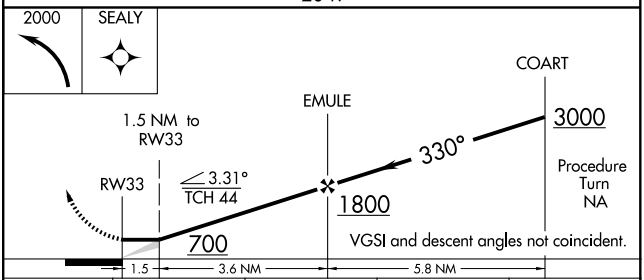
NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct SEALY and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 469 (500-1)		580-1¼ 469 (500-1¼)	NA
CIRCLING	580-1 469 (500-1)		620-1½ 509 (600-1½)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
LNAV MDA	620-1 509 (600-1)		620-1½ 509 (600-1½)	NA
CIRCLING	620-1 509 (600-1)		680-1½ 569 (600-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3953
330°	TDZE	111
	Apt Elev	111

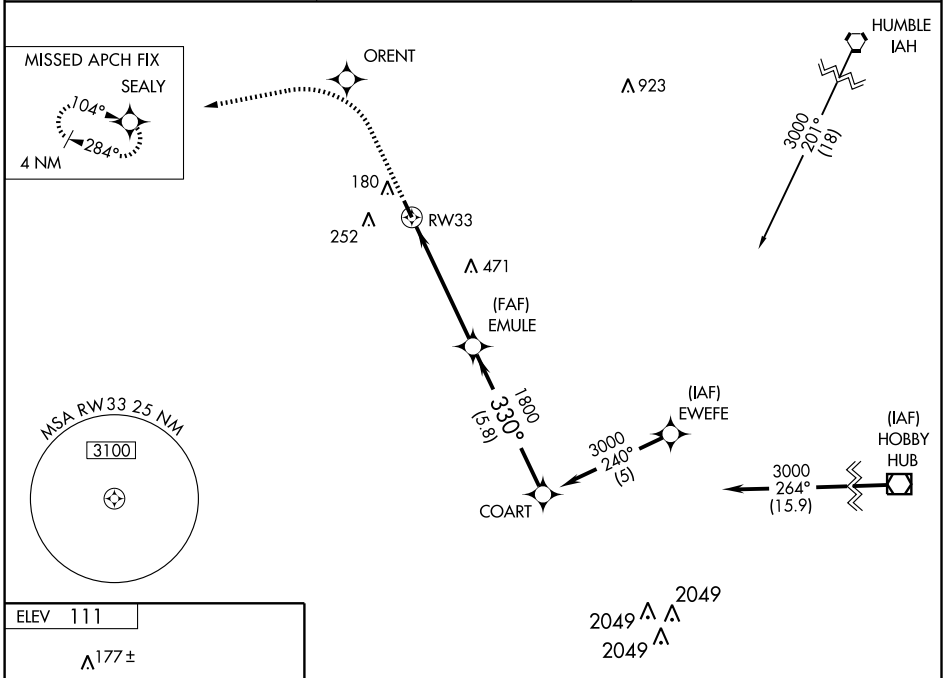
RNAV (GPS) Z RWY 33

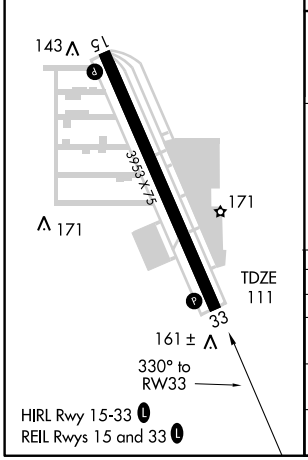
HOUSTON/ WEST HOUSTON (IWS)

BARO-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
NA BARO-VNAV NA with George Bush Intercontinental/Houston altimeter setting. Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting and increase all MDAs 60 feet and Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 via 330° course to ORENT, then via 254° course to SEALY and hold.

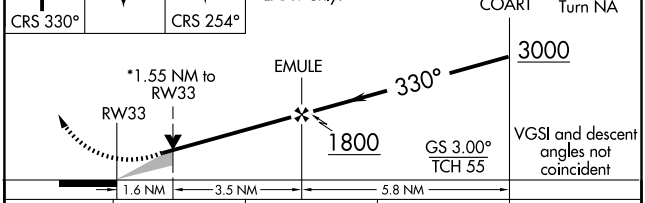
HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L





2000	ORENT	SEALY
CRS 330°		CRS 254°

* VDP NA with George Bush Intercontinental/Houston altimeter setting. LNAV only.



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	400-1	289 (300-1)		NA
LNAV MDA	640-1	529 (600-1)	640-1½ 529 (600-1½)	NA
CIRCLING	640-1	529 (600-1)	640-1½ 529 (600-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

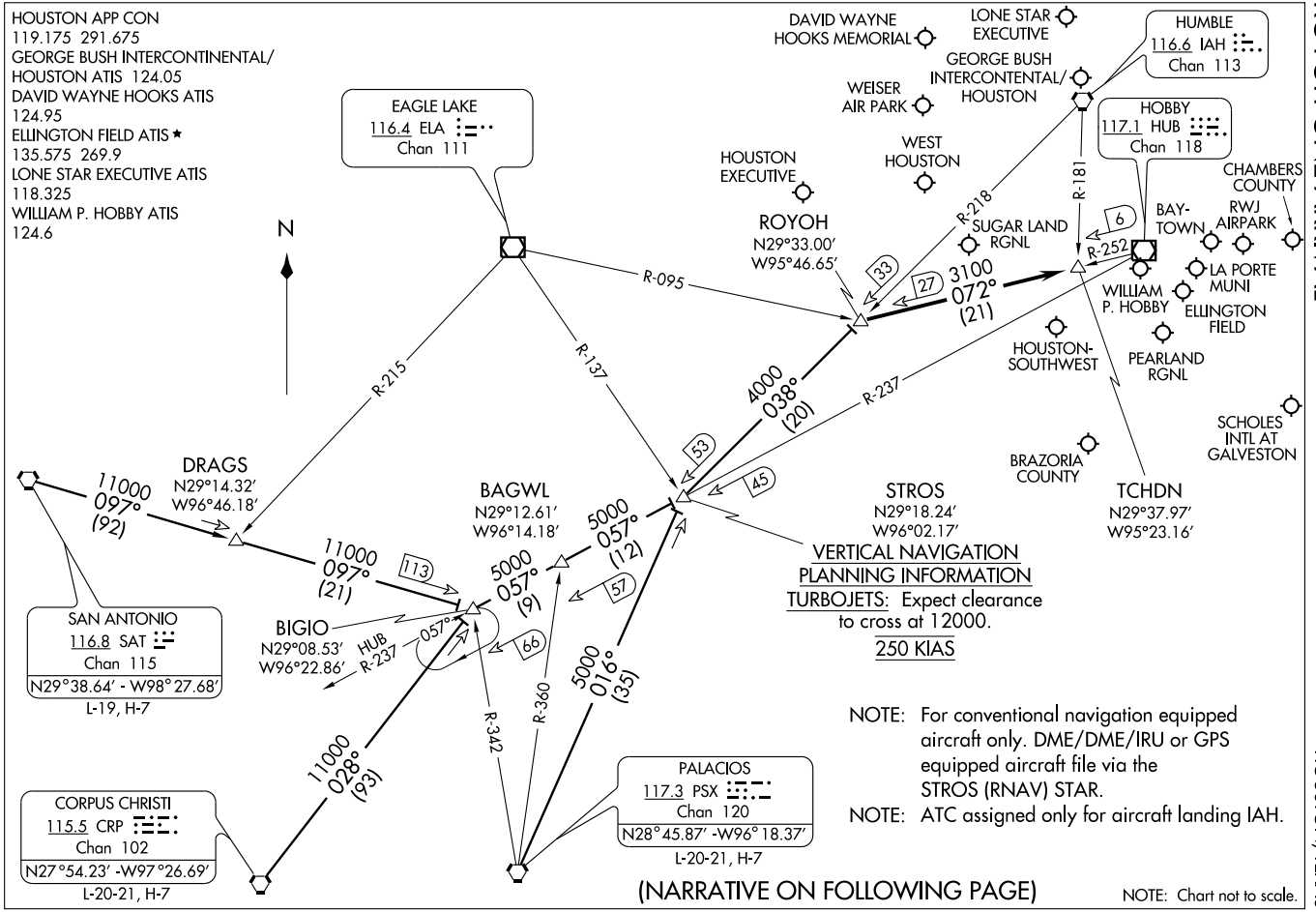
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

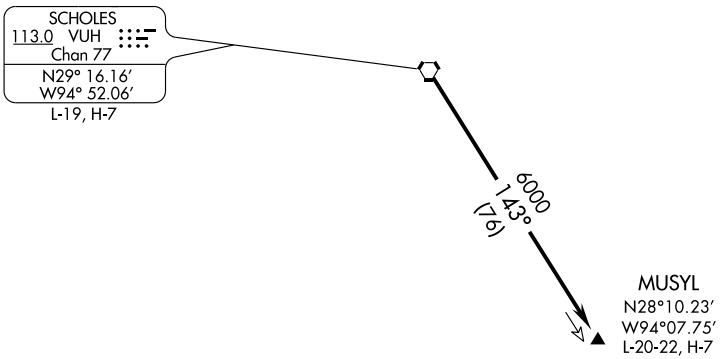
SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS:
Rwy 15, 33, Standard.

CLNC DEL
121.15
CTAF
123.05
HOUSTON DEP CON
123.8 257.7



TAKE-OFF OBSTACLES:

Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15′ AGL/124′ MSL. Building 177′ from DER, 398′ left of centerline, 18′ AGL/126′ MSL. Trees beginning 178′ from DER, 289′ right of centerline, up to 100′ AGL/209′ MSL.

Rwy 33, Building 265′ from DER, 364′ left of centerline, 35′ AGL/143′ MSL. Trees beginning 2706′ from DER, 700′ left of centerline, up to 100′ AGL/214′ MSL. Trees beginning 3159′ from DER, 747′ right of centerline, up to 100′ AGL/216′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

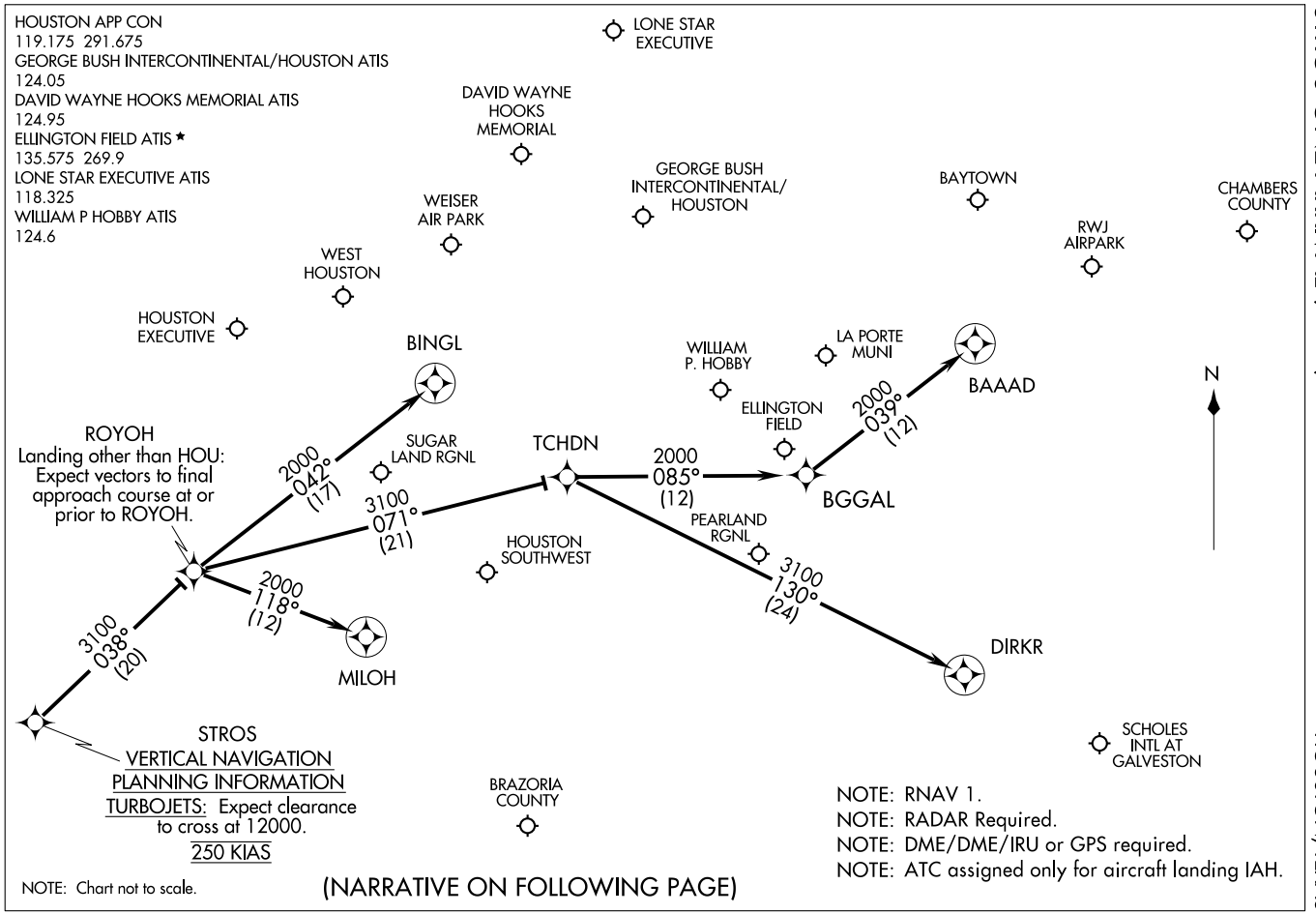
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

VORTAC IAH	APP CRS	Rwy Idg	NA
116.6	239°	TDZE	NA
Chan 113		Apt Elev	111

VOR-D

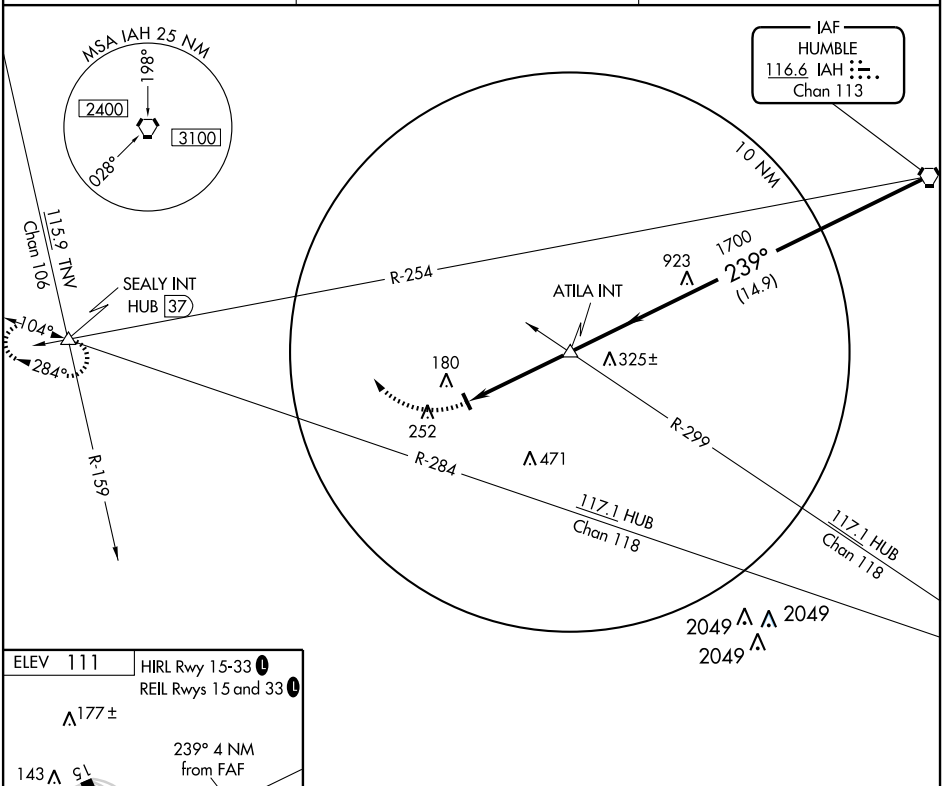
HOUSTON/ WEST HOUSTON (IWS)

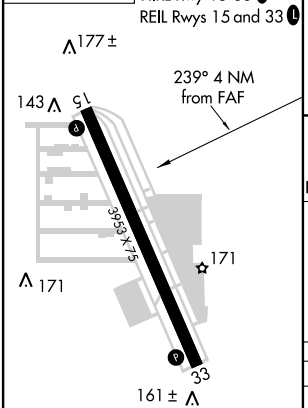
T
NA

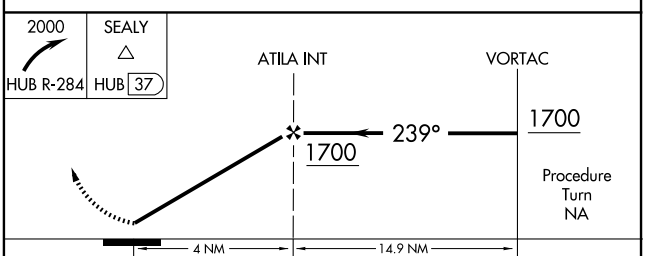
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via HUB VOR/DME R-284 to SEALY INT/HUB 37 DME and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	540-1 429 (500-1)	580-1 469 (500-1)	580-1½ 469 (500-1½)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING				
CIRCLING	600-1 489 (500-1)		600-1½ 489 (500-1½)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VORTAC IAH	APP CRS	Rwy Idg	3953
116.6	150°	TDZE	111
Chan 113		Apt Elev	111

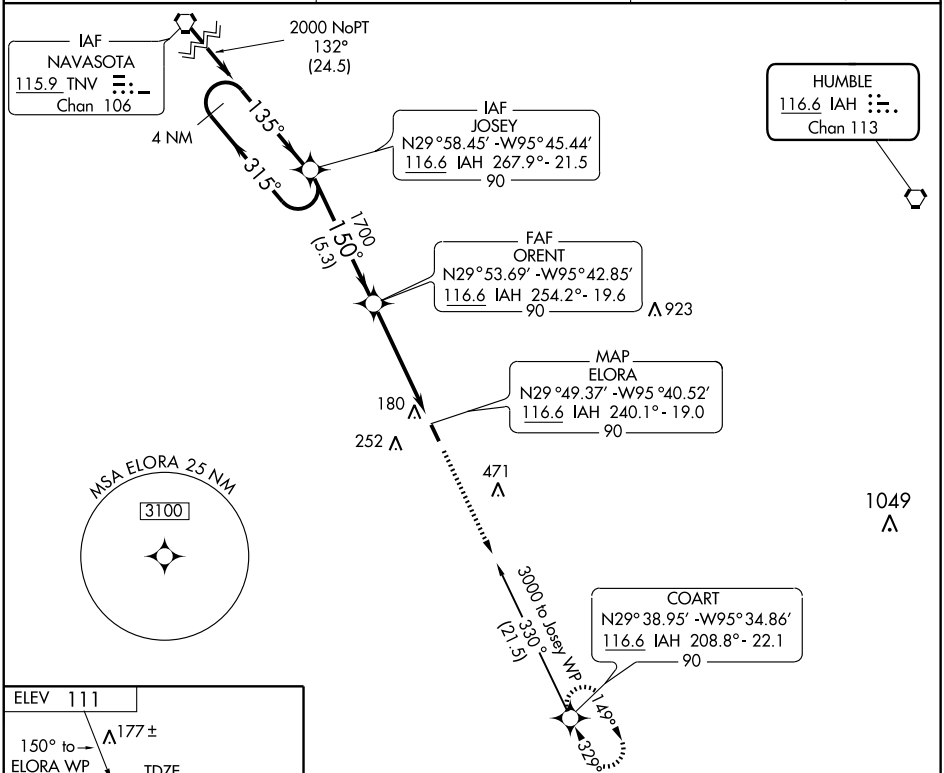
VOR/DME RNAV RWY 15

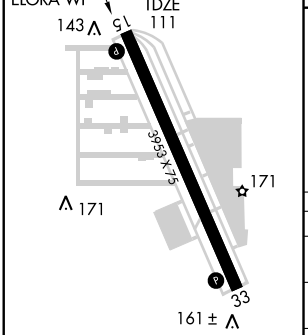
HOUSTON/ WEST HOUSTON (IWS)

T NA Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

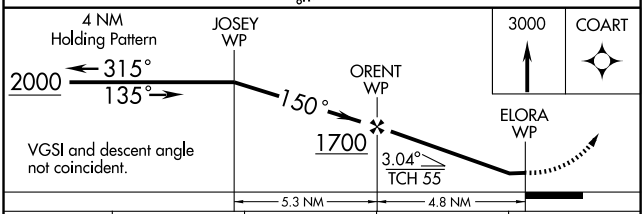
MISSED APPROACH: Climb to 3000 direct COART and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L





REIL Rwys 15 and 33 L
HIRL Rwys 15-33 L



CATEGORY	A	B	C	D
S-15	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
CIRCLING	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-15	960-1 849 (900-1)	960-1¼ 849 (900-1¼)	960-2½ 849 (900-2½)	NA
CIRCLING	960-1 849 (900-1)	960-1¼ 849 (900-1¼)	960-2½ 849 (900-2½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VORTAC IAH	APP CRS	Rwy Idg	3953
116.6	330°	TDZE	111
Chan 113		Apt Elev	111

VOR/DME RNAV RWY 33

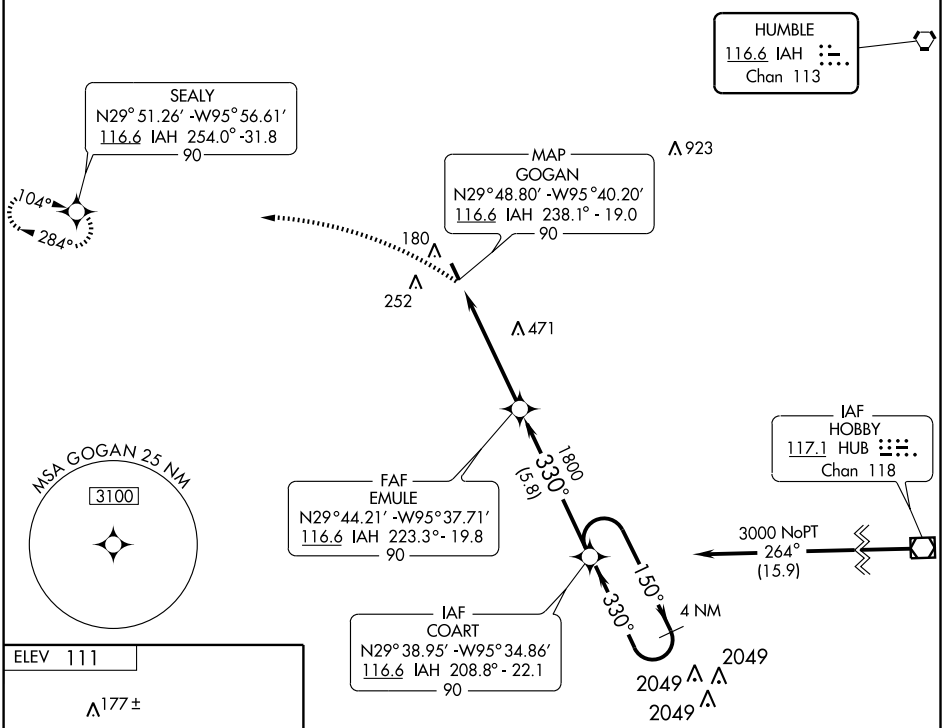
HOUSTON/ WEST HOUSTON (IWS)

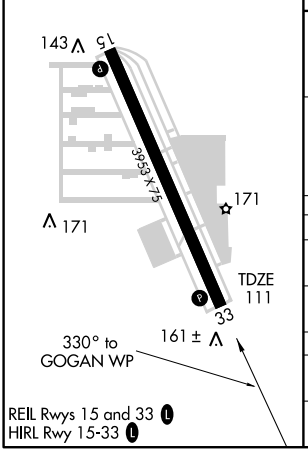
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

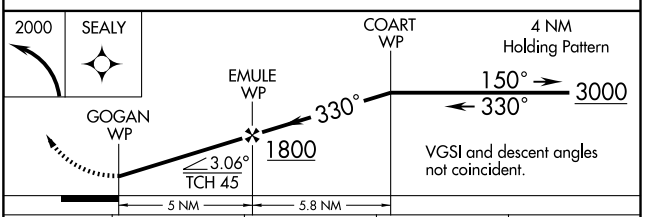
NA

MISSED APPROACH: Climbing left turn to 2000 direct SEALY and hold

HOUSTON APP CON	CLNC DEL	UNICOM
123.8 257.7	121.15	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-33	860-1 749 (800-1)	860-1¼ 749 (800-1¼)	860-2¼ 749 (800-2¼)	NA
CIRCLING	860-1 749 (800-1)	860-1¼ 749 (800-1¼)	860-2¼ 749 (800-2¼)	NA
GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS				
S-33	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA
CIRCLING	900-1 789 (800-1)	900-1¼ 789 (800-1¼)	900-2¼ 789 (800-2¼)	NA

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

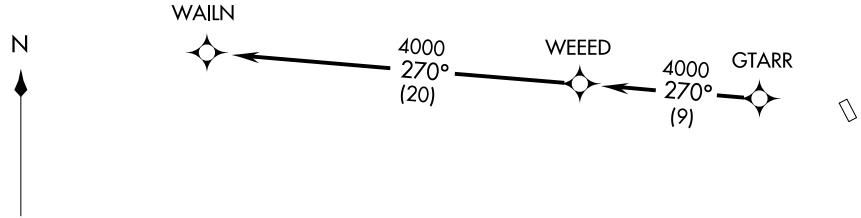
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

CLNC DEL
121.15
CTAF
123.05
HOUSTON DEP CON
123.8 257.7

TAKE-OFF MINIMUMS:
Rwy 15, 33, ATC climb gradient 213′ per NM to 4000.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

TAKE-OFF OBSTACLES:
Rwy 15, Vehicles on roadway beginning abeam DER, left and right of centerline, up to 15′ AGL/124′ MSL. Building 177′ from DER, 398′ left of centerline, 18′ AGL/126′ MSL. Trees beginning 178′ from DER, 289′ right of centerline, up to 100′ AGL/209′ MSL.
Rwy 33, Building 265′ from DER, 364′ left of centerline, 35′ AGL/143′ MSL. Trees beginning 2706′ from DER, 700′ left of centerline, up to 100′ AGL/214′ MSL. Trees beginning 3159′ from DER, 747′ right of centerline, up to 100′ AGL/216′ MSL.

NOTE: Chart not to scale

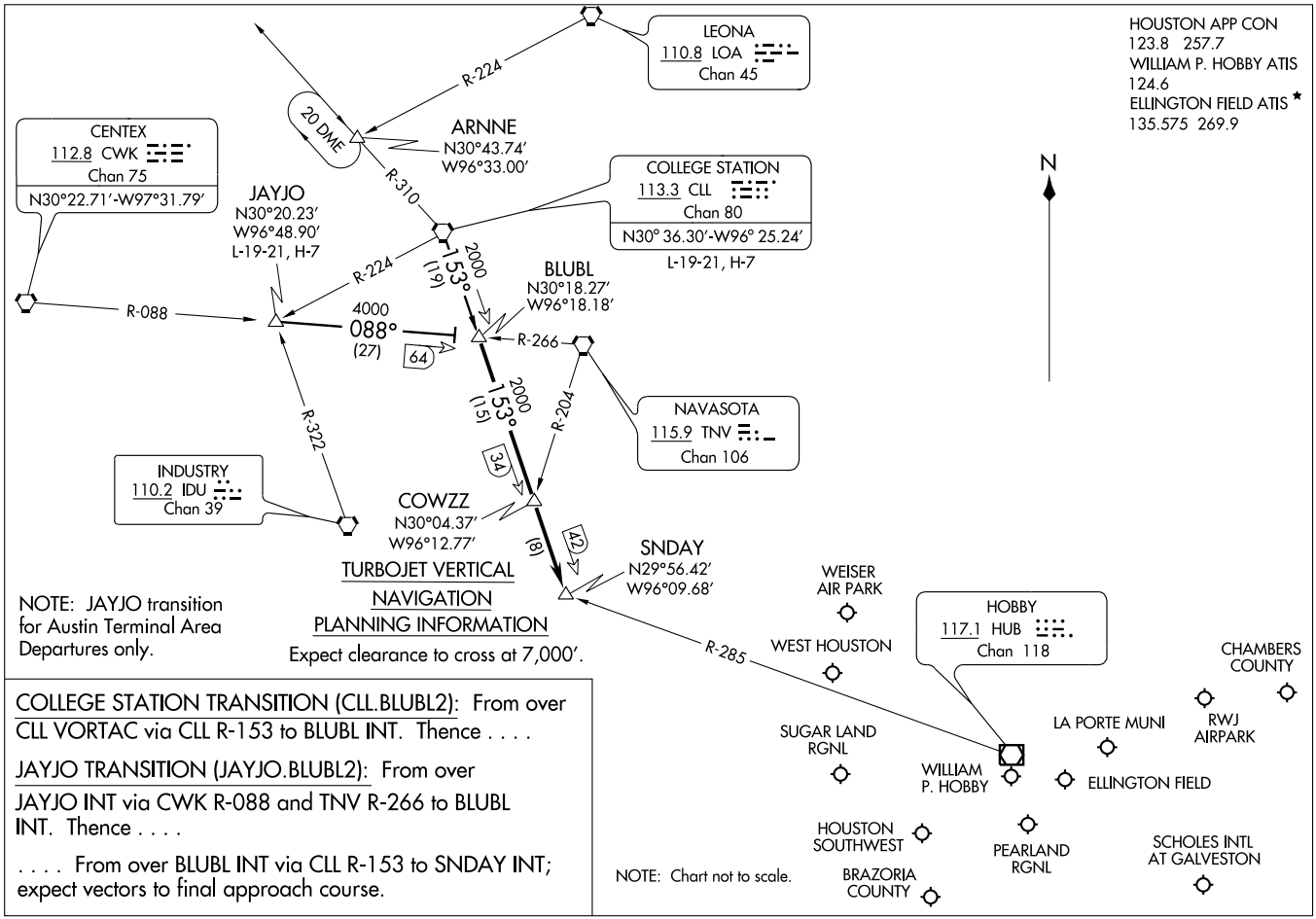
(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV) SL-6079 (FAA)

HOUSTON/WEST HOUSTON (IWS)
HOUSTON, TEXAS

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

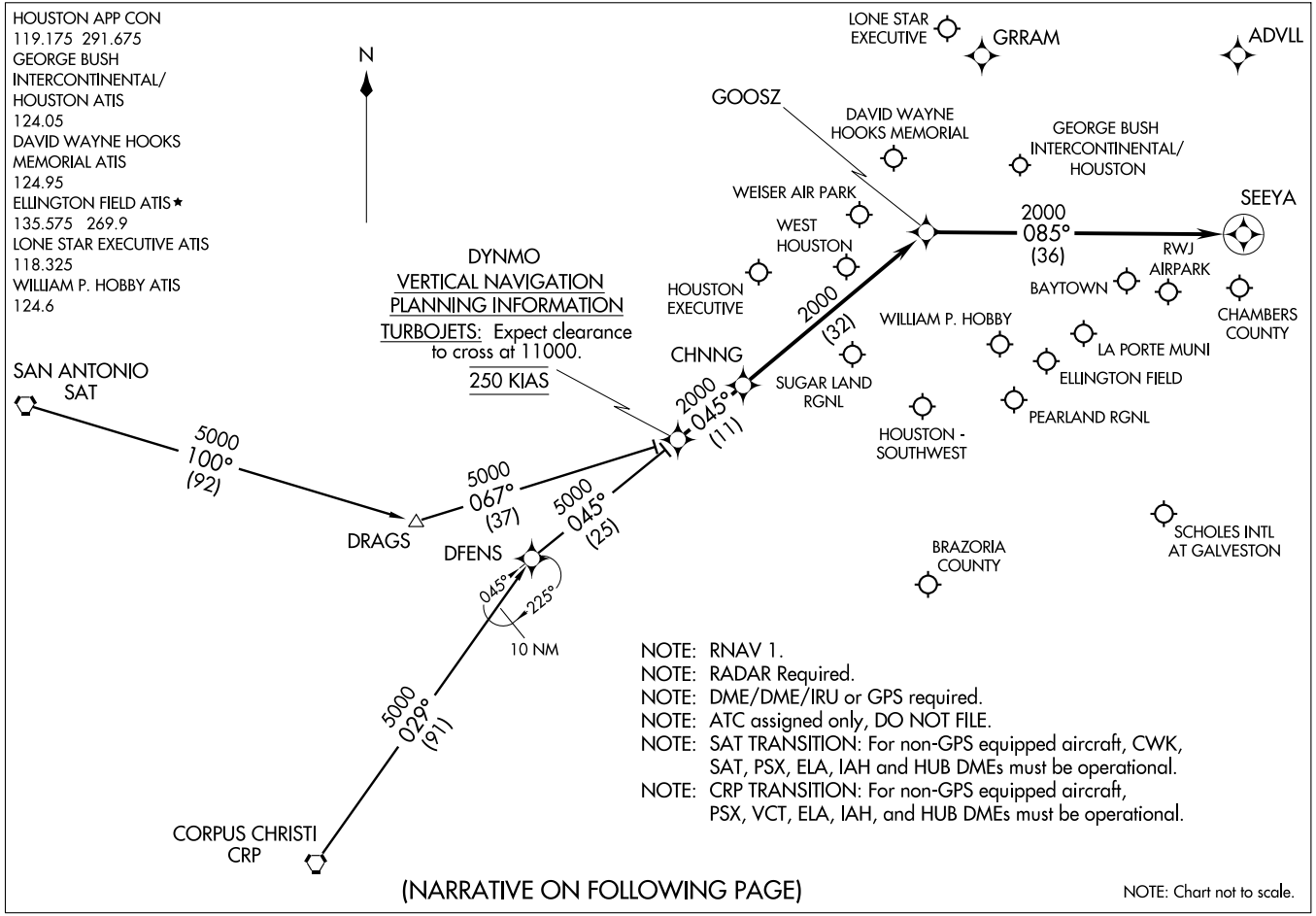
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

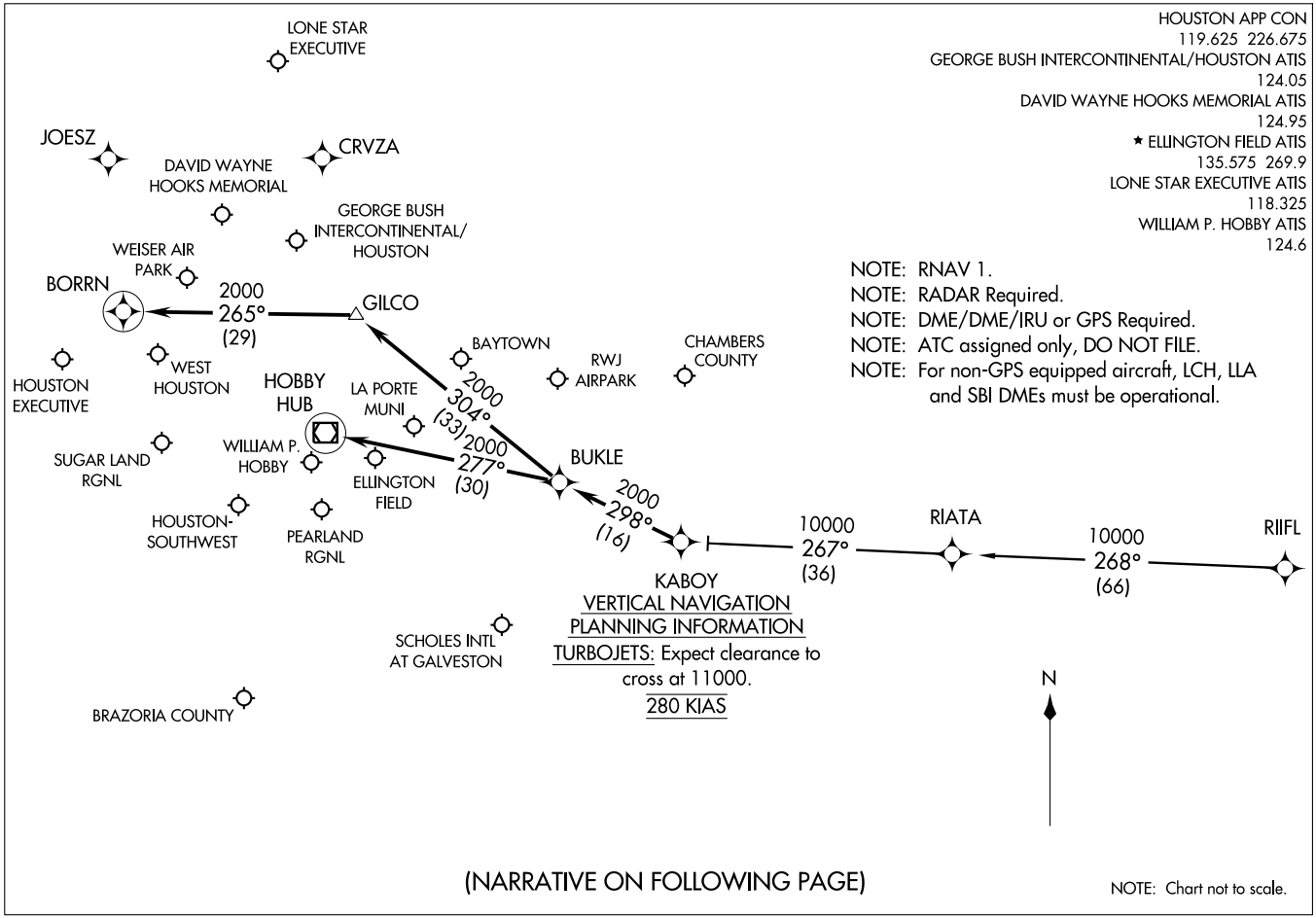
. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4313
309°	TDZE	43
	Apt Elev	44

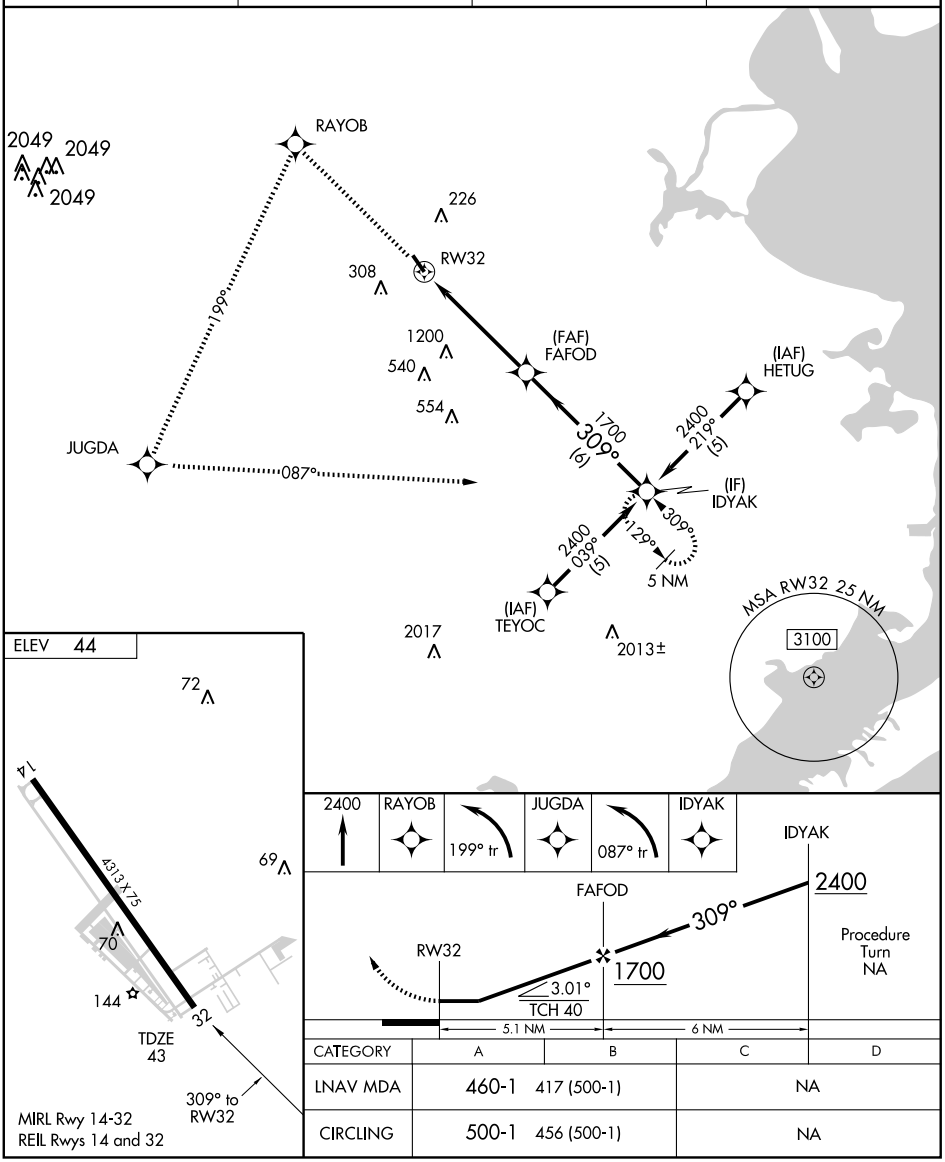
RNAV (GPS) RWY 32

HOUSTON/ PEARLAND RGNL (LVJ)

If local altimeter setting not received, use Houston/ William P. Hobby altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct RAYOB and left turn via 199° track to JUGDA and left turn via 087° track to IDYAK and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
118.525	134.45 284.0	124.0	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	460-1	417 (500-1)	NA	
CIRCLING	500-1	456 (500-1)	NA	

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

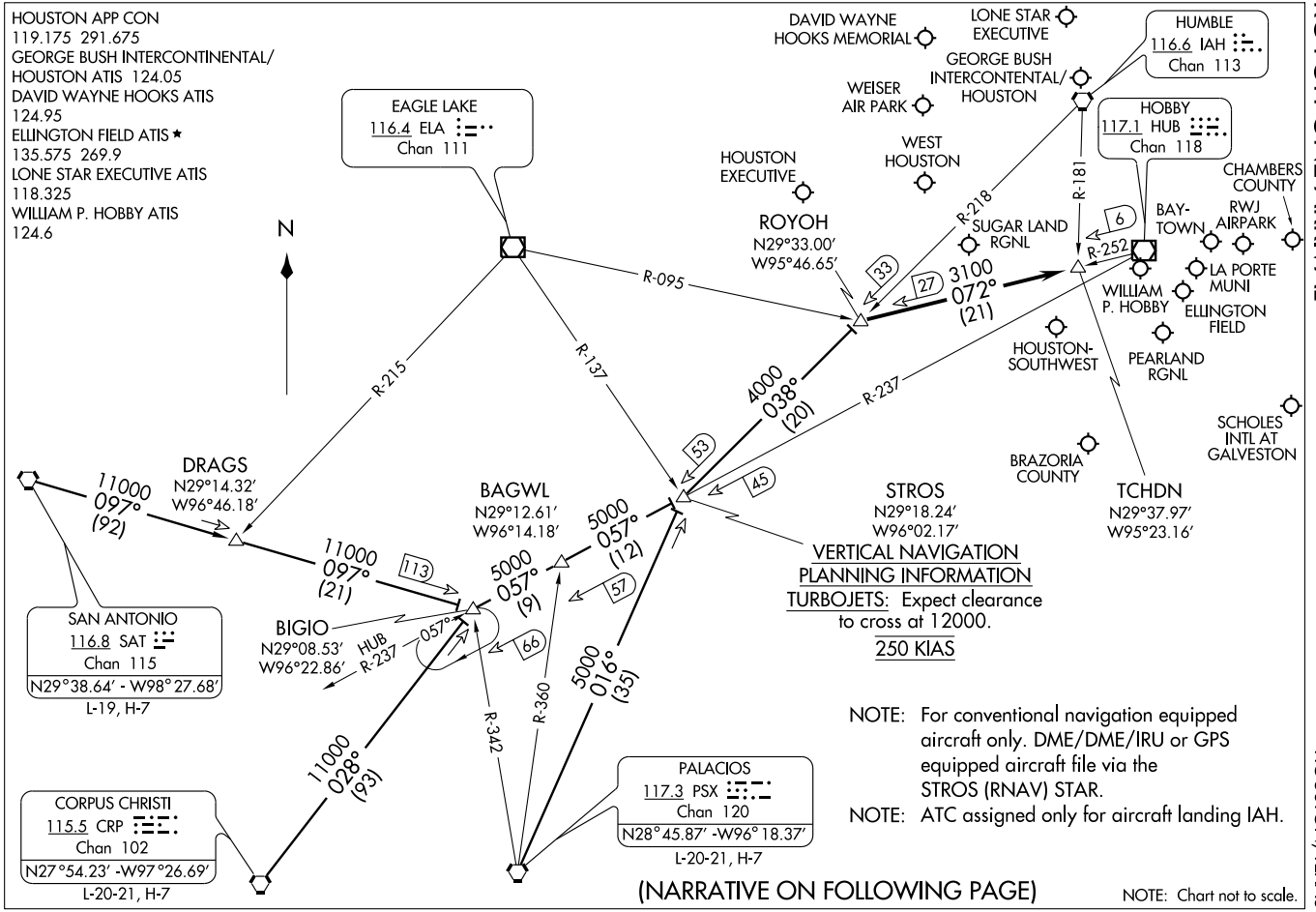
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

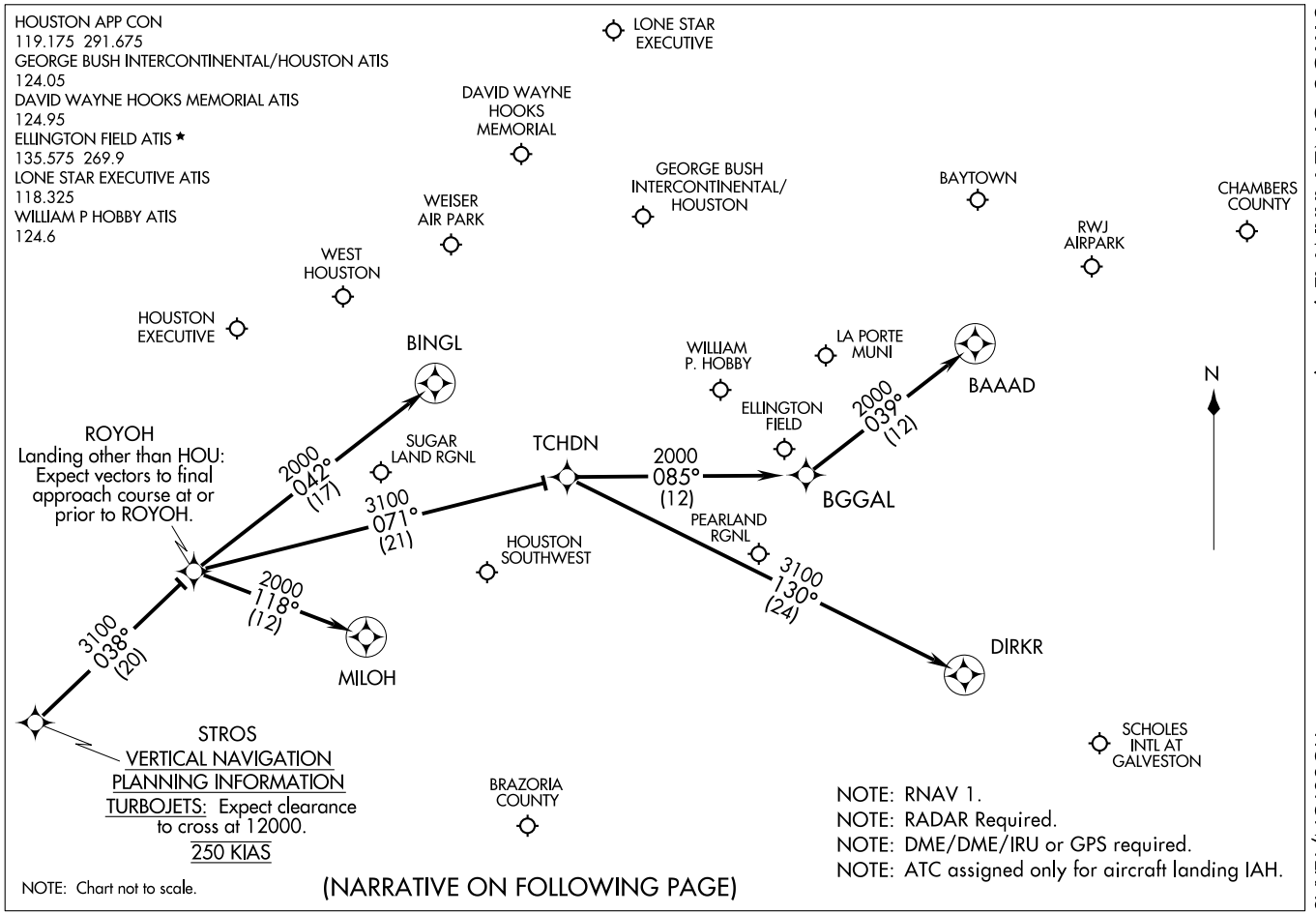
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME MHF	APP CRS	Rwy Idg	N/A
113.6	260°	TDZE	N/A
Chan 83		Apt Elev	44

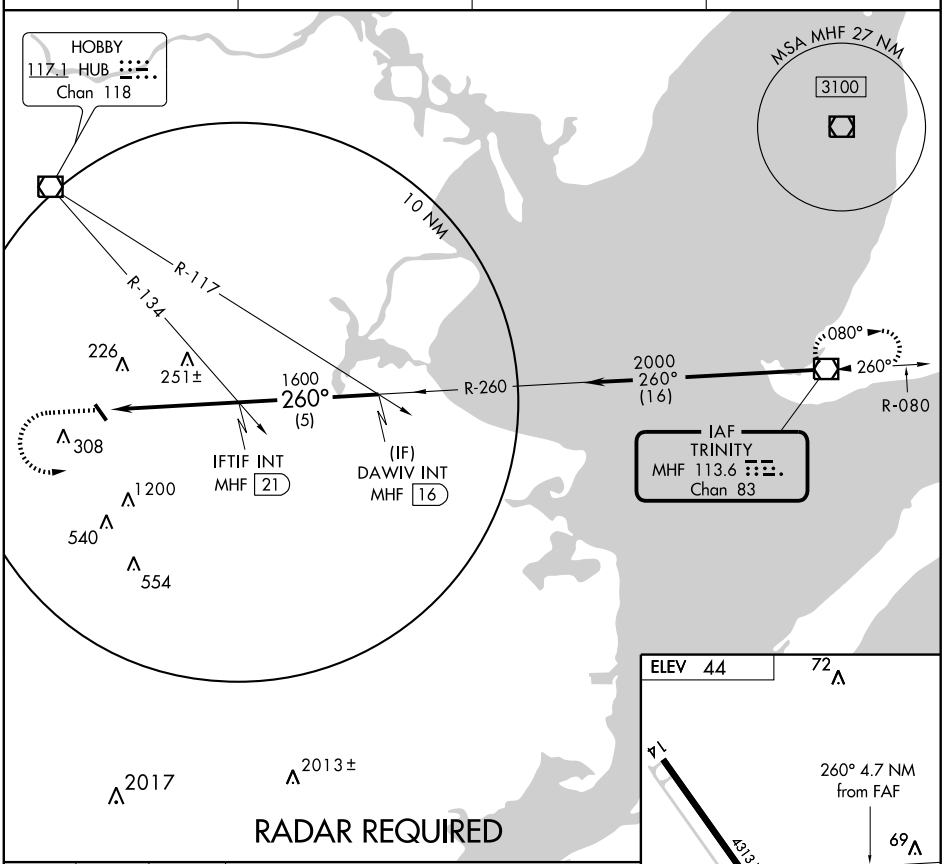
VOR-B

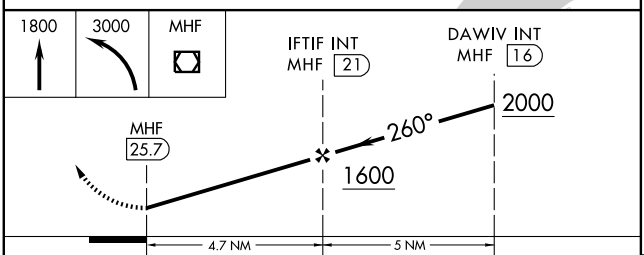
HOUSTON/ PEARLAND RGNL (LVJ)

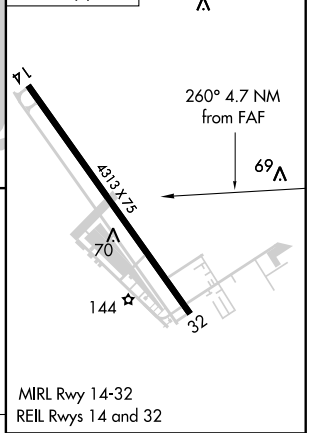
If local altimeter setting not received, use Houston/William P. Hobby altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct MHF VOR/DME and hold.

ASOS	HOUSTON APP CON	CLNC DEL	UNICOM
118.525	134.45 284.0	124.0	122.8 (CTAF)



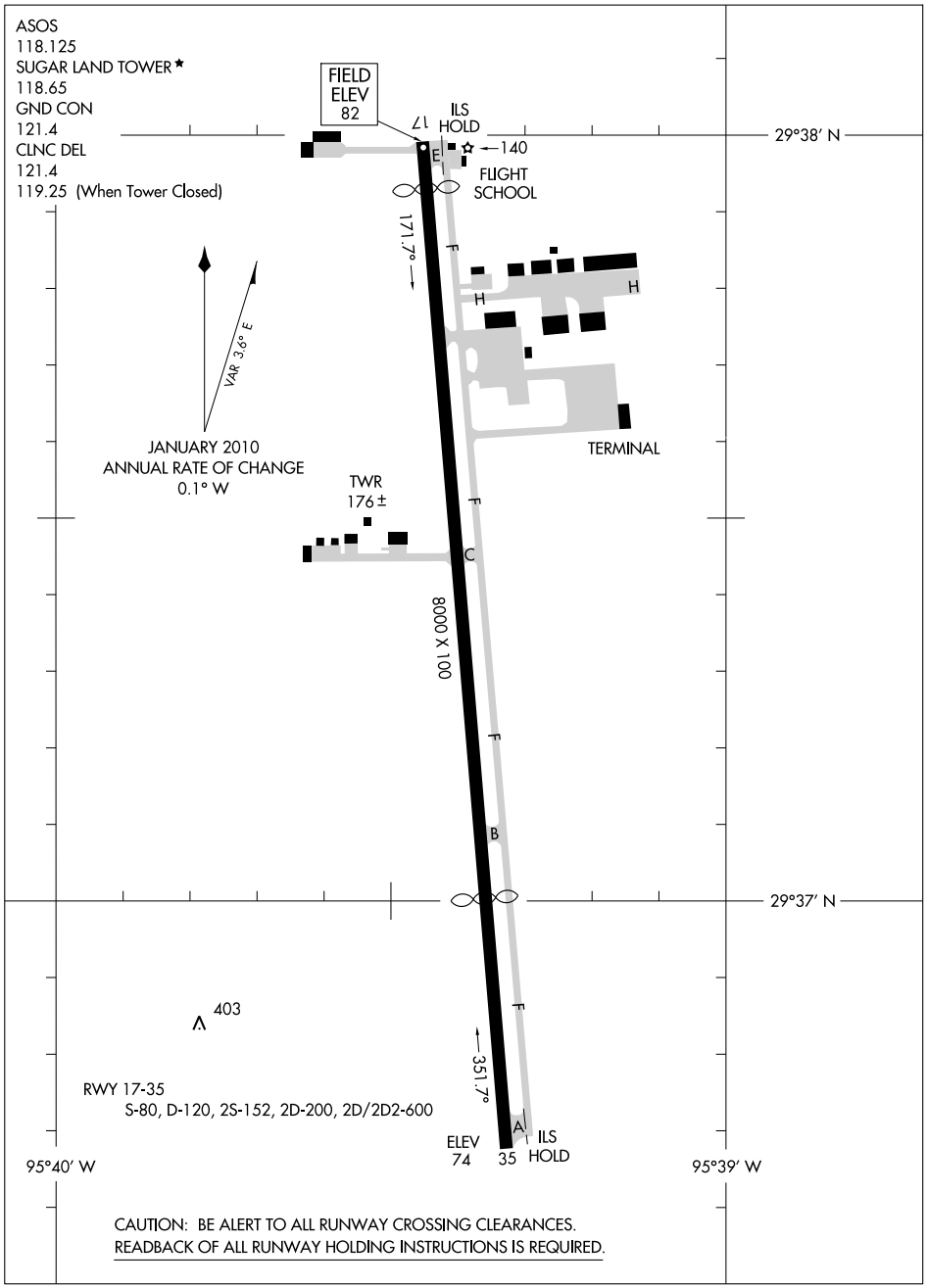




CATEGORY	A	B	C	D
CIRCLING	520-1 476 (500-1)	520-1¼ 476 (500-1¼)	NA	

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010



SC-5, 21 OCT 2010 to 18 NOV 2010

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON/SUGAR LAND RGNL (SGR)

HOUSTON, TEXAS

ASOS
118.125
CLNC DEL
121.4
GND CON
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
SUGARLAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

V212
R-082
16
082°
(49)
49
R-265
(49)
65
R-294
V212
J50
4000
*2000
085°
(115)
R-266
FL190
094°
(92)
R-273
J50
FL190
094°
(95)
R-277

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′
(45)

DARTR
N30°24.19′
W95°00.41′
43
(11)
R-325
R-299
029
032
028°
(23)
R-254
9
R-028

DAISETTA
116.9 DAS
Chan 116

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

SL-5537 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111'MSL.

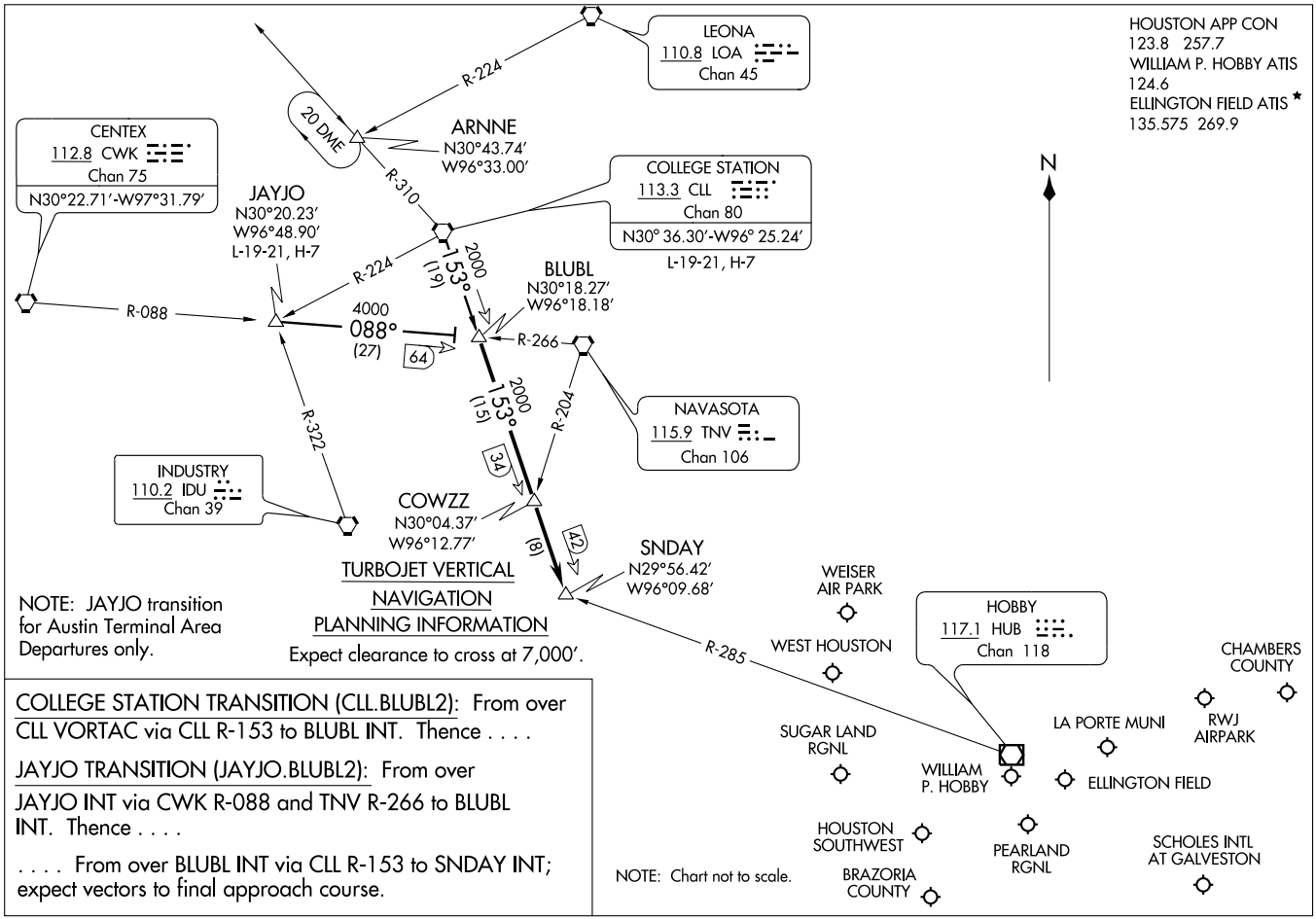
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerlline, up to 81' AGL/ 164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

HOUSTON/SUGAR LAND RGNL (SGR)

HOUSTON, TEXAS

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

HOUSTON/SUGAR LAND RGNL (SGR)

HOUSTON, TEXAS

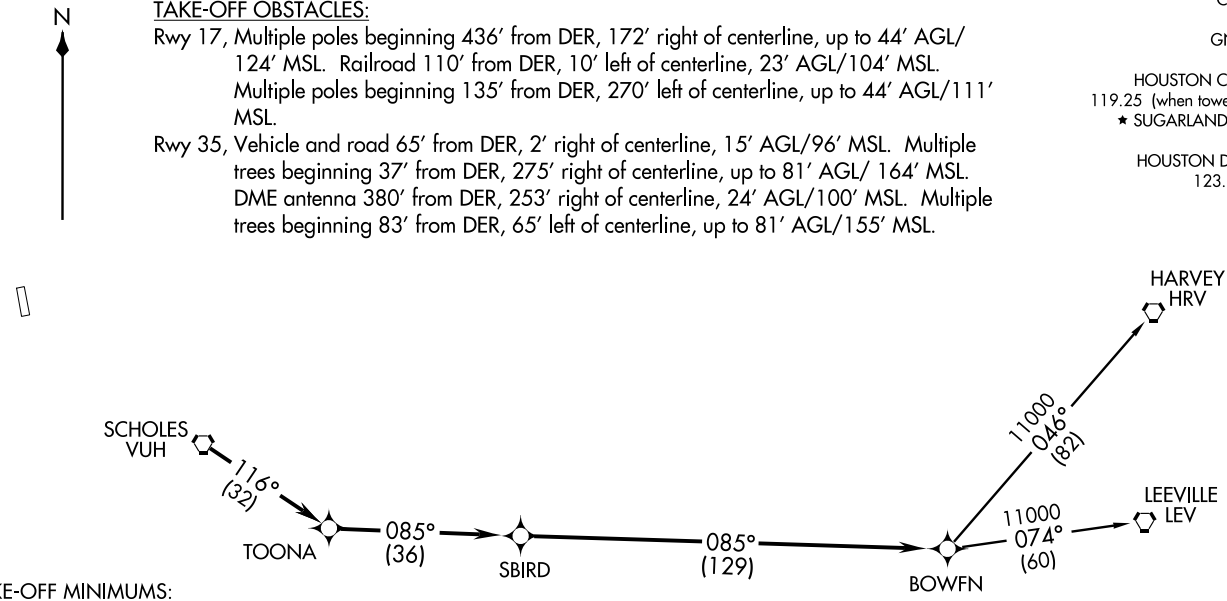
SL-5537 (FAA)

ASOS 118.125
CLNC DEL
121.4
GND CON
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
★ SUGARLAND TOWER
118.65
HOUSTON DEP CON
123.8 257.7

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/ 124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.



TAKE-OFF MINIMUMS:

Rwy 17, 35 Standard.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

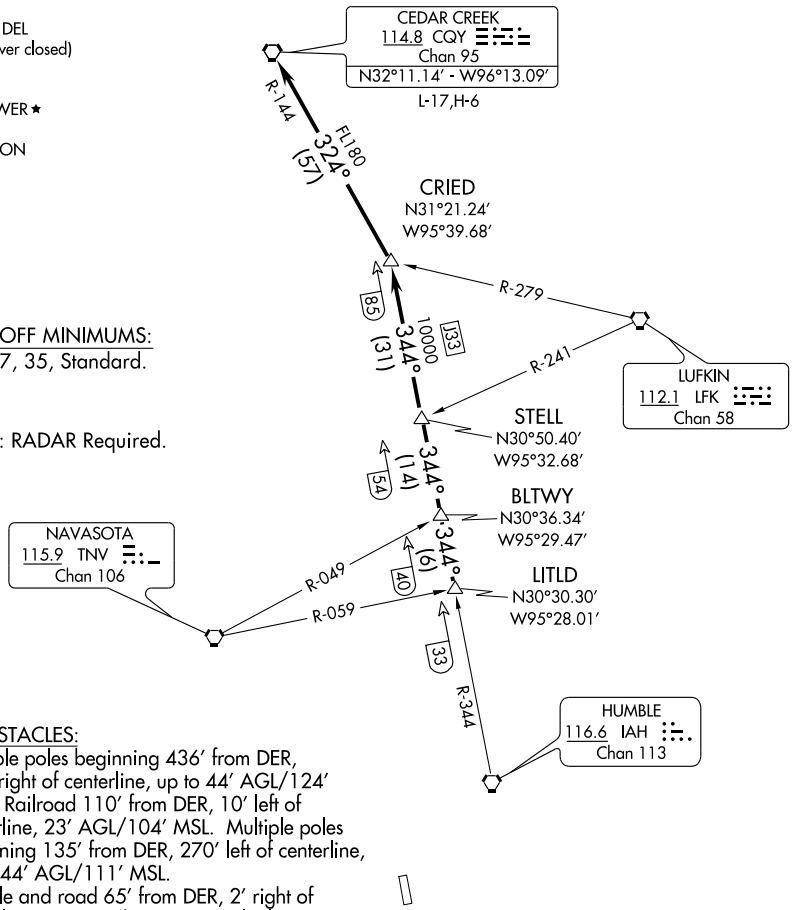
FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

CRIED FOUR DEPARTURE

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
GND CON
121.4
SUGARLAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

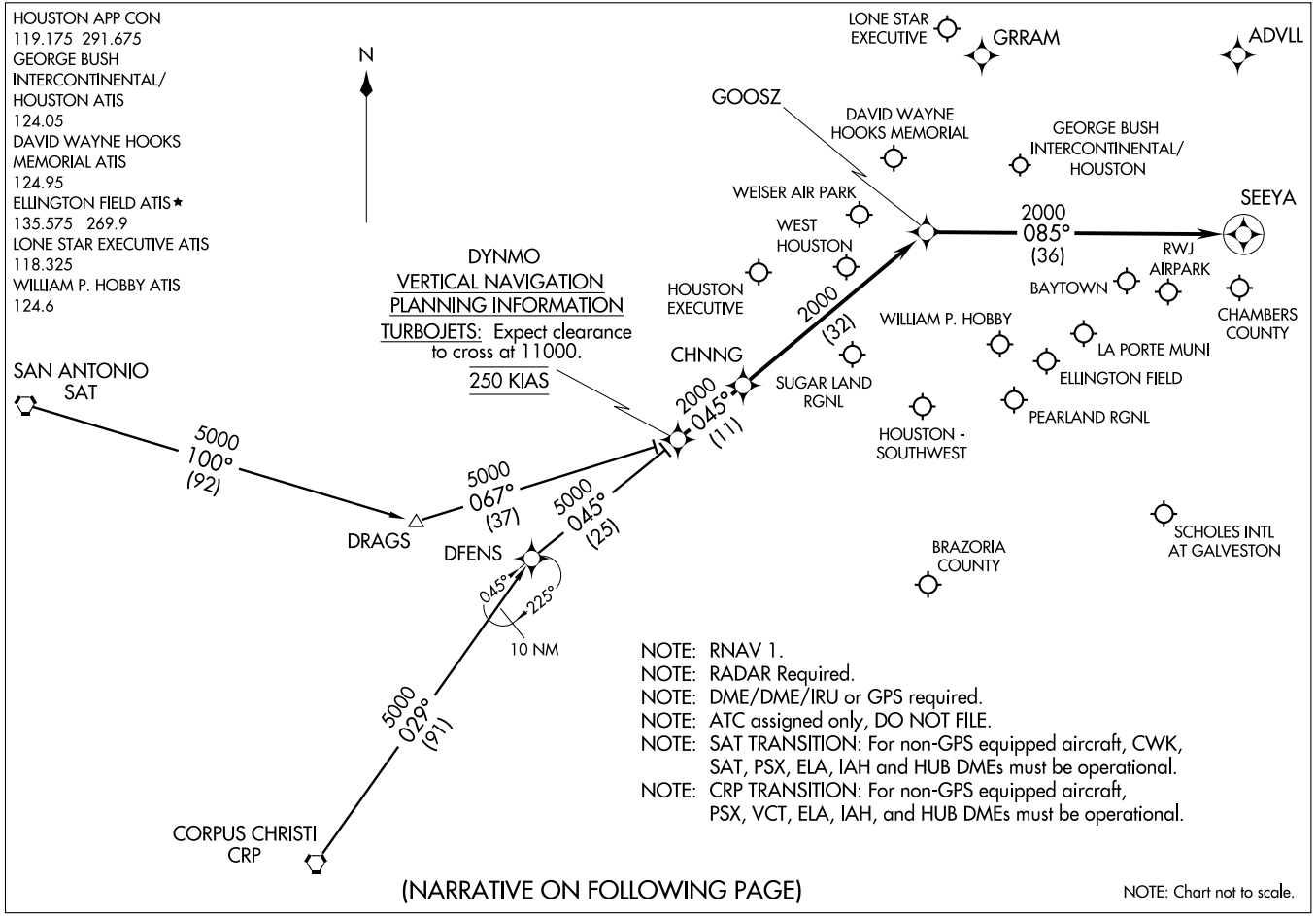
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

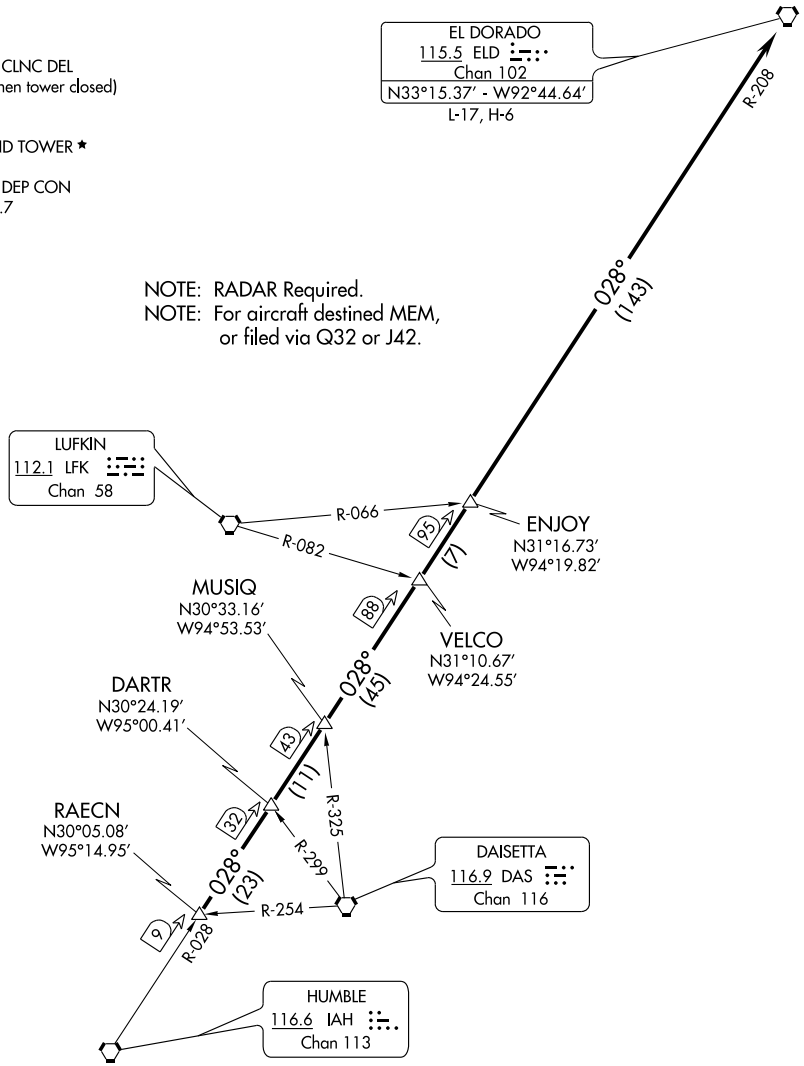
LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

EL DORADO THREE DEPARTURE

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
GND CON
121.4
SUGARLAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 17, 35 Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

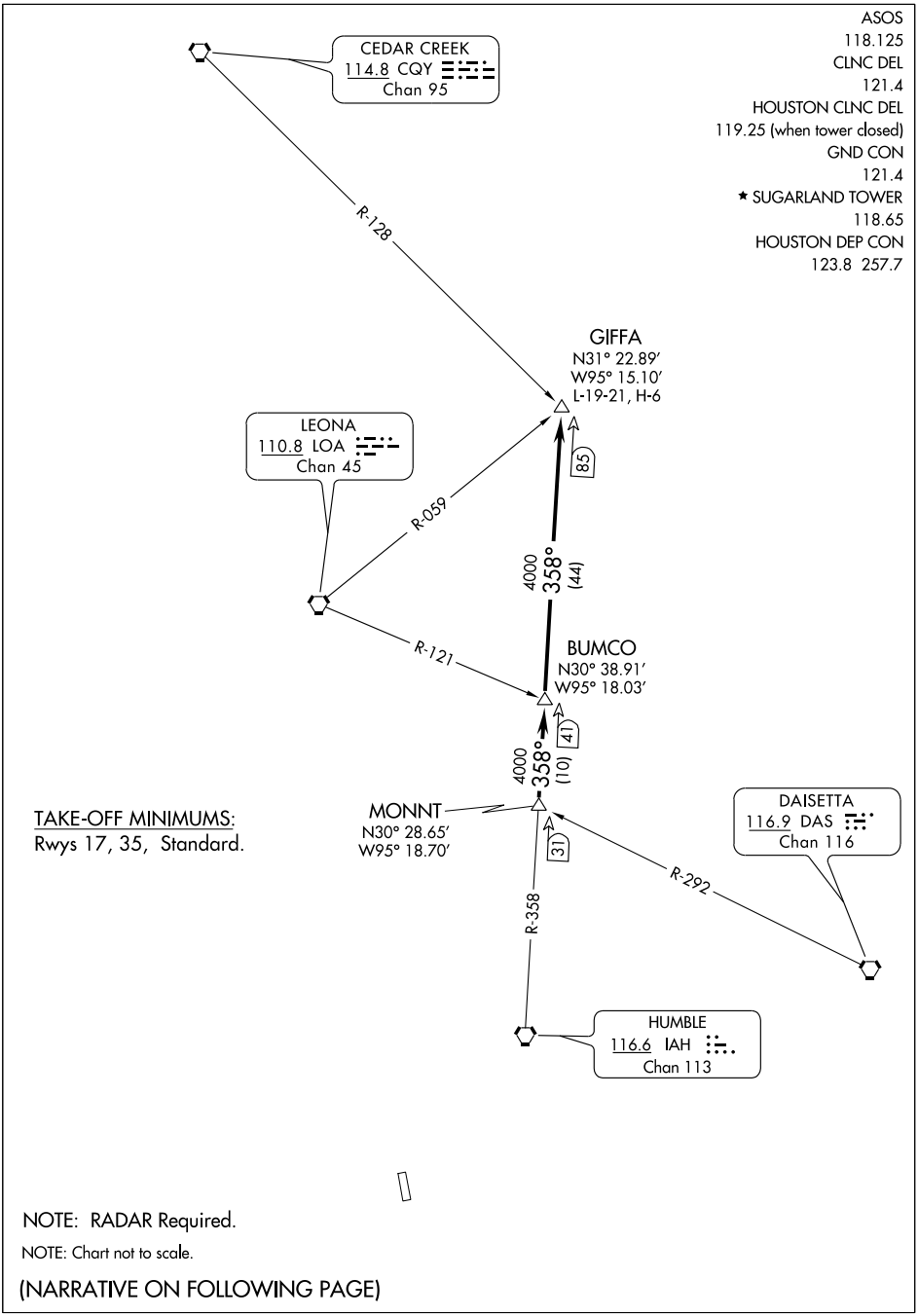
. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17: Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′MSL.

Rwy 35: Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerlline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010



SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL.
Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL.
Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL.
DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL.
Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010

LOC I-TXH 110.7 Chan 44	APP CRS 350°	Rwy Idg 6016 TDZE 79 Apt Elev 82

ILS RWY 35

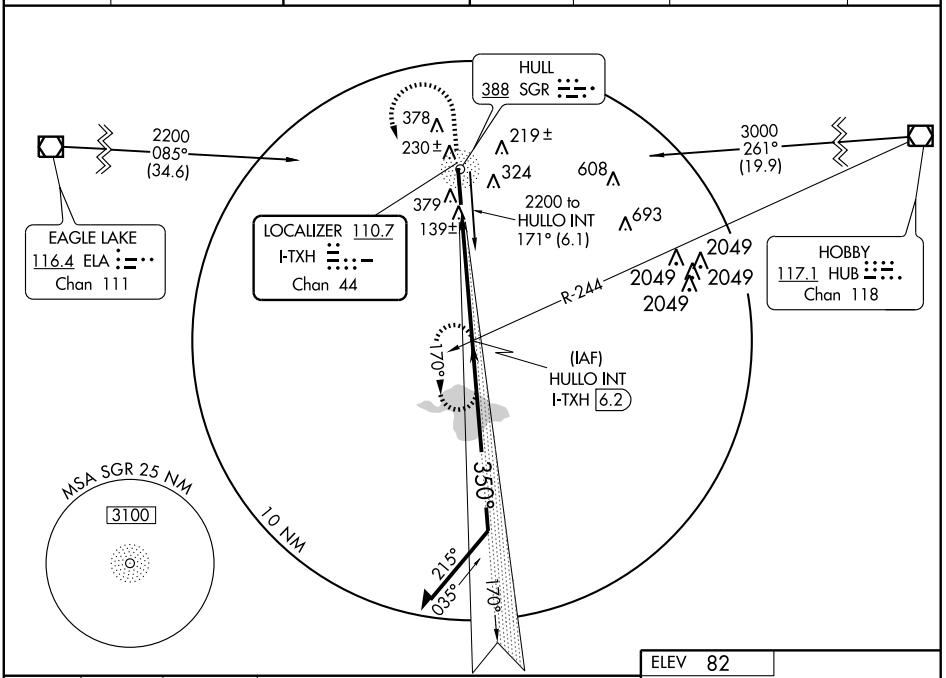
HOUSTON/ SUGAR LAND RGNL (SGR)

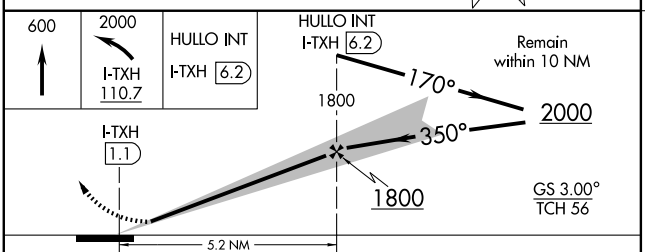
When local altimeter setting not received, use Houston, TX (William P. Hobby) altimeter setting.

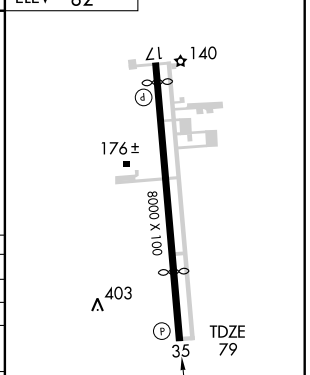
NA

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via I-TXH south course to HULLO Int/I-TXH 6.2 DME and hold.

ASOS 118.125	HOUSTON APP CON 123.8 257.7	SUGAR LAND TOWER★ 118.65 (CTAF) L	GND CON 121.4	CLNC DEL 121.4	HOUSTON CLNC DEL 119.25 (When tower closed)	UNICOM 122.95







CATEGORY	A	B	C	D
S-ILS 35	279-¾ 200 (200-¾)			
S-LOC 35	400-1 321 (400-1)			
CIRCLING	720-1 638 (700-1)		720-2 638 (700-2)	
HOUSTON, TX (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS				
S-ILS 35	330-¾ 251 (300-¾)			
S-LOC 35	440-1 361 (400-1)			440-1¼ 361 (400-1¼)
CIRCLING	760-1 678 (700-1)		760-2 678 (700-2)	760-2¼ 678 (700-2¼)

REIL Rwys 17 and 35 L

HIRL Rwy 17-35 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

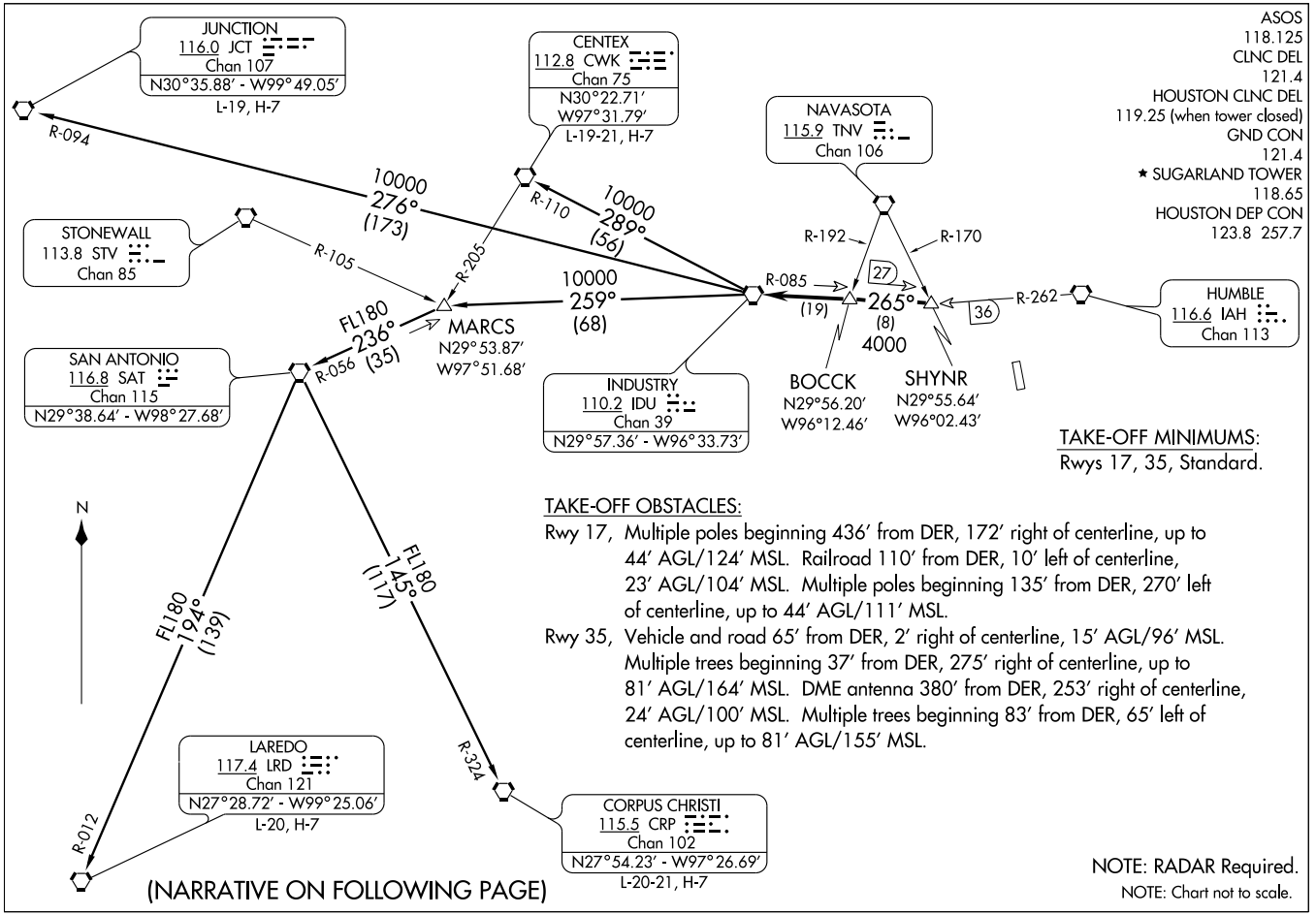
SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON/SUGAR LAND RGNL (SGR)

HOUSTON, TEXAS



INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

SL-5537 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

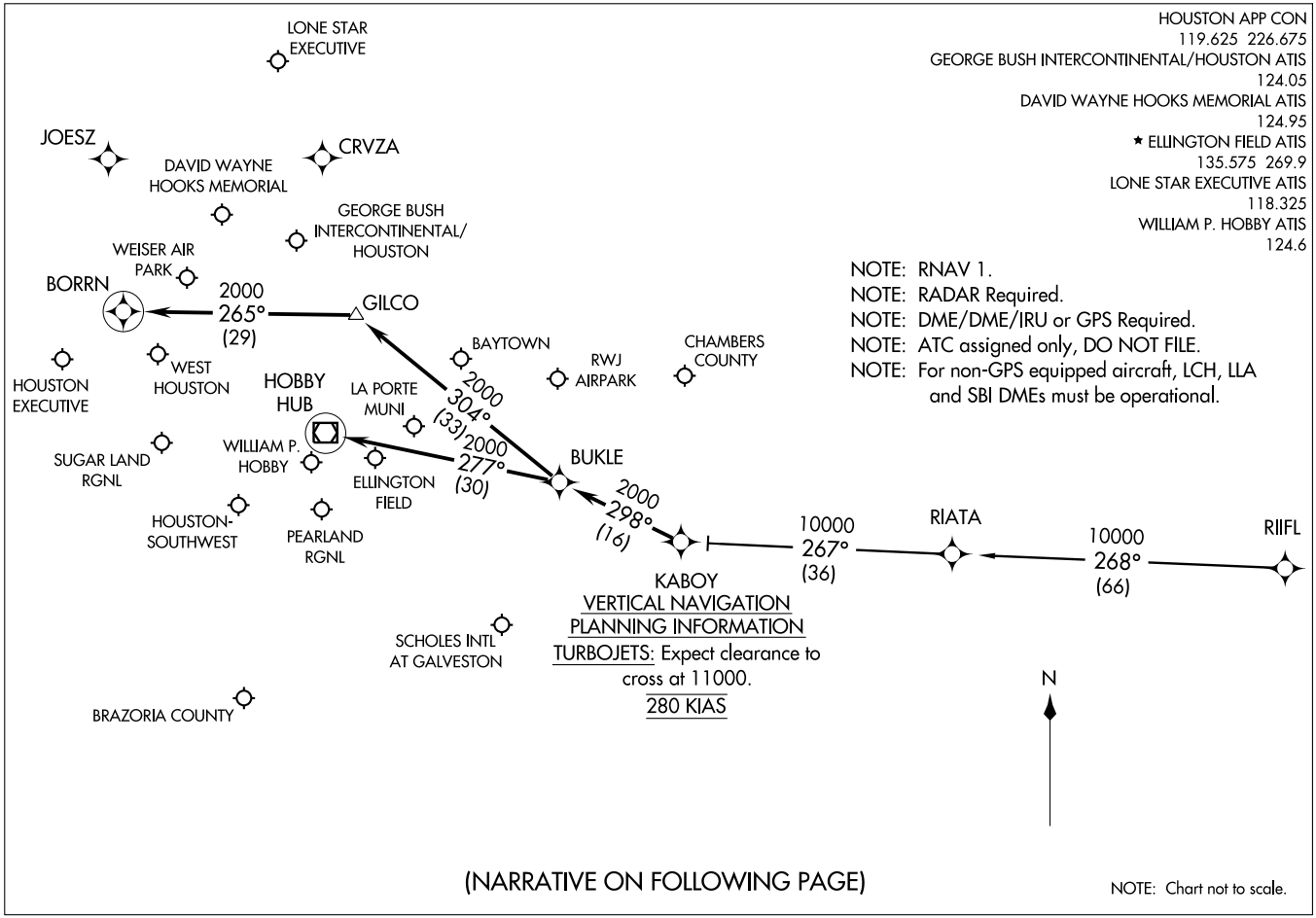
LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

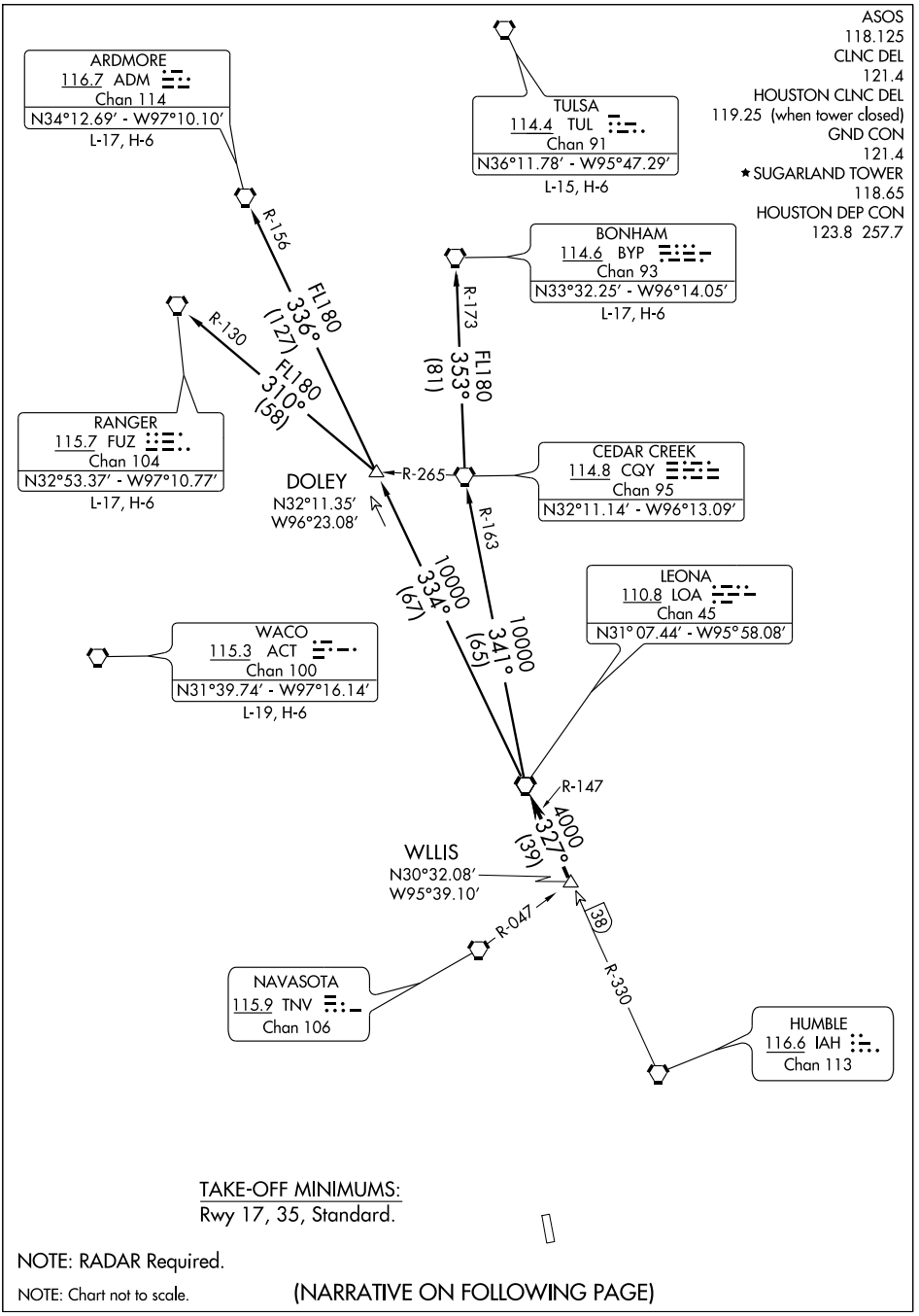
ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

LEONA SEVEN DEPARTURE

SL-5537 (FAA)



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/ 124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

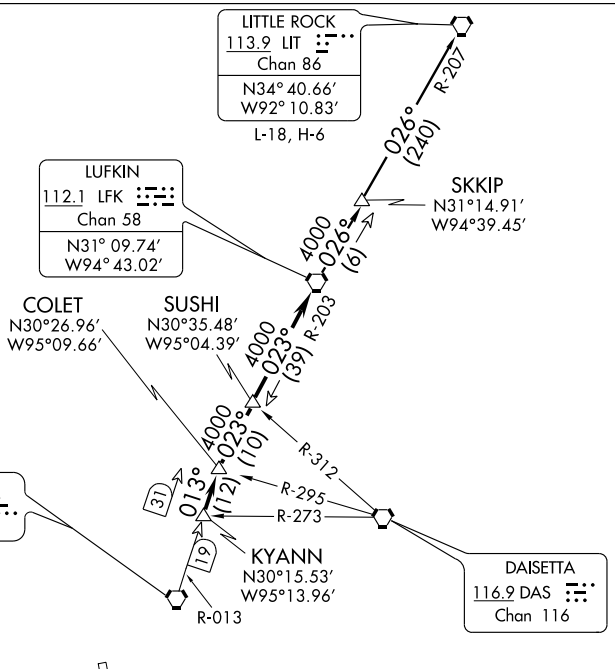
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerlline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

LUFKIN SIX DEPARTURE

SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25
(when Tower Closed)
GND CON
121.4
SUGARLAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/ 124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerlline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

PALACIOS FOUR DEPARTURE

SL-5537 (FAA)

PALACIOS FOUR DEPARTURE
(PSX4.PSX) 10210
HOUSTON, TEXAS
HOUSTON/ SUGAR LAND RGNL (SGR)
SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7620
CH 82513	170°	TDZE	82
W17A		Apt Elev	82

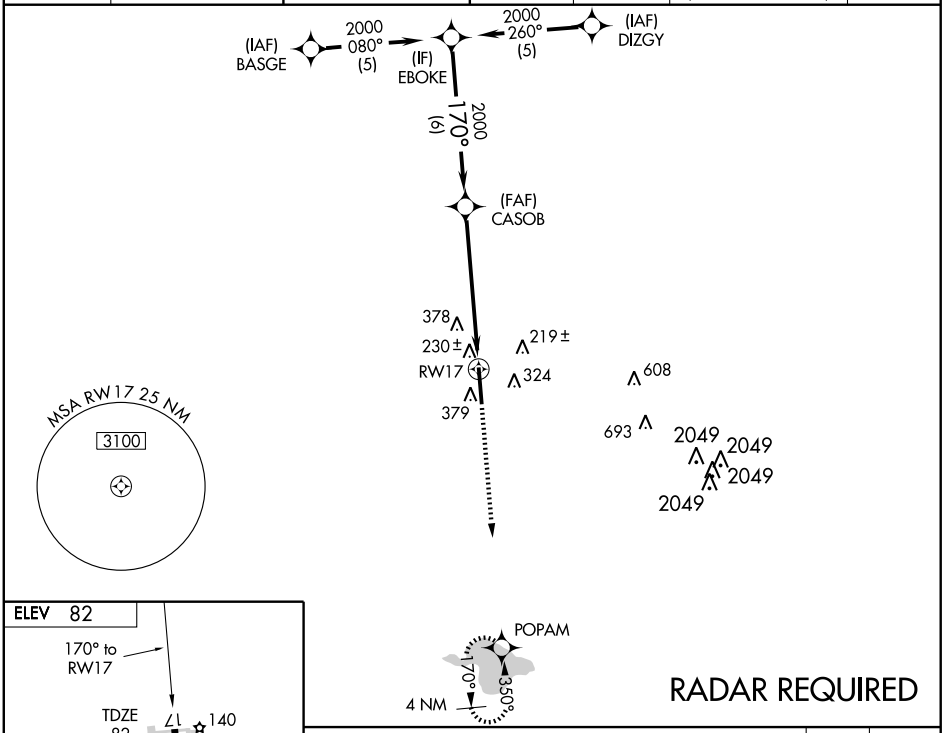
RNAV (GPS) RWY 17

HOUSTON/ SUGAR LAND RGNL (SGR)

Baro-VNAV NA when using Houston (William P. Hobby) altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct POPAM and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER ★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95



CATEGORY	A	B	C	D
LPV DA	398-1 316 (400-1)			
LNAV/VNAV DA	696-2 614 (700-2)			
LNAV MDA	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-1¾ 558 (600-1¾)
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6016
CH 56219	350°	TDZE	79
W35A		Apt Elev	82

RNAV (GPS) RWY 35

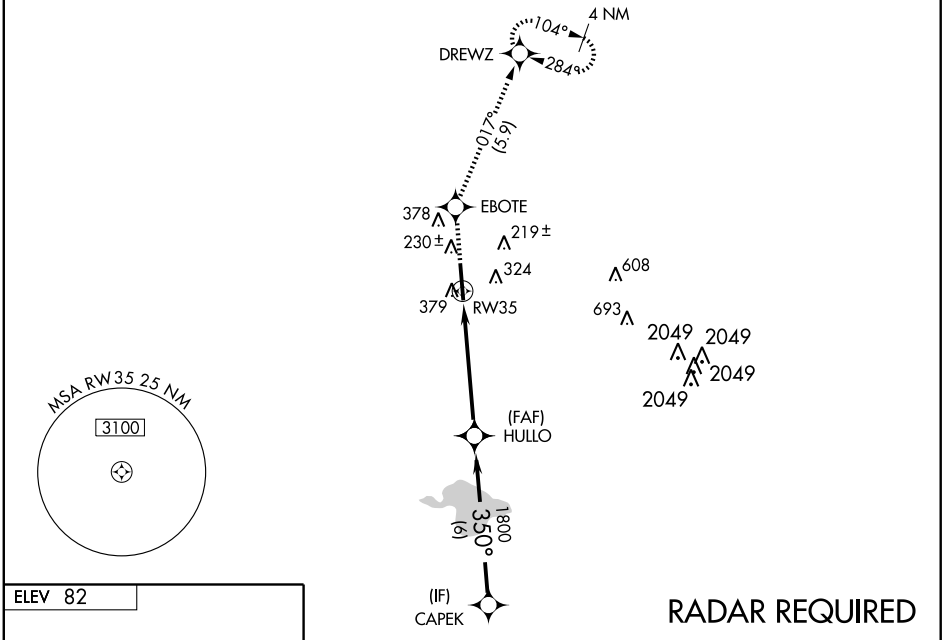
HOUSTON/ SUGAR LAND RGNL (SGR)

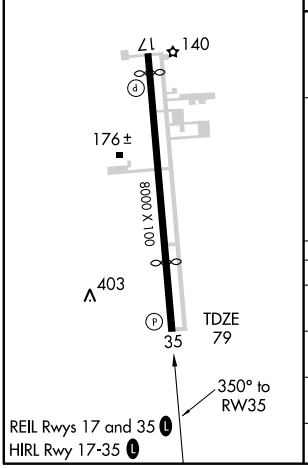
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA below -15°C (5°F).
Baro-VNAV and VDP NA when using Houston (William P. Hobby) altimeter setting.

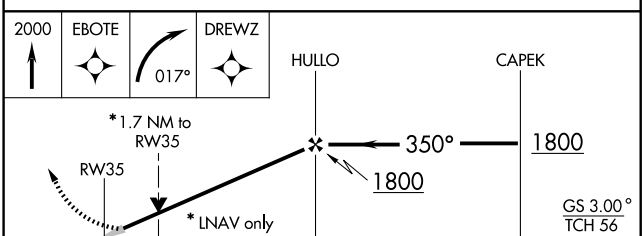
NA

MISSED APPROACH: Climb to 2000 direct EBOTE and right turn via 017° track to DREWZ and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER*	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	330-¾ 251 (300-¾)			
LNAV/ VNAV DA	660-2 581 (600-2)			
LNAV MDA	660-1 581 (600-1)		660-1½ 581 (600-1½)	660-1¾ 581 (600-1¾)
CIRCLING	720-2 638 (700-2)			

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

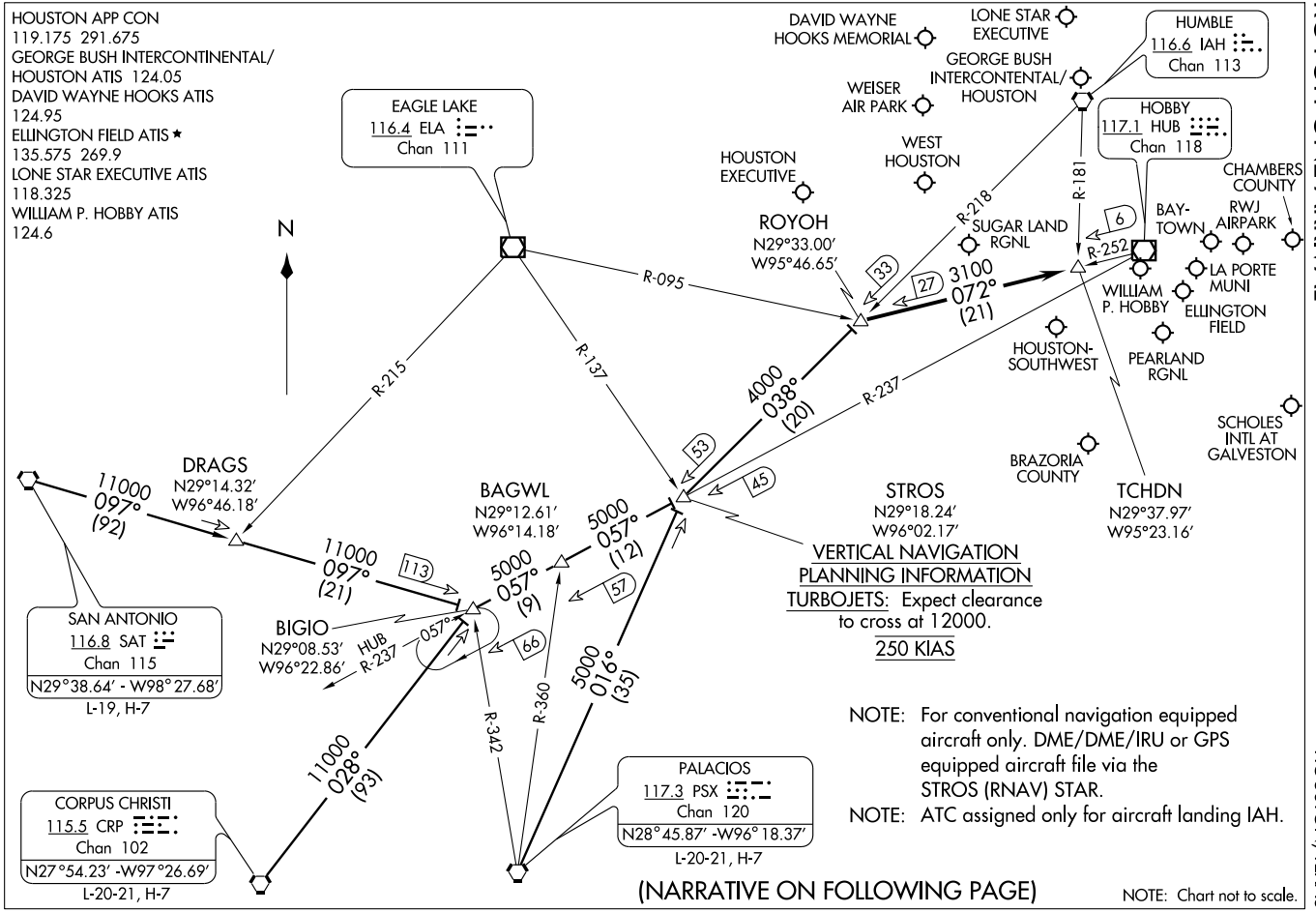
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

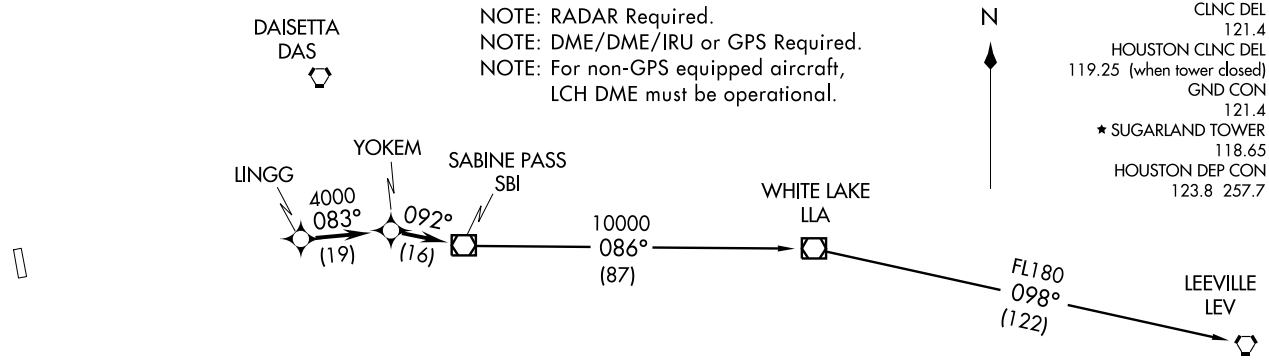
SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON/SUGAR LAND RGNL (SGR)

HOUSTON, TEXAS

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.



ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
GND CON
121.4
★ SUGARLAND TOWER
118.65
HOUSTON DEP CON
123.8 257.7

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 17: Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′MSL.

Rwy 35: Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

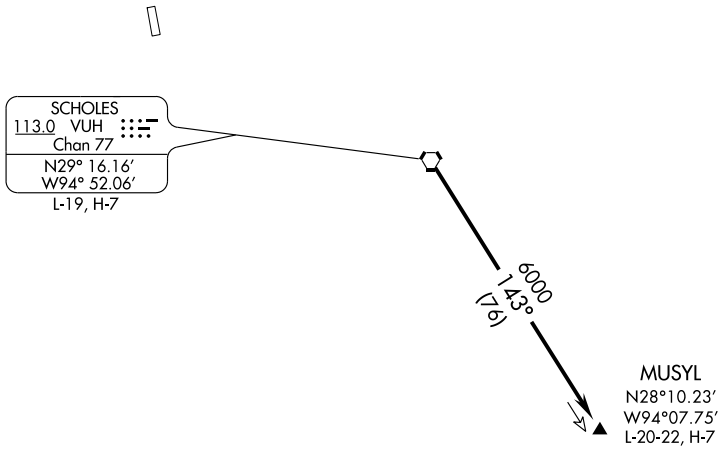
LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SI-5537 (FAA)

SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
GND CON
121.4
★ SUGARLAND TOWER
118.65
HOUSTON DEP CON
123.8 257.7



TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.

Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/ 164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

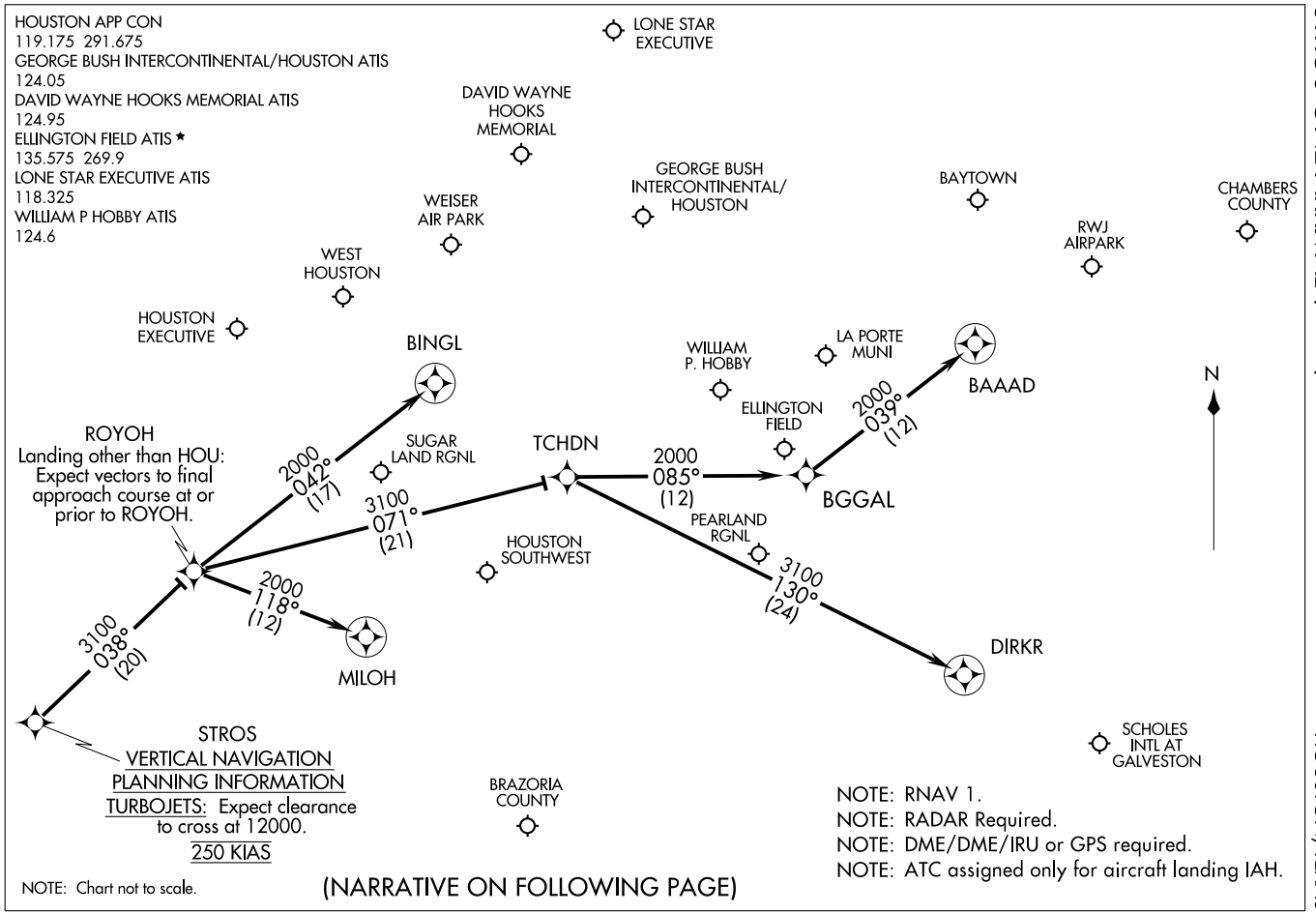
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

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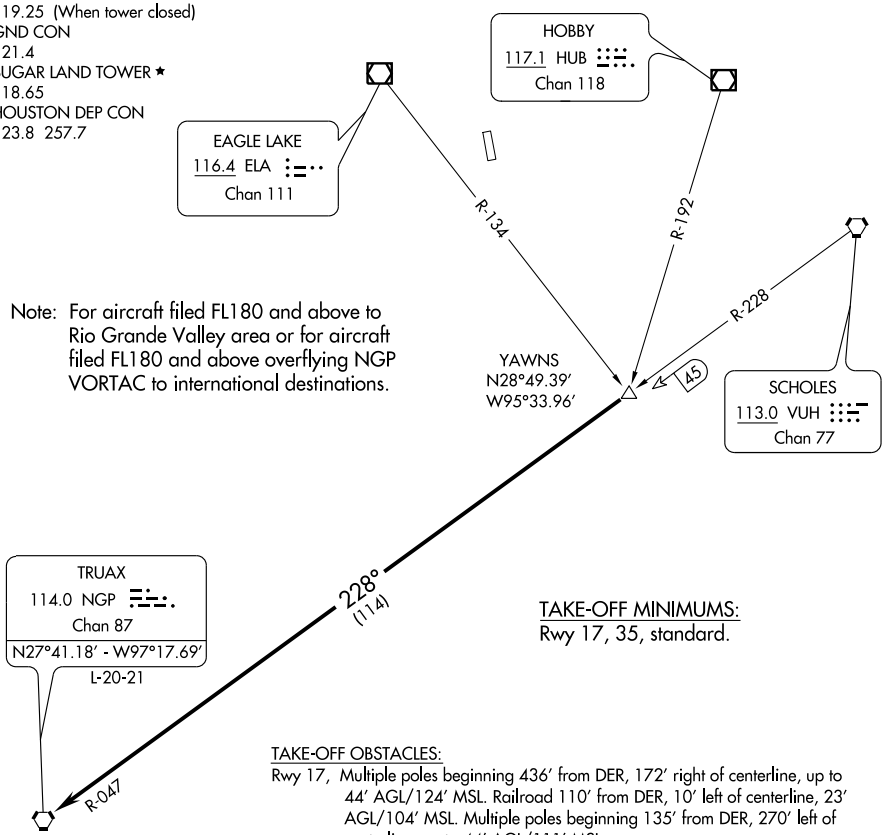
ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7



Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence....

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	080°	TDZE	N/A
Chan 118		Apt Elev	82

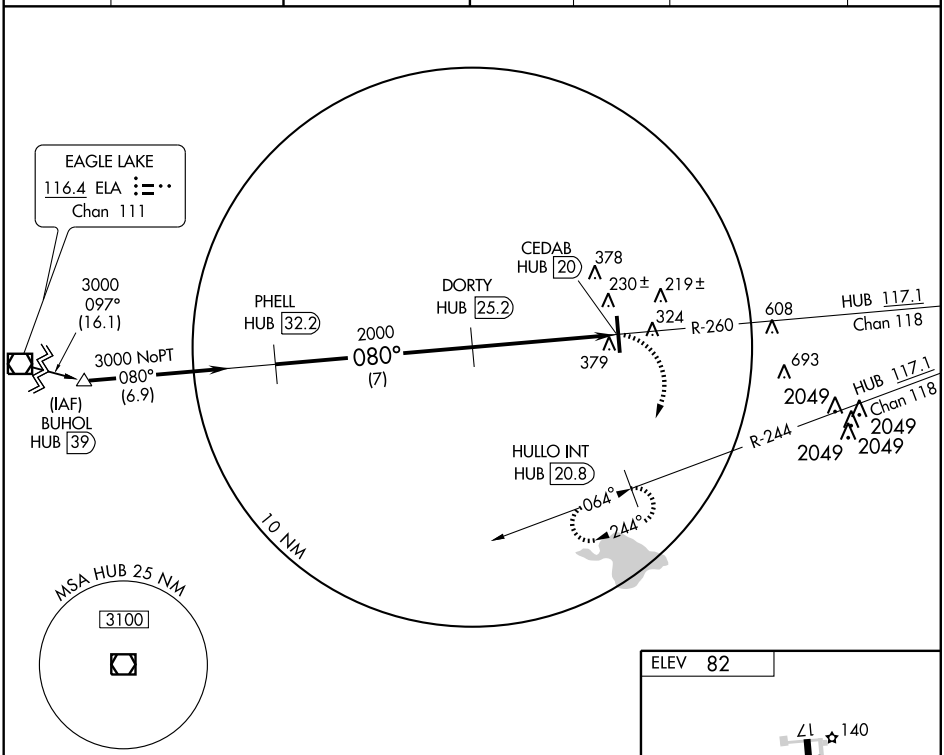
VOR/DME-A

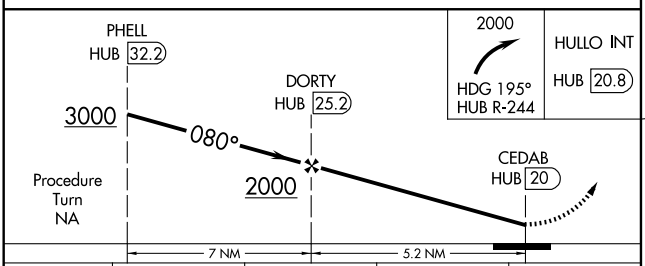
HOUSTON/ SUGAR LAND RGNL (SGR)

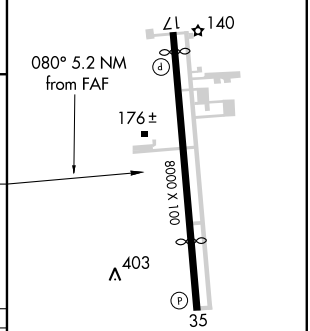
▼ NA — When local altimeter setting not received, use Houston, TX (William P. Hobby) altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via heading 195° and HUB R-244 to HULLO Int/HUB 20.8 DME and hold.

ASOS	HOUSTON APP CON	SUGAR LAND TOWER★	GND CON	CLNC DEL	HOUSTON CLNC DEL	UNICOM
118.125	123.8 257.7	118.65 (CTAF) L	121.4	121.4	119.25 (When tower closed)	122.95







CATEGORY	A	B	C	D
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
HOUSTON (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS				
CIRCLING	760-1 678 (700-1)		760-2 678 (700-2)	760-2¼ 678 (700-2¼)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

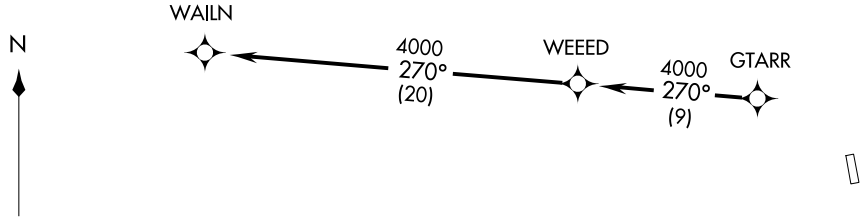
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (when tower closed)
GND CON
121.4
★ SUGARLAND TOWER
118.65
HOUSTON DEP CON
123.8 257.7

TAKE-OFF MINIMUMS:
Rwy 17, 35, Standard.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/ 124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerlline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV) SL-5537 (FAA)
HOUSTON/SUGAR LAND RGNL (SGR) HOUSTON, TEXAS

VORTAC TNV 115.9 Chan 106	APP CRS 118°	Rwy Idg N/A TDZE N/A Apt Elev 166

VOR/DME-C

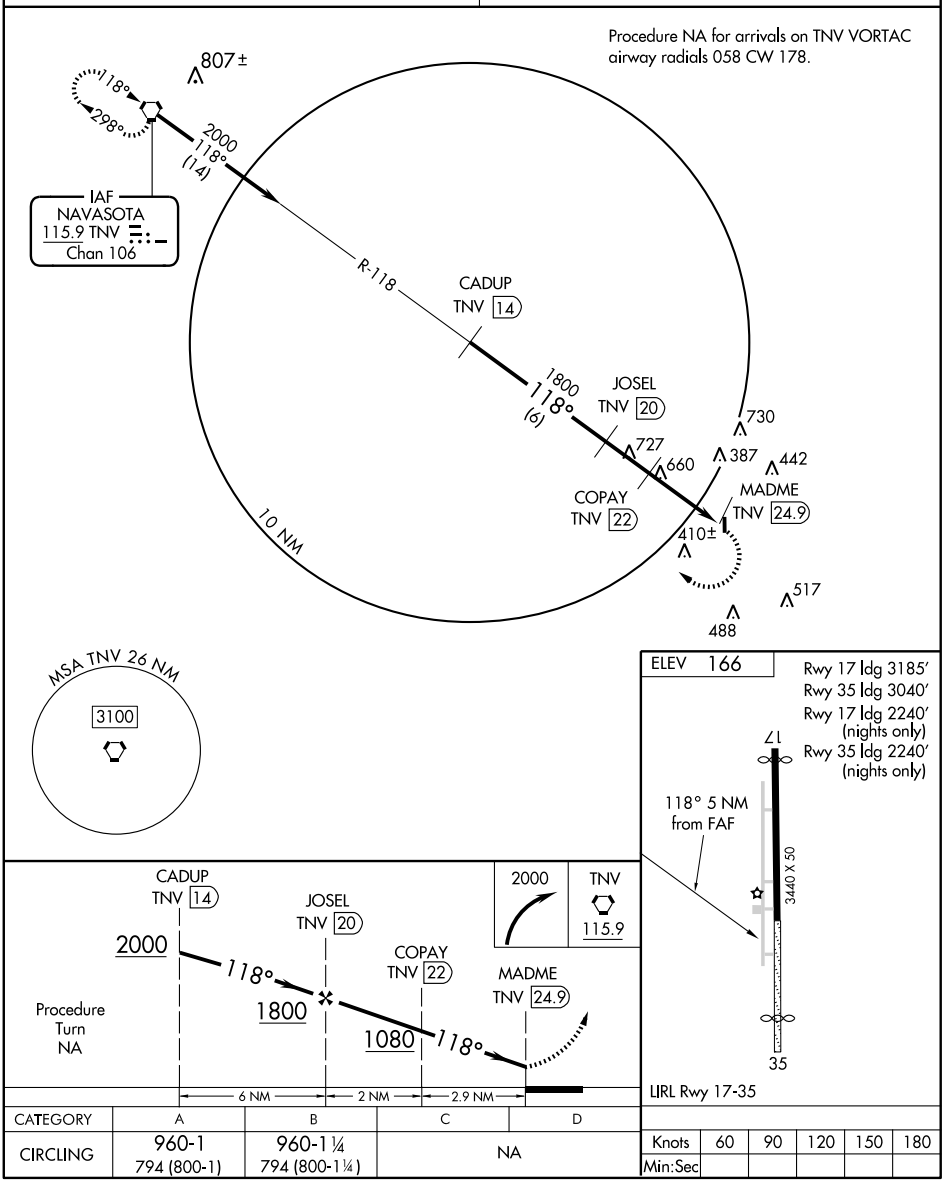
HOUSTON/DAN JONES INTL (T51)

⚠ NA Use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct to TNV VORTAC and hold.

HOUSTON APP CON	UNICOM
119.7 281.4	122.8 (CTAF)

SC-5, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	960-1 794 (800-1)	960-1¼ 794 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

HOUSTON, TEXAS
HOUSTON EXECUTIVE (TME)

AWOS-3
119.525
CLNC DEL
121.725
CTAF
122.975
HOUSTON DEP CON
123.8 257.7

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

V212
R-082
16
082°
(49)
49
R-265
V212
J50
4000
*2000
085°
(115)
R-266
FL190
094°
(92)
R-273
J50
FL190
094°
(95)
R-277

65
R-294

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′
(45)

DARTR
N30°24.19′
W95°00.41′
43
(11)
R-325
R-299
029
32
028°
(23)
R-254
9
R-028

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

DAISETTA
116.9 DAS
Chan 116

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 18, 36, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX) 10210
HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

SL-10328 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

HOUSTON, TEXAS

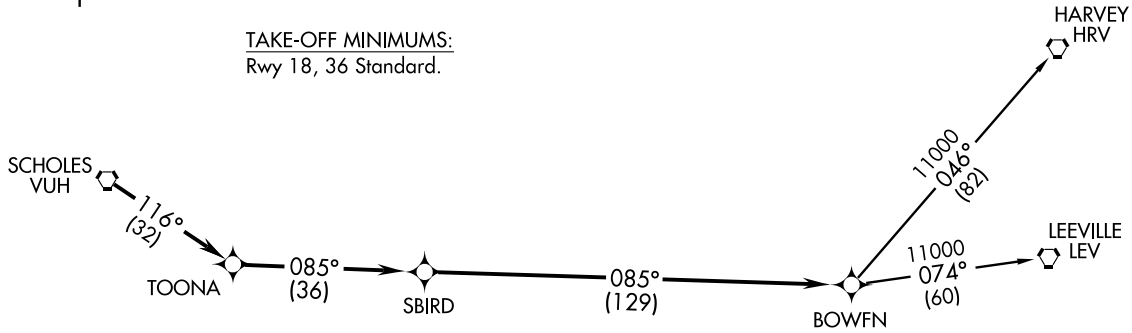
HOUSTON EXECUTIVE (TME)

AWOS-3
119.525
CLNC DEL
121.725
CTAF
122.975
HOUSTON DEP CON
123.8 257.7

N

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

TAKE-OFF MINIMUMS:
Rwy 18, 36 Standard.



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

(BOWFN1.BOWFN) 10266

BOWFN ONE DEPARTURE (RNAV)

SL-10328 (FAA)

HOUSTON, TEXAS

HOUSTON EXECUTIVE (TME)

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

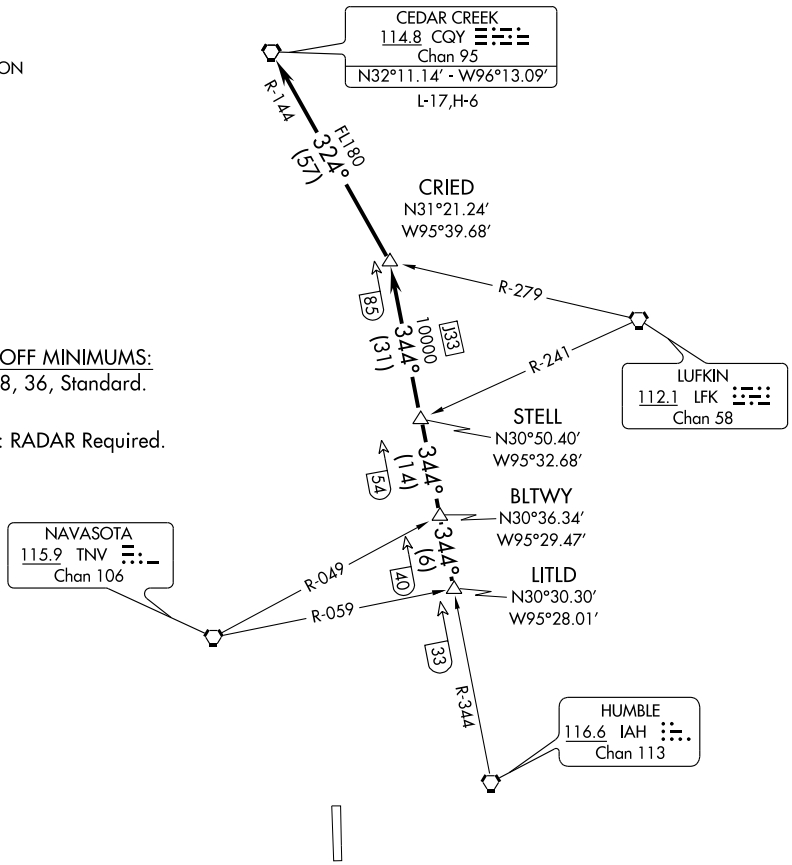
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 21 OCT 2010 to 18 NOV 2010

CRIED FOUR DEPARTURE

SL-10328 (FAA)

AWOS-3
119.525
CLNC DEL
121.725
CTAF
122.975
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 18, 36, Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

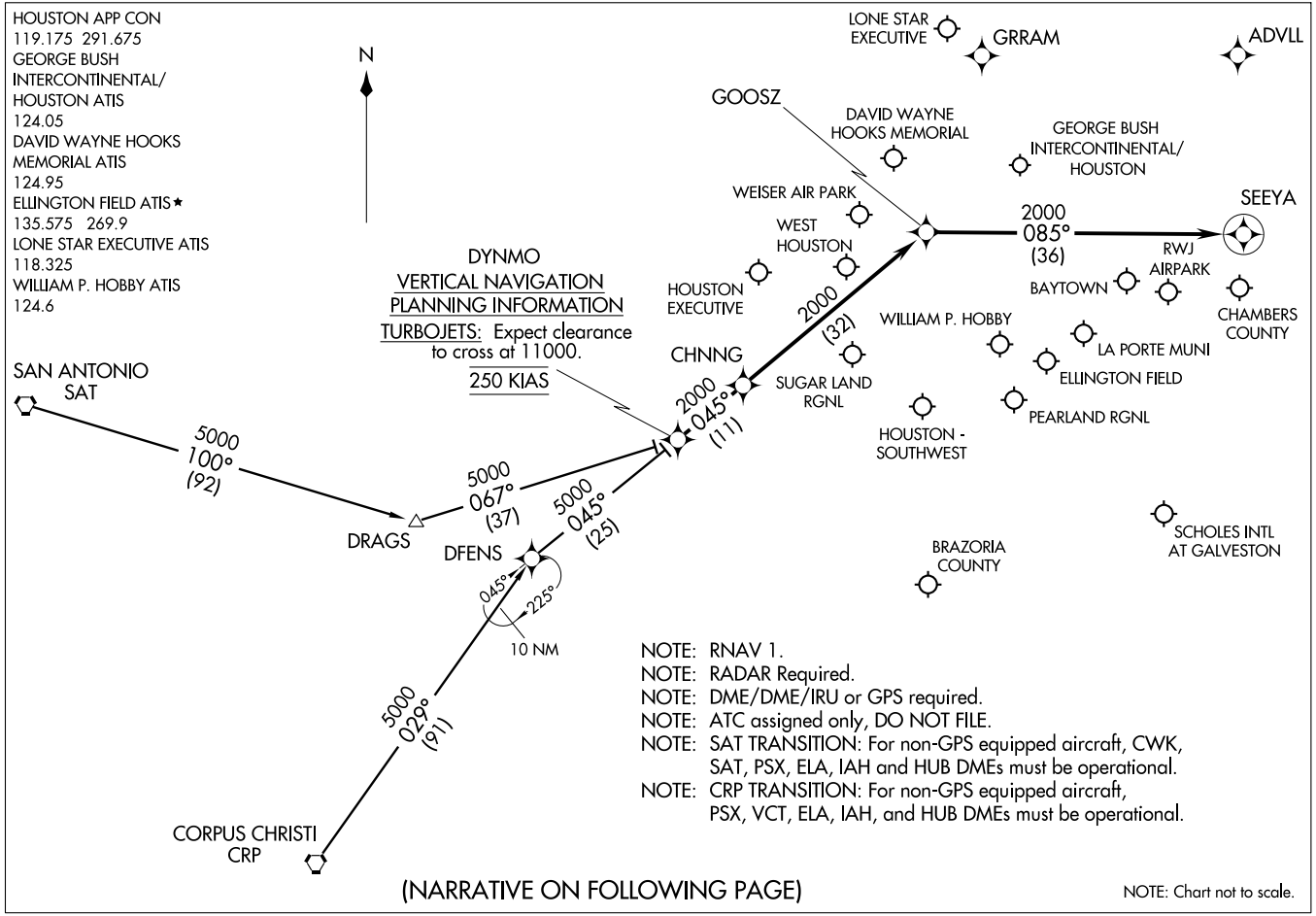
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

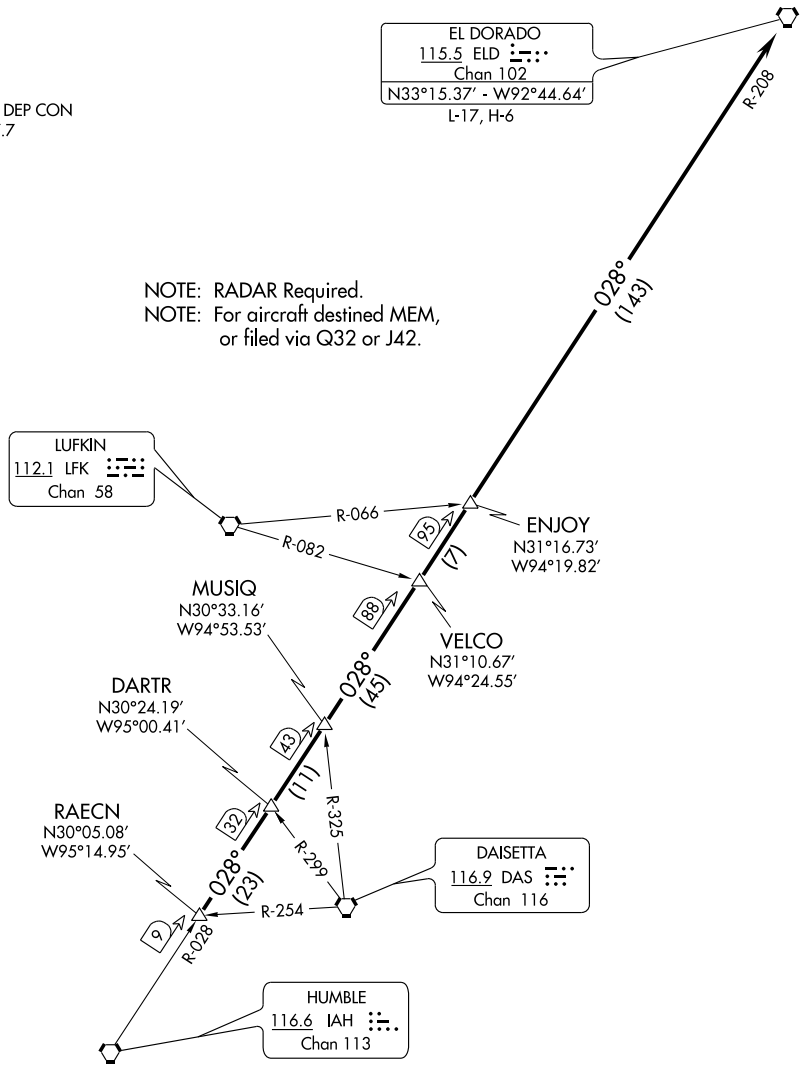
ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

EL DORADO THREE DEPARTURE

SL-10328 (FAA)

AWOS-3
119.525
CLNC DEL
121.725
CTAF
122.975
HOUSTON DEP CON
123.8 257.7



TAKE-OFF MINIMUMS:
Rwy 18, 36 Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

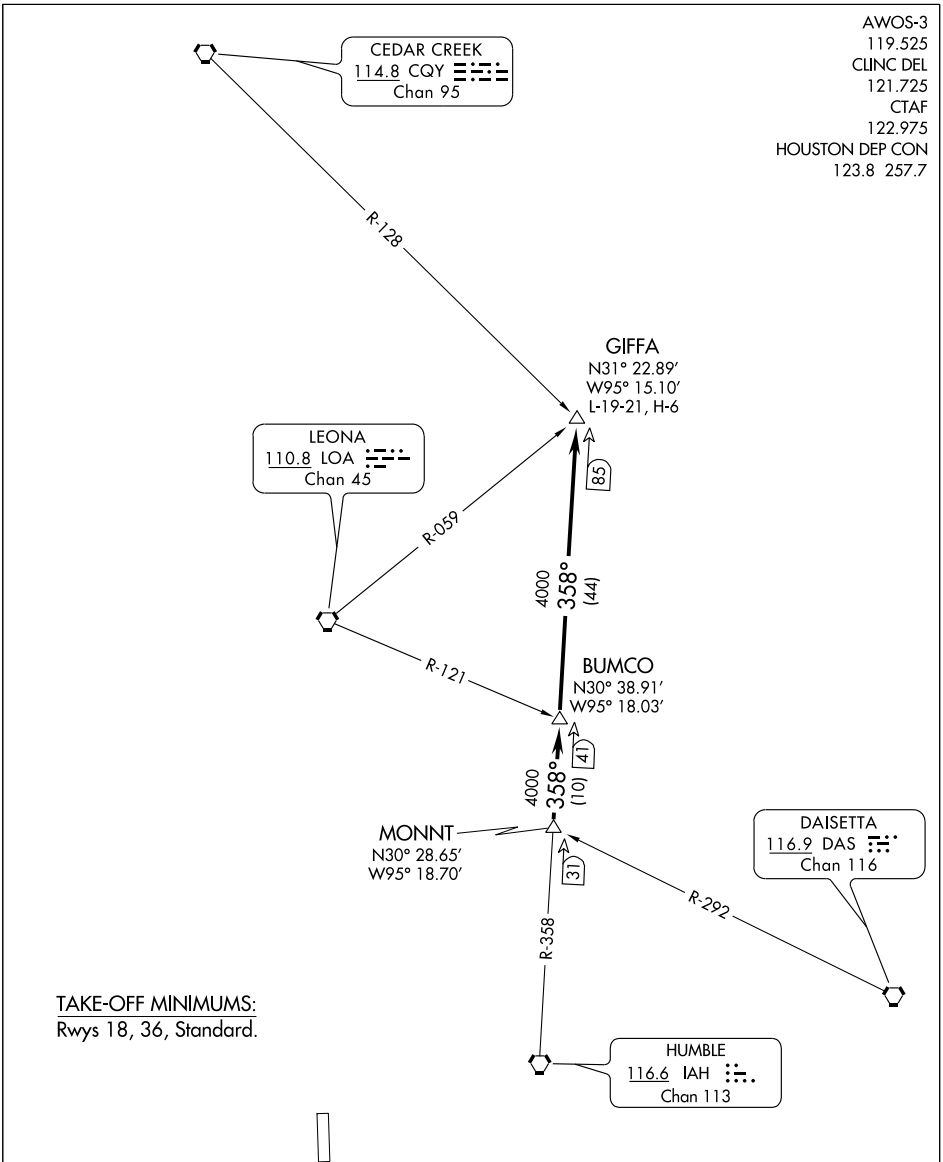
When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 36: Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

T

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

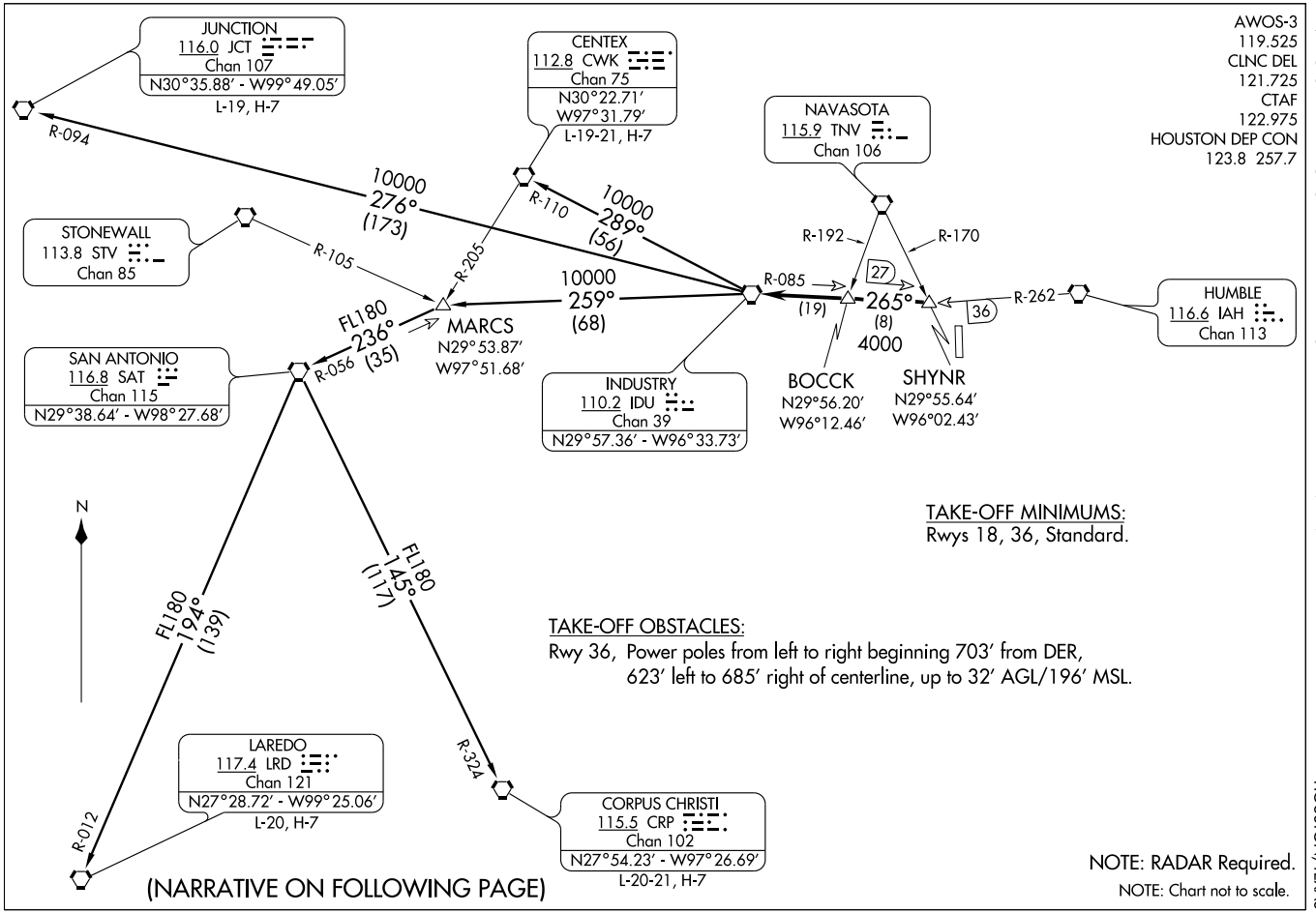
SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

HOUSTON, TEXAS

HOUSTON EXECUTIVE (TME)



SL-10328 (FAA)

INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

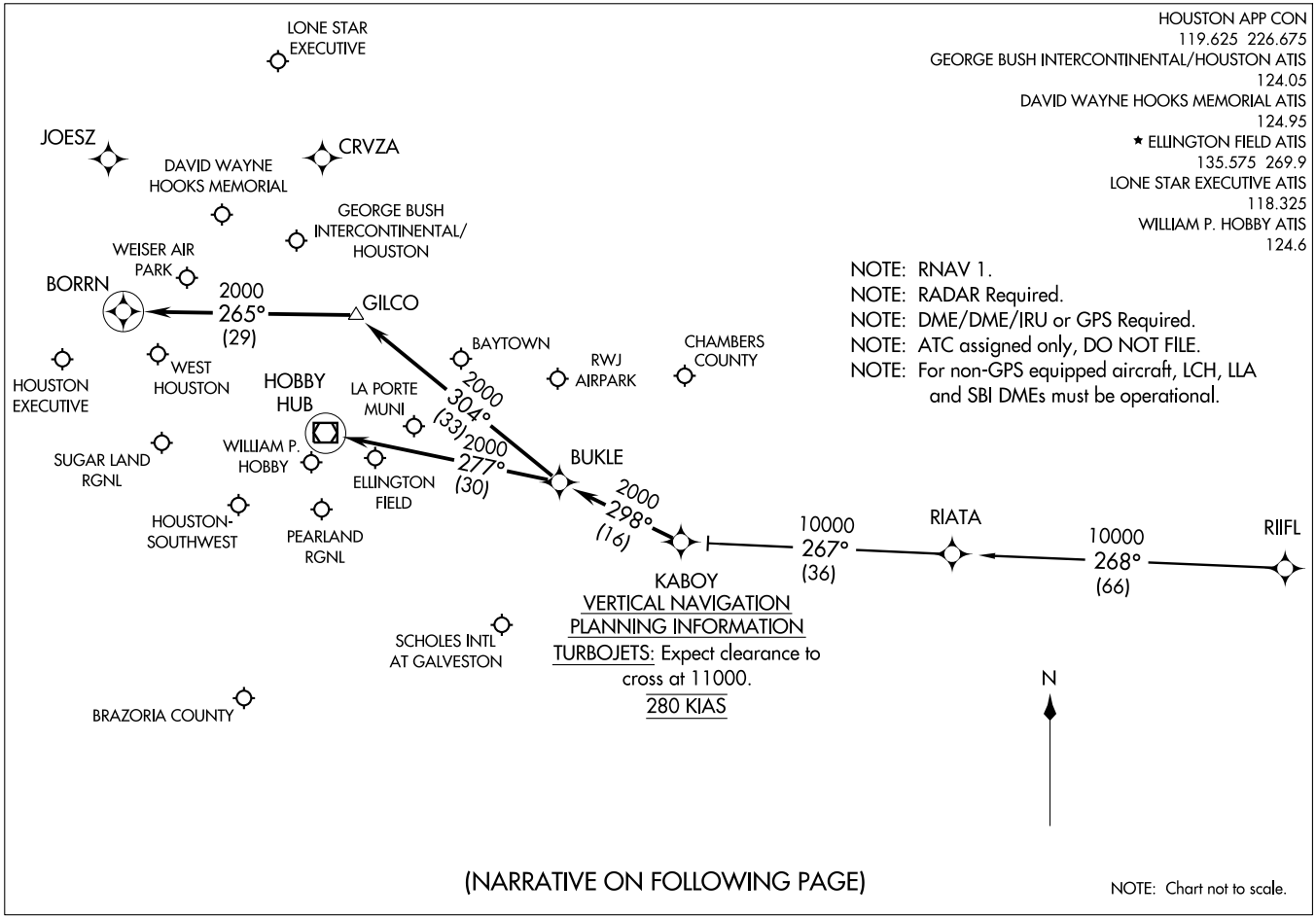
LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

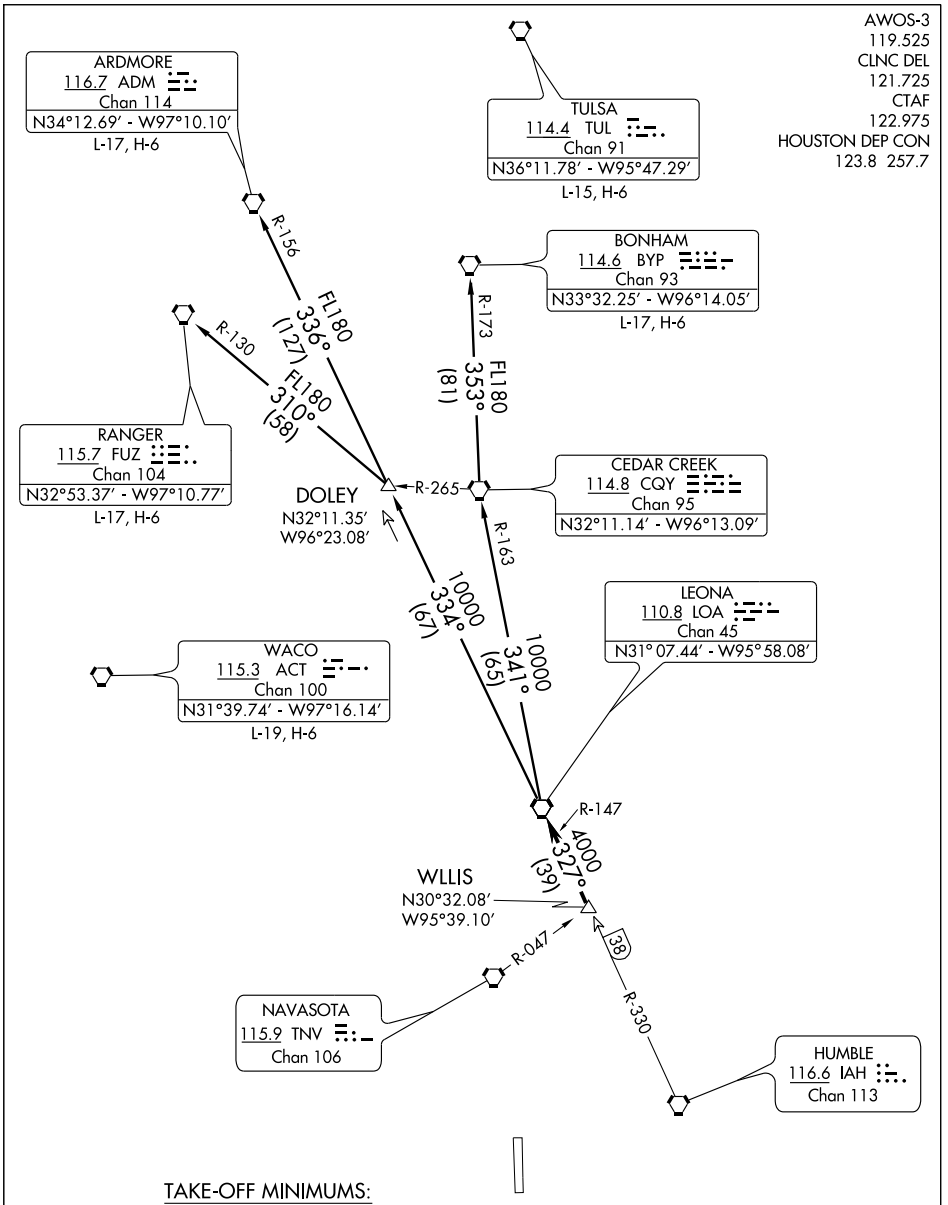
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS:
Rwy 18, 36, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

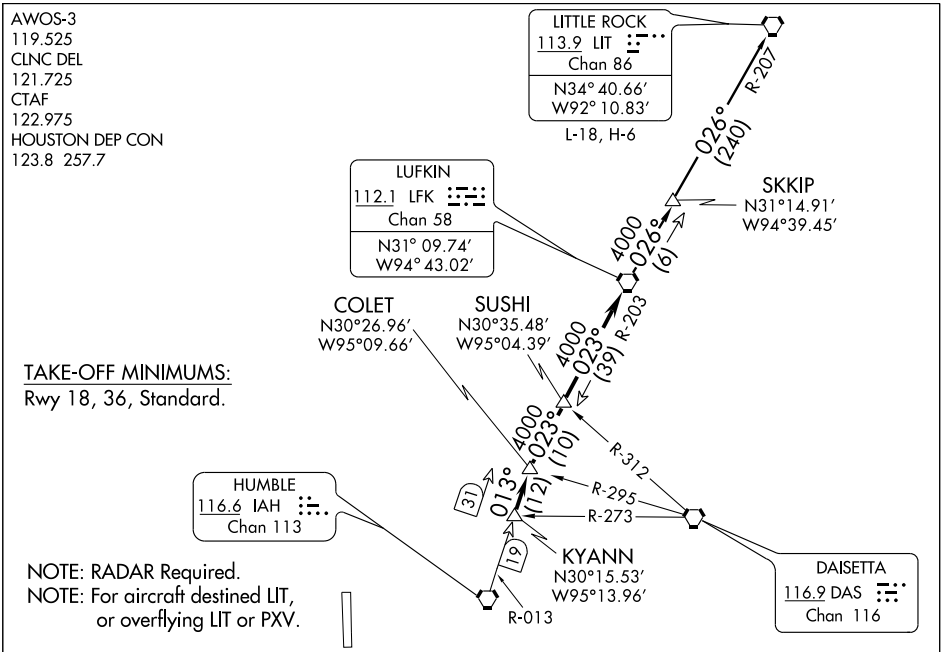
RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

LUFKIN SIX DEPARTURE

SL-10328 (FAA)



TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

PALACIOS FOUR DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

SC-5, 21 OCT 2010 to 18 NOV 2010

PALACIOS FOUR DEPARTURE

HOUSTON, TEXAS
HOUSTON EXECUTIVE (TME)

(PSX4.PSX) 10210

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6610
CH 49004 W18A	175°	TDZE 168
		Apt Elev 168

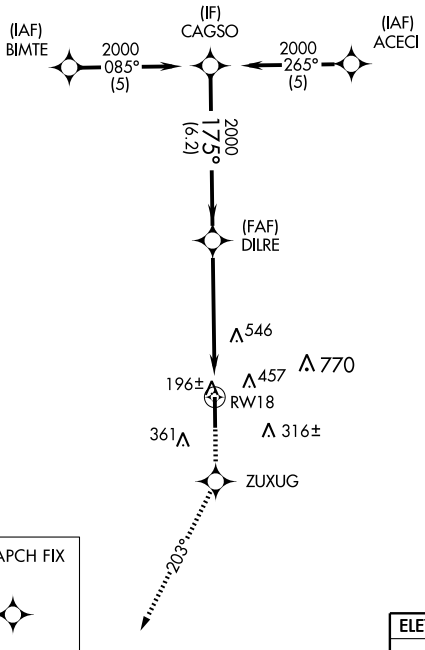
RNAV (GPS) RWY 18
HOUSTON EXECUTIVE (TME)

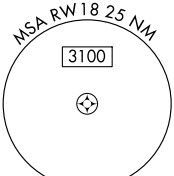
NA

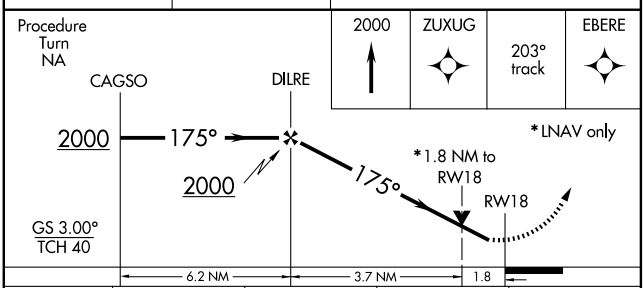
Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using David Wayne Hooks Memorial altimeter setting. If local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase LPV DA to 475 feet, LNAV/VNAV DA to 950 feet; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 direct ZUXUG and via 203° track to EBERE and hold.

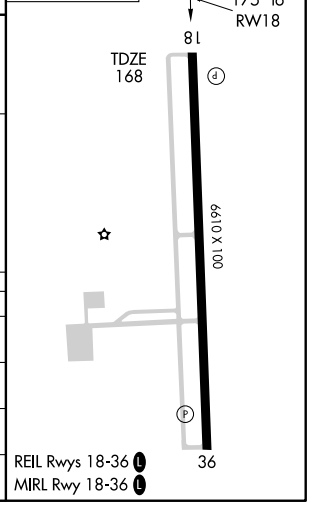
AWOS-3	HOUSTON APP CON	UNICOM	GCO
119.525	123.8 257.7	122.975 (CTAF) L	121.725







CATEGORY	A	B	C	D
LPV DA	418-1 250 (300-1)			
LNAV/VNAV DA	708-2 540 (600-2)			
LNAV MDA	780-1 612 (700-1)		780-1¾ 612 (700-1¾)	780-2 612 (700-2)
CIRCLING	820-1 652 (700-1)		820-1¾ 652 (700-1¾)	860-2¼ 692 (700-2¼)



SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

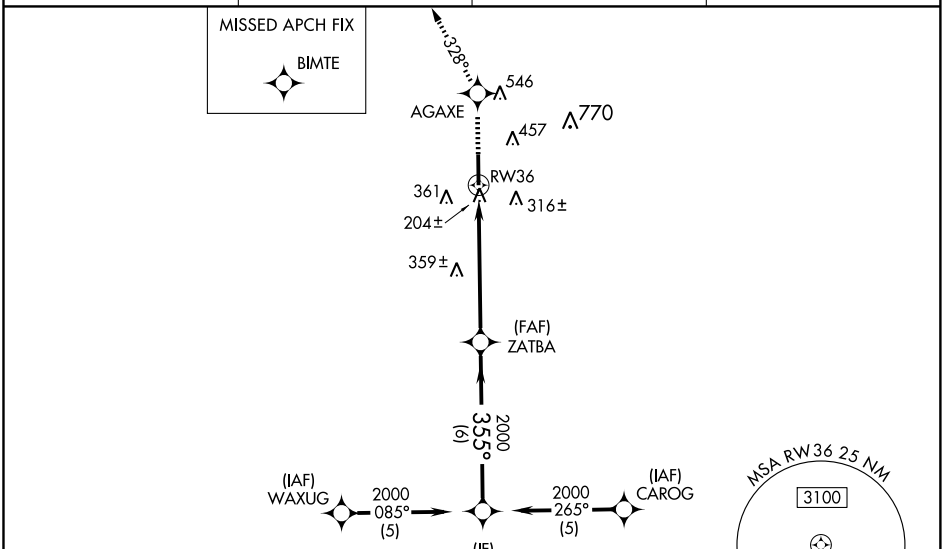
WAAS CH 97504 W36A	APP CRS 355°	Rwy Idg 6610 TDZE 164 Apt Elev 166

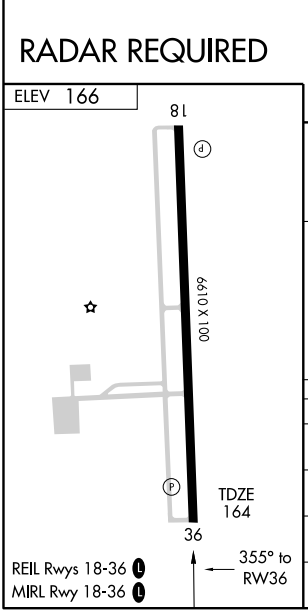
RNAV (GPS) RWY 36
HOUSTON EXECUTIVE (TME)

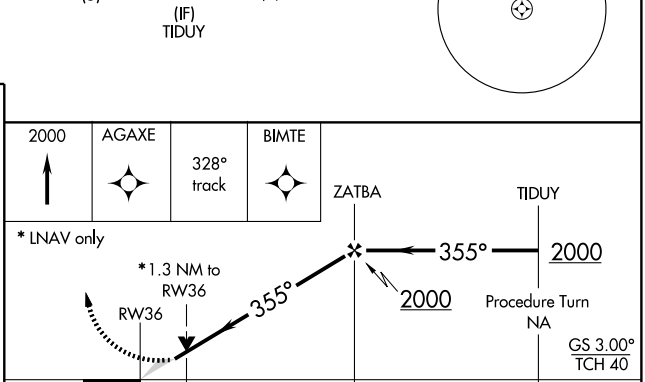
Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using David Wayne Hooks Memorial altimeter setting. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase LPV DA to 471 feet, LNAV/VNAV DA to 719 feet; increase all MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C/D ¼ mile.

MISSED APPROACH: Climb to 2000 direct AGAXE and via 328° track to BIMTE and hold.

AWOS-3	HOUSTON APP CON	UNICOM	GCO
119.525	123.8 257.7	122.975 (CTAF) L	121.725







CATEGORY	A	B	C	D
LPV DA	414-1	250 (300-1)		
LNAV/VNAV DA	662-1¾	498 (500-1¾)		
LNAV MDA	620-1	456 (500-1)	620-1¼ 456 (500-1¼)	620-1½ 456 (500-1½)
CIRCLING	820-1	654 (700-1)	820-1¾ 654 (700-1¾)	860-2¼ 694 (700-2¼)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

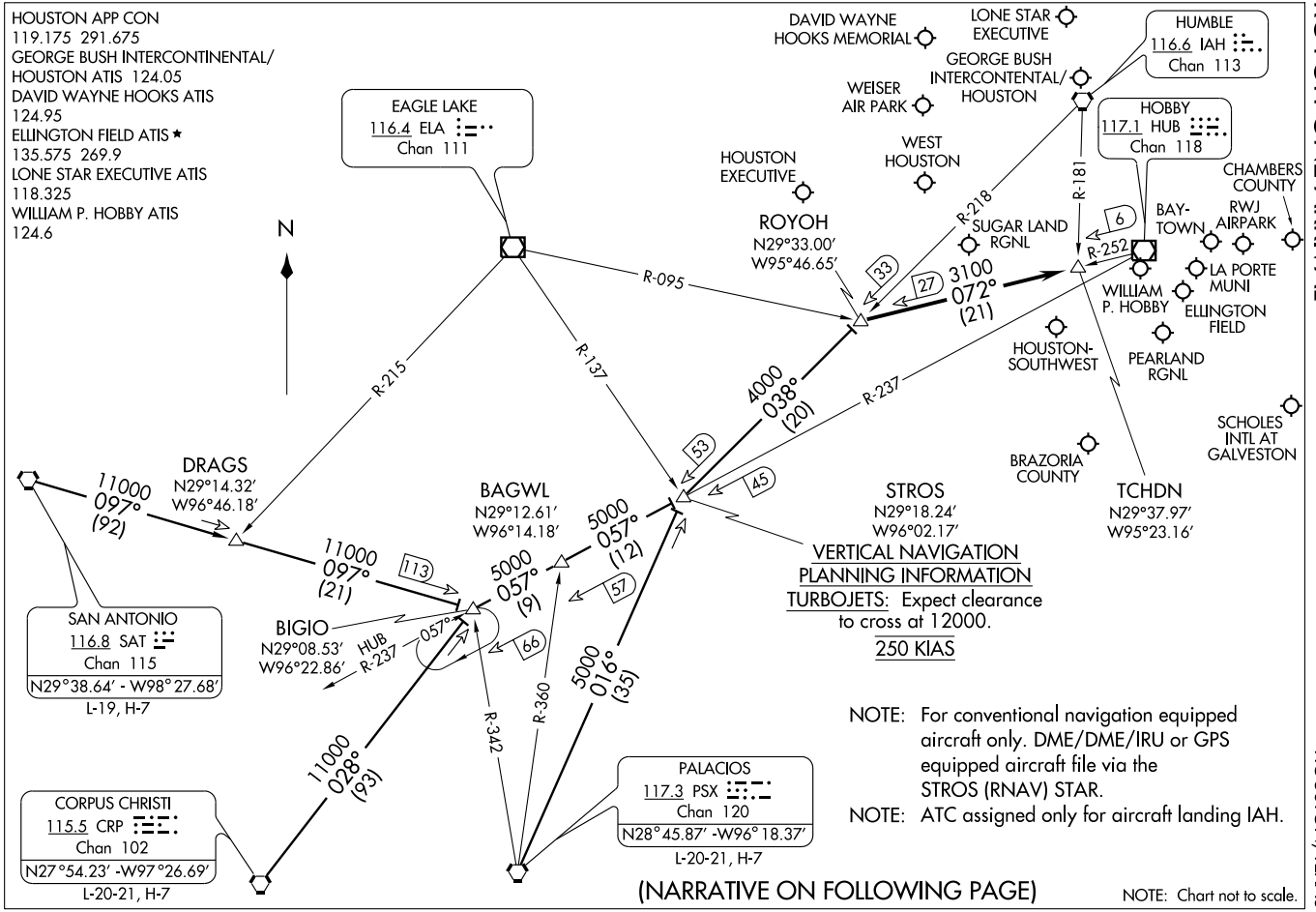
ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 21 OCT 2010 to 18 NOV 2010

ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

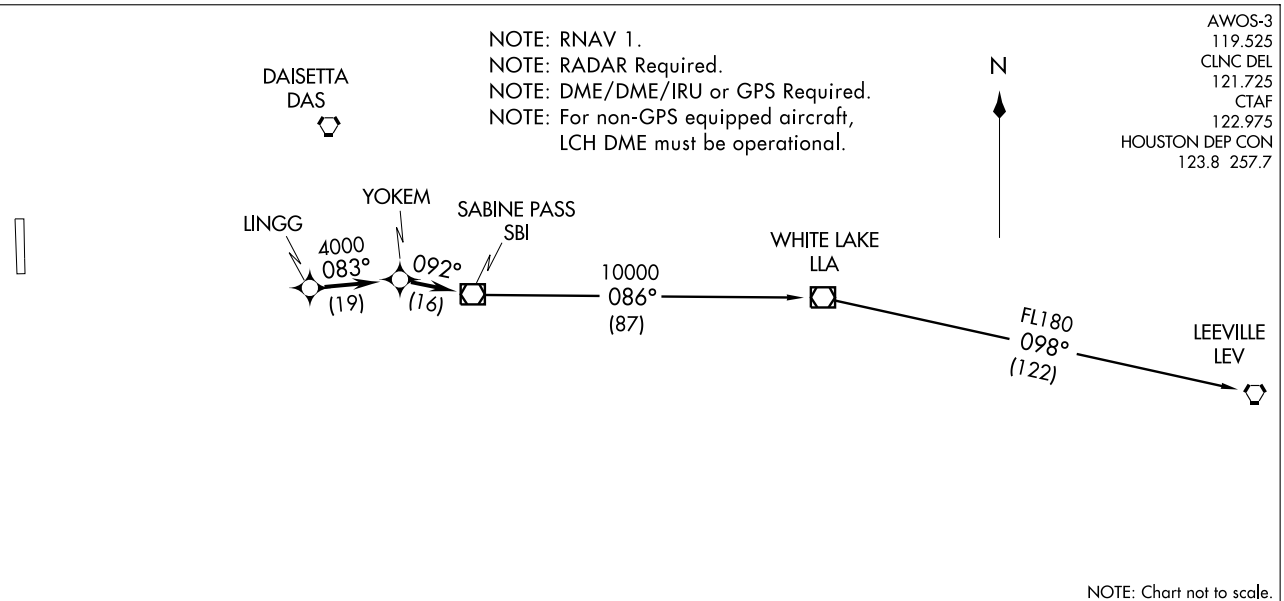
. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

SABINE PASS TWO DEPARTURE (RNAV)

(SBI2.SBI) 10210

HOUSTON, TEXAS
HOUSTON EXECUTIVE (TME)



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 18, 36, Standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

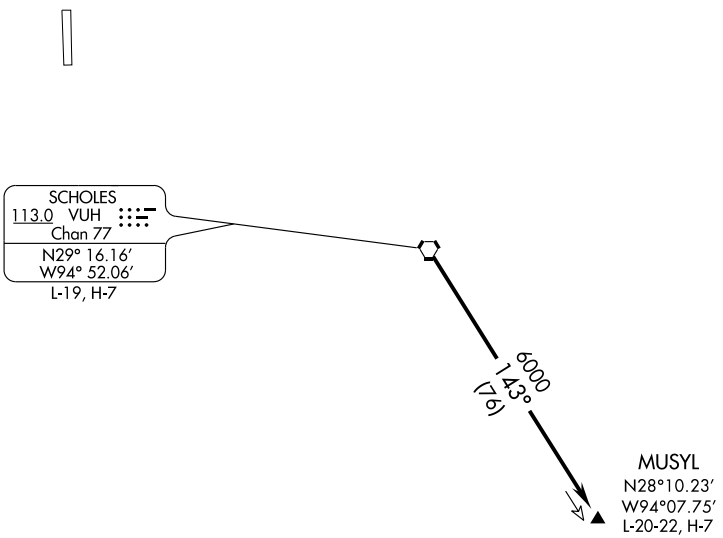
LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV)
(SBI2.SBI) 10210
HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

SL-10328 (FAA)

TAKE-OFF MINIMUMS:
Rwy 18, 36, Standard.

AWOS-3
119.525
CLNC DEL
121.725
CTAF
122.975
HOUSTON DEP CON
123.8 257.7



TAKE-OFF OBSTACLES:

Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

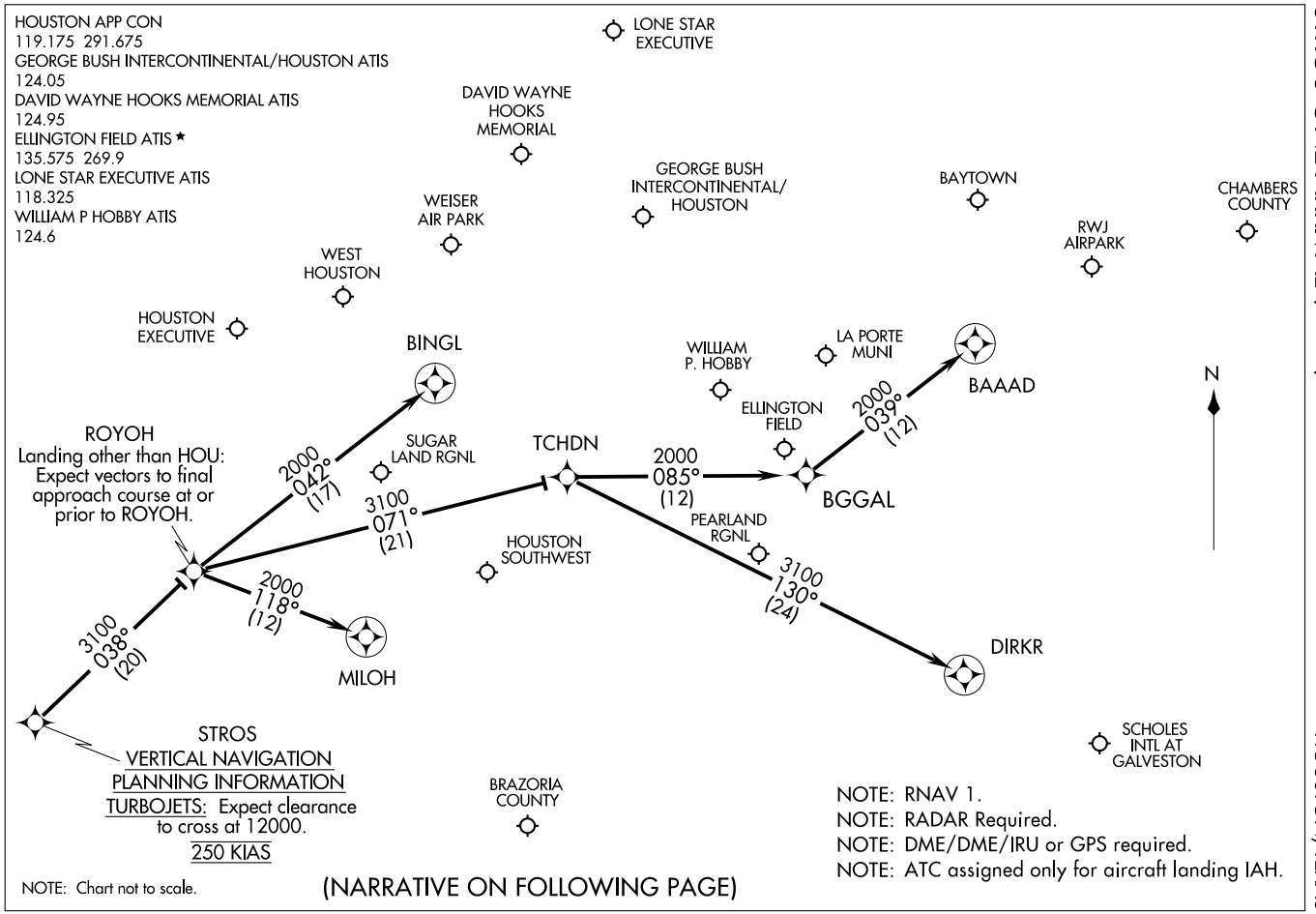
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

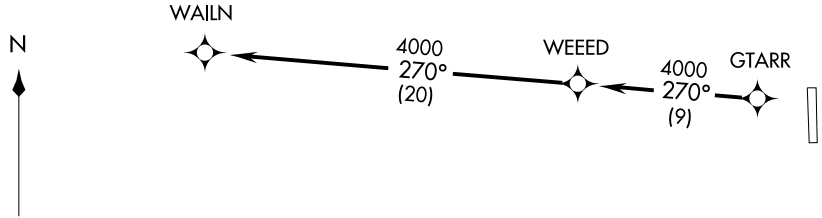
SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

AWOS-3
119.525
CLNC DEL
121.725
CTAF
122.975
HOUSTON DEP CON
123.8 257.7



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

TAKE-OFF MINIMUMS:
Rwy 18, 36, Standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV) SL-10328 (FAA)
HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

NDB UTS 308	APP CRS 187°	Rwy Idg 5005 TDZE 338 Apt Elev 363

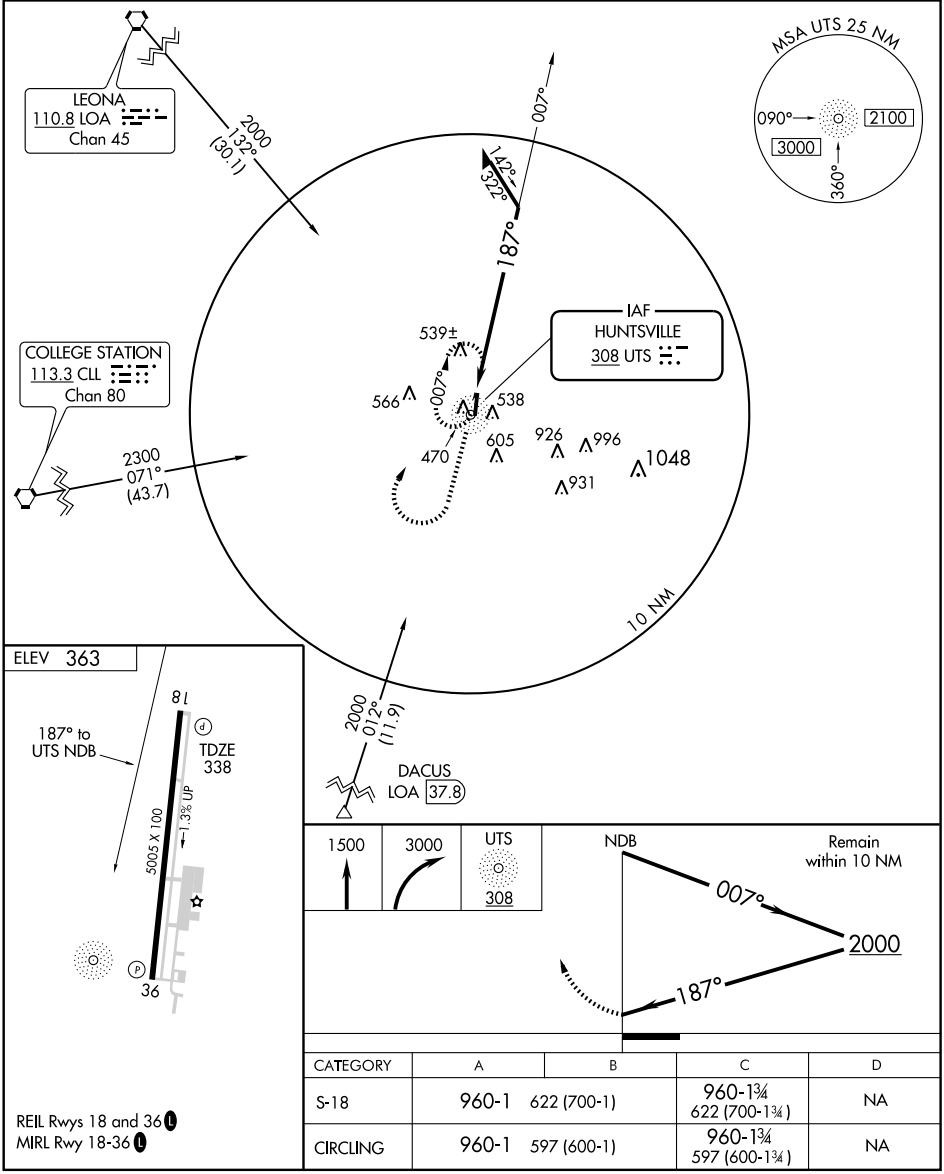
NDB RWY 18
HUNTSVILLE MUNI (UTS)

Visibility reduction by helicopters NA. When local altimeter setting not received use Lone Star Executive altimeter setting and increase all MDA 80 feet, increase S-18 and Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct UTS NDB and hold, continue climb-in-hold to 3000.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	960-1	622 (700-1)	960-1¾ 622 (700-1¾)	NA
CIRCLING	960-1	597 (600-1)	960-1¾ 597 (600-1¾)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5005
CH 72811	180°	TDZE	338
W18A		Apt Elev	363

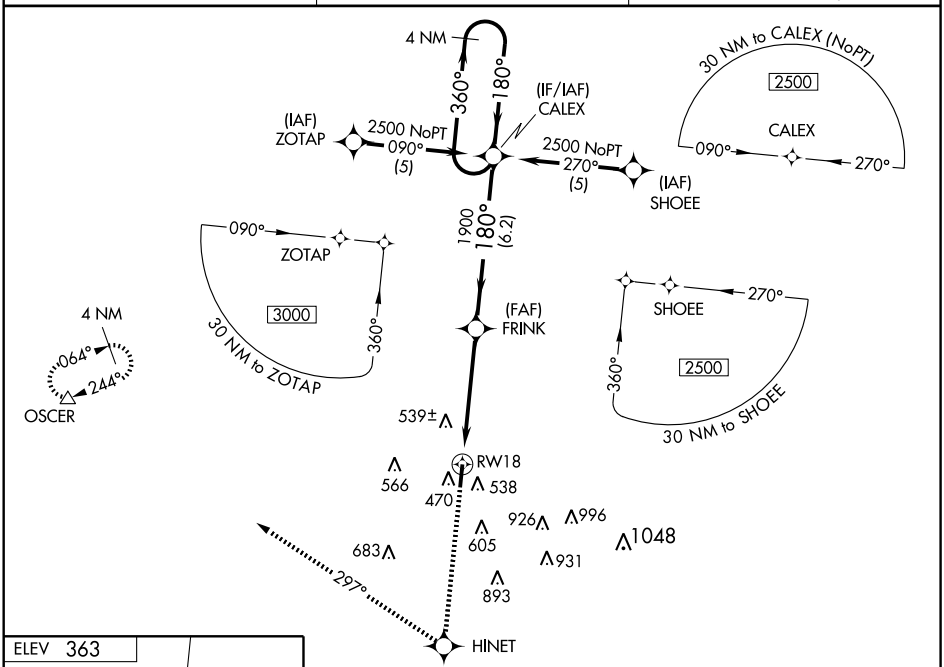
RNAV (GPS) RWY 18

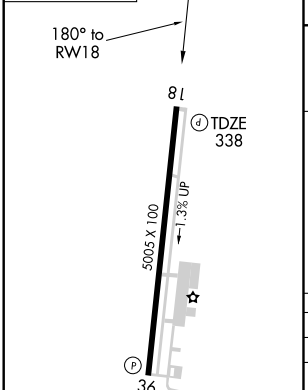
HUNTSVILLE MUNI (UTS)

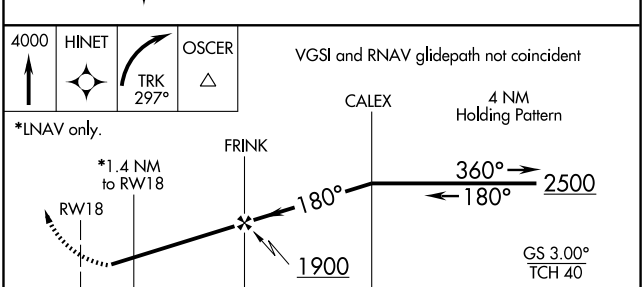
Baro-VNAV NA when using Lone Star Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Lone Star Executive altimeter setting. When local altimeter setting not received, use Lone Star Executive altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct HINET and right turn via track 297° to OSCER and hold.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	588-1 250 (300-1)			NA
LNAV/VNAV DA	886-2 548 (600-2)			NA
LNAV MDA	840-1 502 (500-1)		840-1½ 502 (500-1½)	NA
CIRCLING	900-1 537 (600-1)		900-1½ 537 (600-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR LOA 110.8 Chan 45	APP CRS 131°	Rwy Idg NA TDZE NA Apt Elev 363

VOR/DME-A

HUNTSVILLE MUNI (UTS)

When local altimeter setting not received, use Lone Star Executive altimeter setting and increase MDA 80 feet, increase circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 via LOA VORTAC R-131 to KASHE/25 DME and hold.

ASOS	HOUSTON CENTER	UNICOM
119.425	134.8 269.6	122.8 (CTAF) L

1044

Procedure NA for arrivals at LOA VORTAC via V477 northwest bound.

IAF LEONA 110.8 LOA Chan 45

2000 131° (19)

10 NM

R-177

R-131

(IF) AMBEE LOA 19

2000 131° (6)

KASHE LOA 25

(IAF) OXITY LOA 19

2000 LOA 19 Arc

311°

131°

539±

596

566

470

538

926

996

605

683

931

MAFAP LOA 29.7

MSA LOA 25 NM

2100

ELEV 363

8L

5005 X 100

1.3% UP

131° 4.7 NM from FAF

36

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L

AMBEE LOA 19

KASHE LOA 25

2000 131° 2000

2000 LOA R-131

KASHE LOA 25

MAFAP LOA 29.7

Procedure Turn NA

6 NM

4.7 NM

CATEGORY	A	B	C	D
CIRCLING	1000-1 637 (700-1)	1000-1¼ 637 (700-1¼)	1000-1¾ 637 (700-1¾)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5000
Ch 78301	133°	TDZE 18
W13A		Apt Elev 18

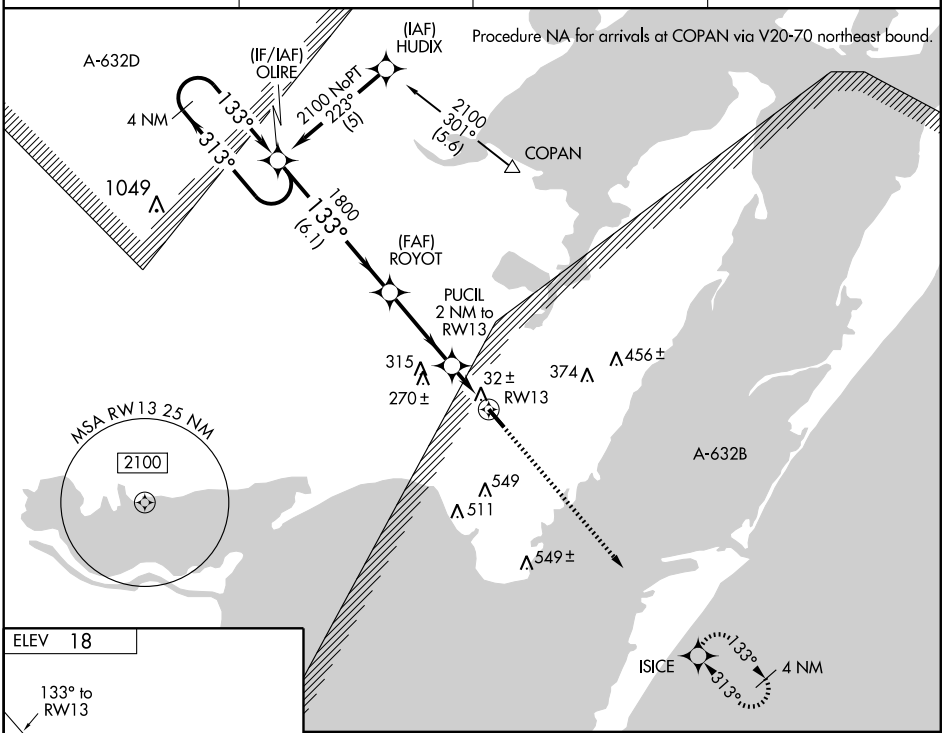
RNAV (GPS) RWY 13

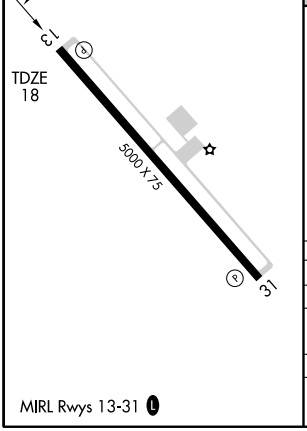
INGLESIDE/ T P MC CAMPBELL (TFP)

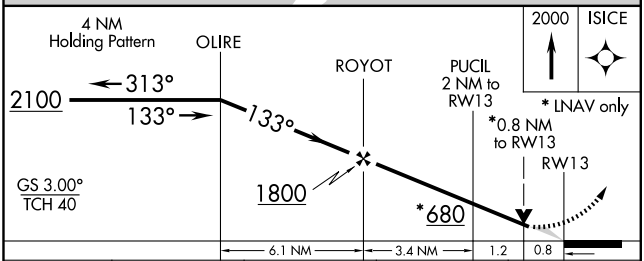
BARO-VNAV NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA 291 feet; LNAV/VNAV DA to 309 feet; and all MDAs 40 feet. VDP NA when using Mustang Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct ISICE and hold.

AWOS-3	CORPUS APP CON	UNICOM	
118.775	120.9 348.725	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LPV DA		268-1	250 (300-1)	
LNAV/VNAV DA		286-1	268 (300-1)	
LNAV MDA		300-1	282 (300-1)	
CIRCLING	520-1 502 (600-1)		520-1½ 502 (600-1½)	580-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5000
Ch 82601	313°	TDZE 18
W31A		Apt Elev 18

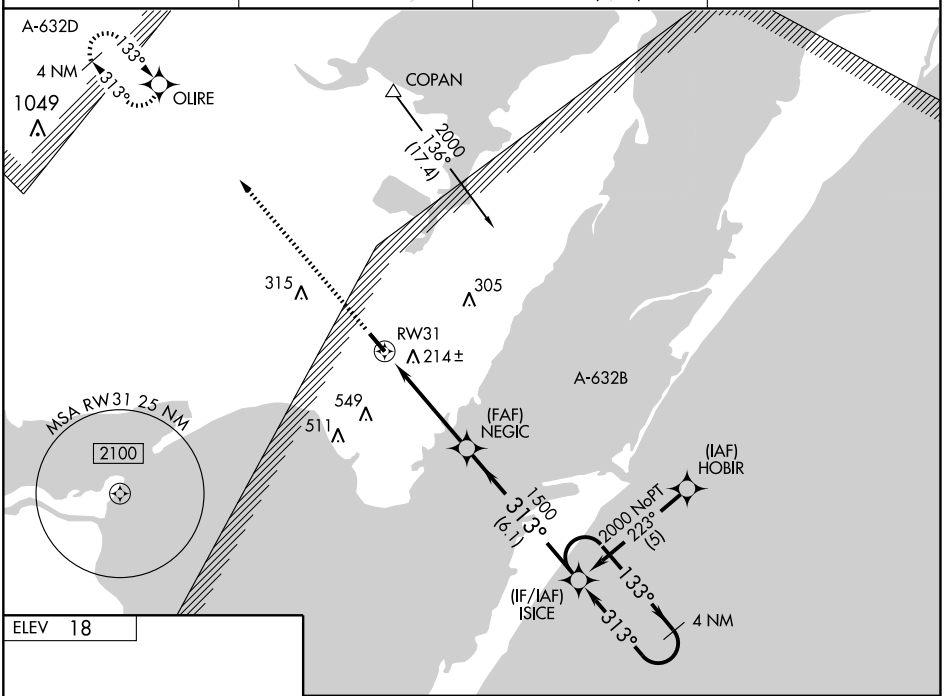
RNAV (GPS) RWY 31

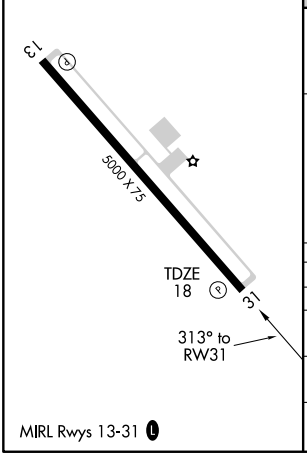
INGLESIDE/ T P MC CAMPBELL (TFP)

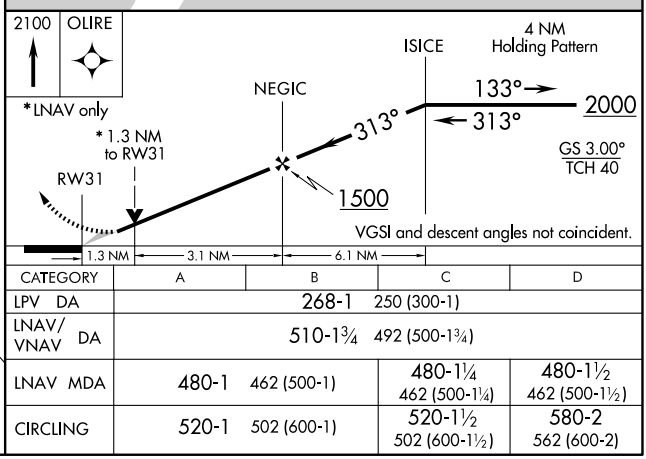
BARO-VNAV NA when using Mustang Beach altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA to 291 feet; LNAV/VNAV DA to 533 feet; and all MDAs 40 feet; increase LNAV Cat C visibility ¼ mile. VDP NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct OLIRE and hold.

AWOS-3	CORPUS APP CON	UNICOM	
118.775	120.9 348.725	122.7 (CTAF)	123.0 (L)







CATEGORY	A	B	C	D
LPV DA	268-1	250 (300-1)		
LNAV/VNAV DA	510-1¾	492 (500-1¾)		
LNAV MDA	480-1	462 (500-1)	480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING	520-1	502 (600-1)	520-1½ 502 (600-1½)	580-2 562 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5011
135°	TDZE	677
	Apt Elev	677

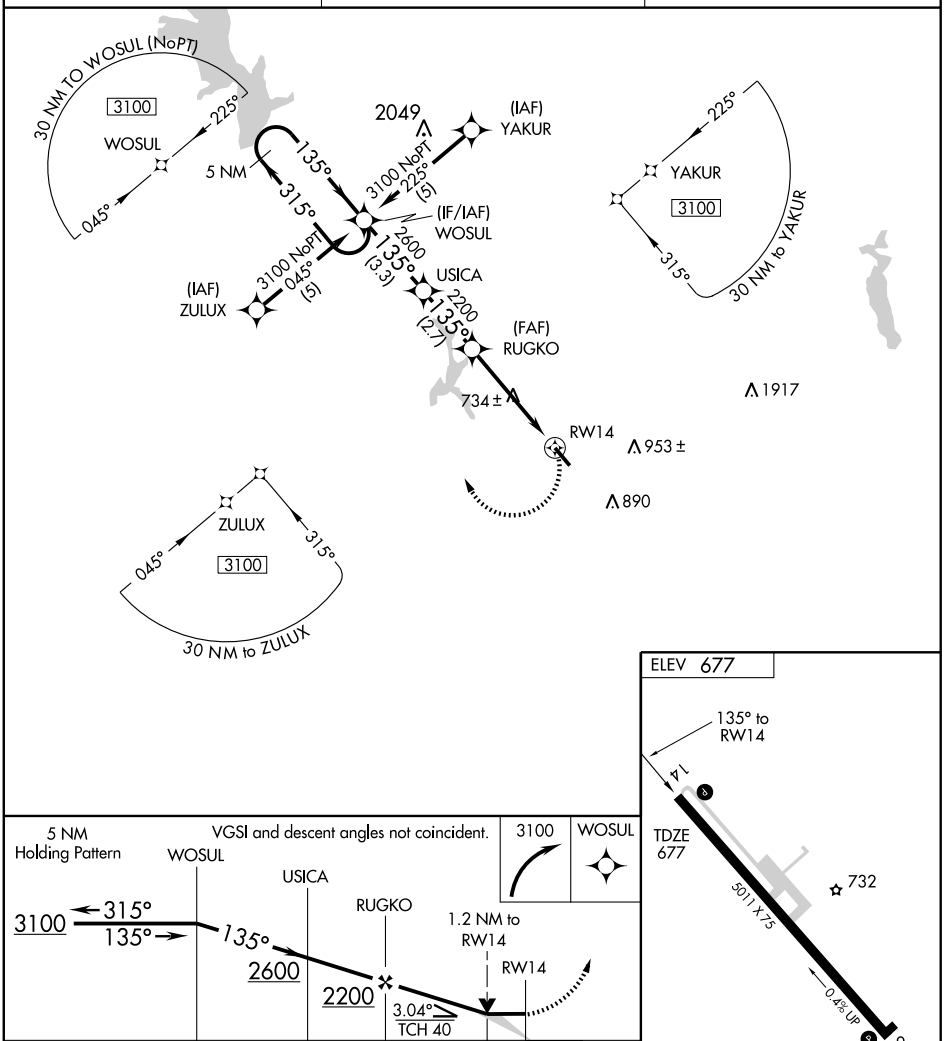
RNAV (GPS) RWY 14

JACKSONVILLE/ CHEROKEE COUNTY (JSO)

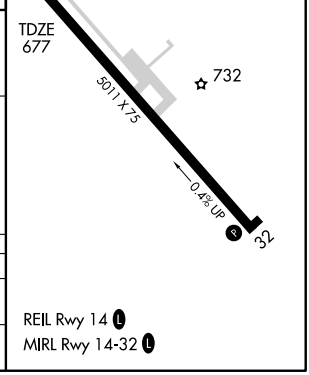
If local altimeter setting not received, use Palestine Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Palestine Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3100 direct WOSUL and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.075	128.75 379.15	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1080-1 403 (500-1)		1080-1¼ 403 (500-1¼)	NA
CIRCLING	1080-1 403 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	NA



SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR FZT	APP CRS	Rwy Idg	5011
111.4	121°	TDZE	677
Chan 51		Apt Elev	677

VOR/DME RWY 14

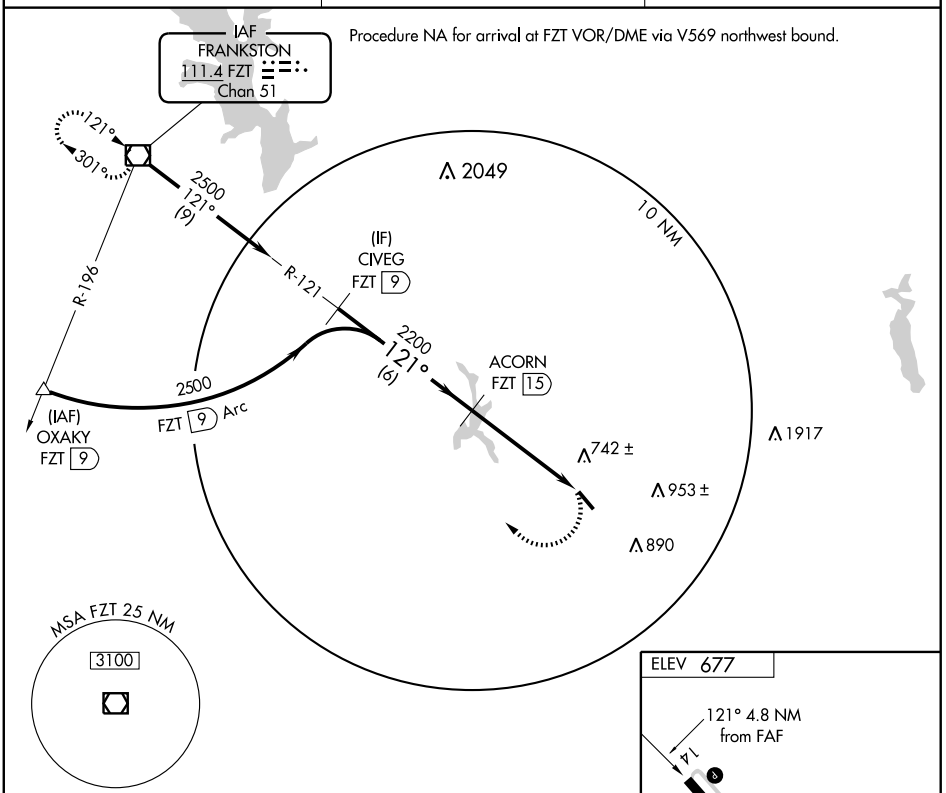
JACKSONVILLE/CHEROKEE COUNTY (JSO)

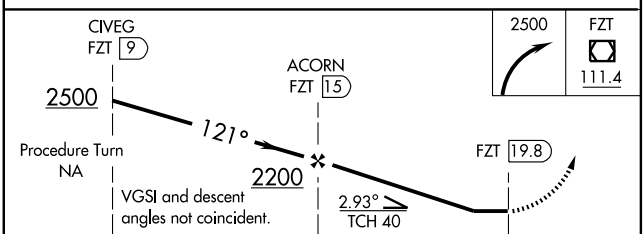
▼ ▲ If local altimeter setting not received, use Palestine Muni altimeter setting and increase all MDAs 100 feet.

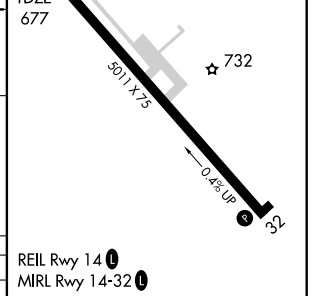
MISSED APPROACH: Climbing right turn to 2500 direct FZT VOR/DME and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.075	128.75 379.15	122.7 (CTAF) L

Procedure NA for arrival at FZT VOR/DME via V569 northwest bound.







CATEGORY	A	B	C	D
S-14	1080-1 403 (500-1)		1080-1¼ 403 (500-1¼)	NA
CIRCLING	1080-1 403 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

NDB JAS 344	APP CRS 177°	Rwy Idg 5500 TDZE 213 Apt Elev 213

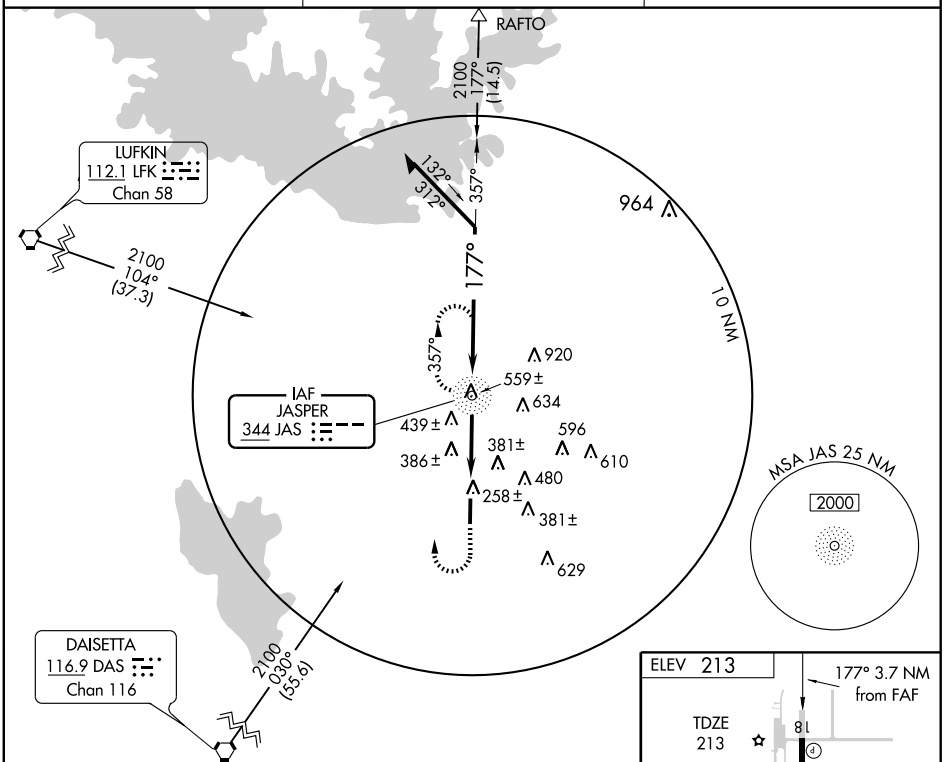
NDB RWY 18

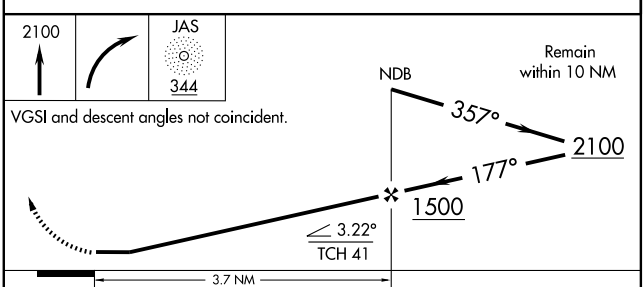
JASPER COUNTY-BELL FIELD (JAS)

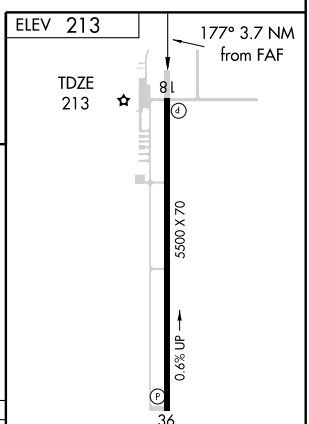
Visibility reduction by helicopters NA. When local altimeter setting not received, use De Ridder altimeter setting and increase all MDA 100 feet, increase S-18 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100, then right turn direct JAS NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L







MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	740-1	527 (600-1)	740-1½ 527 (600-1½)	NA
CIRCLING	740-1	527 (600-1)	740-1½ 527 (600-1½)	NA

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 87013	177°	TDZE	213
W18A		Apt Elev	213

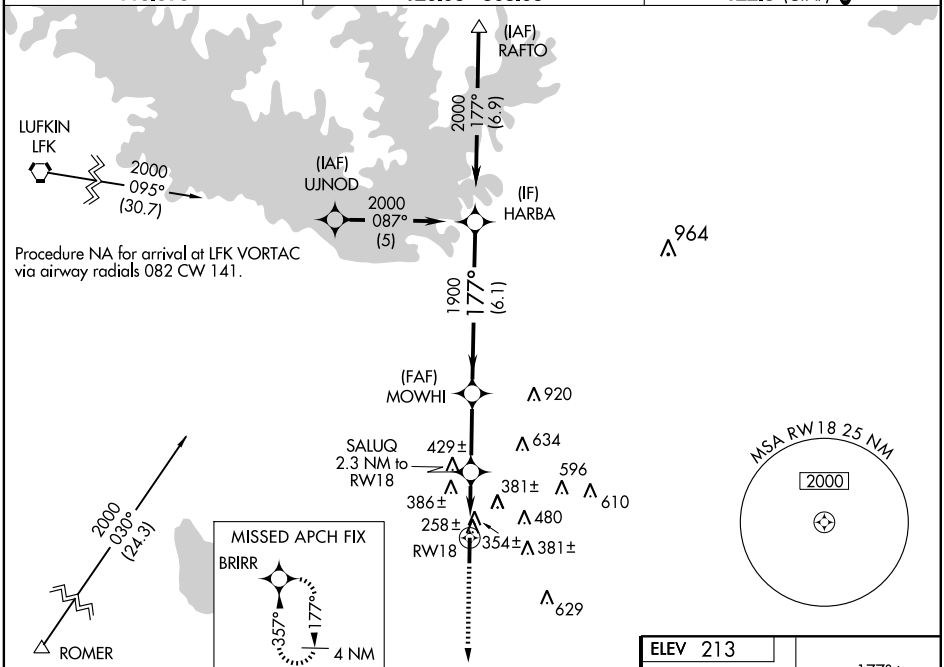
RNAV (GPS) RWY 18

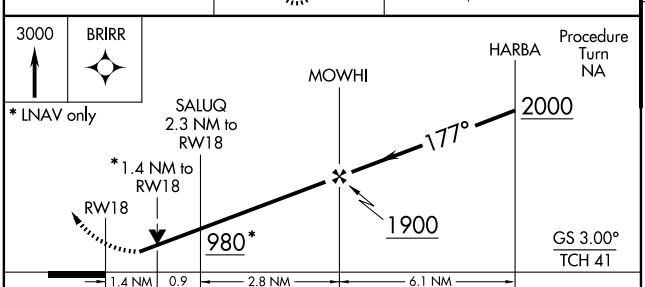
JASPER COUNTY-BELL FIELD (JAS)

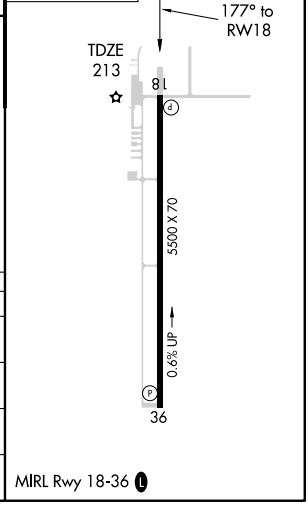
Baro-VNAV NA when using De Ridder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using De Ridder altimeter setting. When local altimeter setting not received, use De Ridder altimeter setting and increase all DA 85 feet, all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct BRIRR and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	567-1¼ 354 (400-1¼)			NA
LNAV/VNAV DA	730-1¾ 517 (600-1¾)			NA
LNAV MDA	700-1 487 (500-1)		700-1¼ 487 (500-1¼)	NA
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42813 W36A	APP CRS 357°	Rwy Idg 5500 TDZE 192 Apt Elev 213

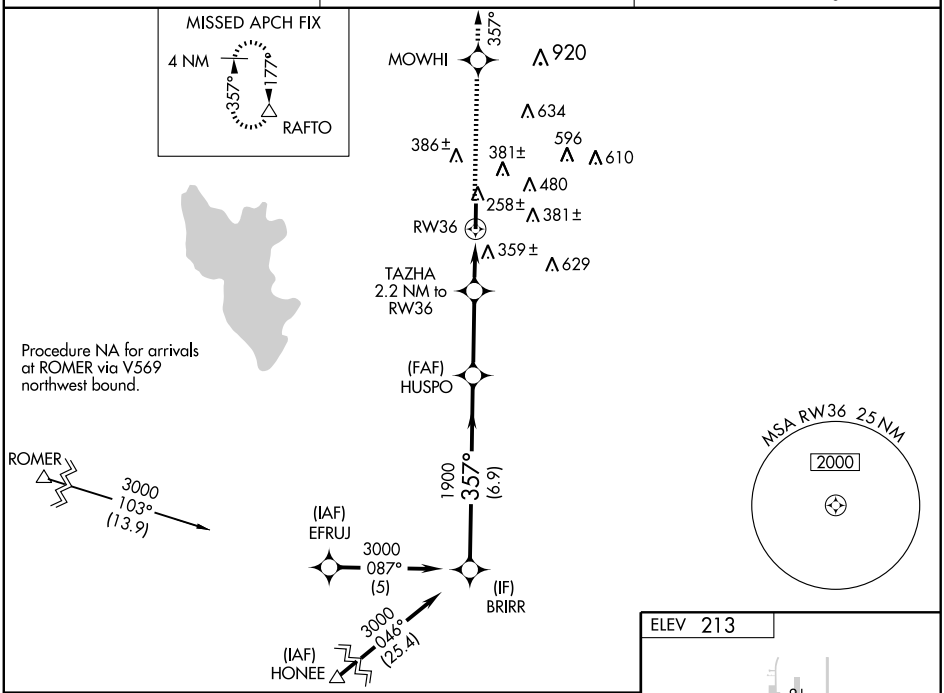
RNAV (GPS) RWY 36

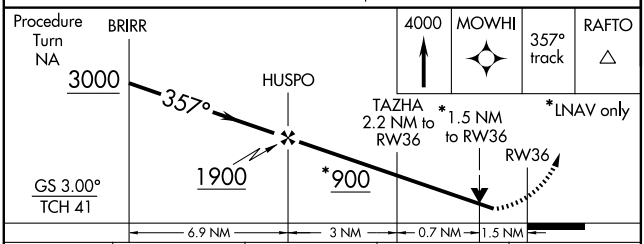
JASPER COUNTY-BELL FIELD (JAS)

Baro-VNAV NA when using De Ridder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using De Ridder altimeter setting. When local altimeter setting not received, use De Ridder altimeter setting and increase all DA 85 feet, all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile, Circling Cat C ¼ mile.

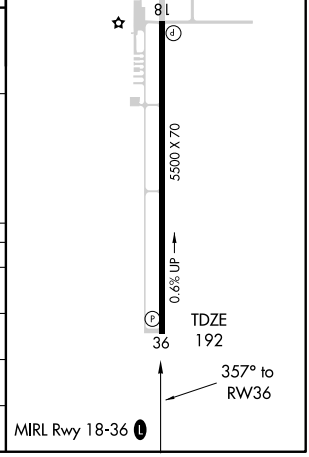
MISSED APPROACH: Climb to 4000 direct MOWHI and via track 357° to RAFTO and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.375	126.95 363.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	581-1½ 389 (400-1½)			NA
LNAV/VNAV DA	675-1¾ 483 (500-1¾)			NA
LNAV MDA	680-1 488 (500-1)		680-1¼ 488 (500-1¼)	NA
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	NA



SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
172°	TDZE	1751
	Apt Elev	1751

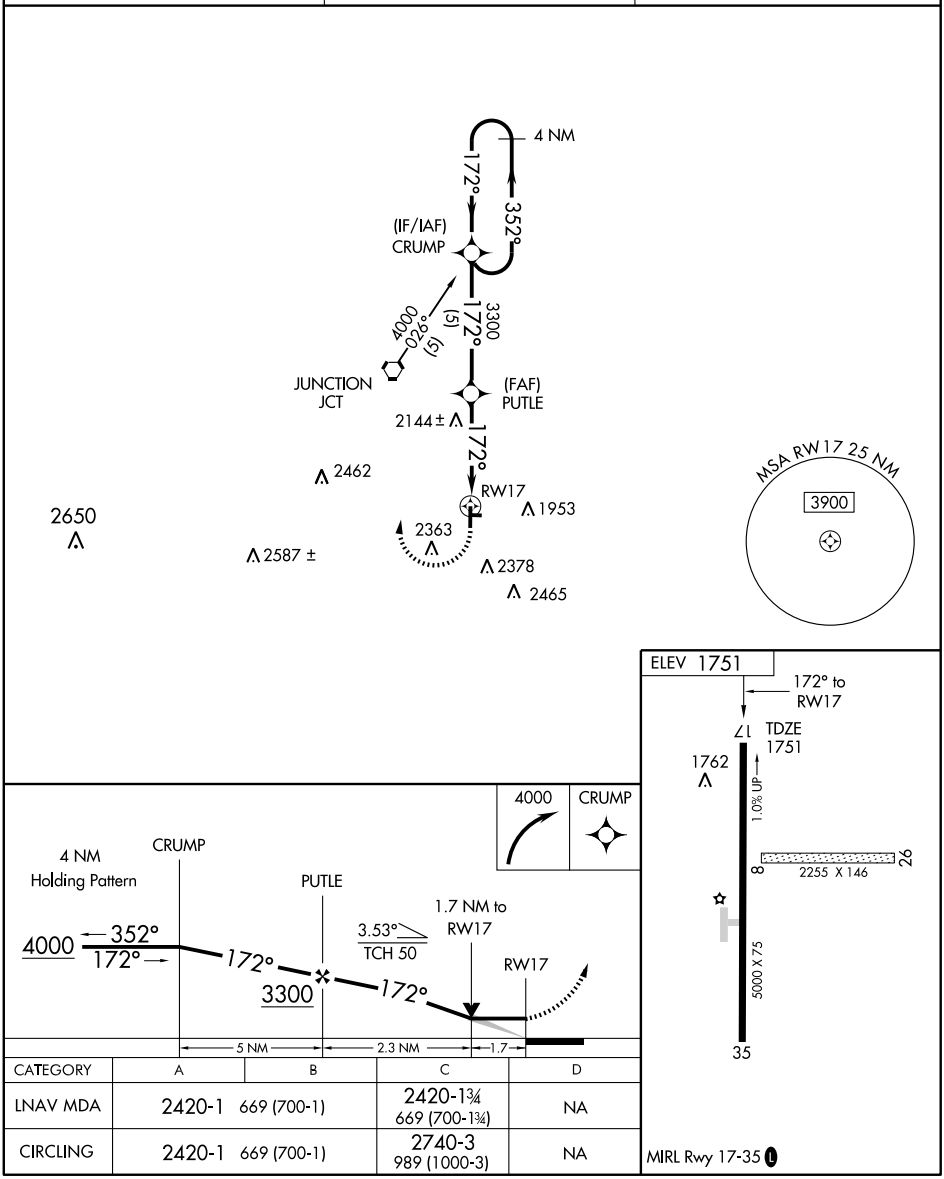
RNAV (GPS) RWY 17

JUNCTION/ KIMBLE COUNTY (JCT)

T A NA — Circling NA to Rwy 8-26. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct CRUMP WP and hold.

ASOS	HOUSTON CENTER	UNICOM
119.275	125.75 346.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2420-1	669 (700-1)	2420-1¾ 669 (700-1¾)	NA
CIRCLING	2420-1	669 (700-1)	2740-3 989 (1000-3)	NA

MIRL Rwy 17-35 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC JCT	APP CRS	Rwy Idg	N/A
116.0	144°	TDZE	N/A
Chan 107		Apt Elev	1751

VOR-A

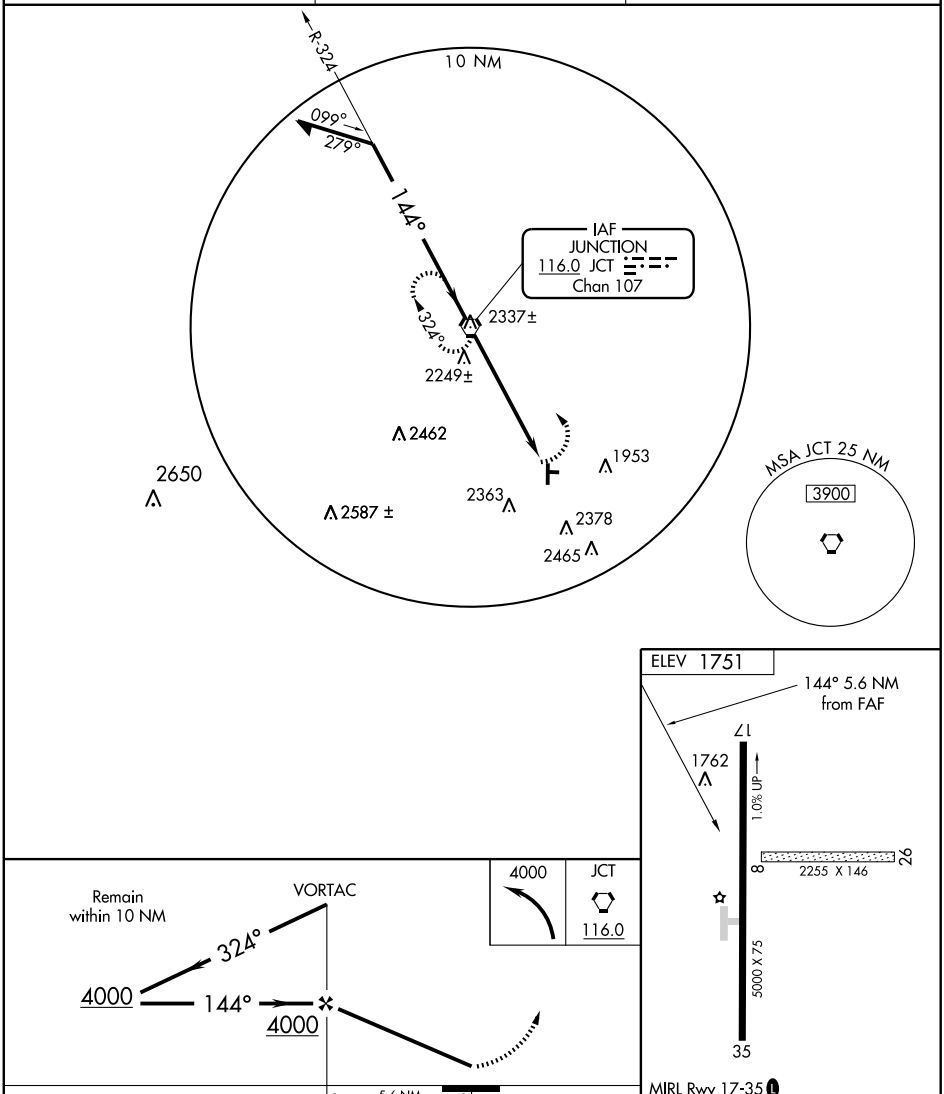
JUNCTION/KIMBLE COUNTY (JCT)

NA

Circling NA to Rwy 8-26.

MISSED APPROACH: Climbing left turn to 4000 direct to JCT VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
119.275	125.75 346.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2560-1 809(900-1)	2560-1¼ 809 (900-1¼)	2740-3 989 (1000-3)	NA

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC THX 111.4 Chan 51	APP CRS 030°	Rwy Idg N/A TDZE N/A Apt Elev 291

VOR/DME or GPS-A

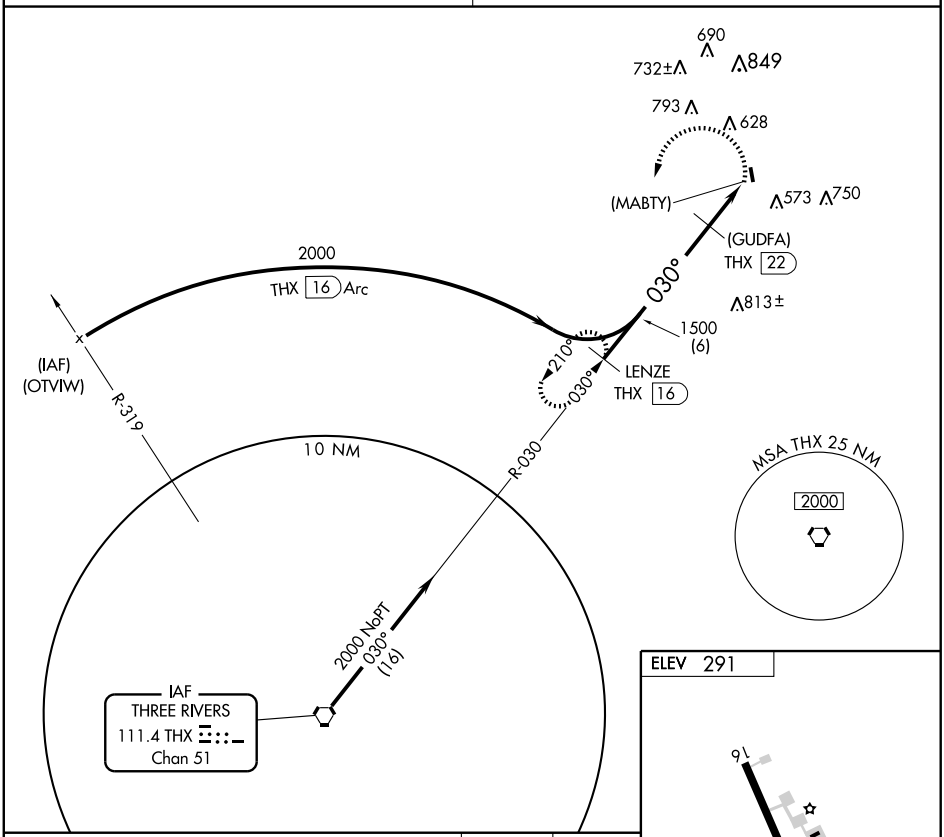
KENEDY/ KARNES COUNTY (2R9)

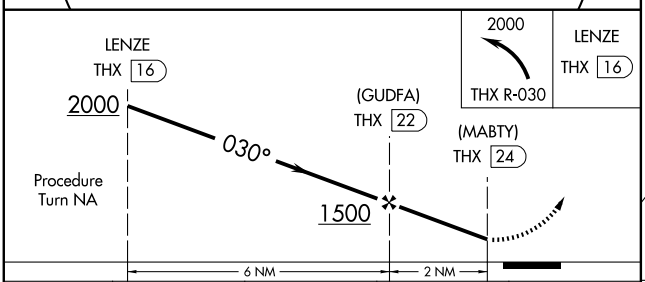
NA

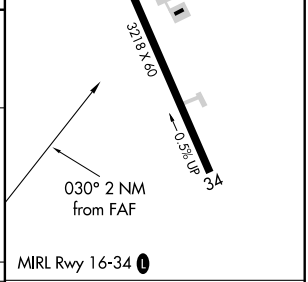
Use Victoria Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via THX R-030 to LENZE/16 DME and hold.

HOUSTON CENTER	UNICOM
134.6 322.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1100-1 809 (900-1)	1100-1¼ 809 (900-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

28°49'N-97°52'W

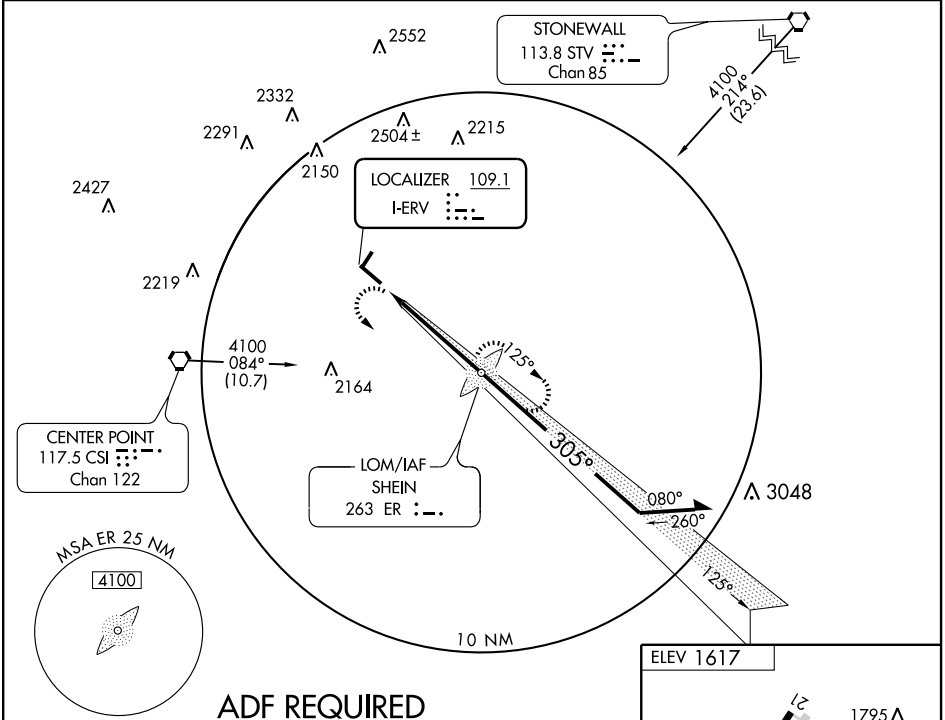
LOC I-ERV	APP CRS	Rwy Idg	6000
109.1	305°	TDZE	1589
		Apt Elev	1617

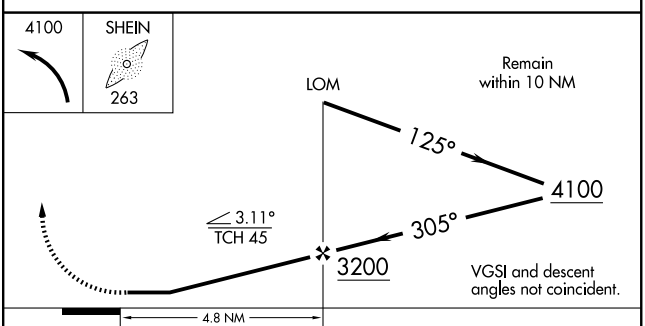
LOC RWY 30

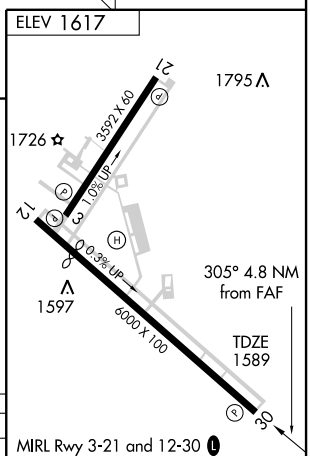
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

MISSED APPROACH: Climbing left turn to 4100 direct SHEIN LOM and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-30	2060-1 471 (500-1)		2060-1¼ 471 (500-1¼)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

MIRL Rwy 3-21 and 12-30 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

LOM ER	APP CRS	Rwy Idg	6000
263	306°	TDZE	1589
		Apt Elev	1617

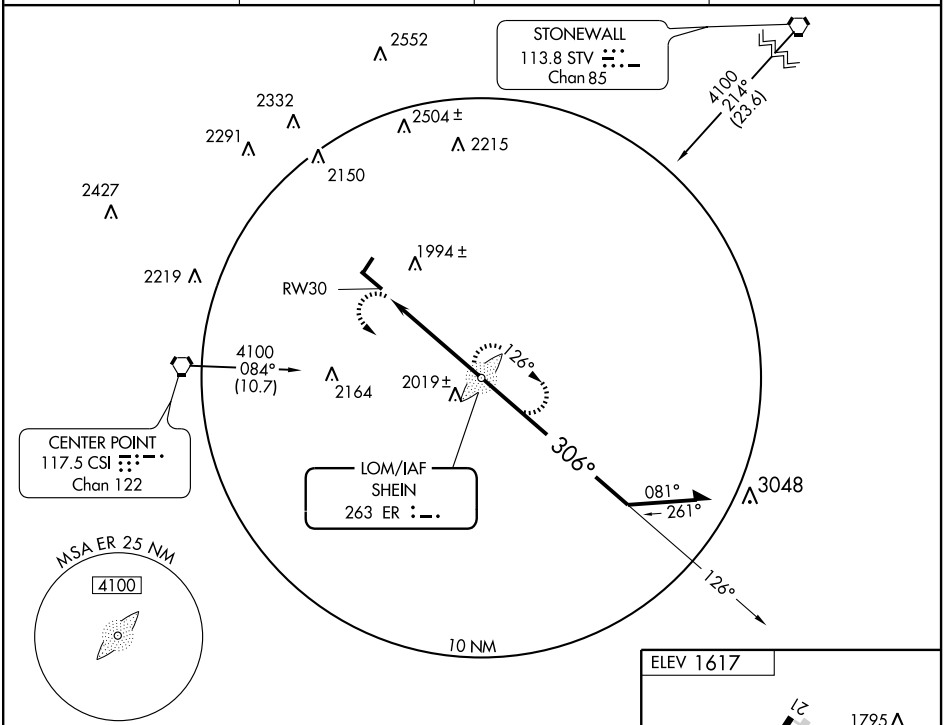
NDB RWY 30

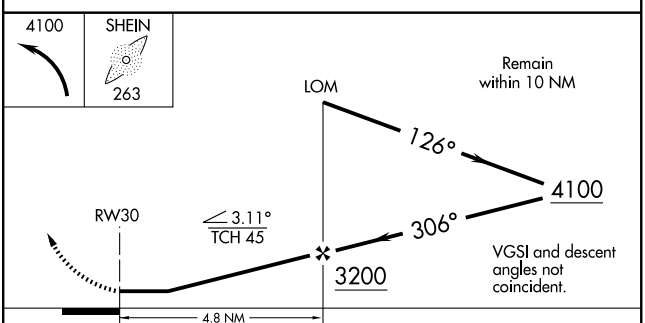
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

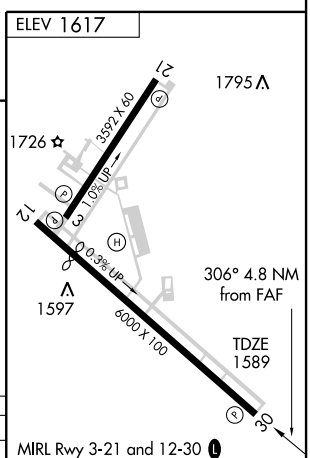
NA

MISSED APPROACH: Climbing left turn to 4100 direct SHEIN LOM and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-30	2300-1	711 (700-1)	2300-2 711 (700-2)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

MIRL Rwy 3-21 and 12-30 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5310
124°	TDZE	1584
	Apt Elev	1617

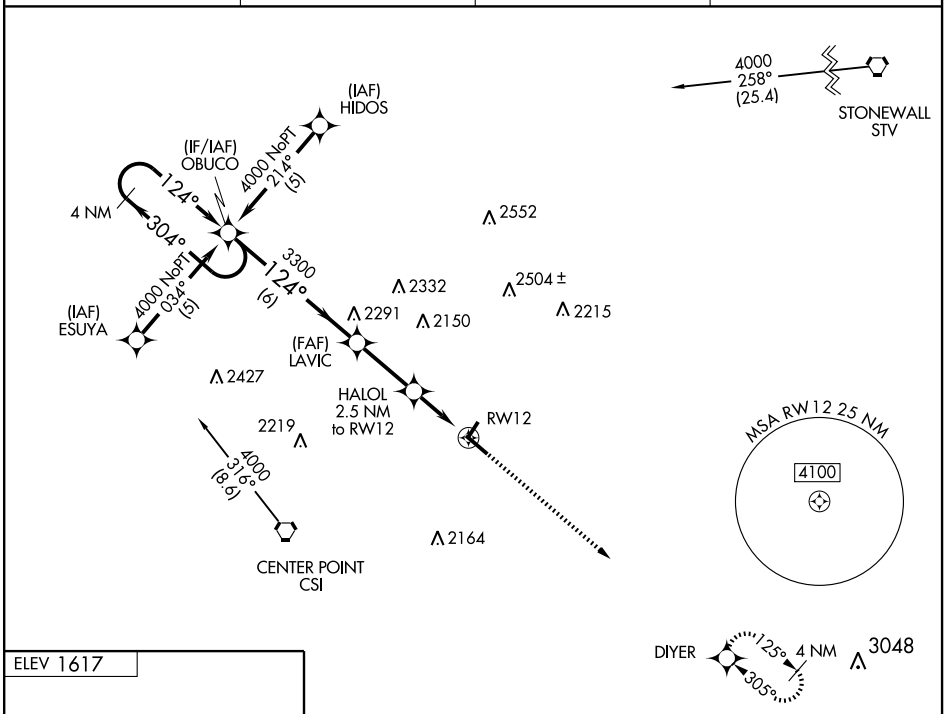
RNAV (GPS) RWY 12

KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

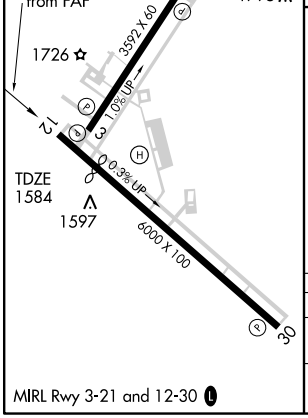
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

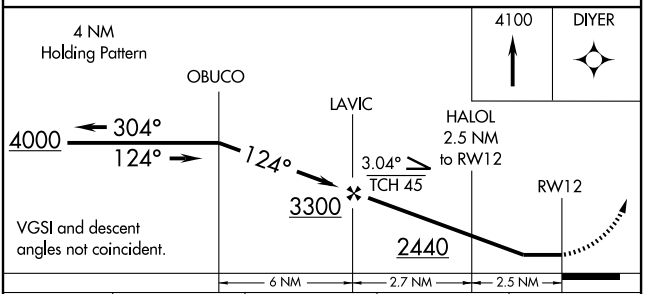
MISSED APPROACH: Climb to 4100 direct DIYER and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L



Procedure NA for arrivals at CSI VORTAC on airway radials 314 CW 015 and at STV VORTAC on airway radial 284.





CATEGORY	A	B	C	D
LNAV MDA	2160-1	576 (600-1)	2160-1½ 576 (600-1½)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
Ch 77527	305°	TDZE	1589
W30A		Apt Elev	1617

RNAV (GPS) RWY 30

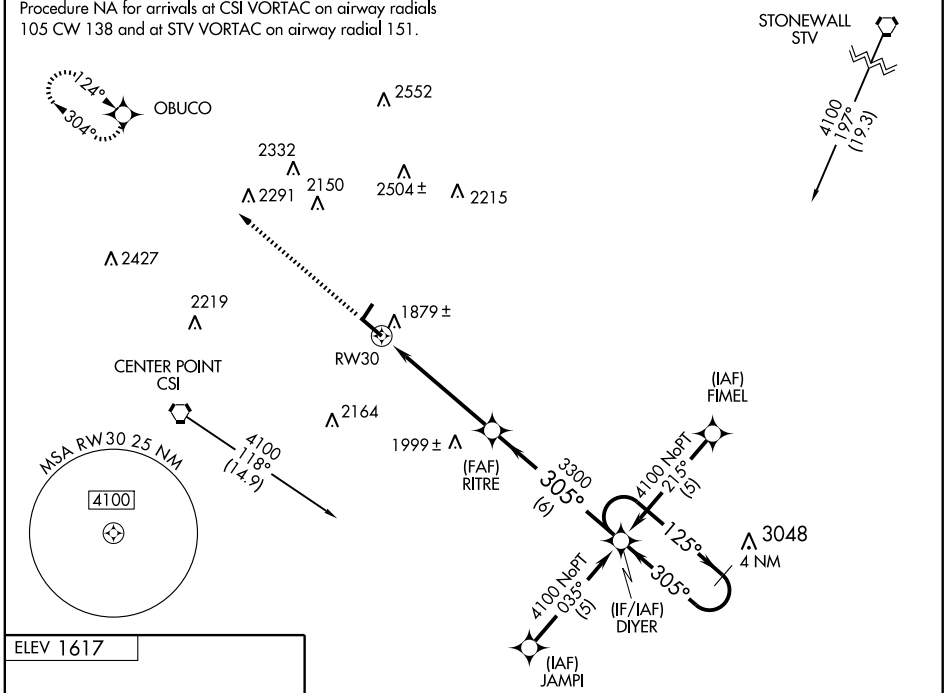
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

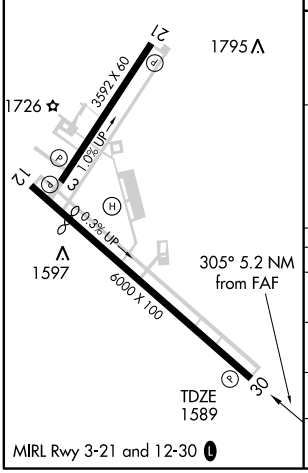
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

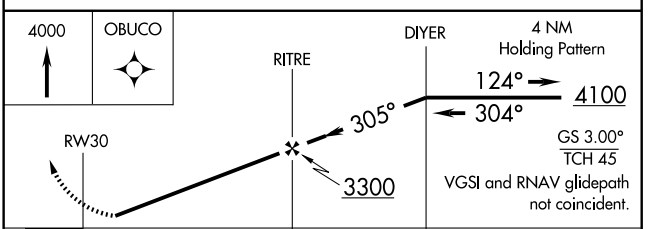
MISSED APPROACH: Climb to 4000 direct OBUCO and hold.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L

Procedure NA for arrivals at CSI VORTAC on airway radials 105 CW 138 and at STV VORTAC on airway radial 151.







CATEGORY	A	B	C	D
LPV DA	1860-1 271 (300-1)			NA
LNAV/ VNAV DA	NA			
LNAV MDA	2140-1 551 (600-1)		2140-1½ 551 (600-1½)	NA
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

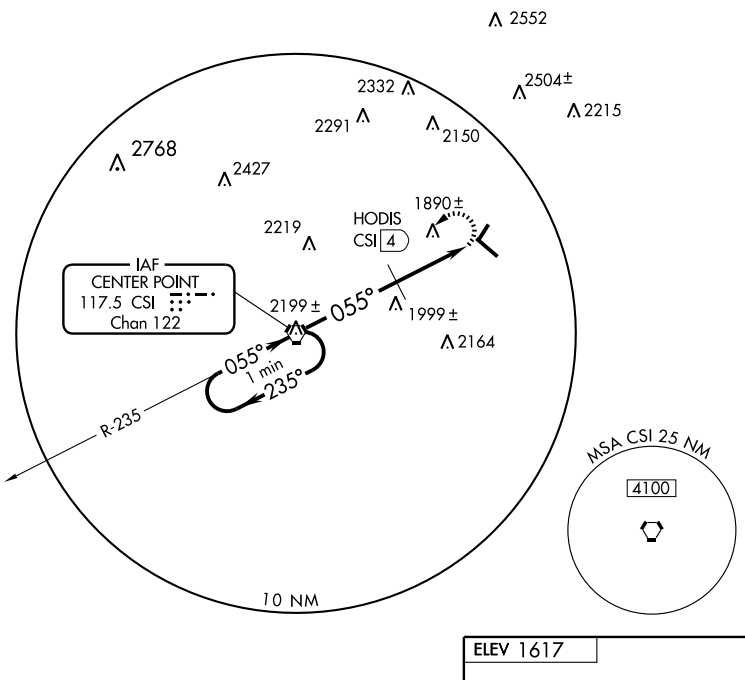
VORTAC CSI 117.5 Chan 122	APP CRS 055°	Rwy Idg N/A TDZE N/A Apt Elev 1617

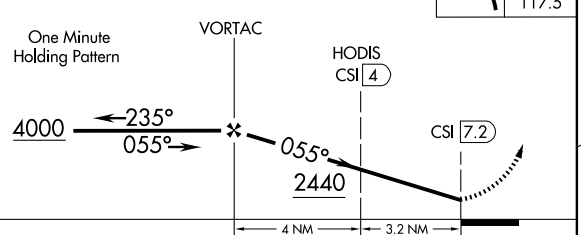
VOR-A

KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

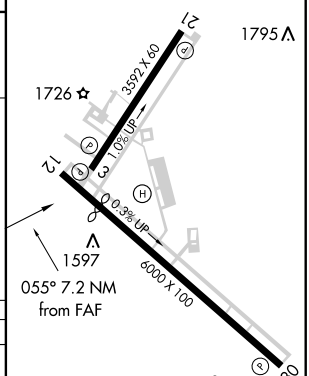
MISSED APPROACH: Climbing left turn to 4000 direct CSI VORTAC.

AWOS-3	HOUSTON CENTER	CLNC DEL	UNICOM
118.125	134.95 269.4	134.95	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2440-1 823 (900-1)	2440-1¼ 823 (900-1¼)	2440-2½ 823 (900-2½)	NA
HODIS FIX MINIMUMS				
CIRCLING	2320-1 703 (800-1)	2340-1 723 (800-1)	2380-2¼ 763 (800-2¼)	NA



MIRL Rwy 3-21 and 12-30 L

FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

CONRA ONE DEPARTURE

(CONRA1.CONRA) 10266

KILLEEN, TEXAS

KILLEEN/ SKYLARK FIELD (ILE)

AWOS-3
128.575
CLNC DEL
121.7
CTAF
122.7
GRAY DEP CON
120.075 323.15
120.75 285.5

TAKE-OFF MINIMUMS:
Rwy 1, 19, Standard.

N

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to CONRA INT, maintain 3500. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CONRA1.CLL): From over CONRA INT via CLL R-287 to CLL VORTAC.
LEONA TRANSITION (CONRA1.LOA): From over CONRA INT via LOA R-257 to LOA VORTAC.

R-6302C
R-6302A & E
R-6302A
R-6302B

NOTE: RADAR Required.

R-101
40
CONRA
N31° 00.08'
W97° 24.25'
6500
077°
(74)
R-257

GOOCH SPRINGS
112.5 AGJ
Chan 72

LEONA
110.8 LOA
Chan 45
N31° 07.44'
W95° 58.08'
L-19-21, H-6

3500
107°
(56)
R-287

COLLEGE STATION
113.3 CLL
Chan 80
N30° 36.30'
W96° 25.24'
L-19-21, H-7

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Poles beginning 317' from DER, 384' left of centerline, up to 27' AGL/868' MSL. Tree 973' from DER, 100' left of centerline, 28' AGL/876' MSL. Bldg 486' from DER, 9' right of centerline, 13' AGL/854' MSL. Antenna 351' from DER, 277' right of centerline, 11' AGL/852' MSL.

Rwy 19: Pole 288' from DER, 588' right of centerline, 32' AGL/880' MSL. Bldg 102' from DER, 411' right of centerline, 8' AGL/856' MSL. Vehicle on road 232' from DER, 499' right of centerline, 15' AGL/867' MSL. Pole 256' from DER, 497' left of centerline, 32' AGL/873' MSL. Bldg 276' from DER, 342' left of centerline, 11' AGL/859' MSL. Bldg 298' from DER, 83' left of centerline, 9' AGL/857' MSL.

NOTE: Chart not to scale.

CONRA ONE DEPARTURE
(CONRA1.CONRA) 10266
KILLEEN/ SKYLARK FIELD (ILE)
KILLEEN, TEXAS

SL-5344 (FAA)

LOC I-ILE	APP CRS	Rwy Idg	4651
108.3	012°	TDZE	844
		Apt Elev	848

ILS or LOC RWY 1

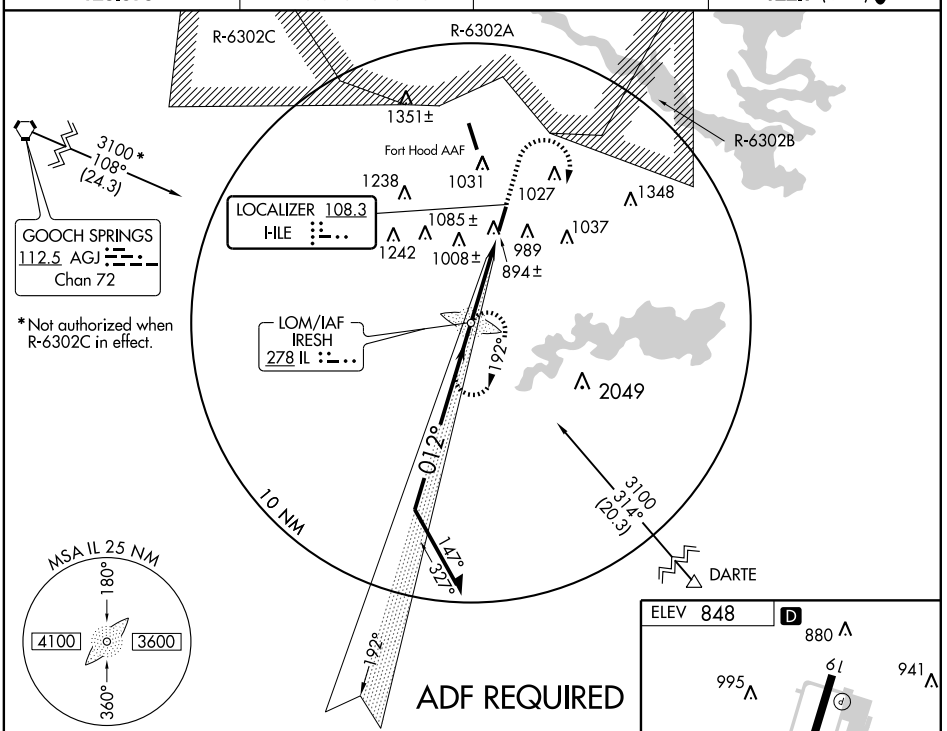
KILLEEN/SKYLARK FIELD (ILE)

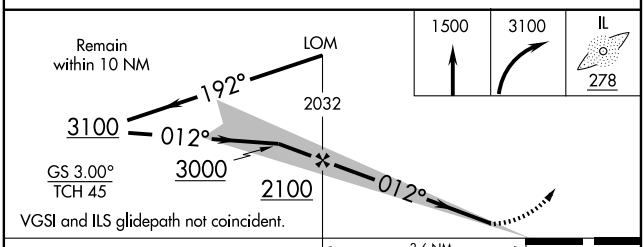
T NA — Inoperative table does not apply. For inoperative MALSR, increase S-LOC 1 Cats A, B and C visibility to 1 mile. ADF required. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all DA 41 feet and all MDA 60 feet. For inoperative MALSR when using Robert Gray AAF altimeter setting, increase S-LOC 1 Cats A, B, and C visibility to 1 mile. Visibilty reduction by helicopters NA.

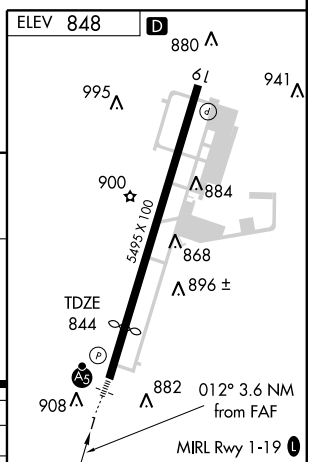
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct IRESH LOM and hold, continue climb in hold to 3100.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 1	1094-¾ 250 (300-¾)			NA
S-LOC 1	1180-¾ 336 (400-¾)			NA
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA

FAF to MAP 3.6 NM

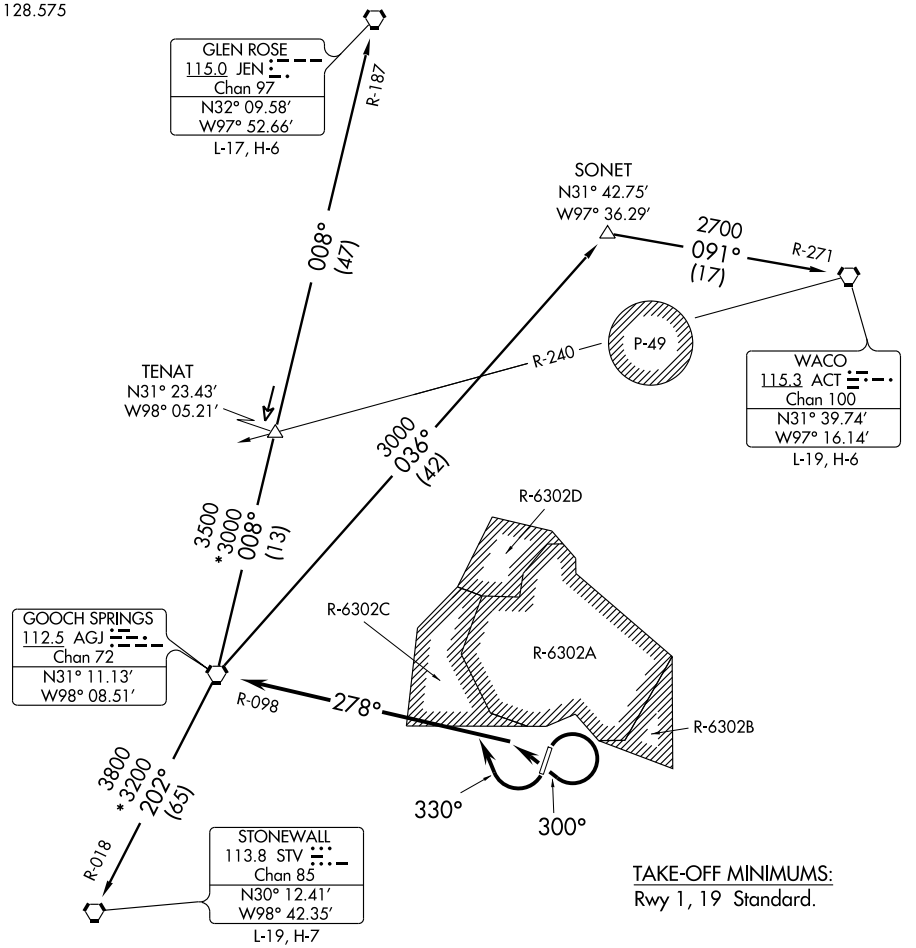
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LAMPS FOUR DEPARTURE

CLNC DEL
121.7
GRAY DEP CON
120.075 323.15
AWOS-3
128.575

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.



TAKE-OFF MINIMUMS:
Rwy 1, 19 Standard.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple poles beginning 317′ from DER, 384′ left of centerline, up to 27′ AGL/868′ MSL.
Tree, 973′ from DER, 100′ left of centerline, 28′ AGL/876′ MSL.
Building, 486′ from DER, 9′ right of centerline, 13′ AGL/854′ MSL.
Antenna, 351′ from DER, 277′ right of centerline, 11′ AGL/852′ MSL.
Rwy 19: Pole, 288′ from DER, 588′ right of centerline, 32′ AGL/880′ MSL.
Building, 102′ from DER, 411′ right of centerline, 8′ AGL/856′ MSL.
Vehicle on road, 232′ from DER, 499′ right of centerline, 15′ AGL/867′ MSL.
Pole, 256′ from DER, 497′ left of centerline, 32′ AGL/873′ MSL.
Building, 276′ from DER, 342′ left of centerline, 11′ AGL/859′ MSL.
Building, 298′ from DER, 83′ left of centerline, 9′ AGL/857′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-3, 21 OCT 2010 to 18 NOV 2010

LAMPS FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climbing right turn heading 300° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .
TAKE-OFF RWY 19: Climbing right turn heading 330° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.
STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4651
012°	TDZE	844
	Apt Elev	848

RNAV (GPS) RWY 1

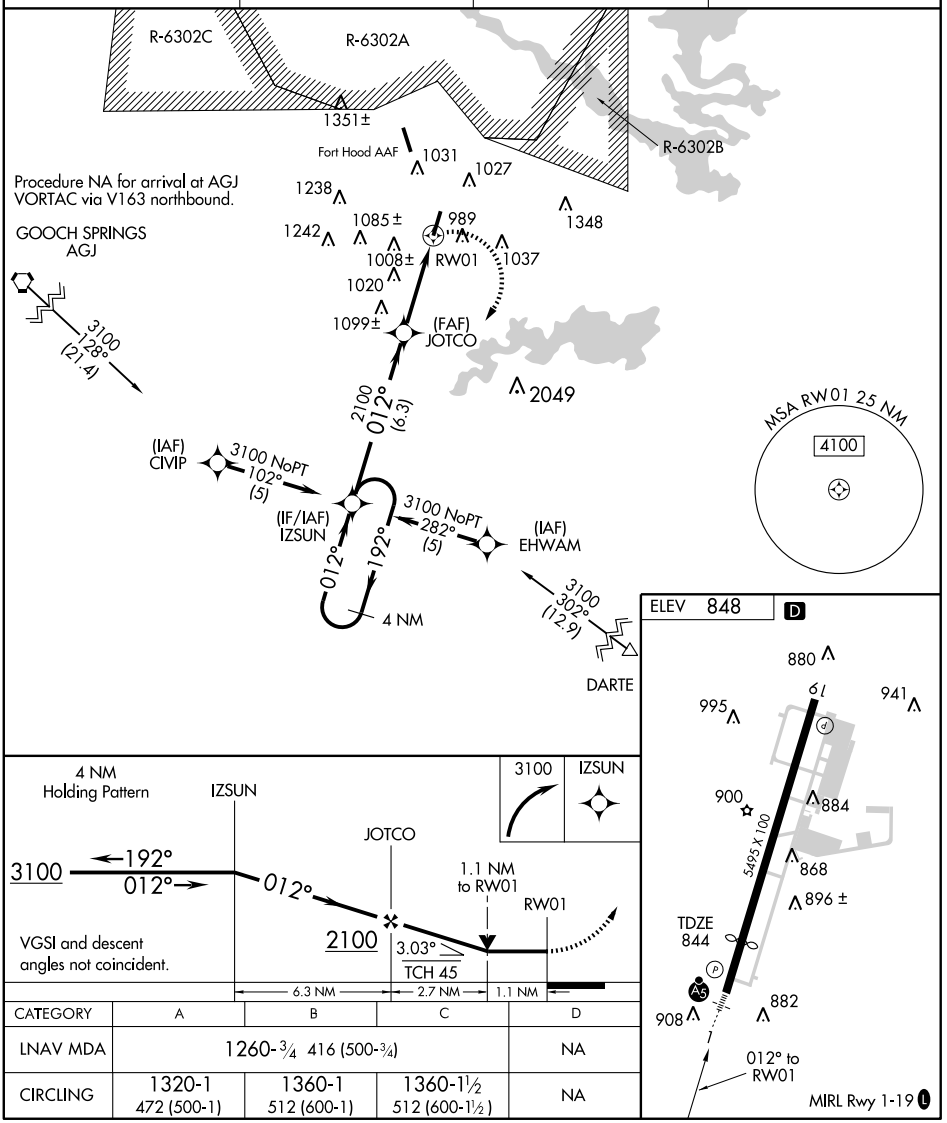
KILLEEN/ SKYLARK FIELD (ILE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. For inoperative MALSR when using Robert Gray AAF altimeter setting, increase LNAV Cat A and B visibility to 1 mile. VDP NA when using Robert Gray AAF altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 3100 direct IZSUN and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1260-¾ 416 (500-¾)			NA
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME GRK	APP CRS	Rwy Idg	N/A
111.8	057°	TDZE	N/A
Chan 55		Apt Elev	848

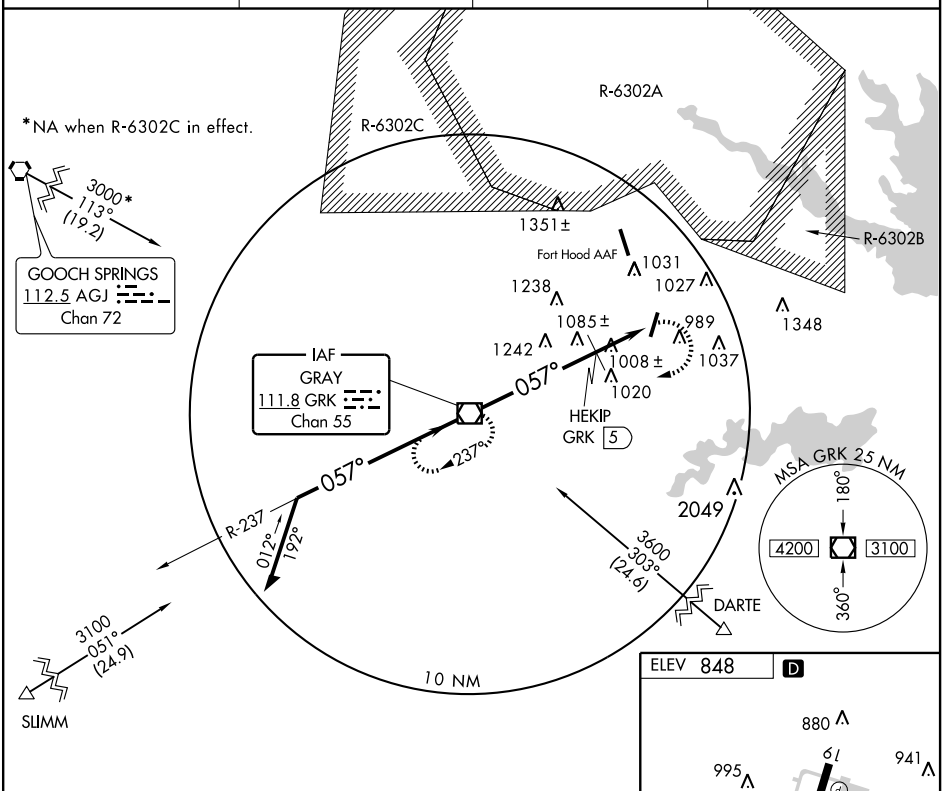
VOR-A

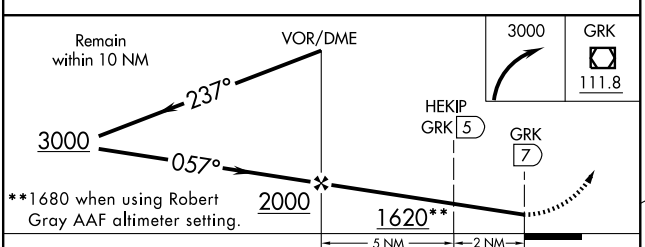
KILLEEN/ SKYLARK FIELD (ILE)

When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet.

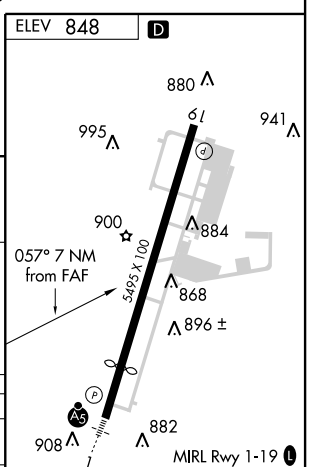
MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
128.575	120.075 323.15	121.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1620-1 772 (800-1)	1620-1¼ 772 (800-1¼)	1620-2¼ 772 (800-2¼)	NA
HEKIP FIX MINIMUMS				
CIRCLING	1320-1 472 (500-1)	1360-1 512 (600-1)	1360-1½ 512 (600-1½)	NA



FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

NDB TKB	APP CRS	Rwy Idg	6000
347	132°	TDZE	131
		Apt Elev	131

NDB RWY 13

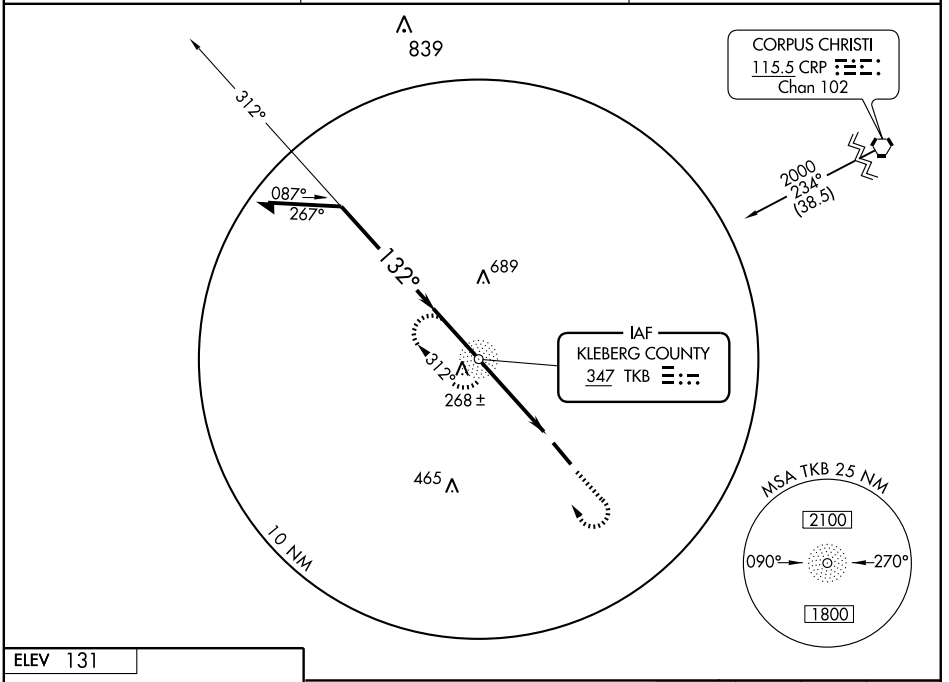
KINGSVILLE/KLEBERG COUNTY (IKG)

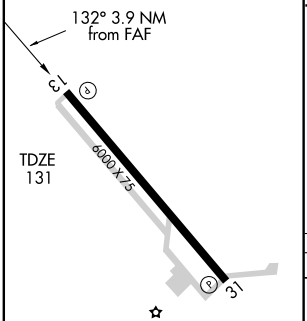
Use Navy Kingsville altimeter setting, when not received use Corpus Christi altimeter setting.

NA

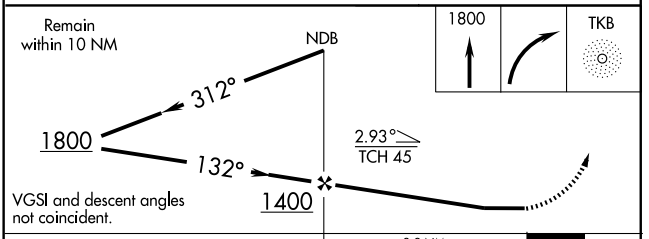
MISSED APPROACH: Climb to 1800 then right turn direct TKB NDB and hold.

AWOS-3	KINGSVILLE APP CON ★	UNICOM
119.075	119.9 290.45	122.7 (CTAF) L





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-13	600-1	469 (500-1)	600-1¼ 469 (500-1¼)	600-1½ 469 (500-1½)
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)	700-2 569 (600-2)
CORPUS CHRISTI ALTIMETER SETTING MINIMUMS				
S-13	660-1	529 (600-1)	660-1½ 529 (600-1½)	660-1¾ 529 (600-1¾)
CIRCLING	660-1	529 (600-1)	660-1½ 529 (600-1½)	700-2 569 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 86618	134°	TDZE	130
W13A		Apt Elev	130

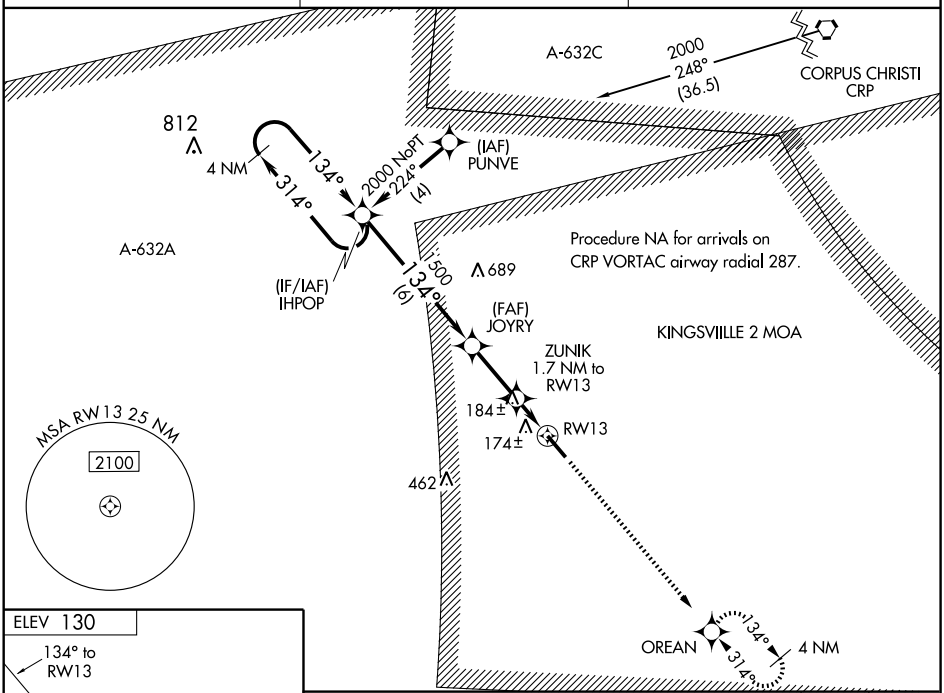
RNAV (GPS) RWY 13

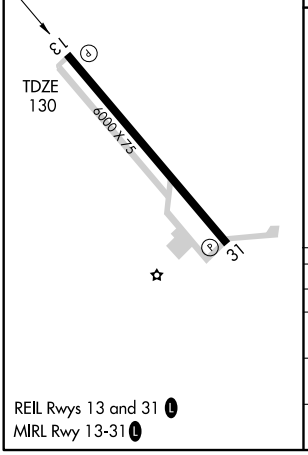
KINGSVILLE/KLEBERG COUNTY (IKG)

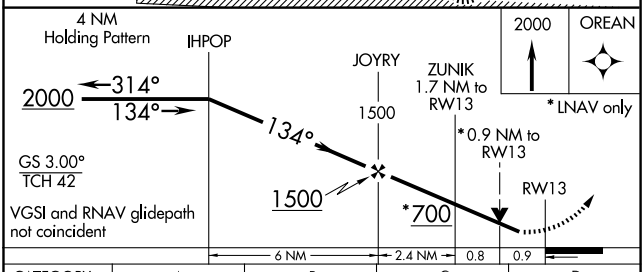
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all DA 33 feet and all MDA 40 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Alice altimeter setting.

MISSED APPROACH: Climb to 2000 direct OREAN and hold. When authorized by ATC, climb-in-hold to 2500.

AWOS-3	KINGSVILLE APP CON *	UNICOM
119.075	119.9 290.45	122.7 (CTAF) L





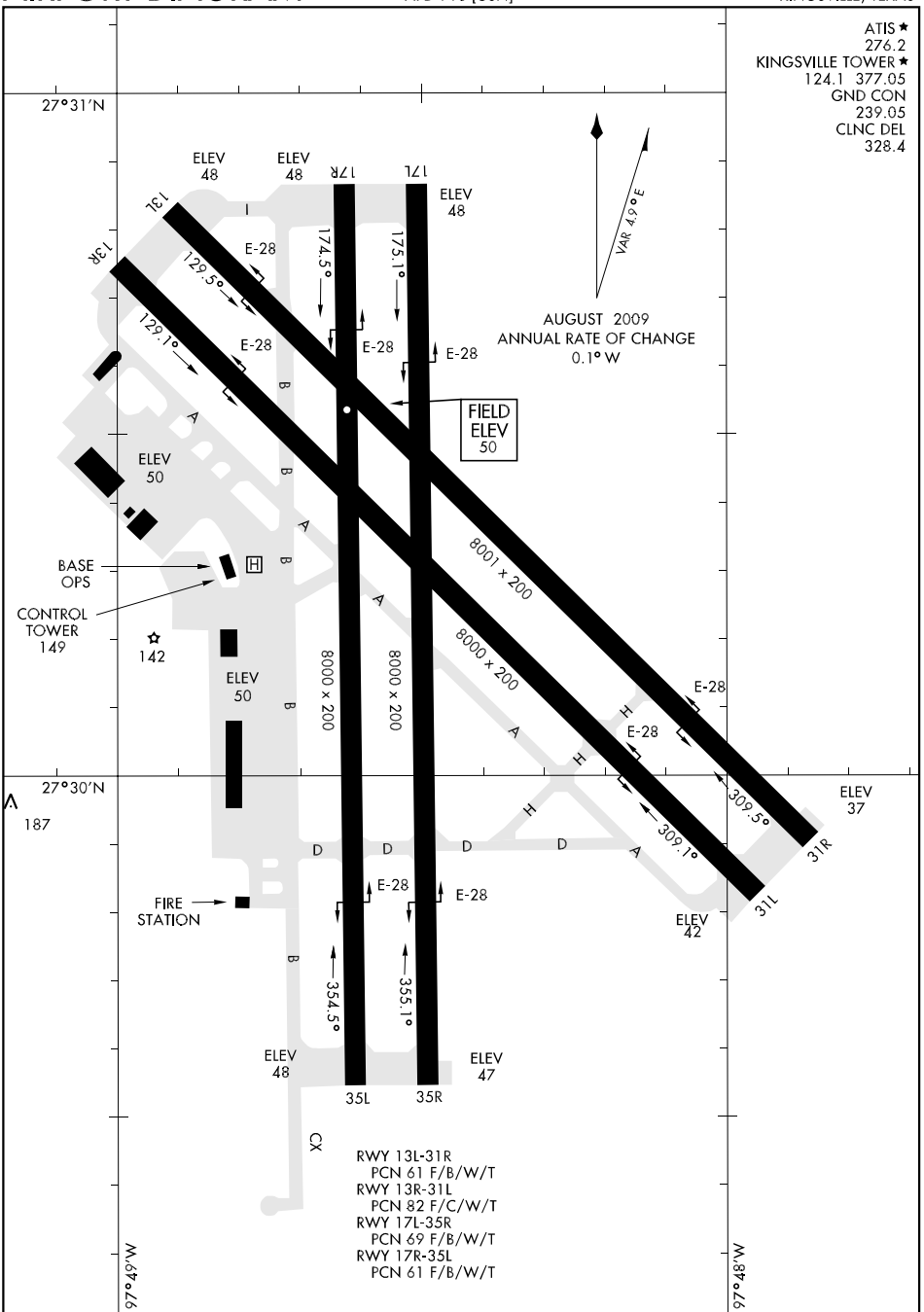


CATEGORY	A	B	C	D
LPV DA	380-¾	250 (300-¾)		
LNAV/VNAV DA	444-1	314 (400-1)		
LNAV MDA	440-1	310 (400-1)		
CIRCLING	500-1 370 (400-1)	580-1 450 (500-1)	580-1½ 450 (500-1½)	680-2 550 (600-2)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 13R

LOC I-NQI	APCH CRS	Rwy ldg 8000 / TDZE 50 / Arpt Elev 50
110.9	130°	

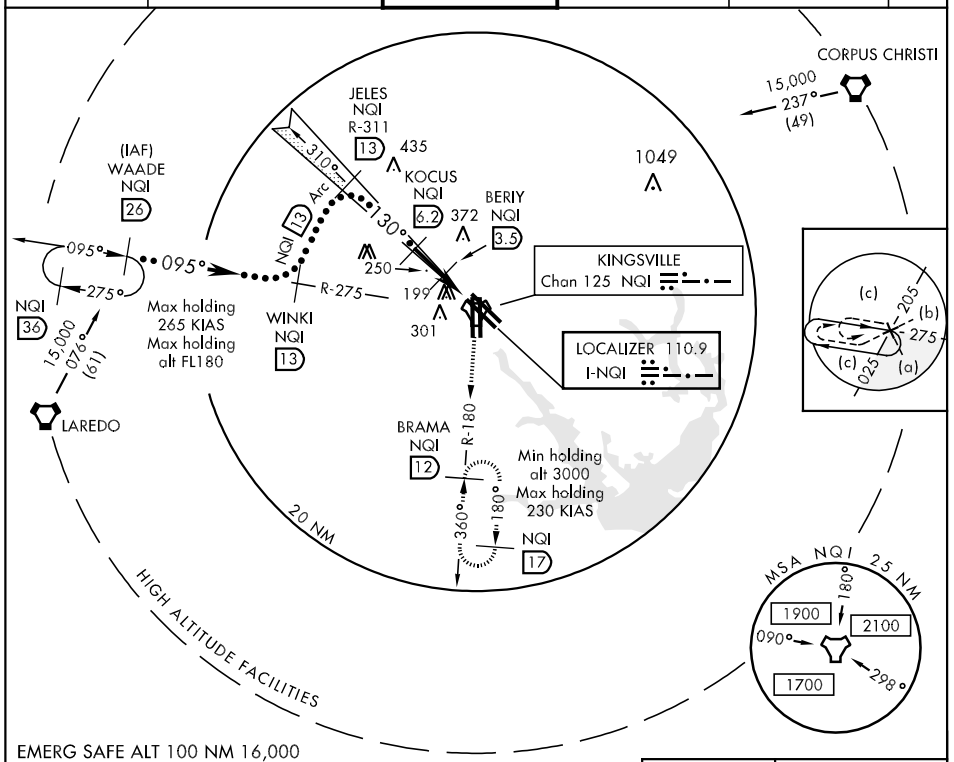
JAL-918 [USN]

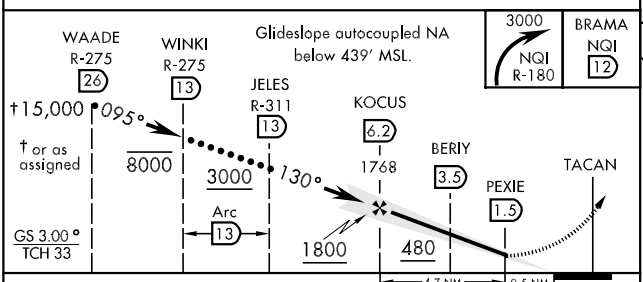
KINGSVILLE NAS (KNQI)

* CAT E circling not authorized SW of Rwy 13-31.

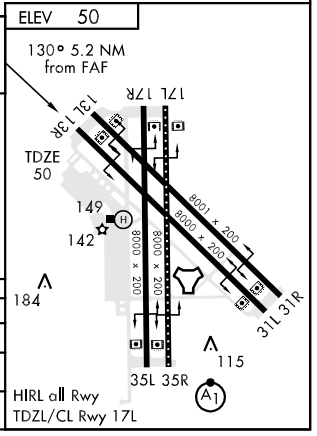
MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/ PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	





CATEGORY	C	D	E
S-ILS 13R	250-¾ 200 (200-¾)		
S-LOC/ DME 13R	400-1 350 (400-1)	400-1¼ 350 (400-1¼)	
CIRCLING *	500-1½ 450 (500-1½)	620-2 570 (600-2)	680-2¼ 630 (700-2¼)



KINGSVILLE, TEXAS

27°30'N-97°49'W

KINGSVILLE NAS (KNQI)

Orig 10266

HI-ILS or LOC/DME RWY 13R

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NQI Chan 125	138°	8000	50	50

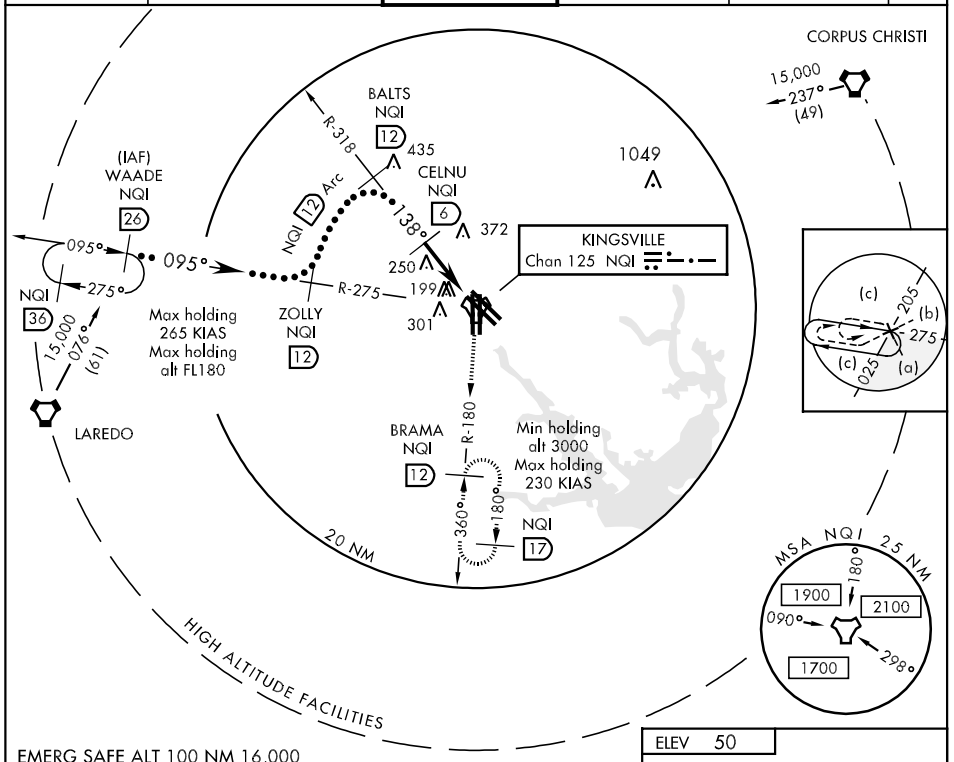
JAL-918 [USN]

KINGSVILLE NAS (KNQI)

* CAT E circling not authorized SW of Rwy 13-31.

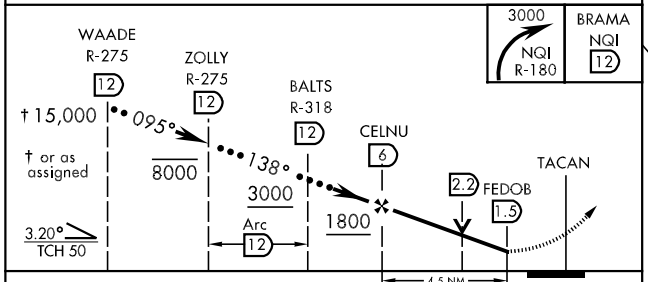
MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

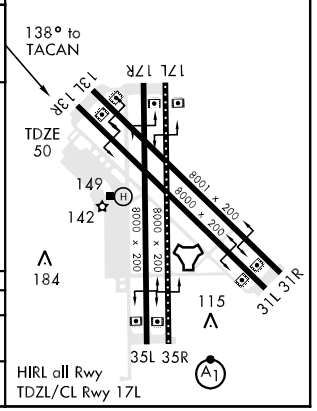
ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/ PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	



EMERG SAFE ALT 100 NM 16,000

ELEV 50





CATEGORY	C	D	E
S-13R	500-1¼ 450 (500-1¼)	500-1½ 450 (500-1½)	
CIRCLING *	500-1½ 450 (500-1½)	620-2 570 (600.2)	680-2¼ 630 (700-2¼)

HI-TACAN RWY 35R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NQI Chan **125**	**360°**	**8000**	**48**	**50**

JAL-918 [USN]

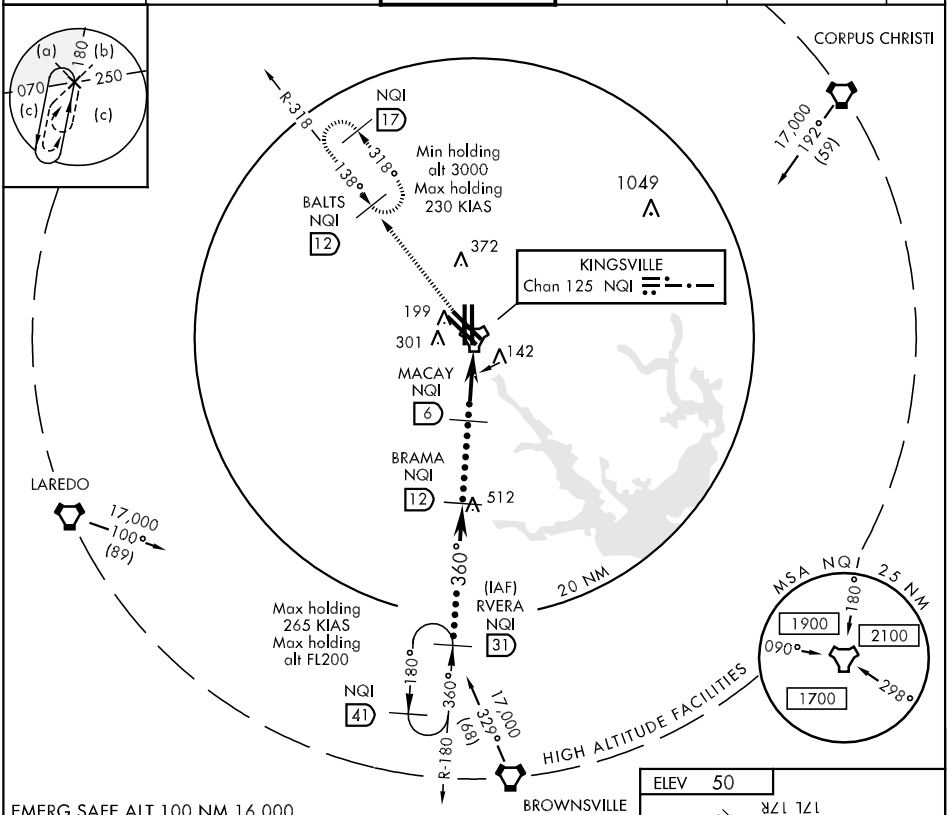
KINGSVILLE NAS (KNQI)

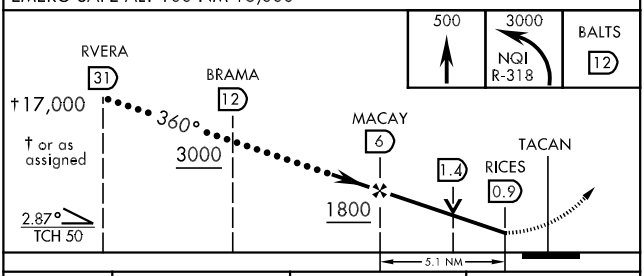
* When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.
** CAT E circling not authorized SW of Rwy 13-31.

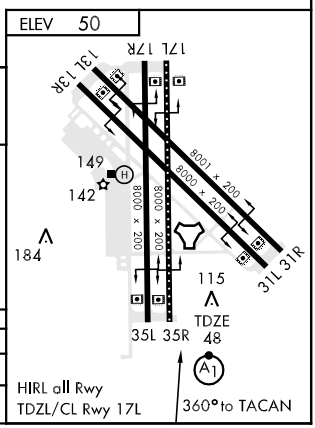
ALSF-1

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via NQI TACAN R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER★	GND CON	CLNC DEL	ASR/ PAR
276.2	**119.9 290.45**	**124.1 377.05**	**239.05**	**328.4**	







CATEGORY	C	D	E
S-35R *	400-¾	352 (400-¾)	
CIRCLING **	500-1½ 450 (500-1½)	620-2 570 (600-2)	680-2¼ 630 (700-2¼)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

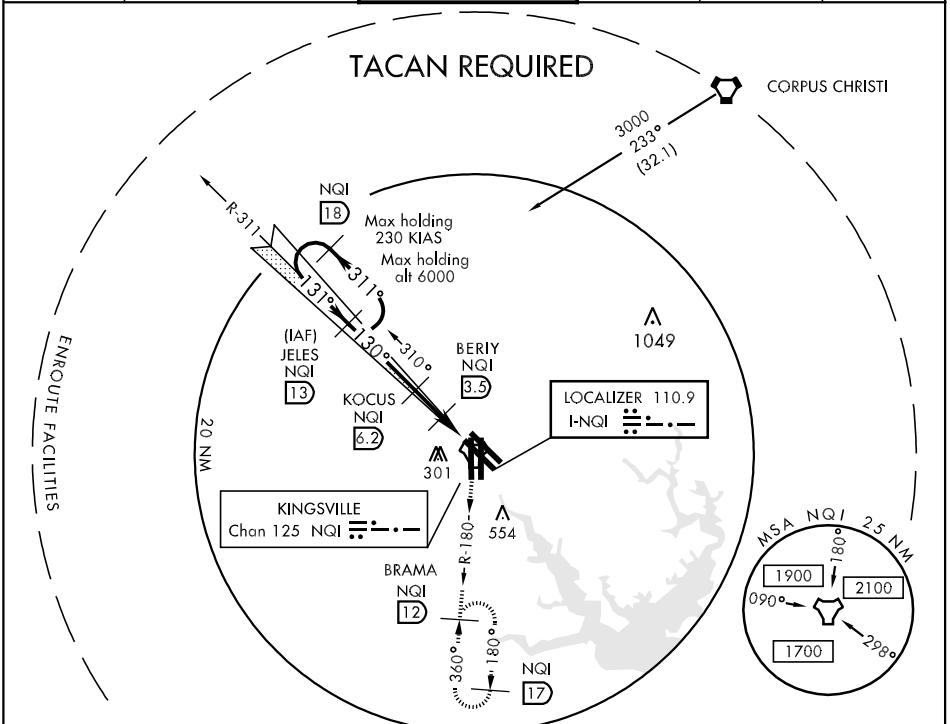
ILS Z or LOC/DME RWY 13R

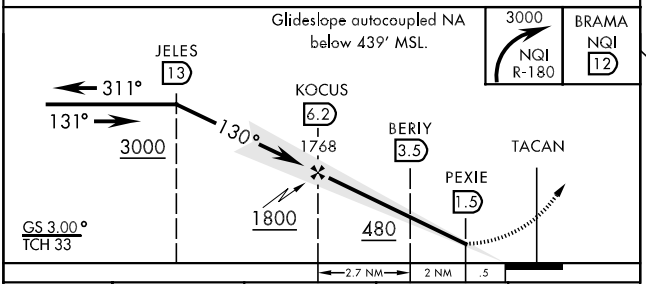
LOC I-NQI	APCH CRS	Rwy Idg 8000 TDZE 50 Arpt Elev 50
110.9	130°	

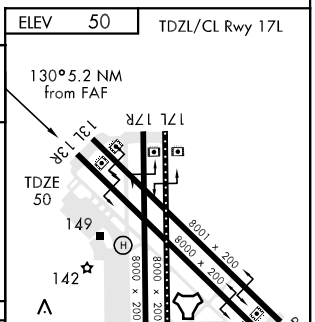
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-ILS 13R	250-¾	200	(200-¾)	
S-LOC 13R	400-1	350	(400-1)	400-1¼ 350 (400-1¼)
CIRCLING	500-1	450 (500-1)	500-1½ 450 (500-1½)	620-2 570 (600-2)

KINGSVILLE, TEXAS 27°30'N-97°49'W KINGSVILLE NAS (KNQI)

Orig 10266

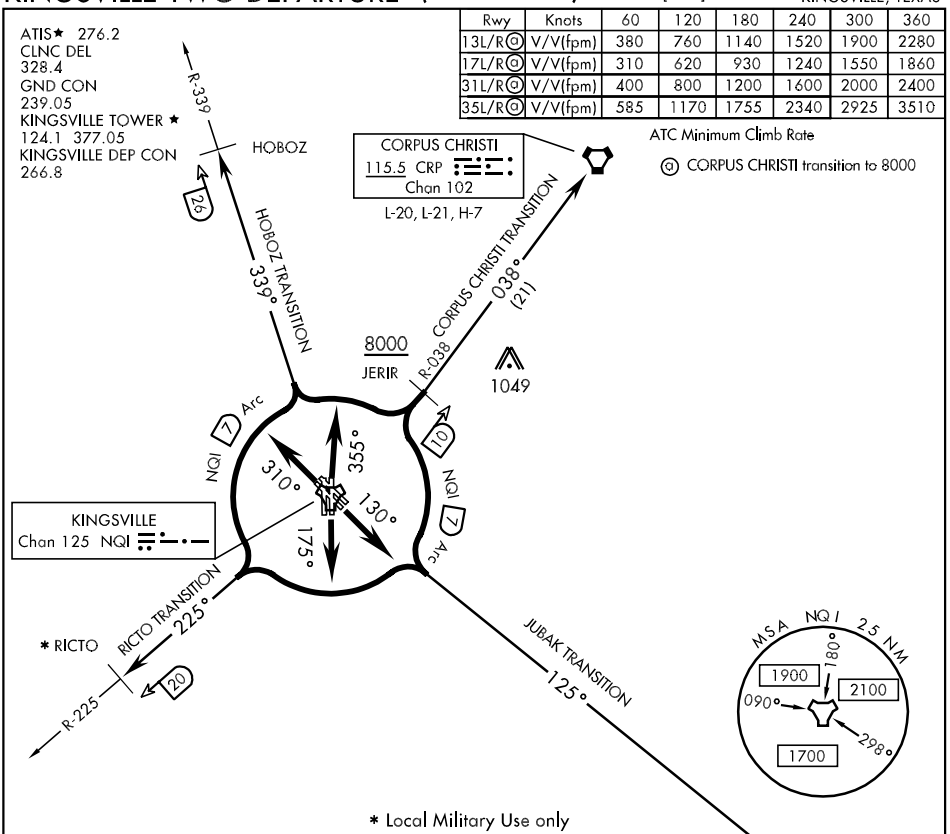
ILS Z or LOC/DME RWY 13R

SC-3, 21 OCT 2010 to 18 NOV 2010

KINGSVILLE-TWO DEPARTURE (NQI2 • NQI)

SHL-918 [USN]

KINGSVILLE, TEXAS



Rwy	Knots	60	120	180	240	300	360
13L/R ⓒ	V/V(fpm)	380	760	1140	1520	1900	2280
17L/R ⓒ	V/V(fpm)	310	620	930	1240	1550	1860
31L/R ⓒ	V/V(fpm)	400	800	1200	1600	2000	2400
35L/R ⓒ	V/V(fpm)	585	1170	1755	2340	2925	3510

ATC Minimum Climb Rate

ⓒ CORPUS CHRISTI transition to 8000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 130° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 17L/R: Climb via heading 175° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 31L/R: Climb via heading 310° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 35L/R: Climb via heading 355° to join NQI TACAN 7 DME Arc, thence....

CORPUS CHRISTI TRANSITION (NQI2• CRP):

Rwys 13L/R and 17L/R: Turn left to join and arc SE on the NQI 7 DME arc to join and fly NQI R-038 to CRP VORTAC. Cross JERIR (NQI R-038/10) at 8000 min.

Rwys 31L/R and 35L/R: Turn right to join and arc N on the NQI 7 DME arc to join and fly NQI R-038 to CRP VORTAC. Cross JERIR (NQI R-038/10) at 8000 min. Departure Rwy 35L/R military use only.

(Continued on next page)

SC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION
(Continued)

HOBOZ TRANSITION (NQI2 • HOBOZ):

Rwys 13L/R and 35L/R: Turn left to join and arc NE on the NQI 7 DME arc to join and fly NQI R-339 to HOBOZ.

Rwys 17L/R and 31L/R: Turn right to join and arc W on the NQI 7 DME arc to join and fly NQI R-339 to HOBOZ.

JUBAK TRANSITION (NQI2 • JUBAK): *

Rwys 13L/R and 17L/R: Turn left to join and arc SE on the NQI 7 DME arc to join and fly NQI R-125 to JUBAK.

Rwys 31L/R and 35L/R: Turn right to join and arc NE on the NQI 7 DME arc to join and fly NQI R-125 to JUBAK.

RICTO TRANSITION (NQI2 • RICTO): *

Rwys 13L/R and 17L/R: Turn right to join and arc S on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

Rwys 31L/R and 35L/R: Turn left to join and arc W on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

* RICTO and JUBAK transitions are for local use for Special Use Airspace entry only.

LOST COMMUNICATIONS: If no transmissions are received one minute after departure, climb to assigned altitude, proceed direct assigned navaid or intercept NQI TACAN 7 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

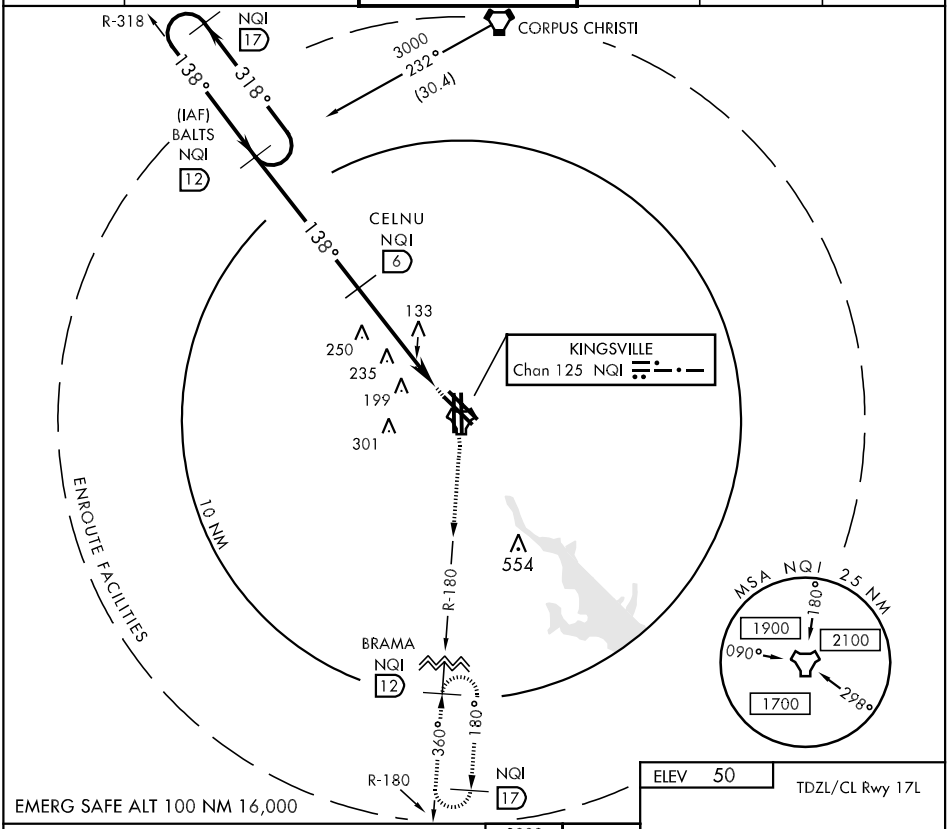
TACAN RWY 13L/R

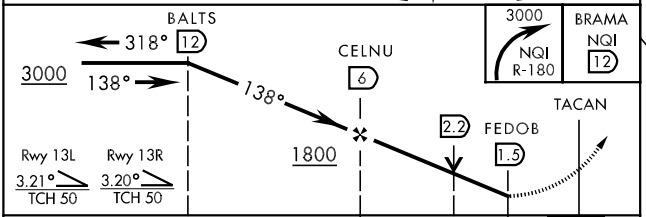
TACAN	APCH CRS	Rwy 13L ldg	TDZE	Arpt Elev	Rwy 13R ldg	TDZE	Arpt Elev
NQI Chan 125	138°	8001	49	50	8000	50	50

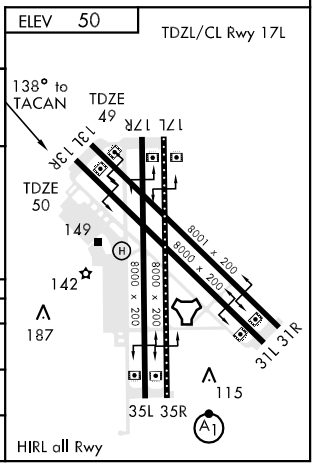
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A		B	C	D
S-13L	500-1	451	(500-1)	500-1¼ 451 (500-1¼)	500-1½ 451 (500-1½)
S-13R	500-1	450	(500-1)	500-1¼ 450 (500-1¼)	500-1½ 450 (500-1½)
CIRCLING	500-1	450	(500-1)	500-1½ 450 (500-1½)	620-2 570 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 17L

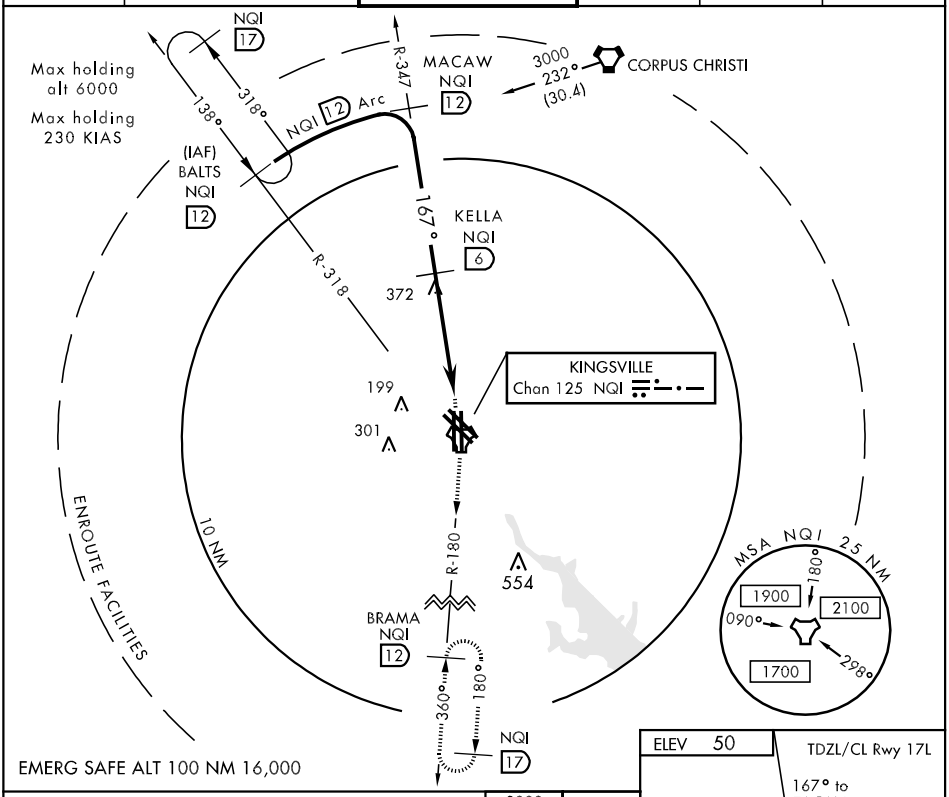
TACAN	APCH CRS	Rwy Idg	8000
NQI Chan 125	167°	TDZE	50
		Arpt Elev	50

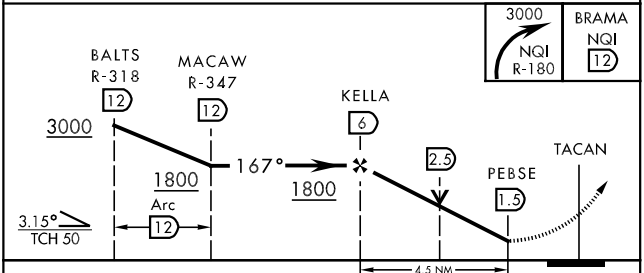
AL-918 [USN]

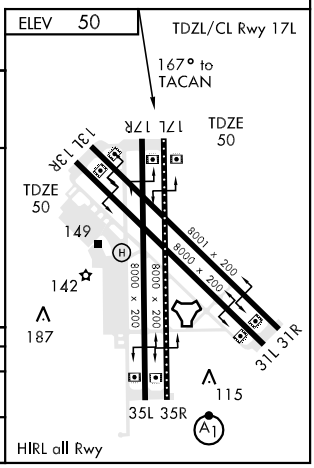
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A		B	C	D
S-17L	640-1	590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
CIRCLING	640-1	590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

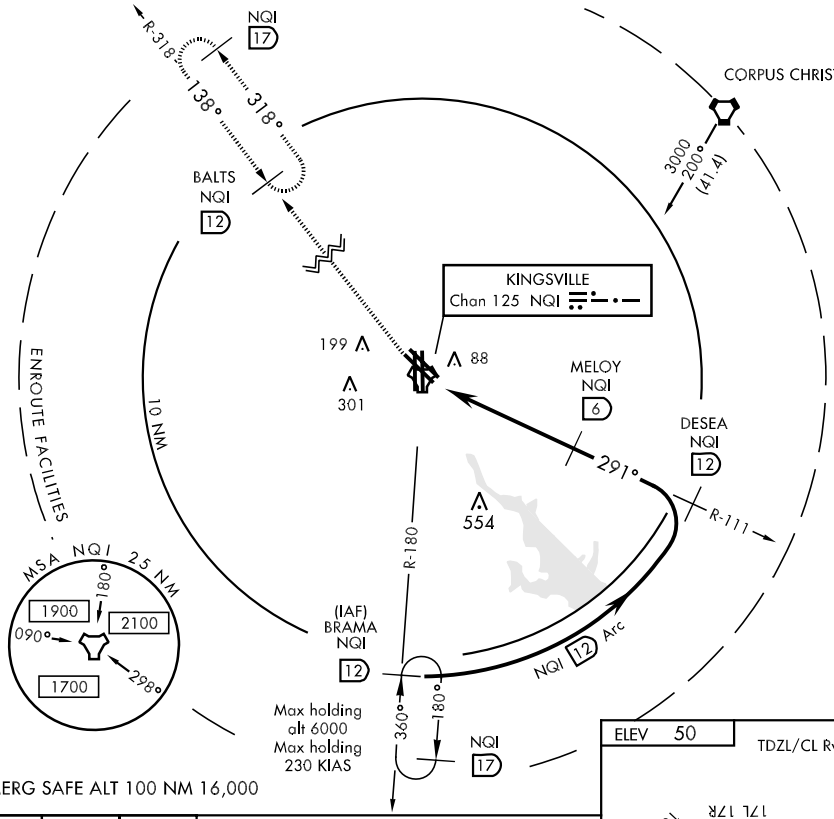
TACAN RWY 31L/R

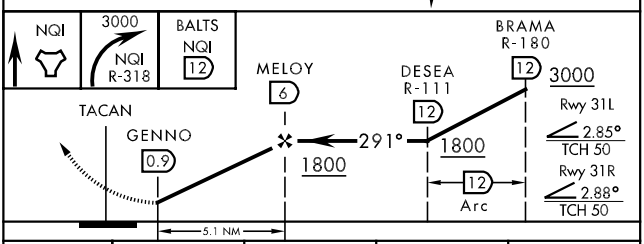
TACAN NQI Chan 125	APCH CRS 291°	Rwy 31L ldg 8000 TDZE 44 Arpt Elev 50	Rwy 31R ldg 8001 TDZE 45 Arpt Elev 50

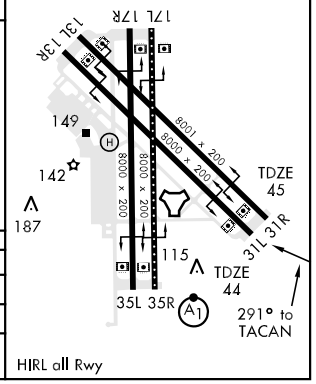
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climb to NQI TACAN via R-111, then climb to 3000 via R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	







CATEGORY	A	B	C	D
S-31L	340-1		296 (300-1)	
S-31R	340-1		295 (300-1)	
CIRCLING	500-1	450 (500-1)	500-1½ 450 (500-1½)	620-2 570 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

KINGSVILLE, TEXAS

TACAN RWY 35R

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NQI Chan 125	360°	8000	48	50

AL-918 [USN]

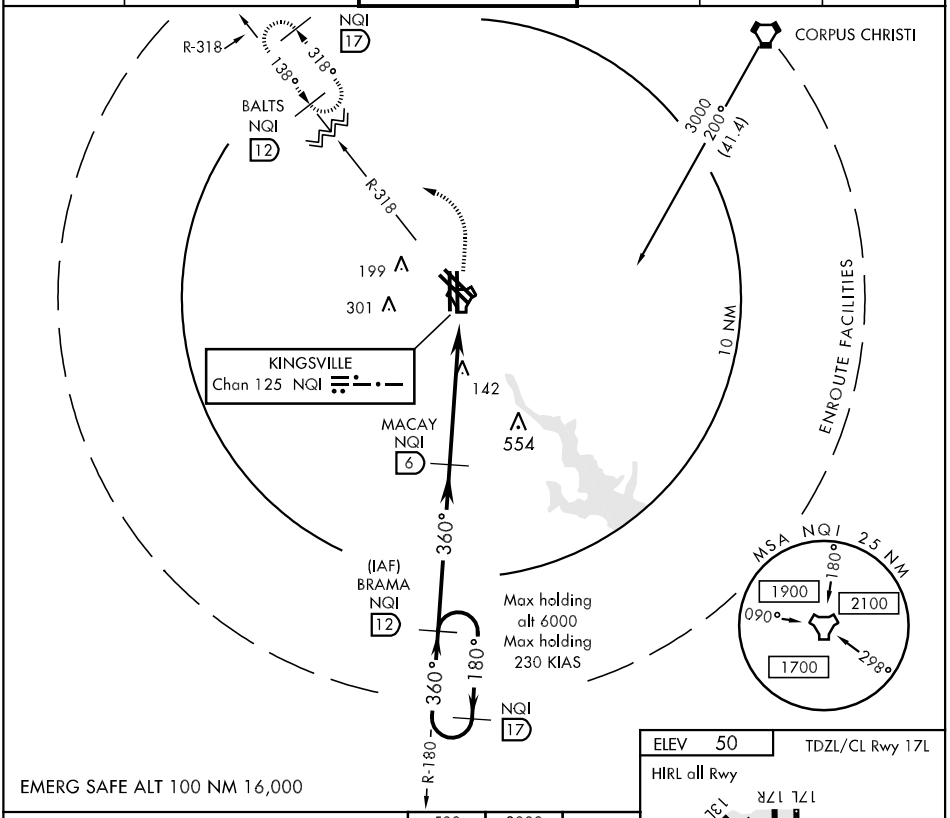
KINGSVILLE NAS (KNQI)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

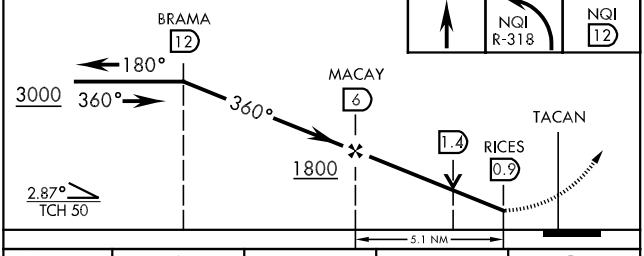
ALSF-1

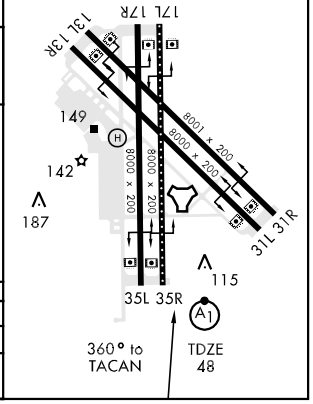
MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via NQI TACAN R-318 to BALTS and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	



500	3000 NQI R-318	BALTS NQI 12





CATEGORY	A	B	C	D
S-35R *	400-½ 352 (400-½)		400-¾ 352 (400-¾)	
CIRCLING	500-1 450 (500-1)		500-1½ 450 (500-1½)	620-2 570 (600-2)

KINGSVILLE, TEXAS

Orig 10266

27°30′N-97°49′W

KINGSVILLE NAS (KNQI)

TACAN RWY 35R

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

TACAN Y RWY 17R

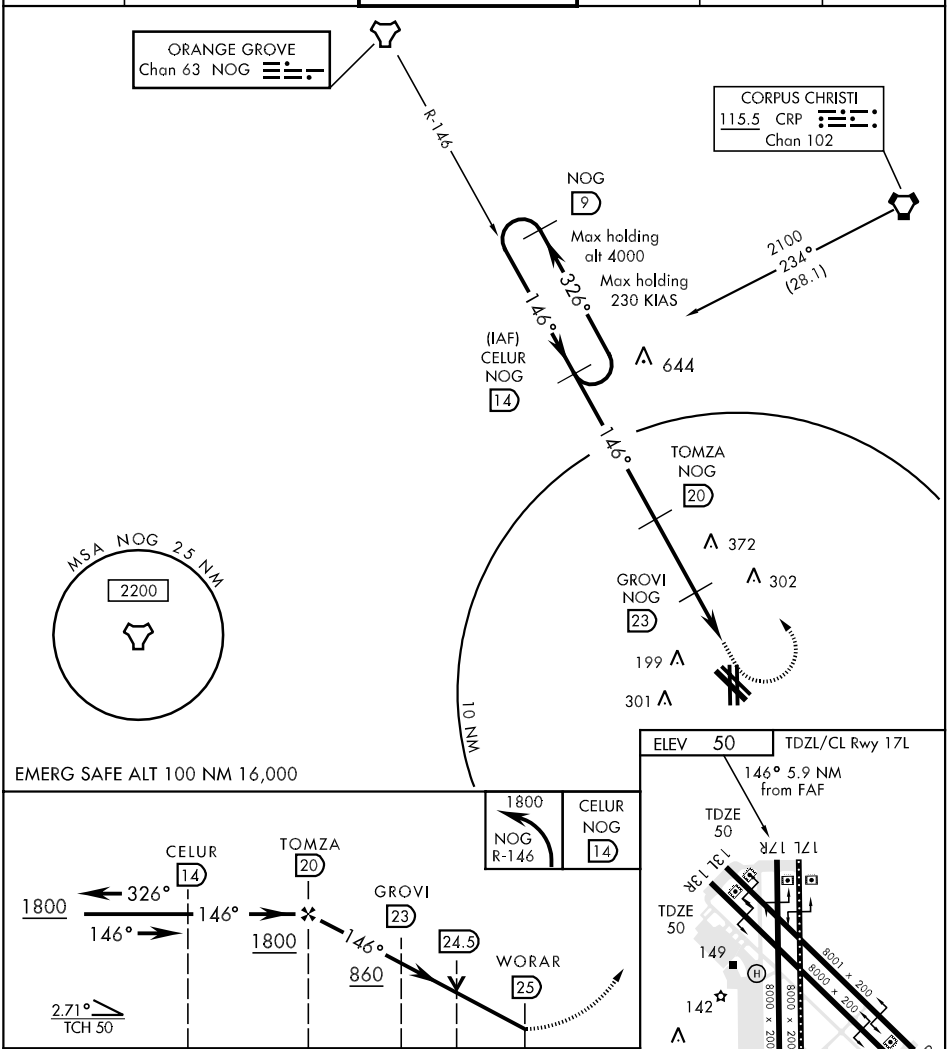
TACAN	APCH CRS	Rwy Idg	8000
NOG Chan 63	146°	TDZE	50
		Arpt Elev	50

AL-918 [USN]

KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing left turn to 1800, intercept NOG TACAN R-146 to CELUR and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	119.9 290.45	124.1 377.05	239.05	328.4	



CATEGORY	A	B	C	D
S-17R	560-1¼ 510	(600-1¼)	560-1½ 510	(600-1½) 560-1¾ 510 (600-1¾)
CIRCLING	560-1¼ 510	(600-1¼)	560-1½ 510	(600-1½) 620-2 570 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

TACAN Z RWY 17R

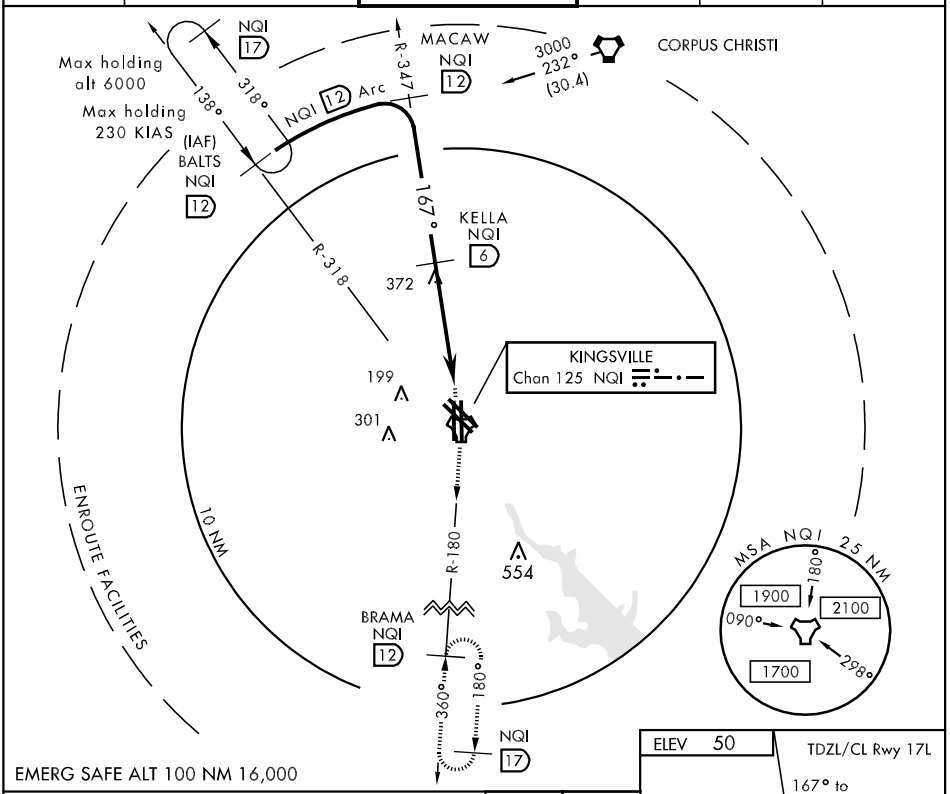
TACAN	APCH CRS	Rwy ldg	8000
NQI Chan **125**	**167°**	TDZE	**50**
		Arpt Elev	**50**

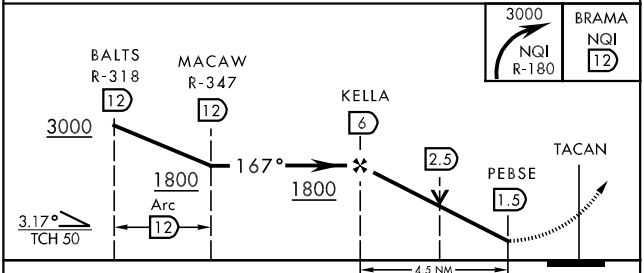
AL-918 [USN]

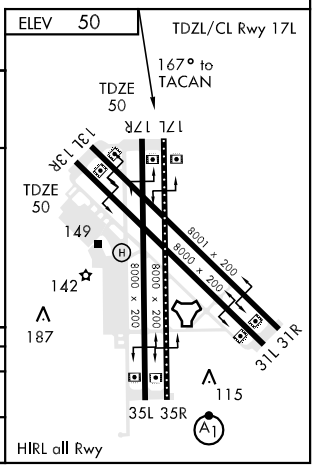
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

ATIS ★	KINGSVILLE APP CON	KINGSVILLE TOWER ★	GND CON	CLNC DEL	ASR/PAR
276.2	**119.9 290.45**	**124.1 377.05**	**239.05**	**328.4**	







CATEGORY	A		B	C	D
S-17R	640-1	590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
CIRCLING	640-1	590	(600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB HRD 524	APP CRS 141°	Rwy Idg 4303 TDZE 71 Apt Elev 71

NDB RWY 13

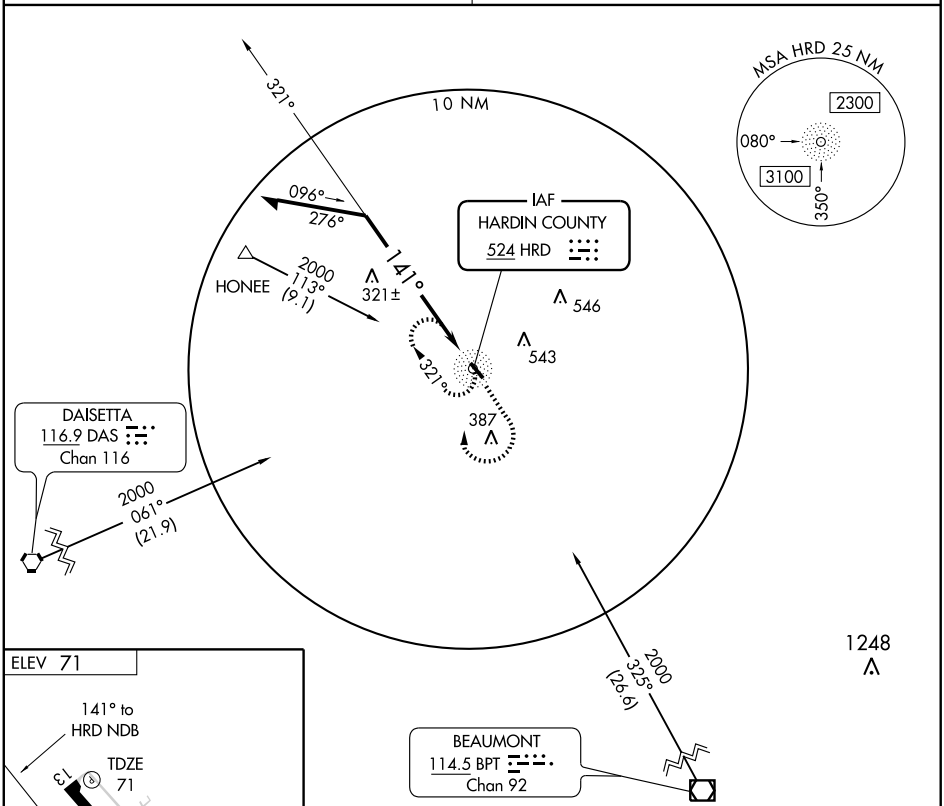
KOUNTZE/SILSBEE/ HAWTHORNE FIELD (45R)

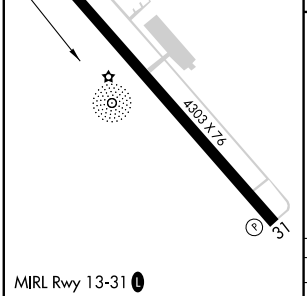
Use Southeast Texas Rgnl altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA.

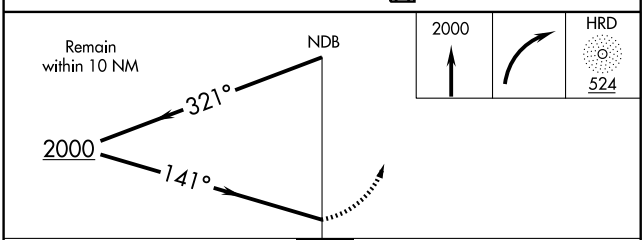
NA

MISSED APPROACH: Climb to 2000 then right turn direct HRD NDB and hold.

HOUSTON APP CON	UNICOM
121.3 377.1	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-13	800-1 729 (800-1)		800-2 729 (800-2)	NA
CIRCLING	800-1 729 (800-1)		800-2 729 (800-2)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4303
136°	TDZE	71
	Apt Elev	71

RNAV (GPS) RWY 13

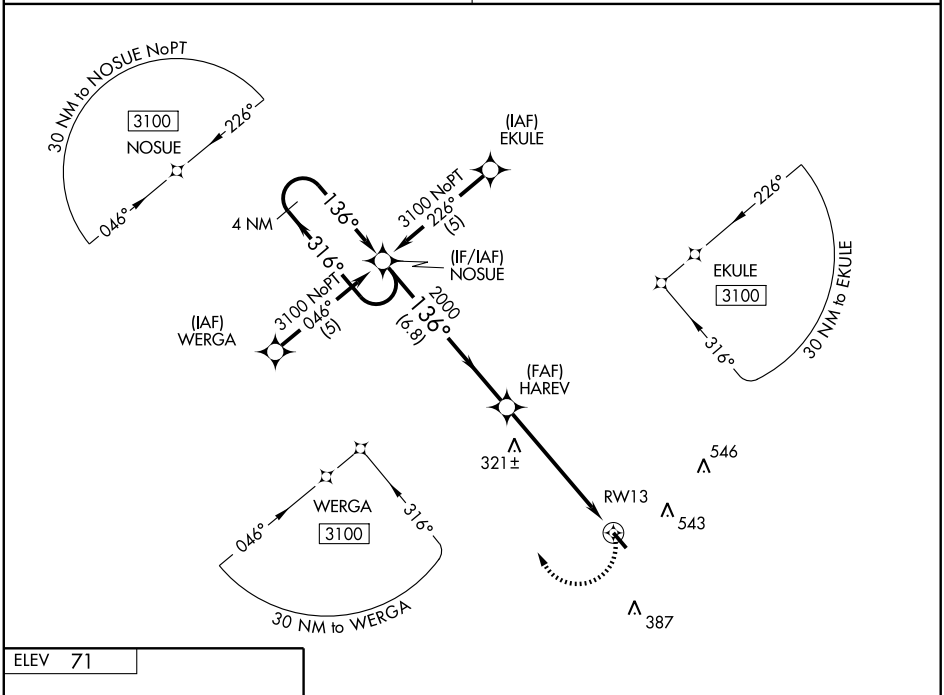
KOUNTZE/SILSBEE/ HAWTHORNE FIELD (45R)

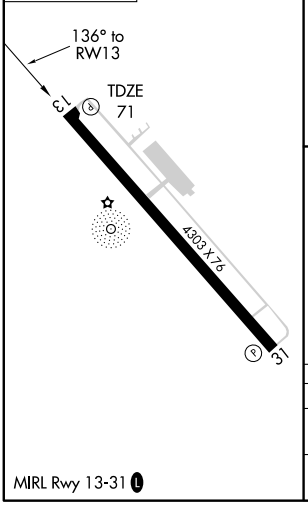
Use Southeast Texas Rgnl altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

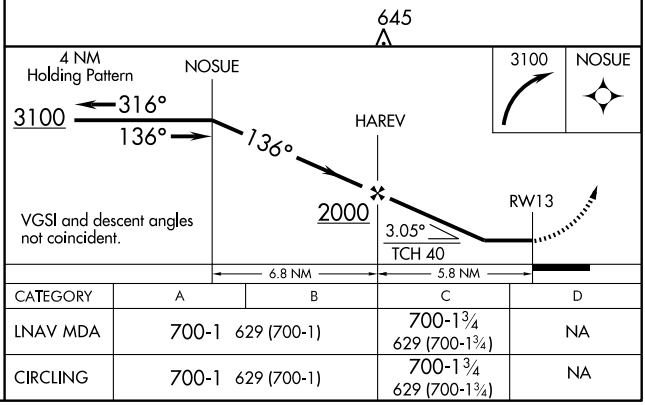
NA

MISSED APPROACH: Climbing right turn to 3100 direct NOSUE and hold.

HOUSTON APP CON	UNICOM
121.3 377.1	122.8 (CTAF) L







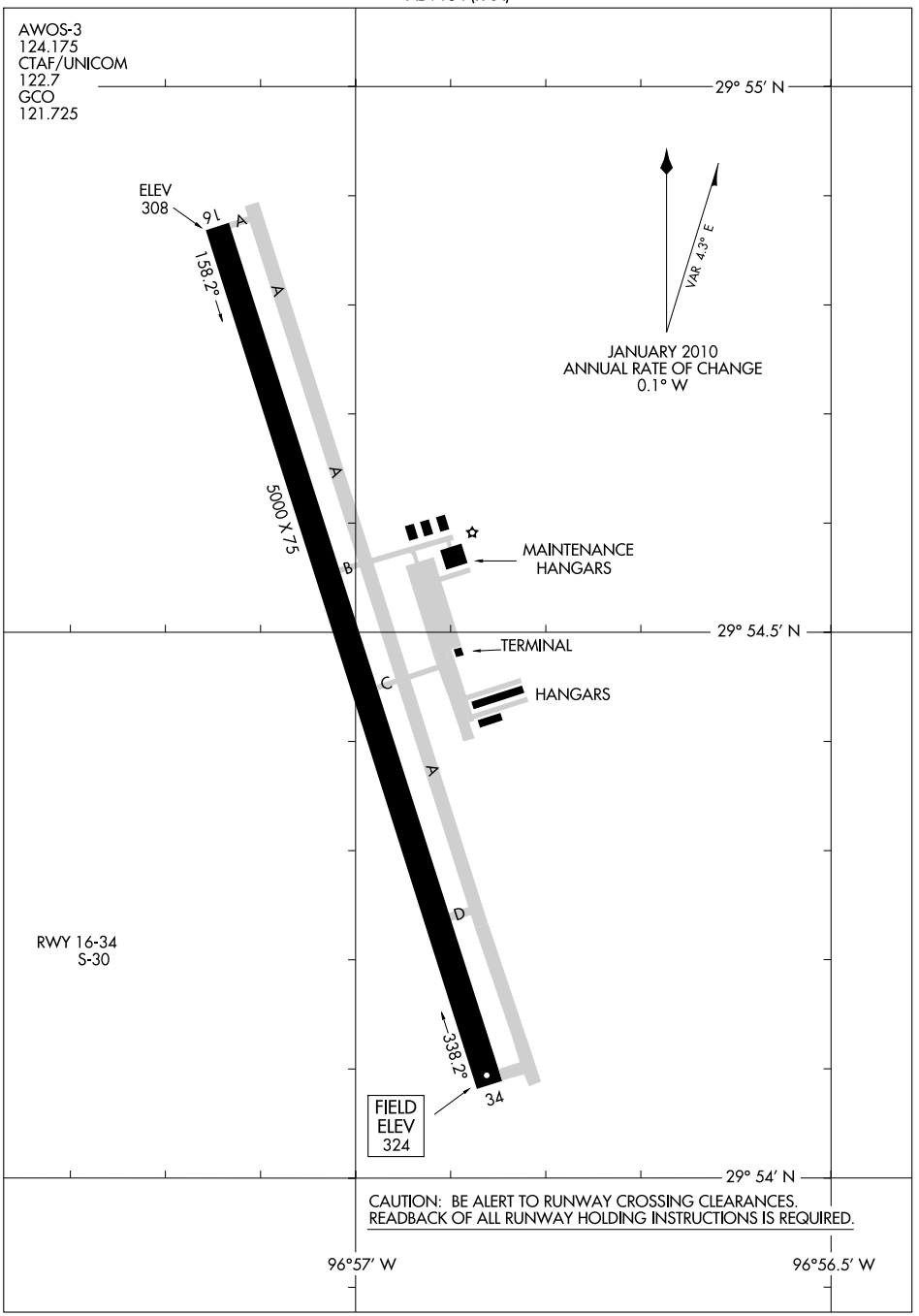
CATEGORY	A	B	C	D
LNAV MDA	700-1 629 (700-1)		700-1¾ 629 (700-1¾)	NA
CIRCLING	700-1 629 (700-1)		700-1¾ 629 (700-1¾)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)
LA GRANGE, TEXAS

AL-9154 (FAA)



SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LA GRANGE, TEXAS
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

10210

RNAV (GPS) RWY 16

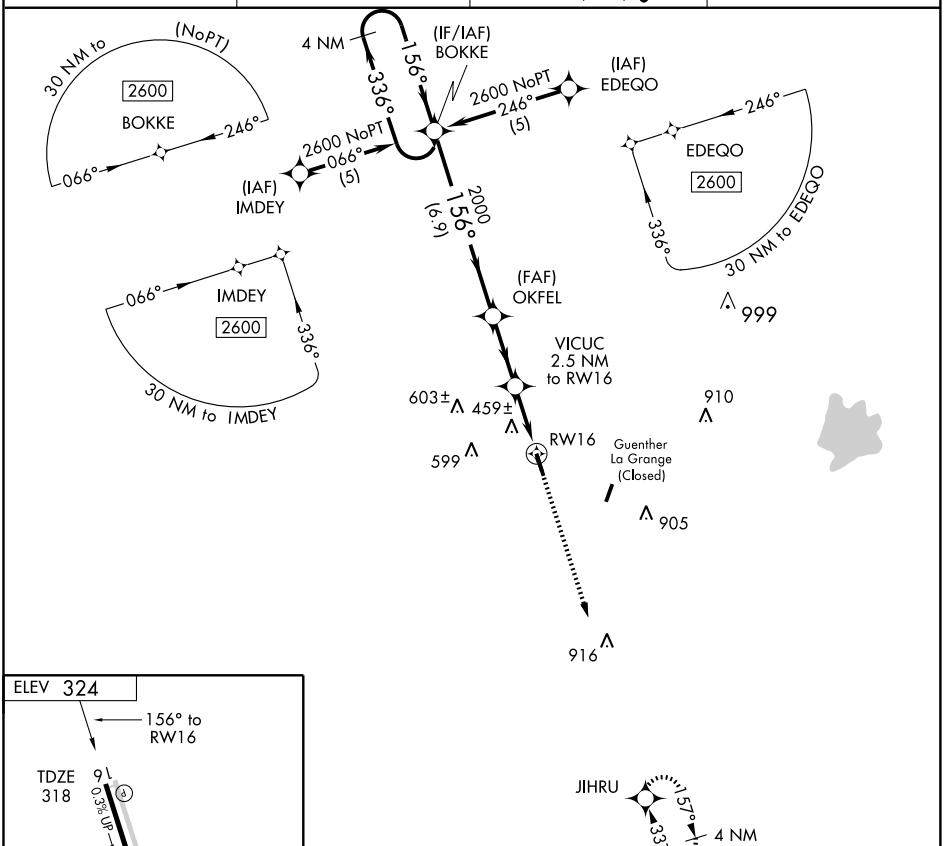
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

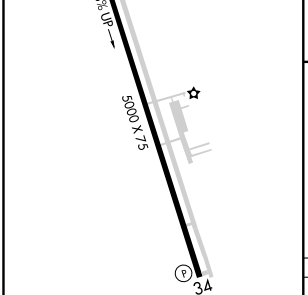
APP CRS	Rwy ldg	5000
156°	TDZE	318
	Apt Elev	324

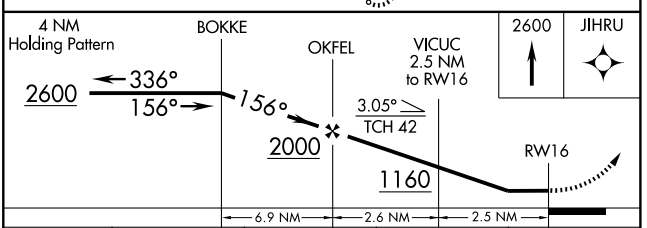
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Giddings-Lee County altimeter settings and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2600 direct JIHRU and hold.

AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725







CATEGORY	A	B	C	D
LNAV MDA	720-1	402 (400-1)	720-1¼ 402 (400-1¼)	NA
CIRCLING	780-1	456 (500-1)	780-1½ 456 (500-1½)	NA

REIL Rwy 16 and 34
MIRL Rwy 16-34 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
336°	TDZE	324
	Apt Elev	324

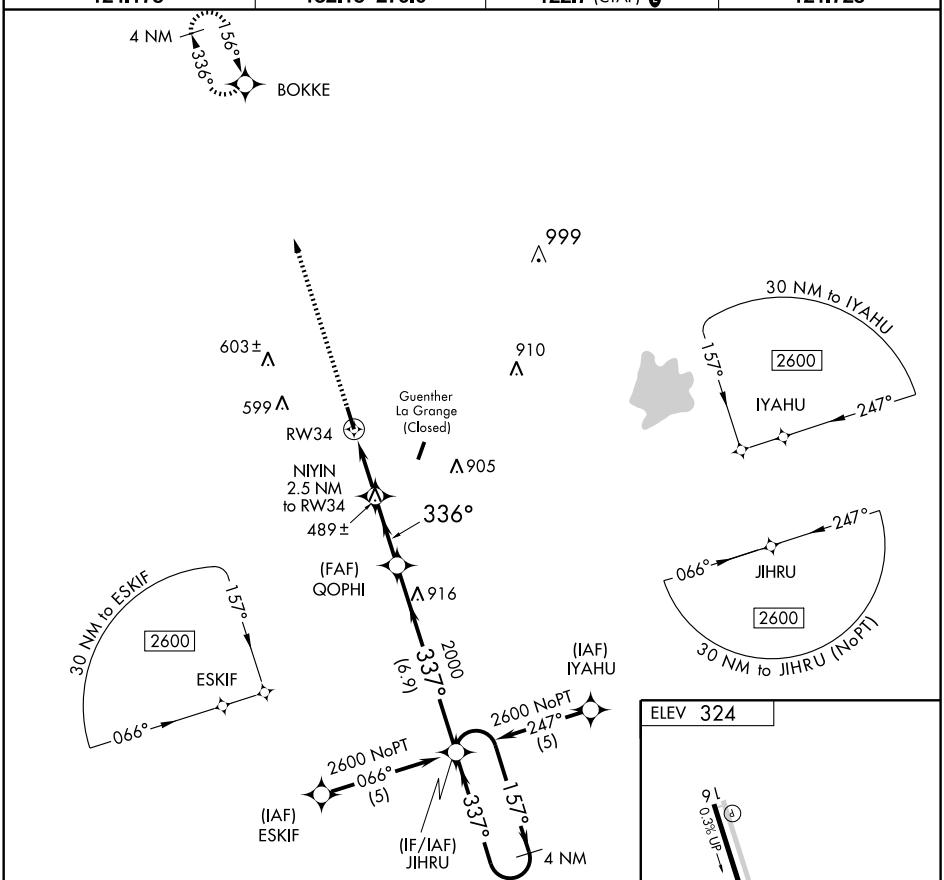
RNAV (GPS) RWY 34

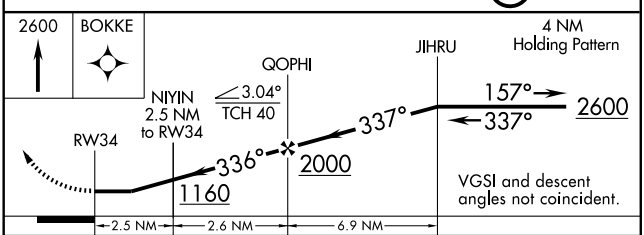
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Giddings-Lee County altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2600 direct BOKKE and hold.

AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725





CATEGORY	A	B	C	D
LNAV MDA	740-1 416 (500-1)		740-1¼ 416 (500-1¼)	NA
CIRCLING	780-1 456 (500-1)		780-1½ 456 (500-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VORTAC IDU	APP CRS	Rwy ldg	N/A
110.2	254°	TDZE	N/A
Chan 39		Apt Elev	322

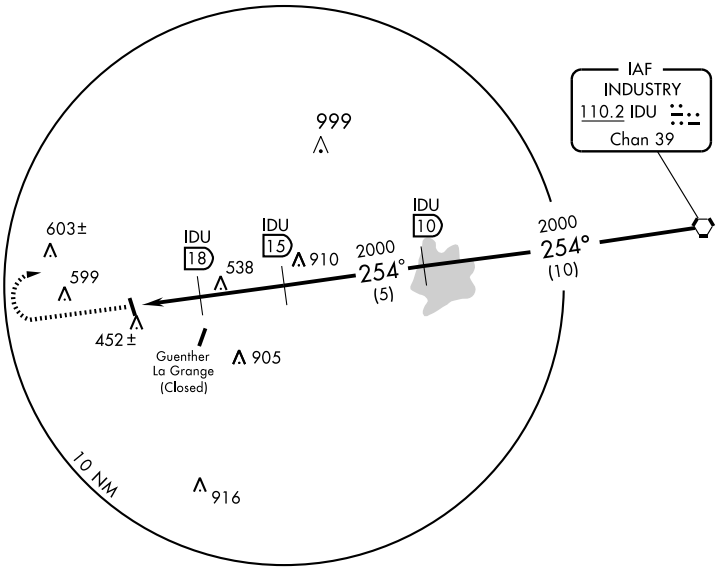
VOR/DME-A

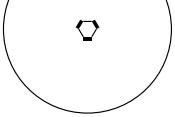
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

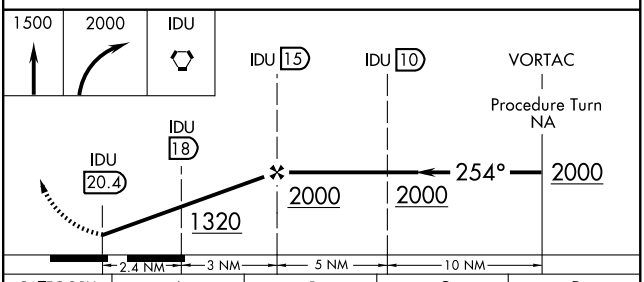
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct IDU VORTAC.

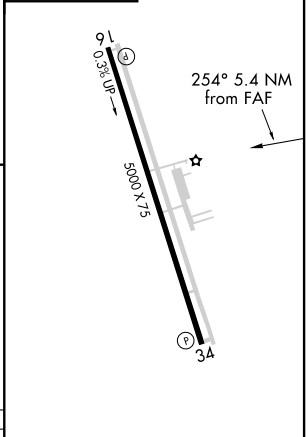
AWOS-3	HOUSTON CENTER	UNICOM	GCO
124.175	132.15 279.6	122.7 (CTAF) L	121.725







CATEGORY	A	B	C	D
CIRCLING	780-1 458 (500-1)	780-1¼ 458 (500-1¼)	780-1½ 458 (500-1½)	NA



REIL Rwy 16 and 34
MIRL Rwy 16-34 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ALEXANDRIA FIVE DEPARTURE

(AEX5.AEX) 10210

LA PORTE, TEXAS

LA PORTE MUNI (T41)

CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0

LUFKIN
112.1 LFK
Chan 58

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′

GREENE COUNTY
115.7 GCV
Chan 104
N31°05.88′
W88°29.17′
L-21-22, H-6

COSGO
N31°13.26′
W93°27.16′

VELCO
N31°10.67′
W94°24.55′

V212 R-265 V212 J50 R-266 J50 R-273 R-277

R-082 16 082° (49) 49 (49) 65 R-294

4000
*2000
085°
(115)

FL190
094°
(92)

FL190
094°
(95)

POLK
108.4 FXU
Chan 21

MUSIQ
N30°33.17′
W94°53.53′

(45)

DARTR
N30°24.19′
W95°00.41′

43 (11) R-325 R-299

MC COMB
116.7 MCB
Chan 114
N31°18.27′
W90°15.49′
L-21-22, H-6

CRESTVIEW
115.9 CEW
Chan 106
N30°49.57′
W86°40.75′
L-21-22, H-6-8-9

DAISETTA
116.9 DAS
Chan 116

29 32 028° (23) R-254

9 R-028

RAECN
N30°05.08′
W95°14.95′

HUMBLE
116.6 IAH
Chan 113

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30, Standard.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX5.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX5.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX5.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginnning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road, 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

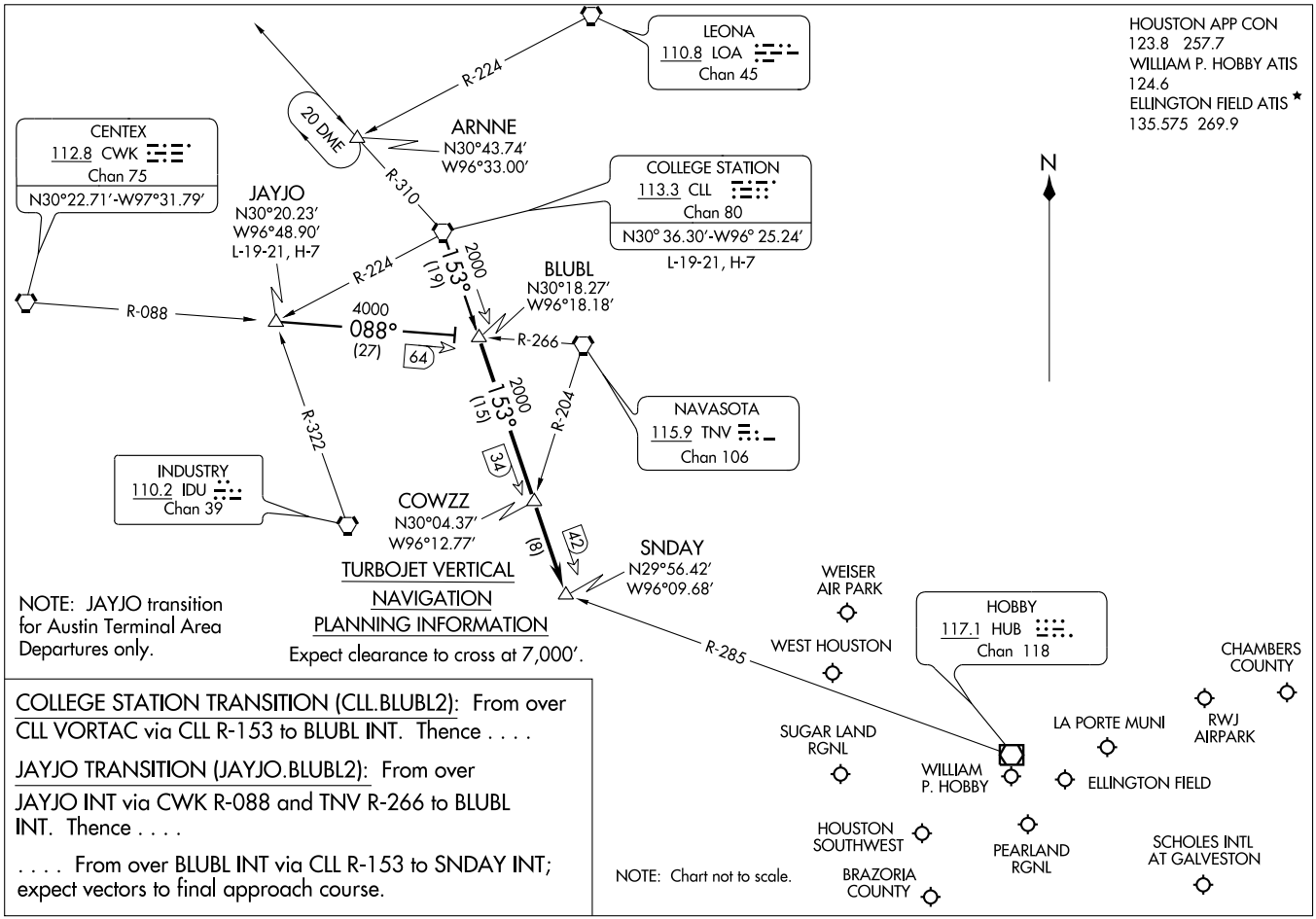
Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS



COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

07298

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

HOUSTON, TEXAS

ST-198 (FAA)

BOWFN ONE DEPARTURE (RNAV)

(BOWFN1.BOWFN) 10266

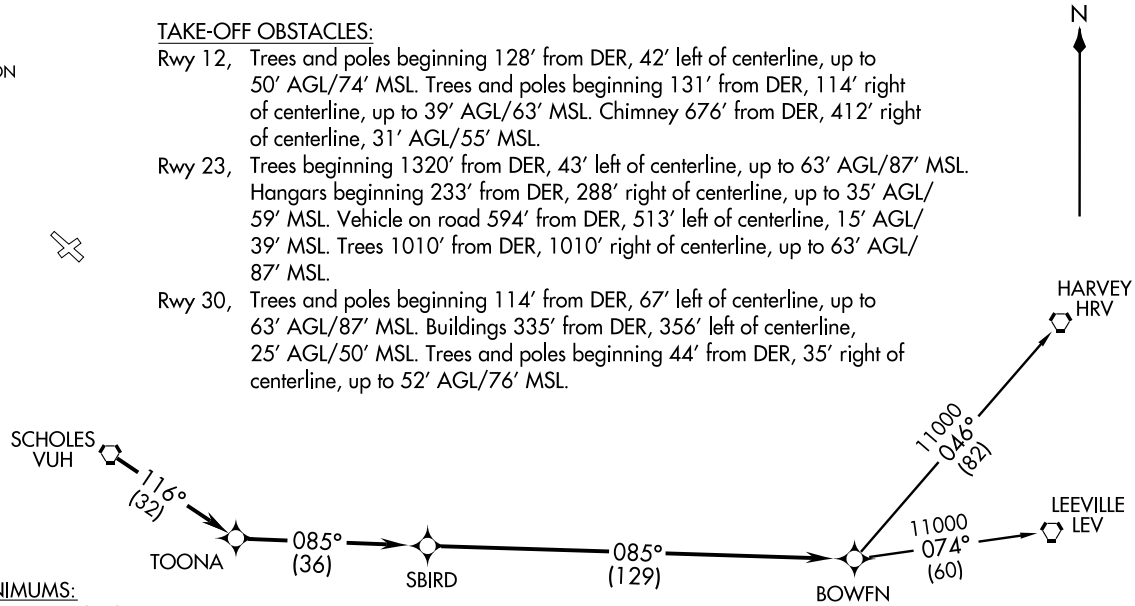
CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 Standard.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000, on depicted route to BOWFN. Thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HARVEY TRANSITION (BOWFN1.HRV)

LEEVILLE TRANSITION (BOWFN1.LEV)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC assigned only. DO NOT FILE.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH, LLA, TBD, and LEV DMEs must be operational.

NOTE: Chart not to scale.

LA PORTE, TEXAS
LA PORTE MUNI (T41)

(BOWFN1.BOWFN) 10266
BOWFN ONE DEPARTURE (RNAV) SL-5433 (FAA)
LA PORTE MUNI (T41)
LA PORTE, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P HOBBY ATIS
124.6

HAMMU
N29°32.72′
W96°10.07′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.

TURBOJETS: IAH landing east expect clearance to cross at 10000.

280 KIAS

LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTENTAL/ HOUSTON
HUMBLE 116.6 IAH Chan 113
WEISER AIR PARK
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY 117.1 HUB Chan 118
CARNE N29°39.16′ W95°57.30′
GOOSZ N29°53.75′ W95°28.13′
EAGLE LAKE 116.4 ELA Chan 111
SAN ANTONIO 116.8 SAT Chan 115
N29°38.64′ - W98°27.68′
L-19, H-7
SNOWB N29°23.21′ W96°28.80′
DRAGS N29°14.32′ W96°46.18′
CROON N29°20.54′ W96°12.24′
BAYTOWN
RWJ AIRPARK
LA PORTE MUNI
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
CHAMBERS COUNTY
HOUSTON-SOUTHWEST
PEARLAND RGNL
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON
CORPUS CHRISTI 115.5 CRP Chan 102
N27°54.23′ -W97°26.69′
L-20-21, H-7
PALACIOS 117.3 PSX Chan 120
N28°45.87′ -W96°18.37′
L20-21,H-7

2000 055° (29)
2000 055° (13)
5000 055° (19)
5000 001° (12)
6000 055° (18)
11000 097° (92)
5000 001° (35)
11000 015° (87)
085°
R-235
R-320
R-084
R-124
R-215
R-244
R-338
R-311
7
47

NOTE: For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.

N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

CARNE ONE ARRIVAL (CARNE.CARNE1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.CARNE1): From over CRP VORTAC via CRP R-015 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

PALACIOS TRANSITION (PSX.CARNE1): From over PSX VORTAX via PSX R-001 to HAMMU INT, then via IAH R-235 to CARNE INT, thence . . . .

SAN ANTONIO TRANSITION (SAT.CARNE1): From over SAT VORTAC via SAT R-097 to DRAGS INT, then via IAH R-235 to CARNE INT, thence . . . .

. . . . from CARNE INT via IAH R-235 to GOOSZ INT, thence . . . .

GEORGE BUSH INTERCONTINENTAL /HOUSTON AIRPORT (IAH):
LANDING RUNWAYS 26 L/R, 27: From GOOSZ INT fly heading 085° for vectors to the final approach course.
LANDING ALL OTHER RUNWAYS: Expect vectors to the final approach course at or prior to GOOSZ INT.

ALL OTHER AIRPORTS:
Expect vectors to the final approach course at or prior to GOOSZ INT.

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

COLUMBIA ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

(CLMBA.CLMBA1) 10210

SC-5, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

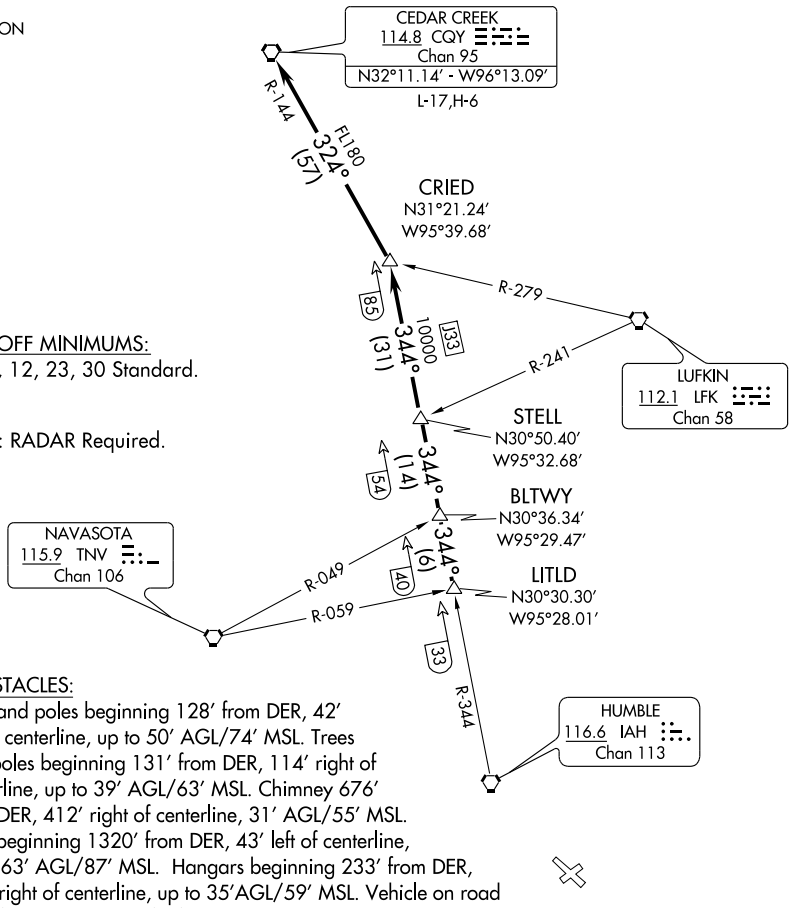
SC-5, 21 OCT 2010 to 18 NOV 2010

CRIED FOUR DEPARTURE

SL-5433 (FAA)

LA PORTE, TEXAS

CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 Standard.

NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.
Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′AGL/59′ MSL. Vehicle on road 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.
Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

09183 DAISETTA EIGHT ARRIVAL (DAS.DAS8) HOUSTON, TEXAS

ST-5461(FAA)

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

INDUSTRY
110.2 IDU
Chan 39

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

HOBBY
117.1 HUB
Chan 118

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

N

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .
LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .
SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

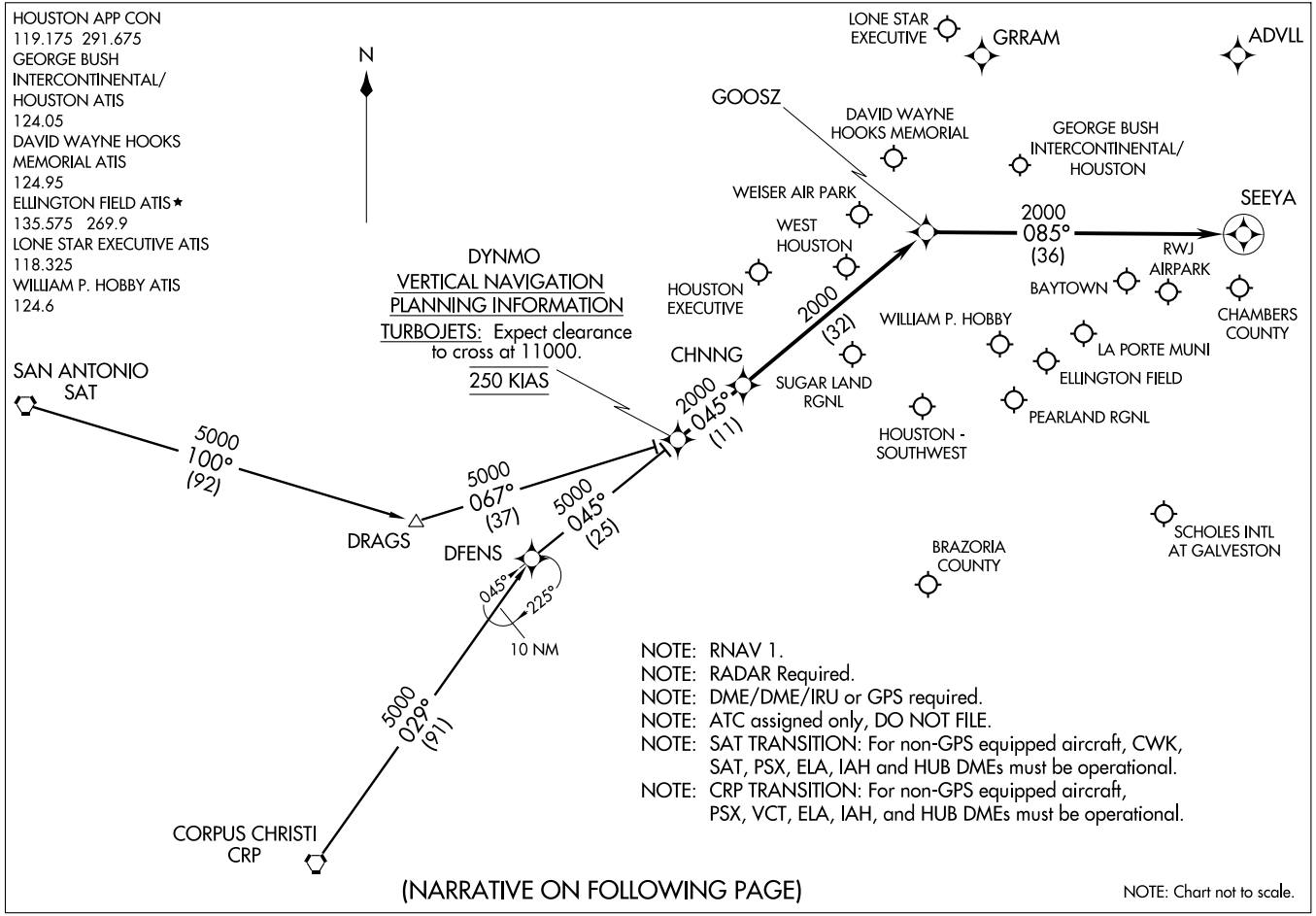
FOR ALL OTHER AIRPORTS:
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYNMO ONE ARRIVAL (RNAV)

(DYNMO.DYNMO1) 10210

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.DYNMO1)
SAN ANTONIO TRANSITION (SAT.DYNMO1)

From DYNMO via 045° track to CHNNG, thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 26L/R, 27: . . . . From CHNNG via 045° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

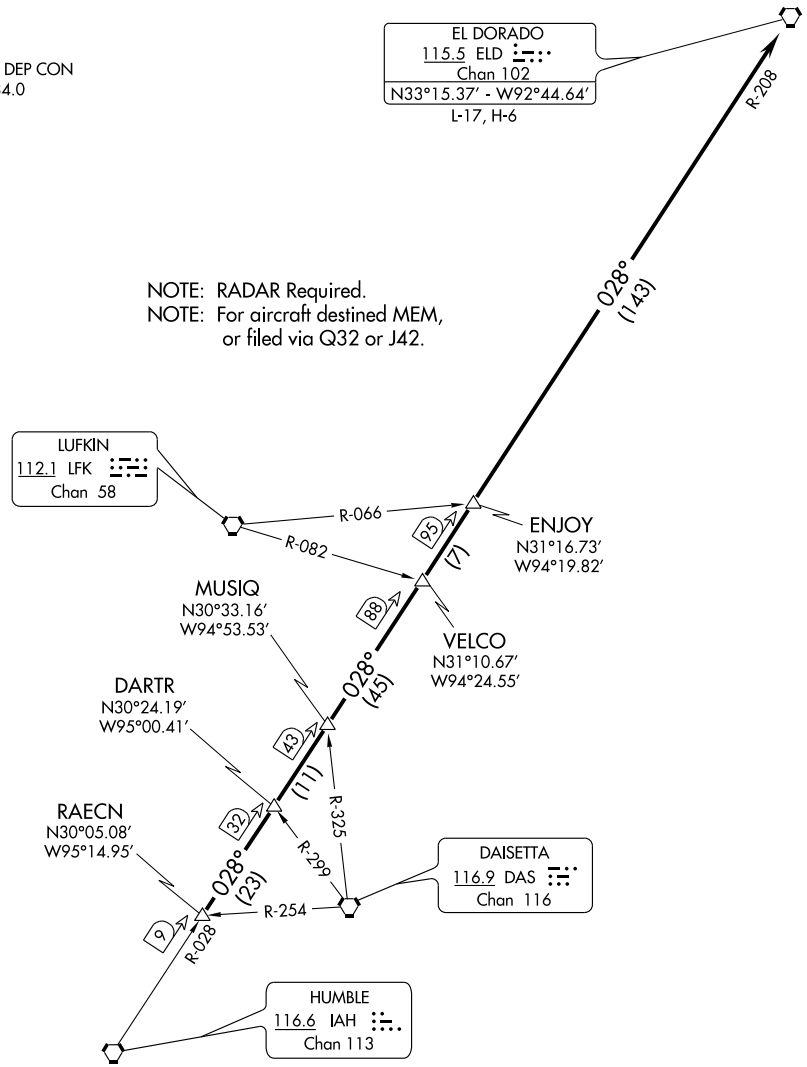
ALL OTHER AIRPORTS:
. . . . From CHNNG via 045° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

EL DORADO THREE DEPARTURE SL-5433 (FAA)

SC-5, 21 OCT 2010 to 18 NOV 2010

CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to RAECN INT, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 12: Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23: Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

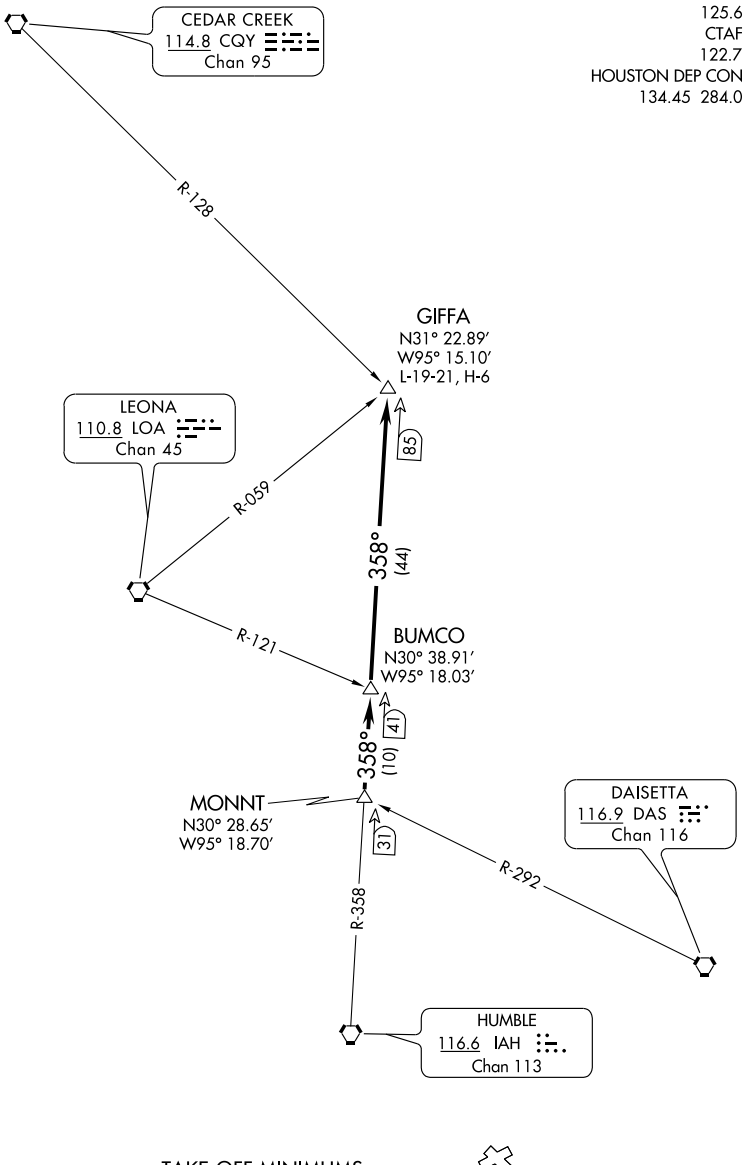
Rwy 30: Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

GIFFA FOUR DEPARTURE

SL-5433 (FAA)

LA PORTE, TEXAS

CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to MONNT INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

HAMMU ONE ARRIVAL (RNAV)

(HAMMU.HAMMU1) 10210

HOUSTON, TEXAS

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/ HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6

N

HAMMU
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: IAH landing west expect clearance to cross at 12000.
TURBOJETS: IAH landing east expect clearance to cross at 10000.
280 KIAS

LONE STAR EXECUTIVE
GRRAM
ADVLL
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIRPARK
WEST HOUSTON
GOOSZ
2000 085° (36)
SEEYA
HOUSTON EXECUTIVE
CARNE
2000 055° (29)
BAYTOWN
LA PORTE MUNI
CHAMBERS COUNTY
SUGAR LAND RGNL
WILLIAM P. HOBBY
ELLINGTON FIELD
RWJ AIRPARK
HOUSTON-SOUTHWEST
PEARLAND RGNL
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY

SEEDS
5000 085° (13)
WEMAR
5000 094° (45)
5000 084° (63)
2000 055° (13)
5000 055° (19)
5000 004° (12)
SNOWB
SAN ANTONIO SAT
5000 100° (92)
5000 055° (18)
10 NM
CROON
DRAGS
10 NM
5000 004° (35)
PALACIOS PSX
6000 010° (87)
CORPUS CHRISTI CRP

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, THX, SAT, IDU and ELA DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, THX, SAT, PSX, IDU and VCT DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, VCT, and IDU DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, VCT DME must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HAMMU ONE ARRIVAL (RNAV)
(HAMMU.HAMMU1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.HAMMU1)
DRAGS TRANSITION (DRAGS.HAMMU1)
PALACIOS TRANSITION (PSX.HAMMU1)
SEEDS TRANSITION (SEEDS.HAMMU1)

From HAMMU via 055° track to CARNE. Thence . . . .

GEORGE BUSH INTERNCONTINENTAL/HOUSTON:

LANDING RUNWAYS 26L/R, 27: . . . . From CARNE via 055° track to GOOSZ, thence as depicted to SEEYA. Expect vectors to final approach course at or prior to SEEYA. If not received by SEEYA, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

ALL OTHER AIRPORTS:

. . . . From CARNE via 055° track to GOOSZ. Expect vectors to final approach course at or prior to GOOSZ.

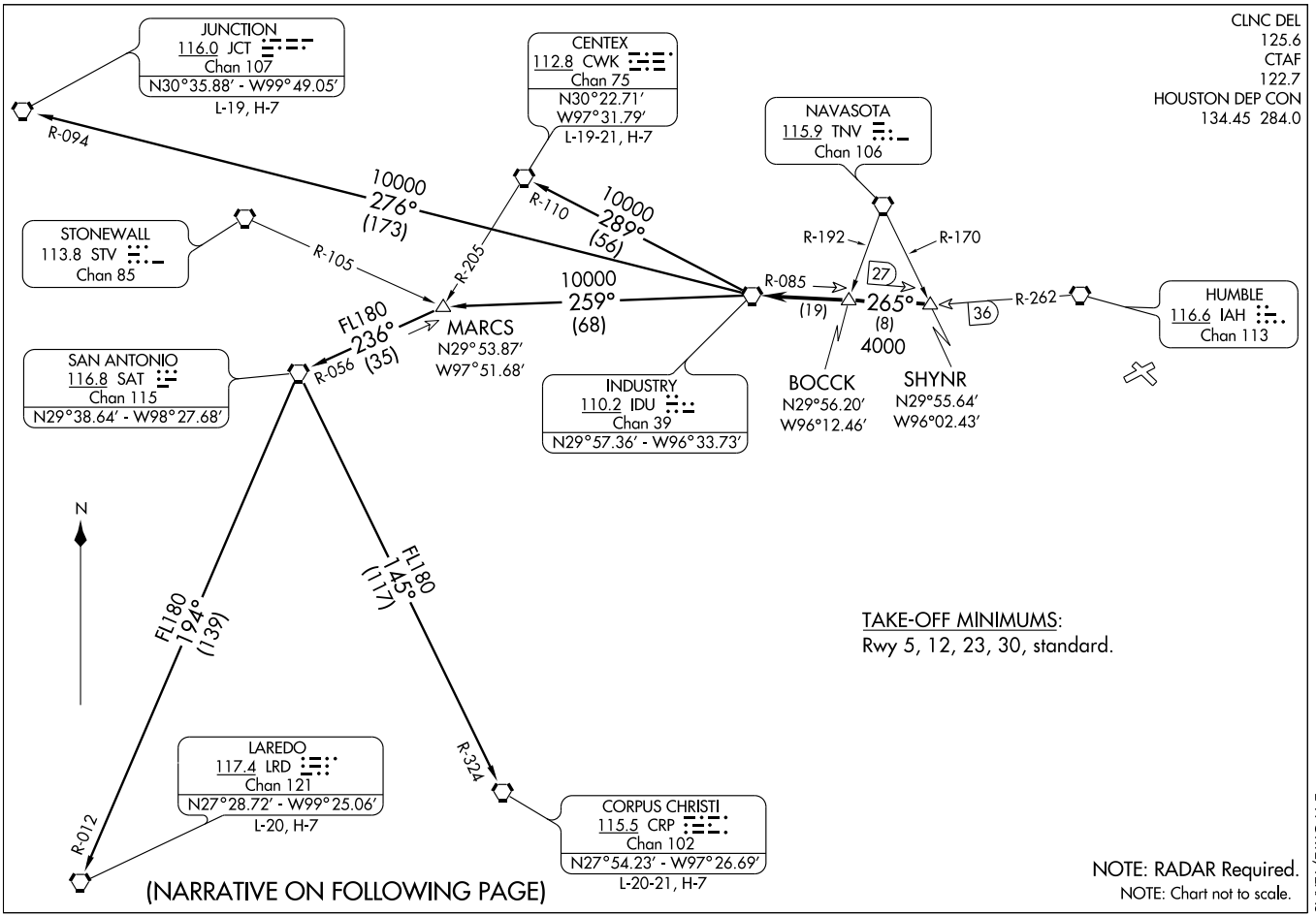
SC-5, 21 OCT 2010 to 18 NOV 2010

INDUSTRY FOUR DEPARTURE

(IDU4.IDU) 10210

LA PORTE, TEXAS

LA PORTE MUNI (T41)



SL-5433 (FAA)

INDUSTRY FOUR DEPARTURE
(IDU4.IDU) 10210
LA PORTE MUNI (T41)
LA PORTE, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SHYNR INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-085 to BOCCK INT, then via IDU R-085 to IDU VORTAC.

CENTEX TRANSITION (IDU4.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU4.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU4.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU4.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

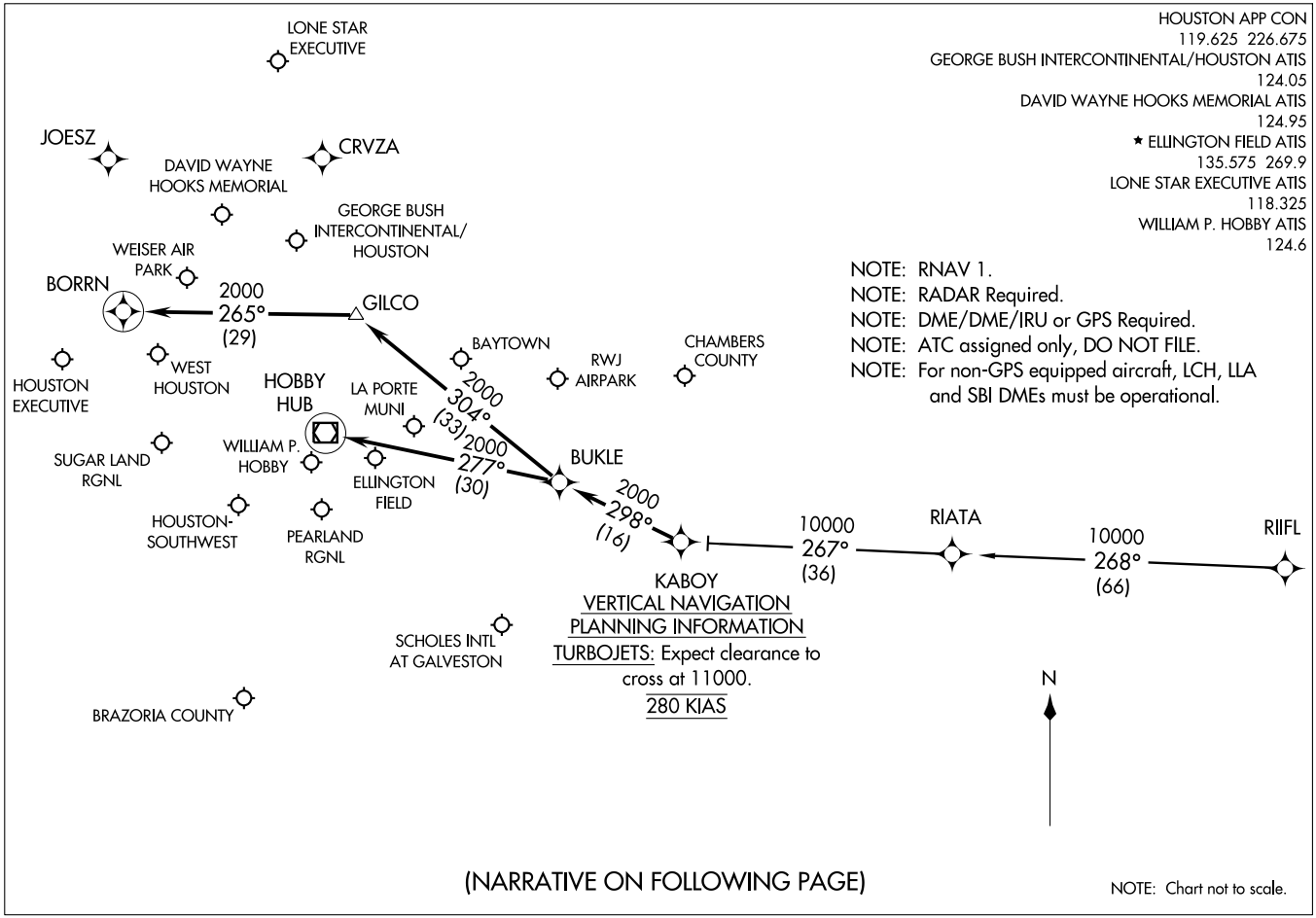
Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

KABOY TWO ARRIVAL (RNAV)

(KABOY.KABOY2) 10210

HOUSTON, TEXAS



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(KABOY.KABOY2) 10210

KABOY TWO ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY2)

From KABOY via 298° track to BUKLE, Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R, 9: . . . . From BUKLE via 304° track to GILCO, thence as depicted to BORRN. Expect vectors to final approach course at or prior to BORRN, if not received by BORRN, fly present heading.

LANDING ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

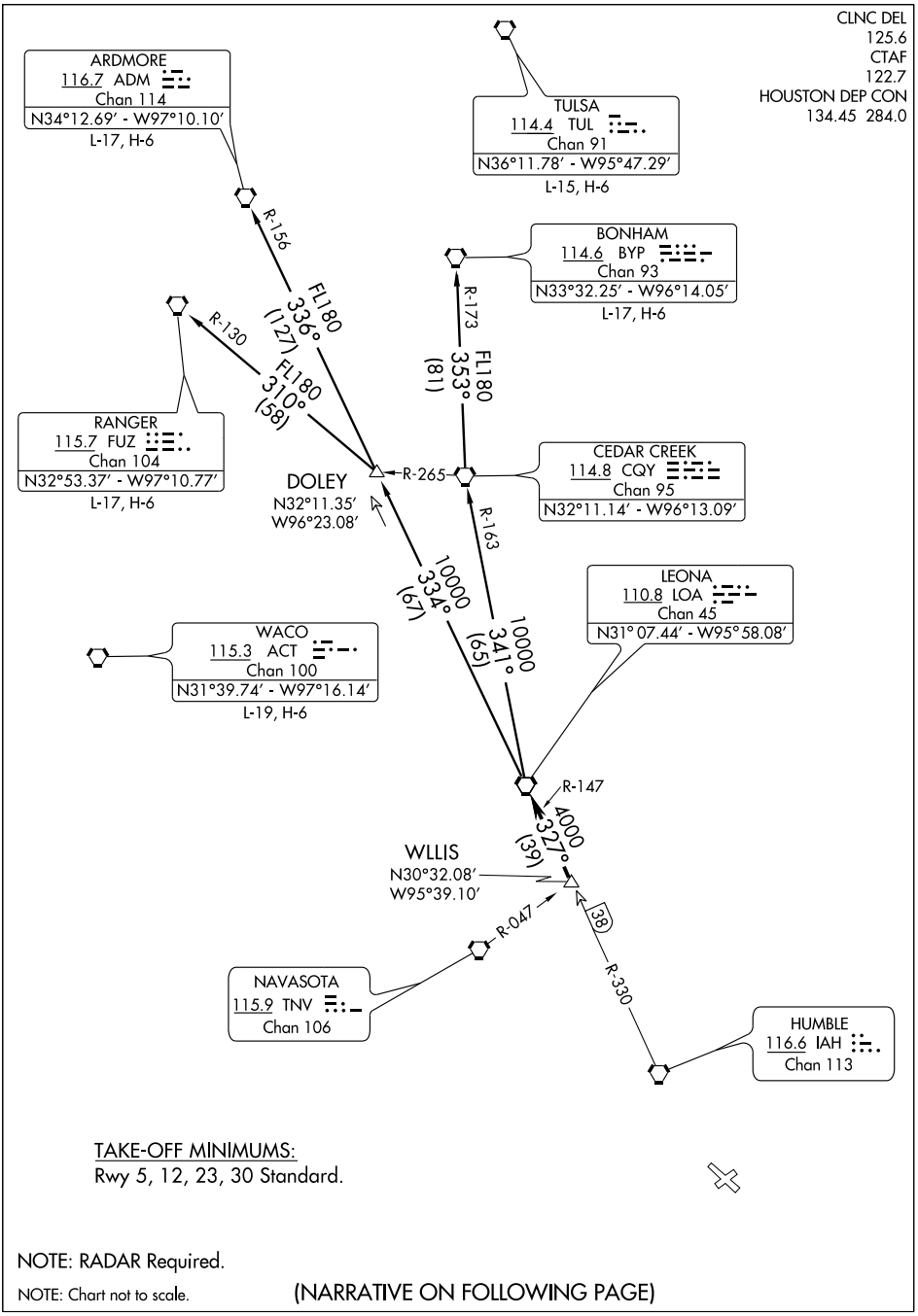
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):

. . . . From BUKLE via 304° track to GILCO. Expect vectors to final approach course at or prior to GILCO.

ALL OTHER AIRPORTS:

. . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to WILLIS INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA7.ADM): (For aircraft overflying north/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA7.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA7.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road, 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

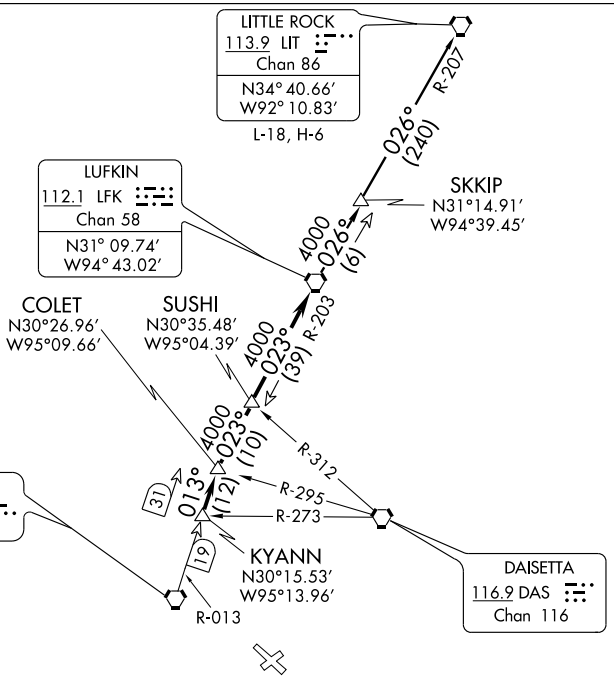
Rwy 30 Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

LUFKIN SIX DEPARTURE

SL-5433 (FAA)

CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30, Standard.

NOTE: RADAR Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/ 87′ MSL.

Rwy 30 Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to KYANN INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK6.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LFK R-026 and LIT R-207 to LIT VORTAC.

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

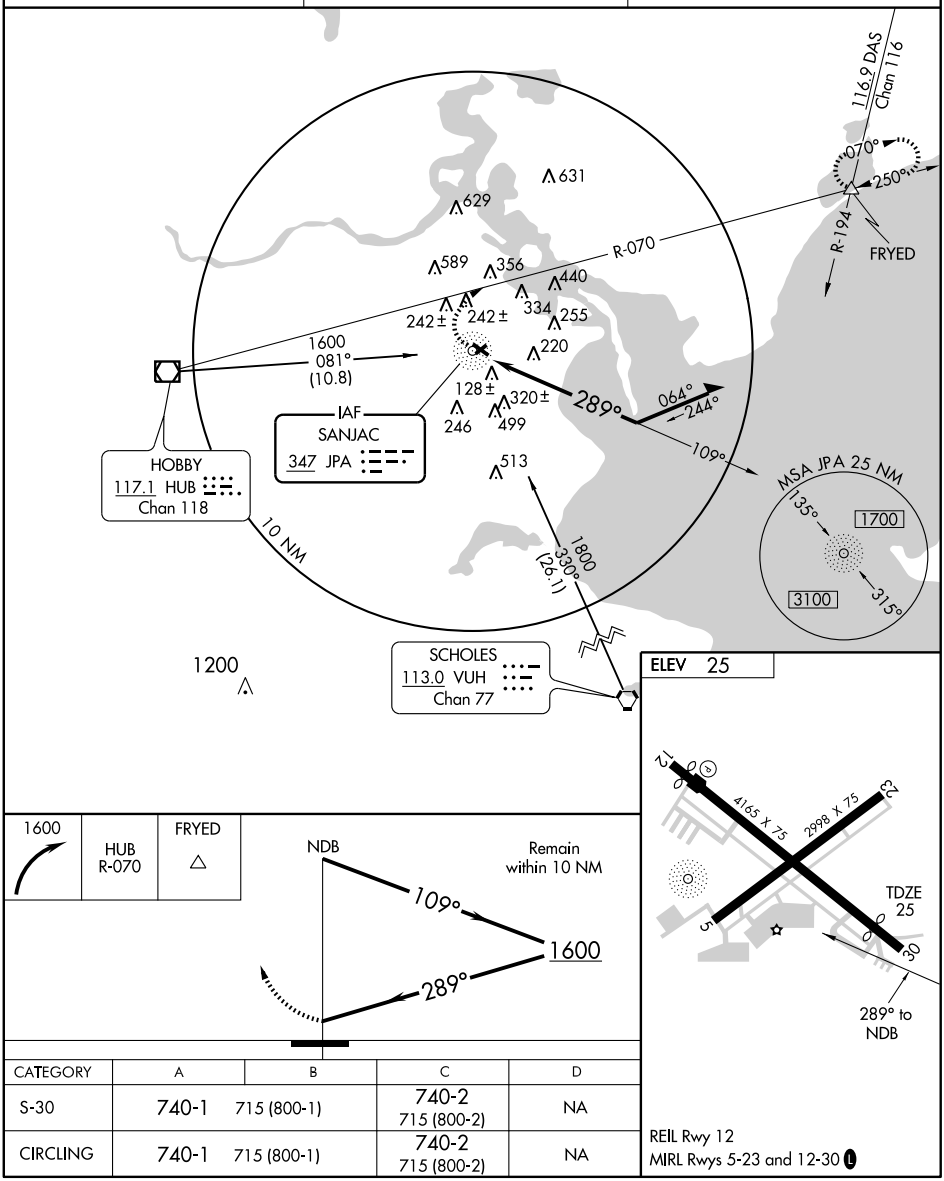
NDB JPA 347	APP CRS 289°	Rwy Idg 3763 TDZE 25 Apt Elev 25

NDB RWY 30
LA PORTE MUNI (T41)

Use Ellington Field altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1600 via HUB R-070 to FRYED Int and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF) L

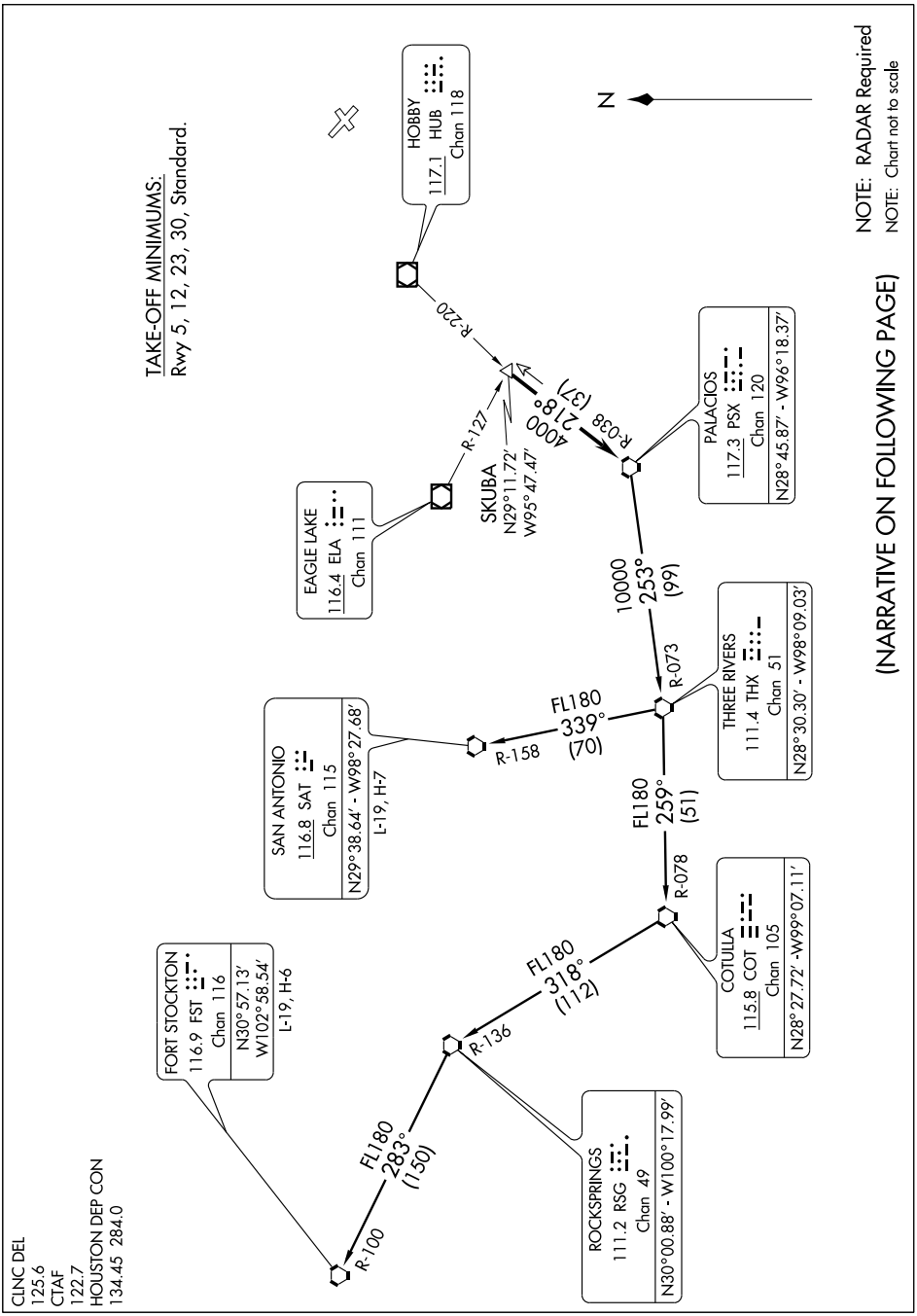


1600	HUB R-070	FRYED

CATEGORY	A	B	C	D
S-30	740-1	715 (800-1)	740-2 715 (800-2)	NA
CIRCLING	740-1	715 (800-1)	740-2 715 (800-2)	NA

REIL Rwy 12
MIRL Rwys 5-23 and 12-30 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010


TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30, Standard.
CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0
HOBBY
117.1 HUB
Chan 118
R-220
R-127
SKUBA
N29°11.72'
W95°47.47'
4000
218°
(37)
R-038
EAGLE LAKE
116.4 ELA
Chan 111
PALACIOS
117.3 PSX
Chan 120
N28°45.87' - W96°18.37'
10000
253°
(99)
R-073
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64' - W98°27.68'
L-19, H-7
FL180
339°
(70)
R-158
THREE RIVERS
111.4 THX
Chan 51
N28°30.30' - W98°09.03'
FL180
259°
(51)
R-078
FORT STOCKTON
116.9 FST
Chan 116
N30°57.13'
W102°58.54'
L-19, H-6
FL180
318°
(112)
R-136
COTULA
115.8 COT
Chan 105
N28°27.72' -W99°07.11'
FL180
283°
(150)
R-100
ROCKSPRINGS
111.2 RSG
Chan 49
N30°00.88' - W100°17.99'
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: RADAR Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to SKUBA INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-038 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX4.FST): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX4.SAT): . . . . From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road, 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

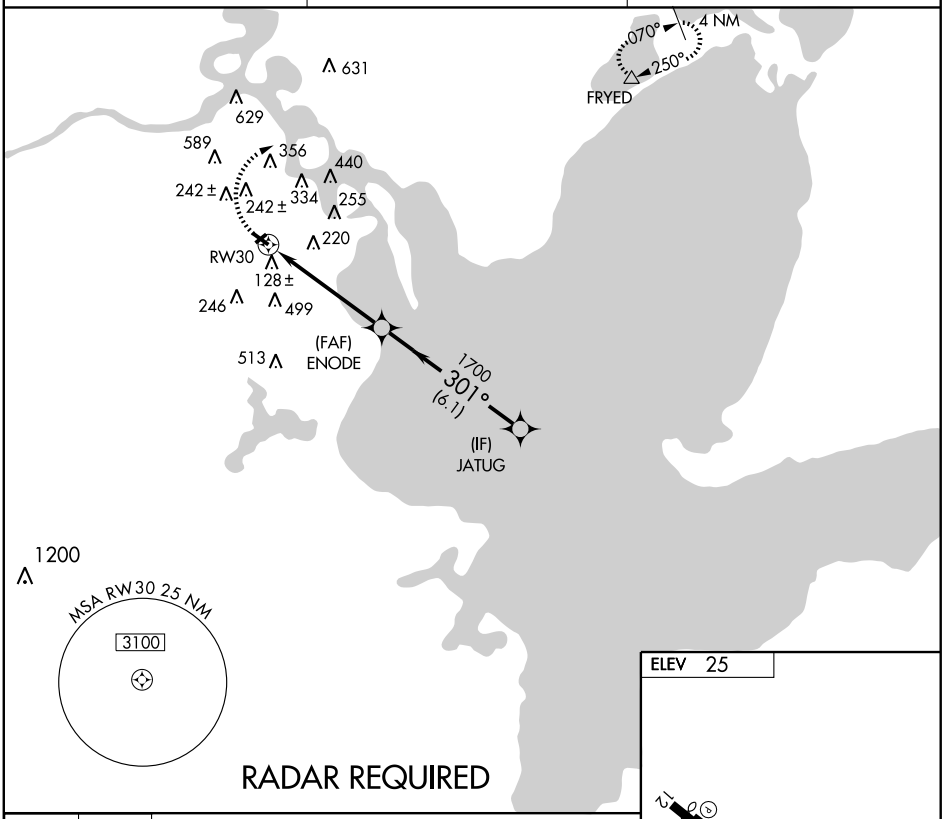
LA PORTE MUNI (T41)

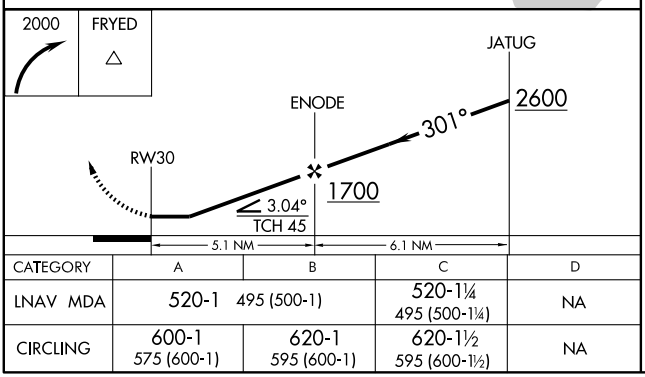
APP CRS	Rwy Idg	3763
301°	TDZE	25
	Apt Elev	25

DME/DME RNP-0.3 NA.
Use Ellington Field altimeter setting.

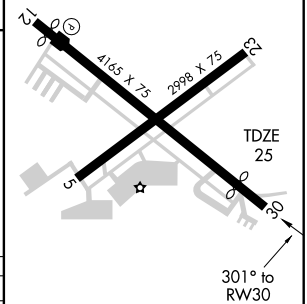
MISSED APPROACH: Climbing right turn to 2000 direct FRYED and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	520-1 495 (500-1)		520-1¼ 495 (500-1¼)	NA
CIRCLING	600-1 575 (600-1)	620-1 595 (600-1)	620-1½ 595 (600-1½)	NA



REIL Rwy 12
MIRL Rwys 5-23 and 12-30 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

ROKIT ONE ARRIVAL (RNAV)

(ROKIT.ROKIT1) 09127

HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
WILLIAM P. HOBBY ATIS
124.6
DAVID WAYNE HOOKS MEMORIAL ATIS ★
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9

N

ROKIT
250 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing all airports except HOU, GLS, and LBX expect clearance to cross at 11,000.

TMACC
280 KIAS
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing HOU, GLS, and LBX expect clearance to cross at 15,000.

SSLAM
13,000
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets landing at HOU, GLS, and LBX.

YAAOW
210 KIAS
Turbojets landing HOU, GLS, and LBX

ELM GROVE EMG
SAWMILL SWB
LUFKIN LFK
MINNG
8 NM
QUESO
ALEXANDRIA AEX
LONE STAR EXECUTIVE
TQELA
LAKE CHARLES LCH
JOESZ
DAVID WAYNE HOOKS MEMORIAL
AKEEM
MRPHY
DUUNK
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
RUDDI
HUMBLE IAH
DRXLR
HOBBY HUB
WEST HOUSTON
BINGL
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
LA PORTE MUNI
SUGAR LAND RGNL
VILLI
WILLIAM P. HOBBY
ELLINGTON FIELD
SKORZ
HOUSTON-SOUTHWEST
PEARLAND RGNL
SNAPR
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

NOTE: ATC ASSIGNED ONLY FOR AIRCRAFT LANDING IAH.

NOTE: DME/DME/IRU, or GPS REQUIRED.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

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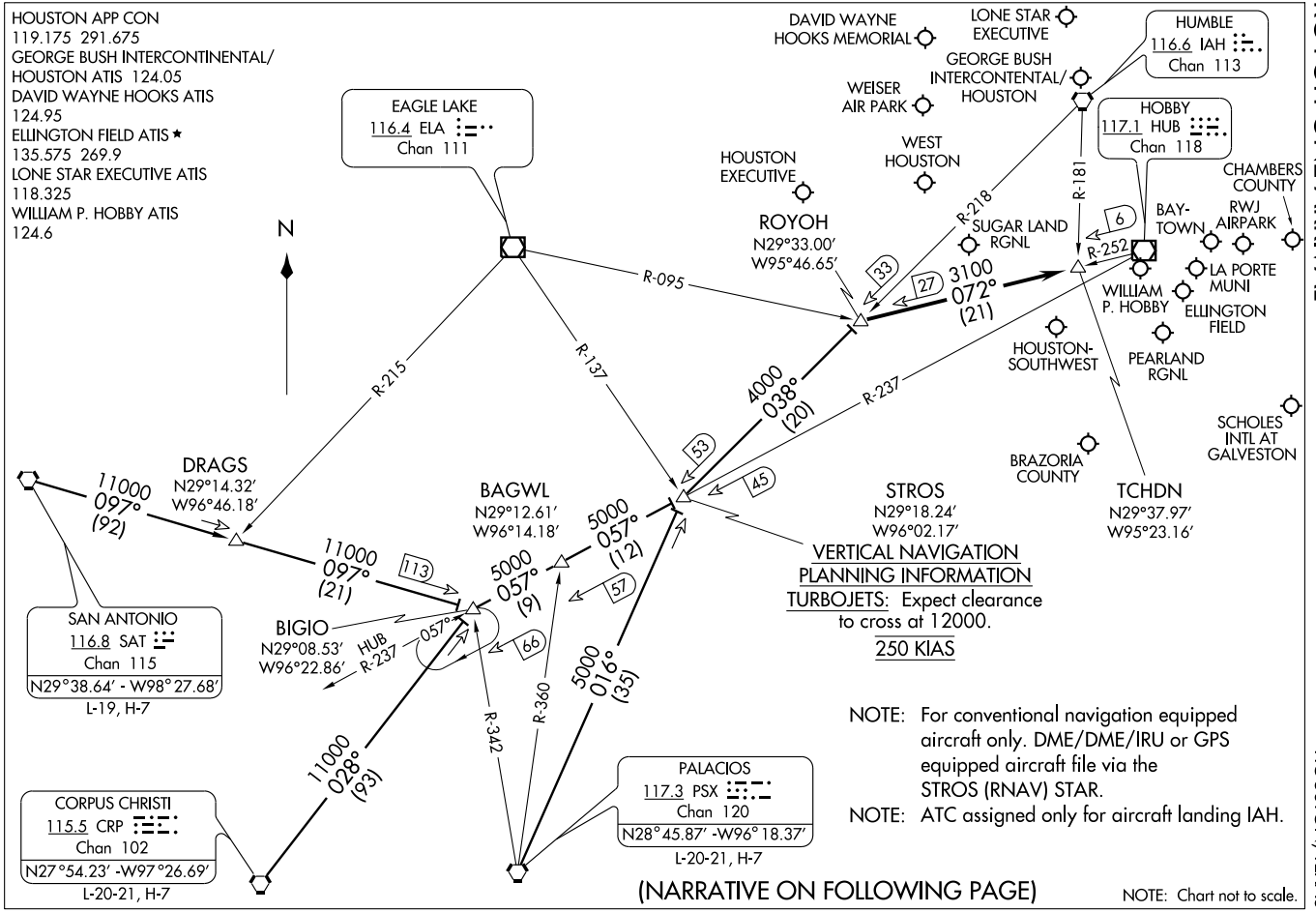
ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON APP CON
119.175 291.675
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
DAVID WAYNE HOOKS ATIS
124.95
ELLINGTON FIELD ATIS ★
135.575 269.9
LONE STAR EXECUTIVE ATIS
118.325
WILLIAM P. HOBBY ATIS
124.6



ROYOH ONE ARRIVAL (ROYOH.ROYOH1) 10210

HOUSTON, TEXAS

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.ROYOH1): From over CRP VORTAC via CRP R-028 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

PALACIOS TRANSITION (PSX.ROYOH1): From over PSX VORTAC via PSX R-016 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.ROYOH1): From over SAT VORTAC via SAT R-097 to BIGIO INT, then via HUB R-237 to STROS INT, then via IAH R-218 to ROYOH INT. Thence. . . .

. . . .From over ROYOH INT via HUB R-252 to TCHDN INT. Expect vectors to final approach course at or prior to TCHDN INT.

SC-5, 21 OCT 2010 to 18 NOV 2010

SABINE PASS TWO DEPARTURE (RNAV)

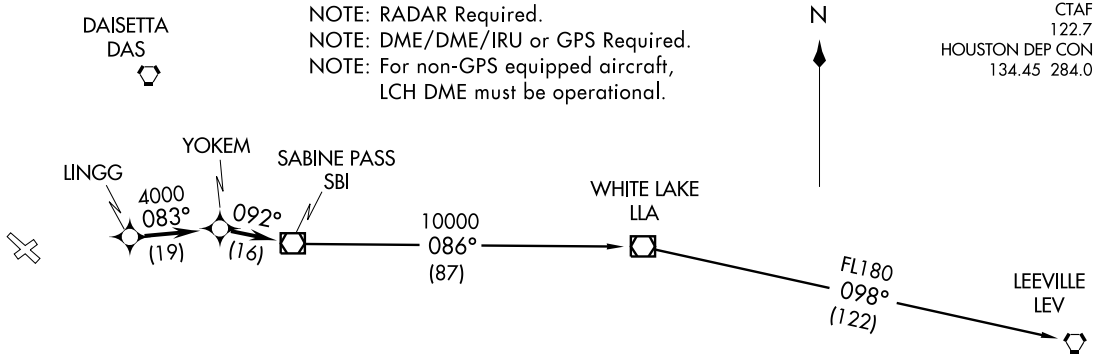
(SBI2.SBI) 10210

LA PORTE, TEXAS

LA PORTE MUNI (T41)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, LCH DME must be operational.

CLNC DEL 125.6
CTAF 122.7
HOUSTON DEP CON 134.45 284.0



TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30,
ATC climb of 438′ per NM to 4000.

NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 12: Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23: Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road, 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

Rwy 30: Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to LINGG INT, maintain 4000. Thence . . . .

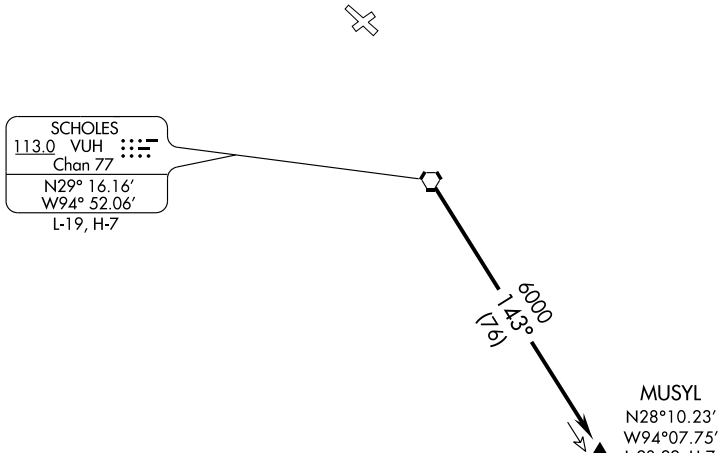
. . . . (transition). Expect filed altitude 10 minutes after departure on depicted route to SBI VOR/DME.

LEEVILLE TRANSITION: (SBI2.LEV)
WHITE LAKE TRANSITION: (SBI2.LLA)

SABINE PASS TWO DEPARTURE (RNAV) SL-5433 (FAA)
(SBI2.SBI) 10210
LA PORTE MUNI (T41)
LA PORTE, TEXAS

TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 Standard.

CLNC DEL
125.6
CTAF
122.7
HOUSTON DEP CON
134.45 284.0



TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128' from DER, 42' left of centerline, up to 50' AGL/74' MSL. Trees and poles beginning 131' from DER, 114' right of centerline, up to 39' AGL/63' MSL. Chimney 676' from DER, 412' right of centerline, 31' AGL/55' MSL.

Rwy 23, Trees beginning 1320' from DER, 43' left of centerline, 63' AGL/87' MSL. Hangars beginning 233' from DER, 288' right of centerline, up to 35' AGL/59' MSL. Vehicle on road 594' from DER, 513' left of centerline, 15' AGL/39' MSL. Trees 1010' from DER, 1010' right of centerline, up to 63' AGL/87' MSL.

Rwy 30, Trees and poles beginning 114' from DER, 67' left of centerline, up to 63' AGL/87' MSL. Buildings 335' from DER, 356' left of centerline, 25' AGL/50' MSL. Trees and poles beginning 44' from DER, 35' right of centerline, up to 52' AGL/76' MSL.

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to VUH VORTAC, maintain 4000. Expect filed altitude 10 minutes after departure, thence . . . .

. . . . via VUH R-143 to MUSYL.

SC-5, 21 OCT 2010 to 18 NOV 2010

STROS ONE ARRIVAL (RNAV) Transition Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS

HOUSTON APP CON 119.175 291.675
GEORGE BUSH INTERCONTINENTAL/HOUSTON ATIS 124.05
DAVID WAYNE HOOKS MEMORIAL ATIS 124.95
ELLINGTON FIELD ATIS ★ 135.575 269.9
LONE STAR EXECUTIVE ATIS 118.325
WILLIAM P HOBBY ATIS 124.6

See Following Page For Arrival Routes

STROS
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 12000.
250 KIAS

SAN ANTONIO SAT

5000 084° (63) → SEEDS

5000 085° (13) → WEMAR

5000 118° (49) → BAGWL

5000 057° (12) →

5000 100° (92) → DRAGS

5000 101° (21) → BIGIO

5000 057° (9) → BAGWL

5000 019° (35) → PALACIOS PSX

5000 032° (93) → CORPUS CHRISTI CRP

10 NM

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only for aircraft landing IAH.

NOTE: SEEDS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, ELA and PSX DMEs must be operational.
NOTE: DRAGS TRANSITION: For non-GPS equipped aircraft, CWK, SAT, and PSX DMEs must be operational.
NOTE: CRP TRANSITION: For non-GPS equipped aircraft, PSX, COT, CRP, and VCT DMEs must be operational.
NOTE: PSX TRANSITION: For non-GPS equipped aircraft, ELA DME must be operational.

NOTE: Chart not to scale.

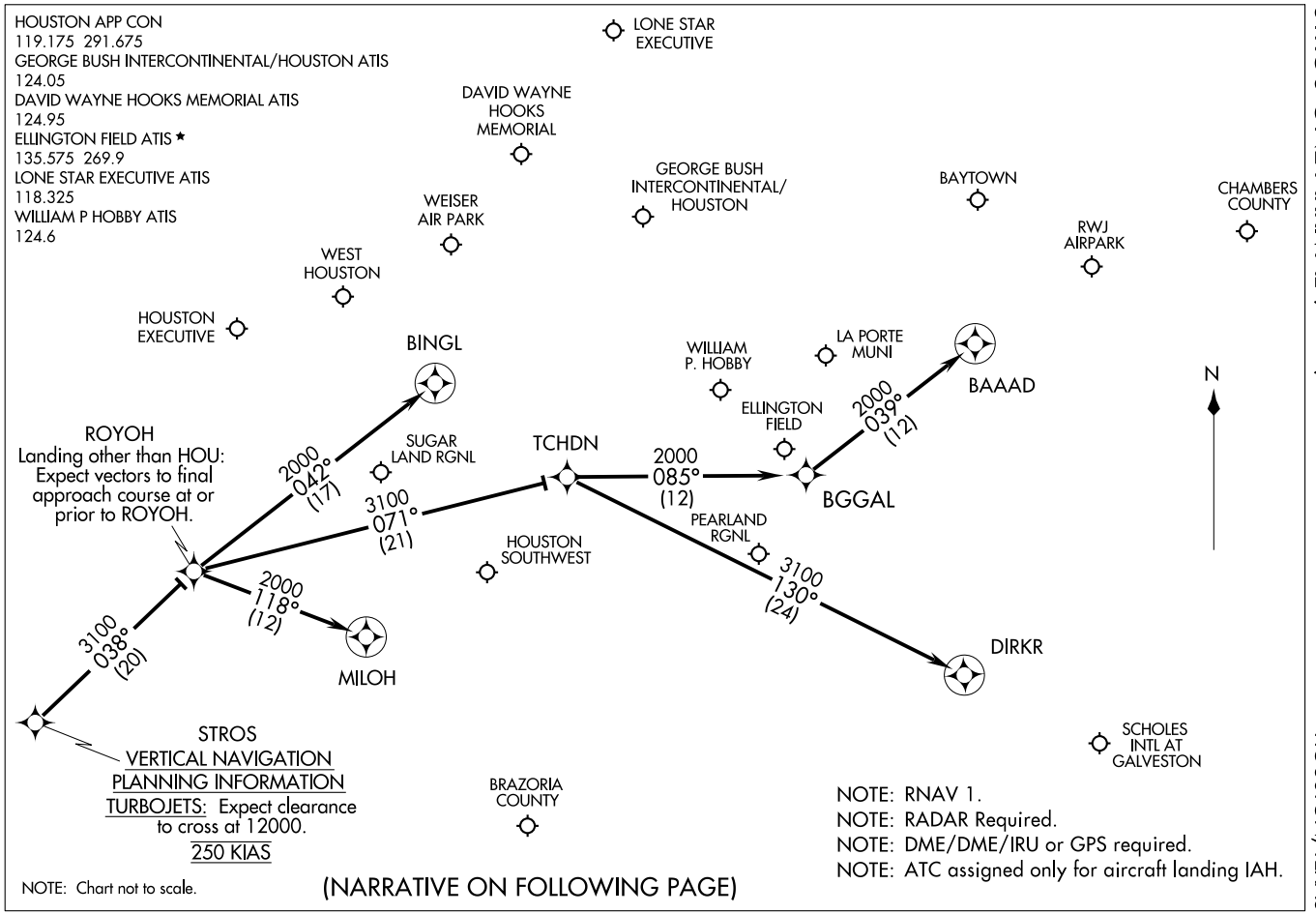
STROS ONE ARRIVAL (RNAV) Transition Routes
(STROS.STROS1) 10210
HOUSTON, TEXAS

ST-5461 (FAA)

STROS ONE ARRIVAL (RNAV) Arrival Routes

(STROS.STROS1) 10210

HOUSTON, TEXAS



(STROS.STROS1) 10210

STROS ONE ARRIVAL (RNAV) Arrival Routes

HOUSTON, TEXAS

ST-5461 (FAA)

ARRIVAL ROUTE DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.STROS1)
DRAGS TRANSITION (DRAGS.STROS1)
PALACIOS TRANSITION (PSX.STROS1)
SEEDS TRANSITION (SEEDS.STROS1)

From STROS via 038° track to ROYOH. Thence . . . .

WILLIAM P. HOBBY:

LANDING RWY 12R: . . . . From ROYOH via 042° track to BINGL. Expect vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.

LANDING RWY 4: . . . . From ROYOH via 118° track to MILOH. Expect vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.

LANDING RWY 22: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to BAAAD. Expect vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.

LANDING RWY 30L: . . . . From ROYOH via 071° track to TCHDN, thence as depicted to DIRKR. Expect vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME HUB	APP CRS	Rwy Idg	N/A
117.1	261°	TDZE	N/A
Chan 118		Apt Elev	25

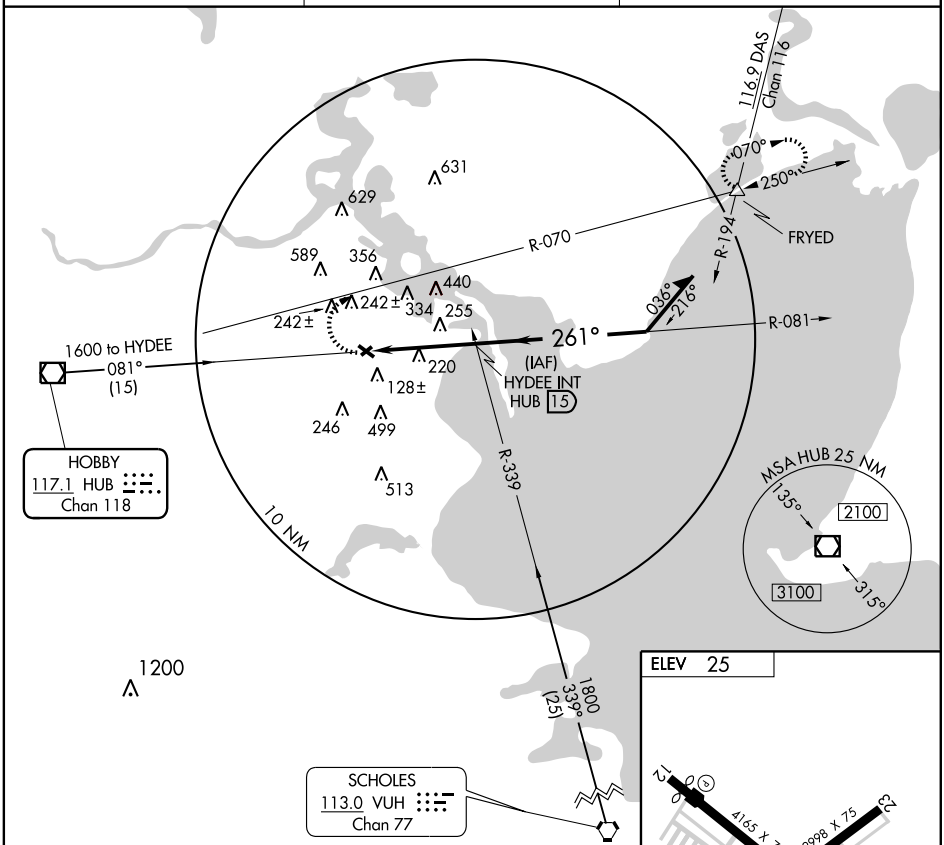
VOR-A

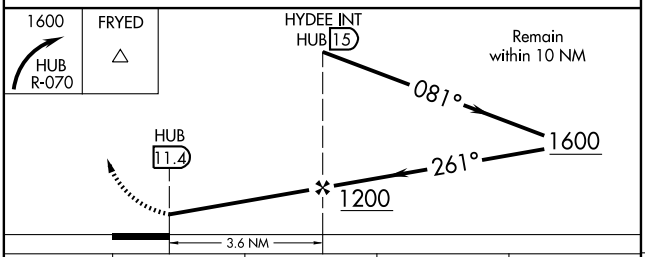
LA PORTE MUNI (T41)

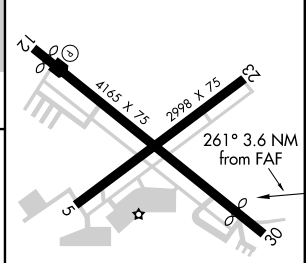
Use Ellington Field altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1600 via HUB R-070 to FRYED Int and hold.

HOUSTON APP CON	CLNC DEL	UNICOM
134.45 284.0	125.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	660-1	635 (700-1)	660-1¾ 635 (700-1¾)	NA

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

(WAILN1.WAILN) 10210
WAILN ONE DEPARTURE (RNAV) SL-5433 (FAA)
LA PORTE MUNI (T41)
LA PORTE, TEXAS

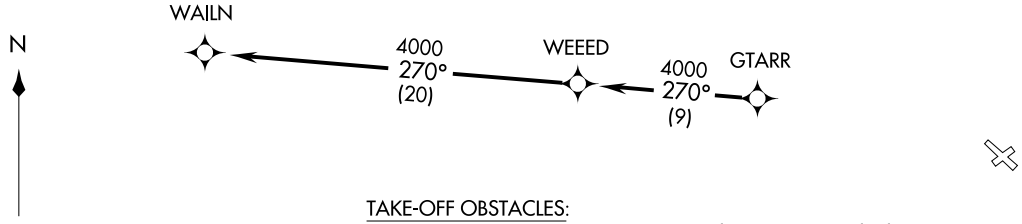
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, climb on assigned heading for radar vectors to GTARR, maintain 4000. Thence . . . .

. . . . expect filed altitude 10 minutes after departure on depicted route to WAILN.

CLNC DEL 125.6
CTAF 122.7
HOUSTON DEP CON 134.45 284.0

TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30, Standard.



TAKE-OFF OBSTACLES:

Rwy 12, Trees and poles beginning 128′ from DER, 42′ left of centerline, up to 50′ AGL/74′ MSL. Trees and poles beginning 131′ from DER, 114′ right of centerline, up to 39′ AGL/63′ MSL. Chimney 676′ from DER, 412′ right of centerline, 31′ AGL/55′ MSL.

Rwy 23, Trees beginning 1320′ from DER, 43′ left of centerline, up to 63′ AGL/87′ MSL. Hangars beginning 233′ from DER, 288′ right of centerline, up to 35′ AGL/59′ MSL. Vehicle on road, 594′ from DER, 513′ left of centerline, 15′ AGL/39′ MSL. Trees 1010′ from DER, 1010′ right of centerline, up to 63′ AGL/87′ MSL.

Rwy 30, Trees and poles beginning 114′ from DER, 67′ left of centerline, up to 63′ AGL/87′ MSL. Buildings 335′ from DER, 356′ left of centerline, 25′ AGL/50′ MSL. Trees and poles beginning 44′ from DER, 35′ right of centerline, up to 52′ AGL/76′ MSL.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For advanced navigation aircraft destined AUS/SAT Terminal Area.
SAT: Departing all Houston airports.
AUS: Departing all Houston airports except IAH, CXO, DWH.

NOTE: Chart not to scale

BEVOH ONE DEPARTURE (RNAV)

(BEVOH1.BEVOH) 10266

LAGO VISTA TX-RUSTY ALLEN (RYW)

LAGO VISTA, TEXAS

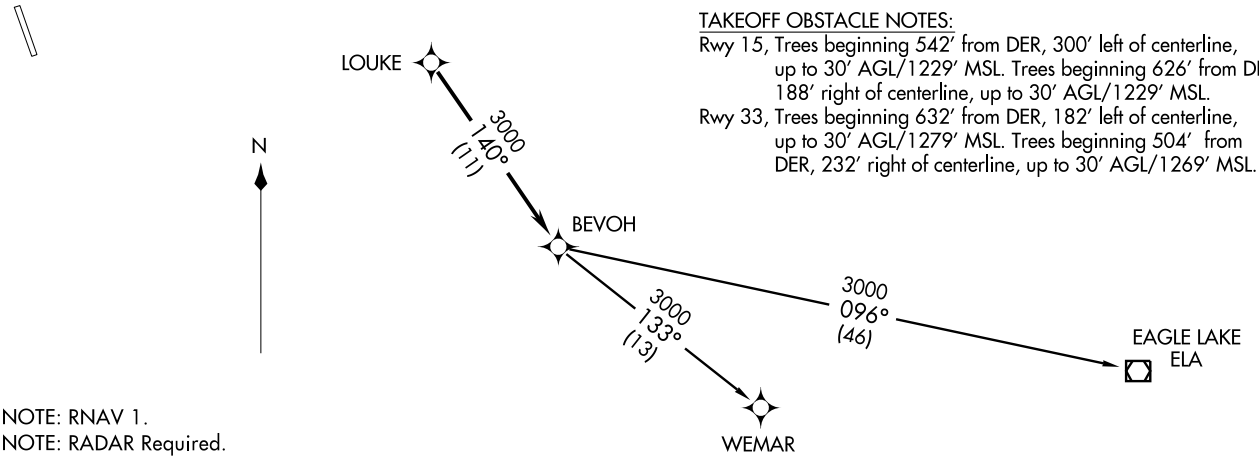
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to LOUKE, then on depicted route to BEVOH, maintain 3000, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION: (BEVOH1.ELA)
WEMAR TRANSITION: (BEVOH1.WEMAR)

AWOS-3
119.375
CTAF
122.725



TAKEOFF OBSTACLE NOTES:
Rwy 15, Trees beginning 542′ from DER, 300′ left of centerline, up to 30′ AGL/1229′ MSL. Trees beginning 626′ from DER, 188′ right of centerline, up to 30′ AGL/1229′ MSL.
Rwy 33, Trees beginning 632′ from DER, 182′ left of centerline, up to 30′ AGL/1279′ MSL. Trees beginning 504′ from DER, 232′ right of centerline, up to 30′ AGL/1269′ MSL.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: EAGLE LAKE TRANSITION: For non-GPS equipped aircraft, CWK, IDU and ELA DMEs must be operational.
NOTE: WEMAR TRANSITION: For non-GPS equipped aircraft, CWK and IDU DMEs must be operational.
NOTE: Procedure authorized at or below 7000.
NOTE: ELA TRANSITION: For aircraft landing Houston Terminal Area south of V222 except IWS and TME.

TAKE-OFF MINIMUMS:
Rwys 15, 33, Standard.

NOTE: Chart not to scale.

BEVOH ONE DEPARTURE (RNAV)
(BEVOH1.BEVOH) 10266
SL-6111 (FAA)
LAGO VISTA TX-RUSTY ALLEN (RYW)
LAGO VISTA, TEXAS

APP CRS	Rwy Idg	3808
154°	TDZE	1231
	Apt Elev	1231

GPS RWY 15

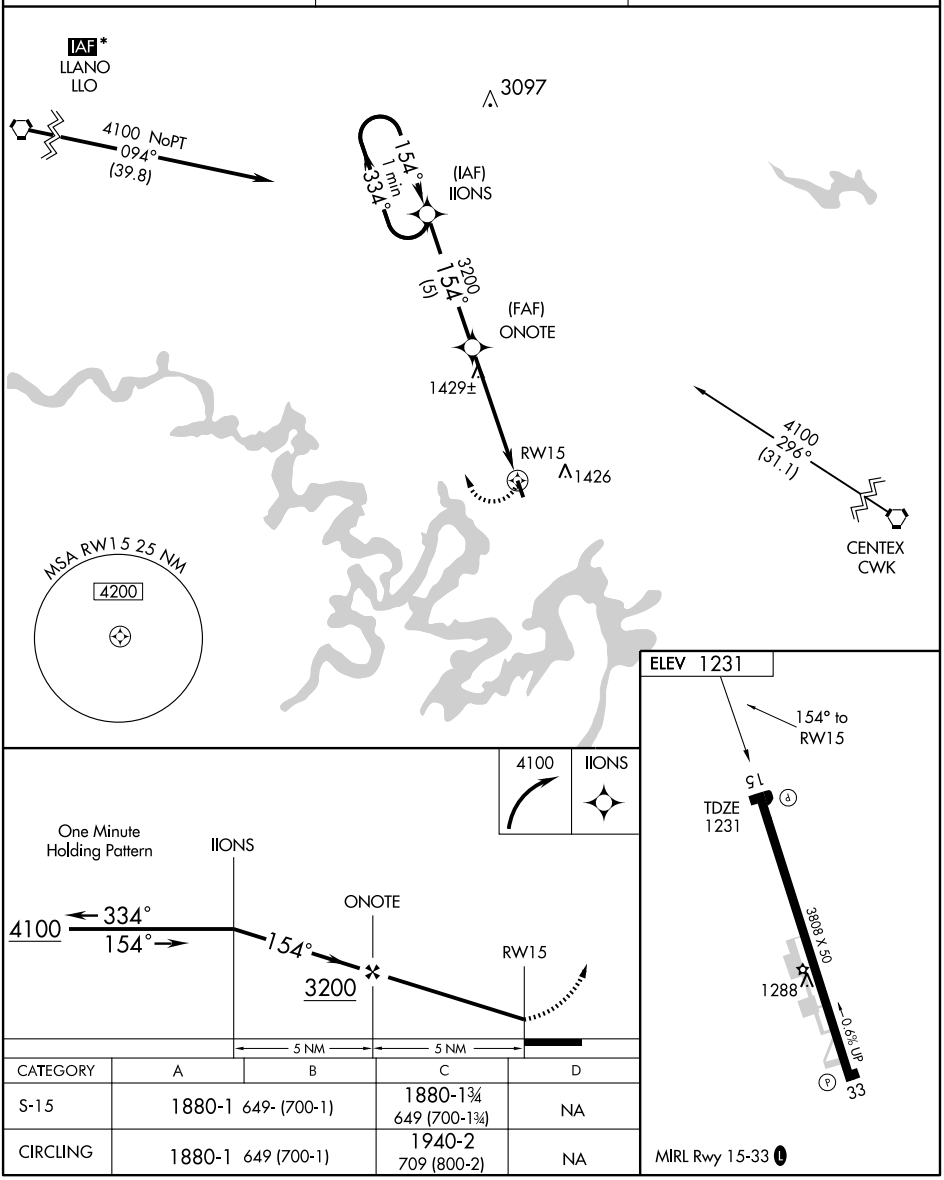
LAGO VISTA TX-RUSTY ALLEN (RYW)

IAF
NA

Use Austin-Bergstrom Intl altimeter setting.
ARM APPROACH MODE 30 NM PRIOR TO IAF.*

MISSED APPROACH: Climbing right turn to 4100 direct IIONS WP and hold.

AWOS-3	AUSTIN APP CON	UNICOM
119.375	119.0 370.85	122.725 (CTAF) L

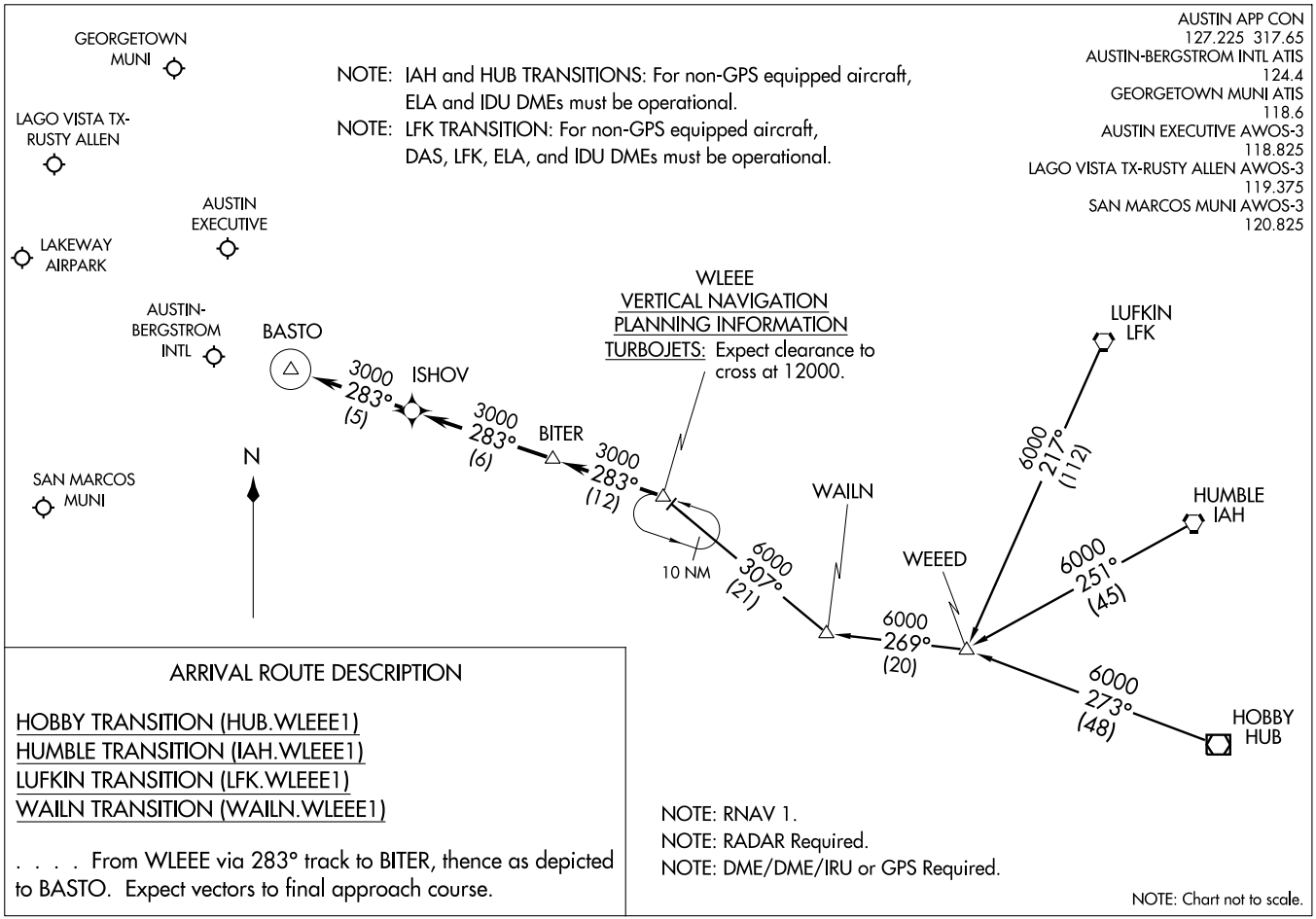


CATEGORY	A	B	C	D
S-15	1880-1 649- (700-1)		1880-1¾ 649 (700-1¾)	NA
CIRCLING	1880-1 649 (700-1)		1940-2 709 (800-2)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010

WLEEE ONE ARRIVAL (RNAV)

(WLEEE.WLEEE1) 10266



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.WLEEE1)
HUMBLE TRANSITION (IAH.WLEEE1)
LUFKIN TRANSITION (LFK.WLEEE1)
WAILN TRANSITION (WAILN.WLEEE1)

. . . . From WLEEE via 283° track to BITER, thence as depicted to BASTO. Expect vectors to final approach course.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Chart not to scale.

AUSTIN, TEXAS

WLEEE ONE ARRIVAL (RNAV)
(WLEEE.WLEEE1) 10266
AUSTIN, TEXAS

ST-556 (FAA)

NDB LSA	APP CRS	Rwy Idg	5000
338	155°	TDZE	2990
		Apt Elev	2998

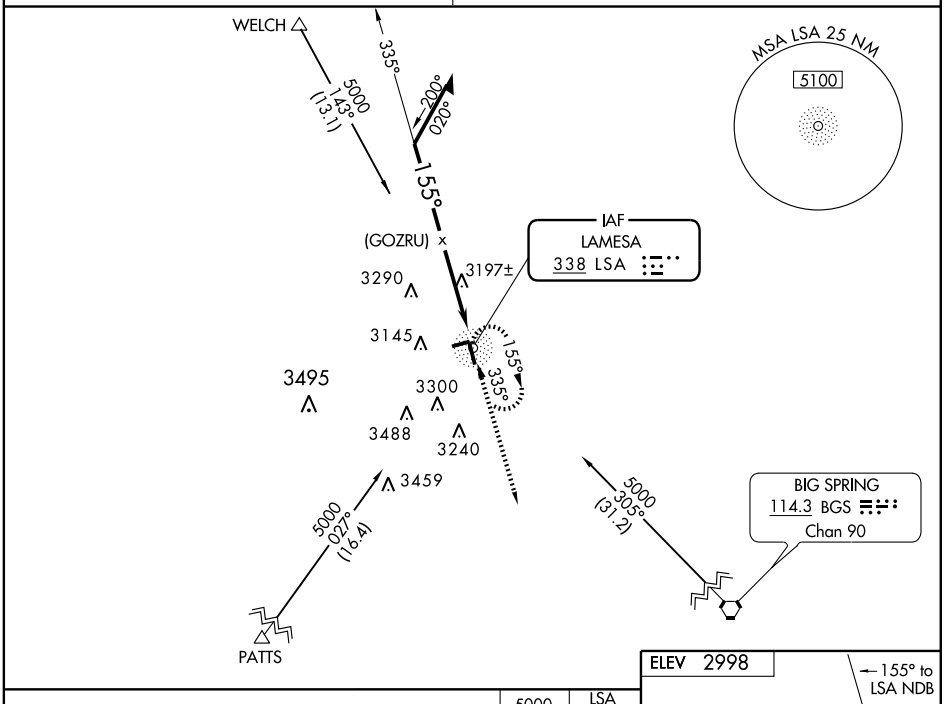
NDB or GPS RWY 16
LAMESA MUNI (2F5)

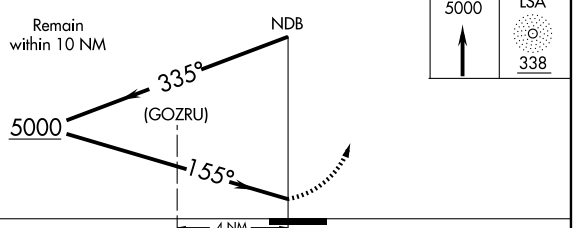
Obtain local altimeter setting on CTAF when not received, use Midland Intl. altimeter setting.
⚠ NA

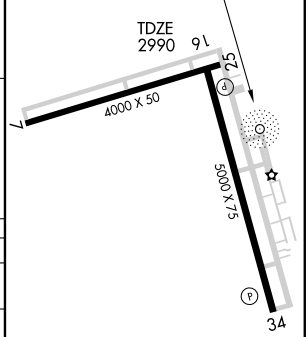
MISSED APPROACH: Climb to 5000 then direct LSA NDB and hold.

FORT WORTH CENTER
132.6 269.05

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	3640-1 650 (700-1)		3640-1¾ 650 (700-1¾)	3640-2 650 (700-2)
CIRCLING	3640-1 642 (700-1)		3640-1¾ 642 (700-1¾)	3660-2 662 (700-2)
MIDLAND INTL ALTIMETER SETTING MINIMUMS				
S-16	3780-1 790 (800-1)	3780-1¼ 790 (800-1¼)	3780-2¼ 790 (800-2¼)	3780-2½ 790 (800-2½)
CIRCLING	3780-1 782 (800-1)	3780-1¼ 782 (800-1¼)	3780-2¼ 782 (800-2¼)	3800-2½ 802 (800-2½)

MIRL Rwys 7-25 and 16-34 L

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB LSA	APP CRS	Rwy Idg	5000
338	339°	TDZE	2995
		Apt Elev	2998

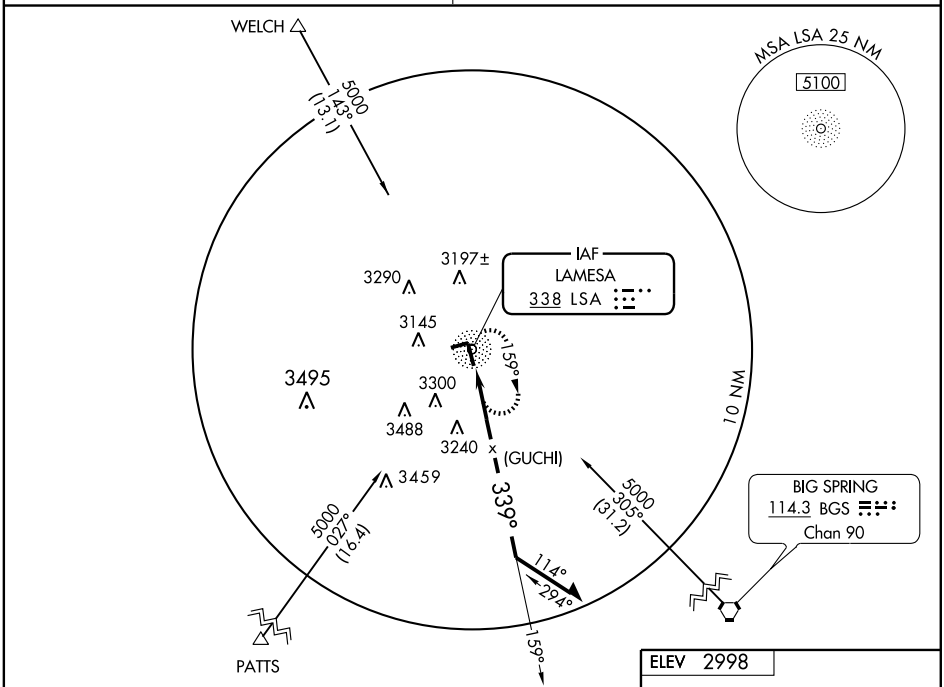
NDB or GPS RWY 34
LAMESA MUNI (2F5)

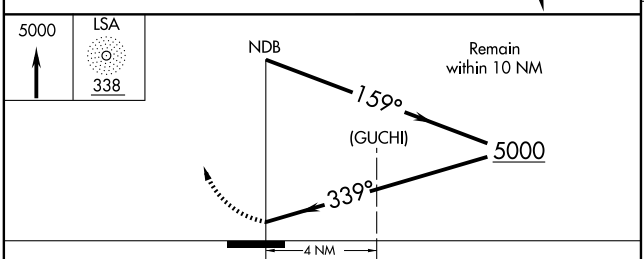
Obtain local altimeter setting on CTAF when not received, use Midland Intl. altimeter setting.
NA

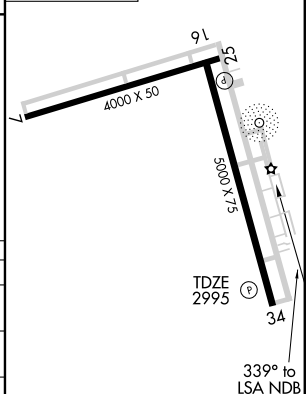
MISSED APPROACH: Climb to 5000 then direct LSA NDB and hold.

FORT WORTH CENTER
132.6 269.05

UNICOM
122.8 (CTAF) L







MIRL Rwys 7-25 and 16-34 L

CATEGORY	A	B	C	D
S-34	3600-1	605 (700-1)	3600-1¾ 605 (700-1¾)	3600-2 605 (700-2)
CIRCLING	3600-1	602 (700-1)	3600-1¾ 602 (700-1¾)	3660-2 662 (700-2)
MIDLAND INTL ALTIMETER SETTING MINIMUMS				
S-34	3740-1 745 (800-1)	3740-1¼ 745 (800-1¼)	3740-2¼ 745 (800-2¼)	3740-2½ 745 (800-2½)
CIRCLING	3740-1 742 (800-1)	3740-1¼ 742 (800-1¼)	3740-2¼ 742 (800-2¼)	3800-2½ 802 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 34

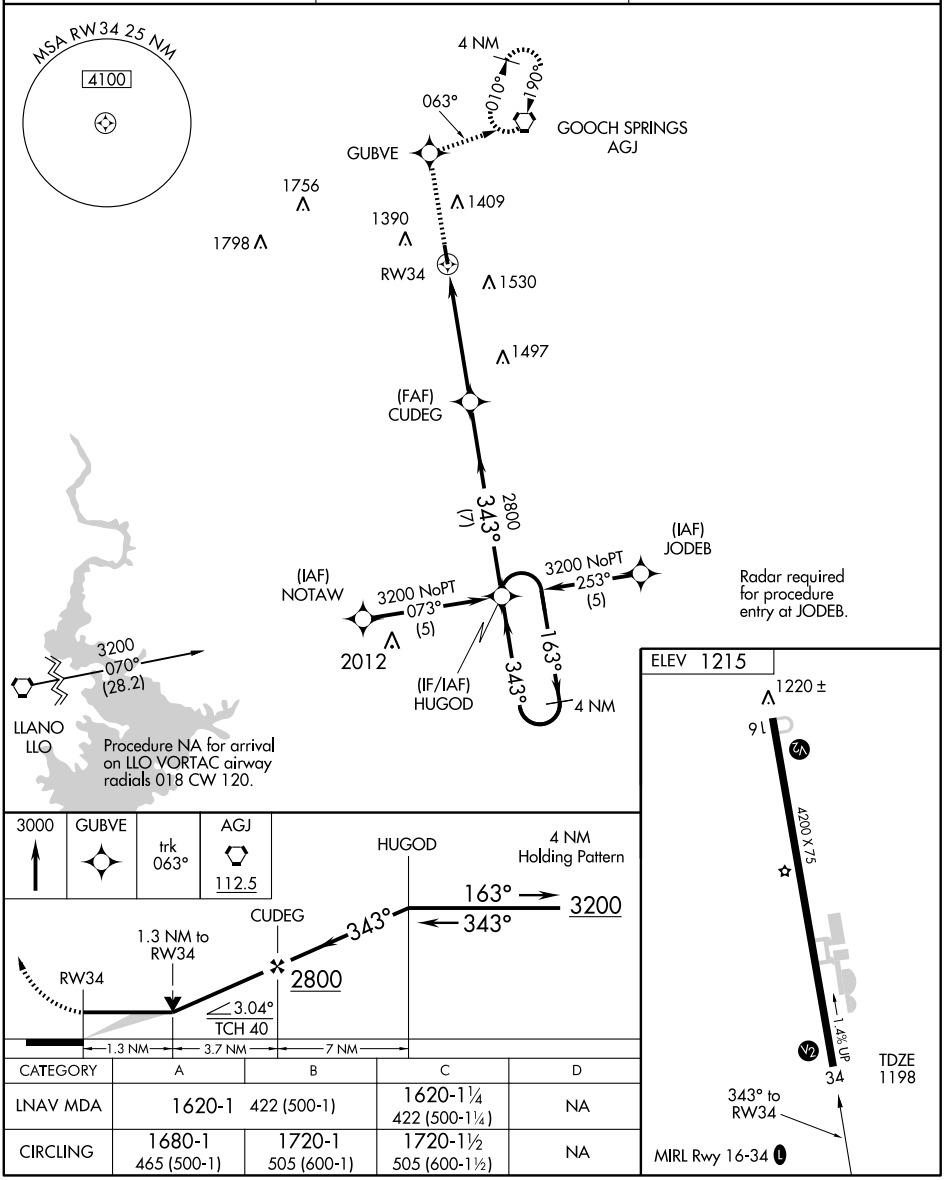
LAMPASAS (LZZ)

APP CRS	Rwy Idg	4200
343°	TDZE	1198
	Apt Elev	1215

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Robert Gray AAF altimeter setting.

MISSED APPROACH: Climb to 3000 direct GUBVE and via track 063° to AGJ VORTAC and hold.

AWOS-3	GRAY APP CON	UNICOM
119.075	120.075 323.15	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1620-1	422 (500-1)	1620-1¼ 422 (500-1¼)	NA
CIRCLING	1680-1 465 (500-1)	1720-1 505 (600-1)	1720-1½ 505 (600-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

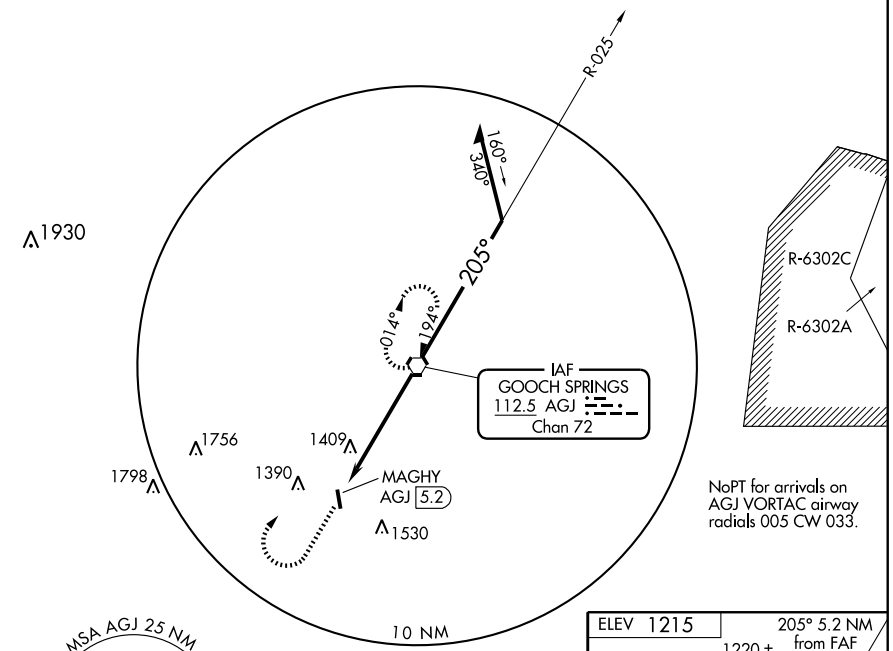
VORTAC AGJ 112.5 Chan 72	APP CRS 205°	Rwy Idg N/A TDZE N/A Apt Elev 1215

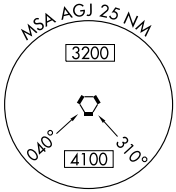
VOR-A
LAMPASAS (LZZ)

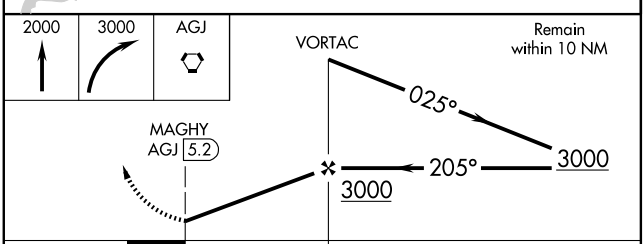
When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 80 feet.

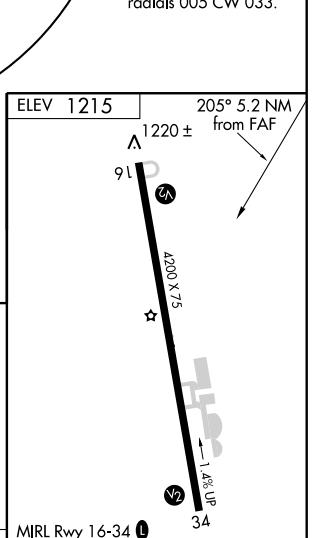
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

AWOS-3	GRAY APP CON	UNICOM
119.075	120.075 323.15	122.8 (CTAF)









CATEGORY	A	B	C	D
CIRCLING	1680-1 465 (500-1)	1720-1 505 (600-1)	1720-1½ 505 (600-1½)	NA

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

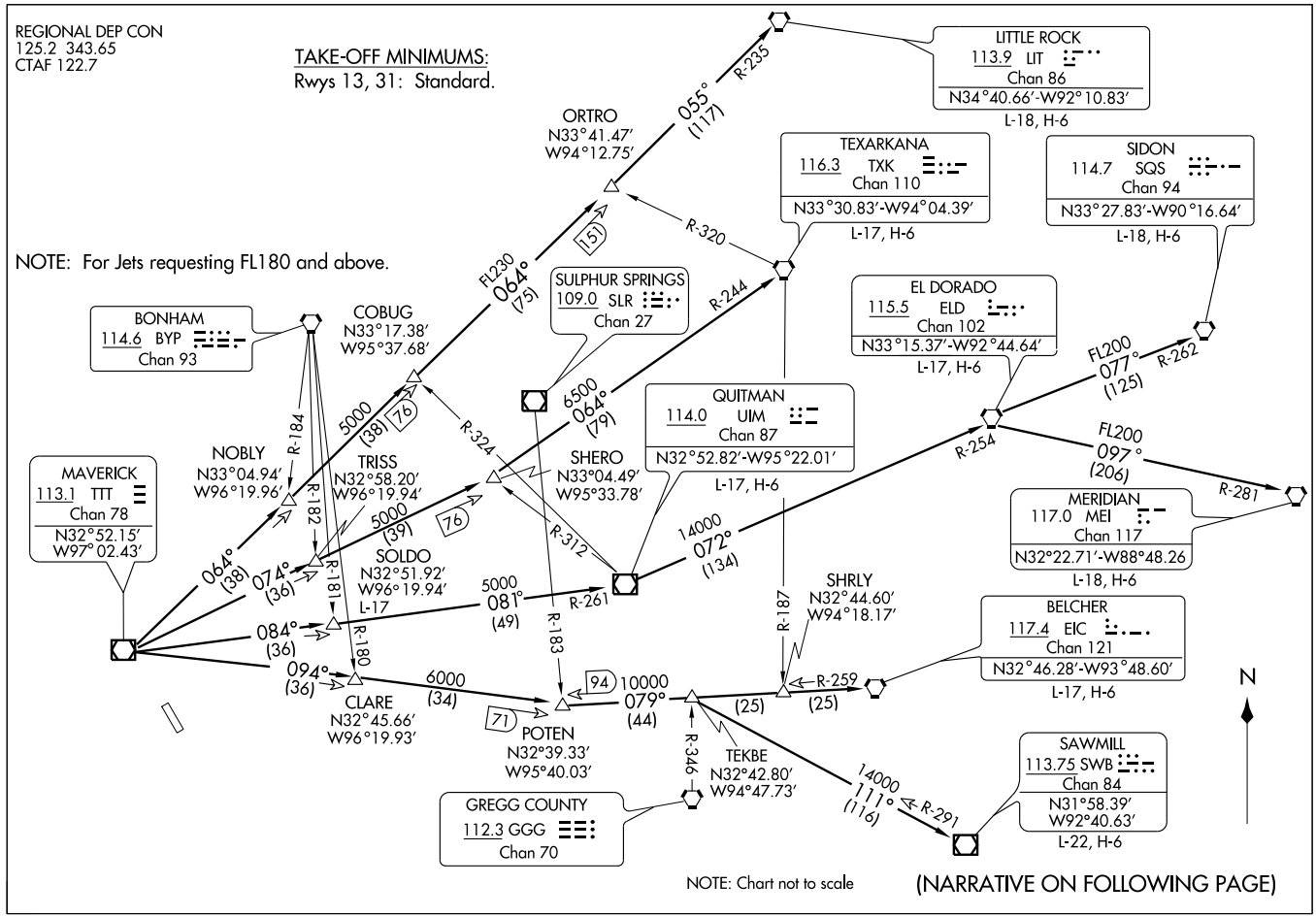
SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

LANCASTER (LNC)

LANCASTER, TEXAS



DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

LANCASTER (LNC)

LANCASTER, TEXAS

SL-5936 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

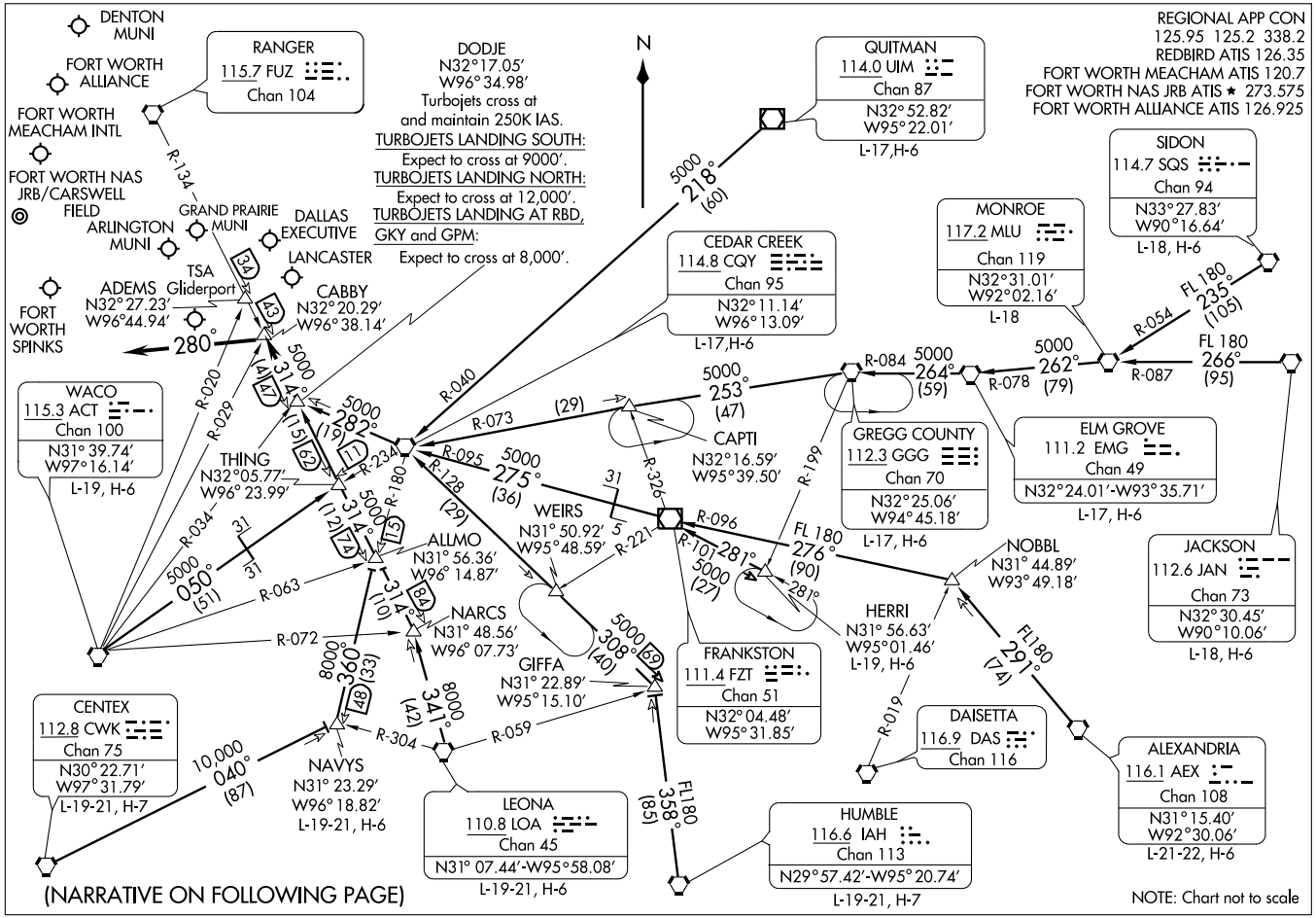
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS



ST-6918 (FAA)

DODJE THREE ARRIVAL

(DODJE.DODJE3) 10154

DALLAS-FORT WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

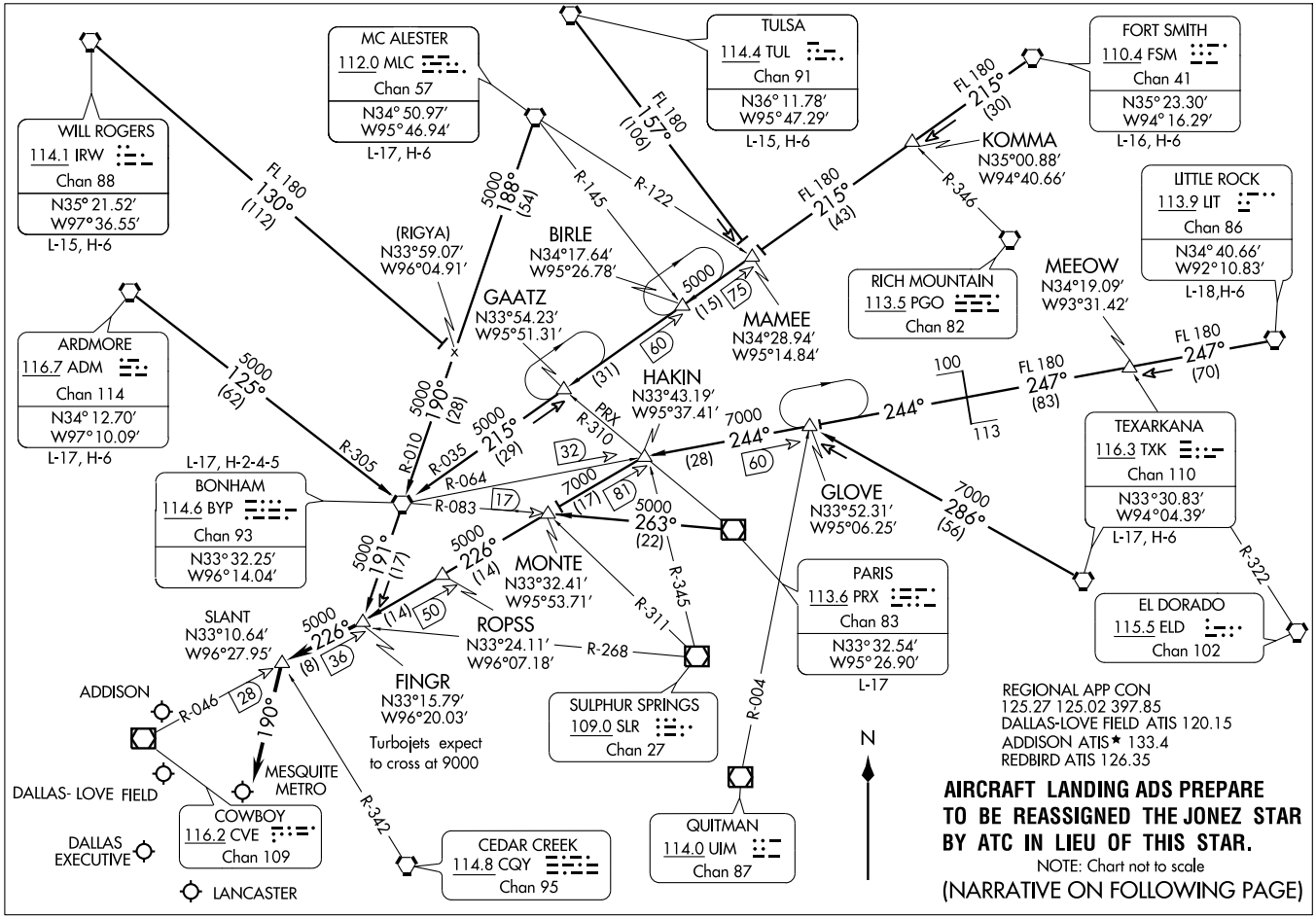
WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

FINGR THREE ARRIVAL

(FINGR.FINGR3) 09351

DALLAS-FT. WORTH, TEXAS



ST-106 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

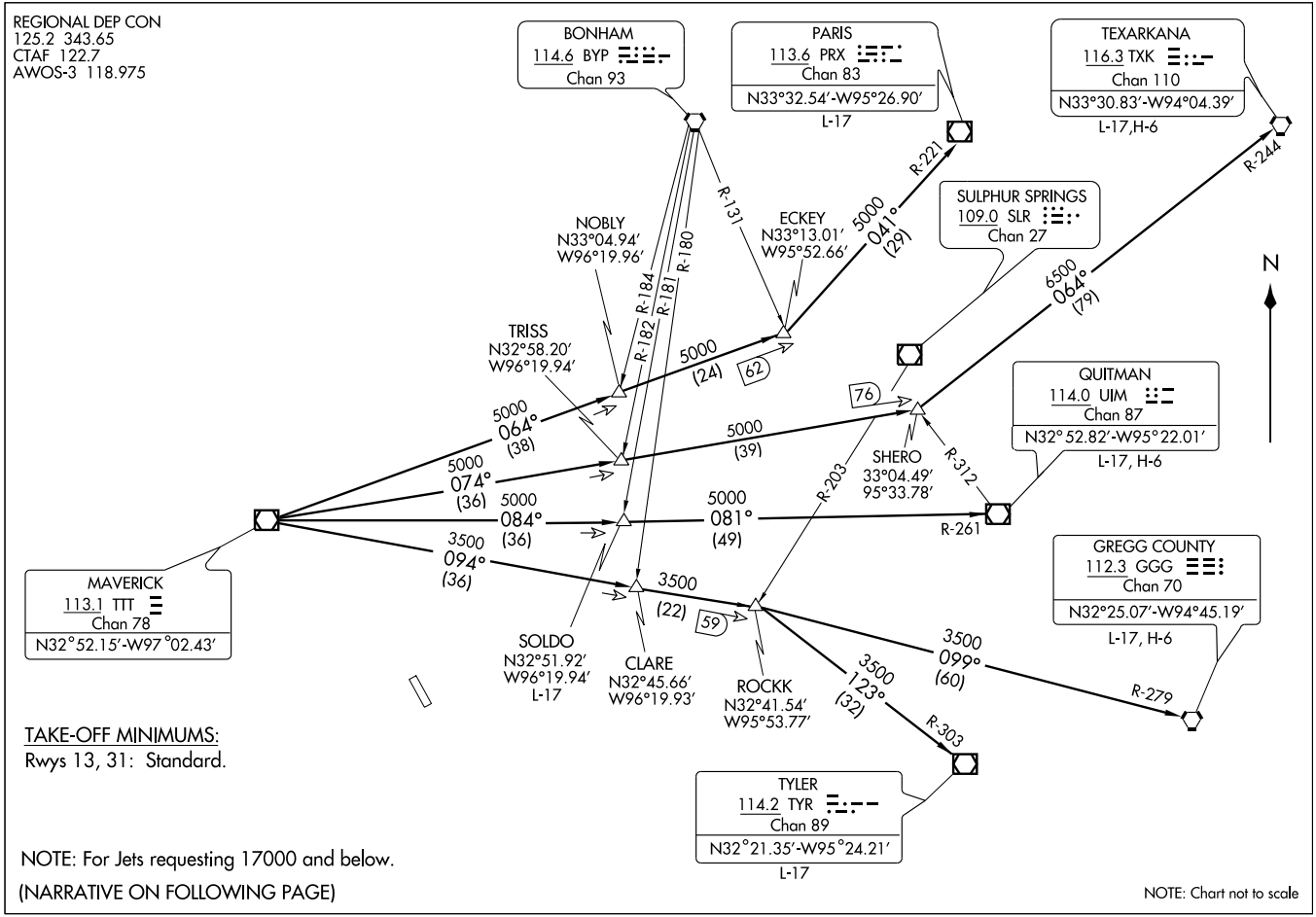
GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

LANCASTER, TEXAS

LANCASTER (LNC)

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975



TAKE-OFF MINIMUMS:
Rwys 13, 31: Standard.

NOTE: For Jets requesting 17000 and below.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
LANCASTER, TEXAS
LANCASTER (LNC)

SL-5936 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

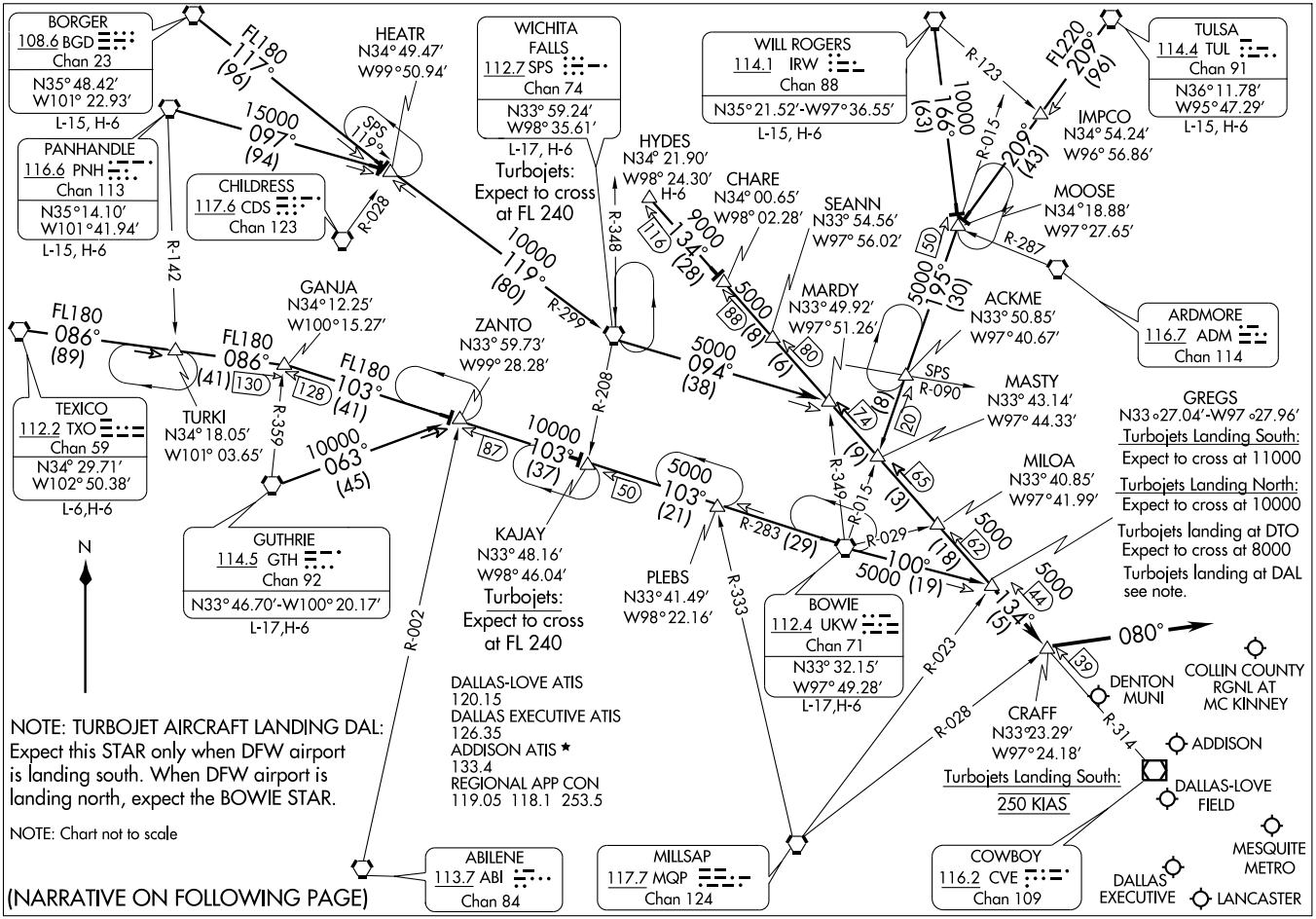
LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ST-106 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

HUBBARD SIX DEPARTURE

(HUBB6.TTT) 07298

LANCASTER, TEXAS
LANCASTER (LNC)

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

N

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83
N33°32.54'-W95°26.90'
L-17

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6

GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'-W94°45.19'
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TYLER
114.2 TYR
Chan 89
N32°21.35'-W95°24.21'
L-17

NOBLY
N33°04.94'
W96°19.96'

ECKEY
N33°13.01'
W95°52.66'

TRISS
N32°58.20'
W96°19.94'

SHERO
33°04.49'
95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

CLARE
N32°45.66'
W96°19.93'

ROCKK
N32°41.54'
W95°53.77'

NAHMU
N32°32.22'
W97°04.90'

R-131
R-180
R-184
R-181
R-182
R-221
R-244
R-203
R-312
R-261
R-279
R-303

5000
041°
(29)

6500
064°
(79)

5000
(24)
62

5000
064°
(38)

5000
(39)

76

5000
074°
(36)

5000
084°
(36)

5000
081°
(49)

3500
094°
(36)

3500
(22)
59

3500
099°
(60)

3500
123°
(32)

TAKE-OFF MINIMUMS:
Rwys 13, 31: Standard.

DEPARTURE PROCEDURE:
Rwy 31: Climb via heading 314° to 1900 before turning left.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
LANCASTER (LNC)
LANCASTER, TEXAS

SI-5936 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 31:
Multiple trees beginning 1,133' from departure end of runway, 479' left of centerline, up to 40' AGL/541' MSL.
Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL.
Multiple poles beginning 5,613' from departure end of runway, 1,171' right of centerline, up to 101' AGL/661' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

JOE POOL FOUR DEPARTURE

SL-5936 (FAA)

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TAKE-OFF MINIMUMS:
Rwys 13, 31: Standard.

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TORNN
N31°31.22'
W96°30.88'
H-6

TNV
R-334

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

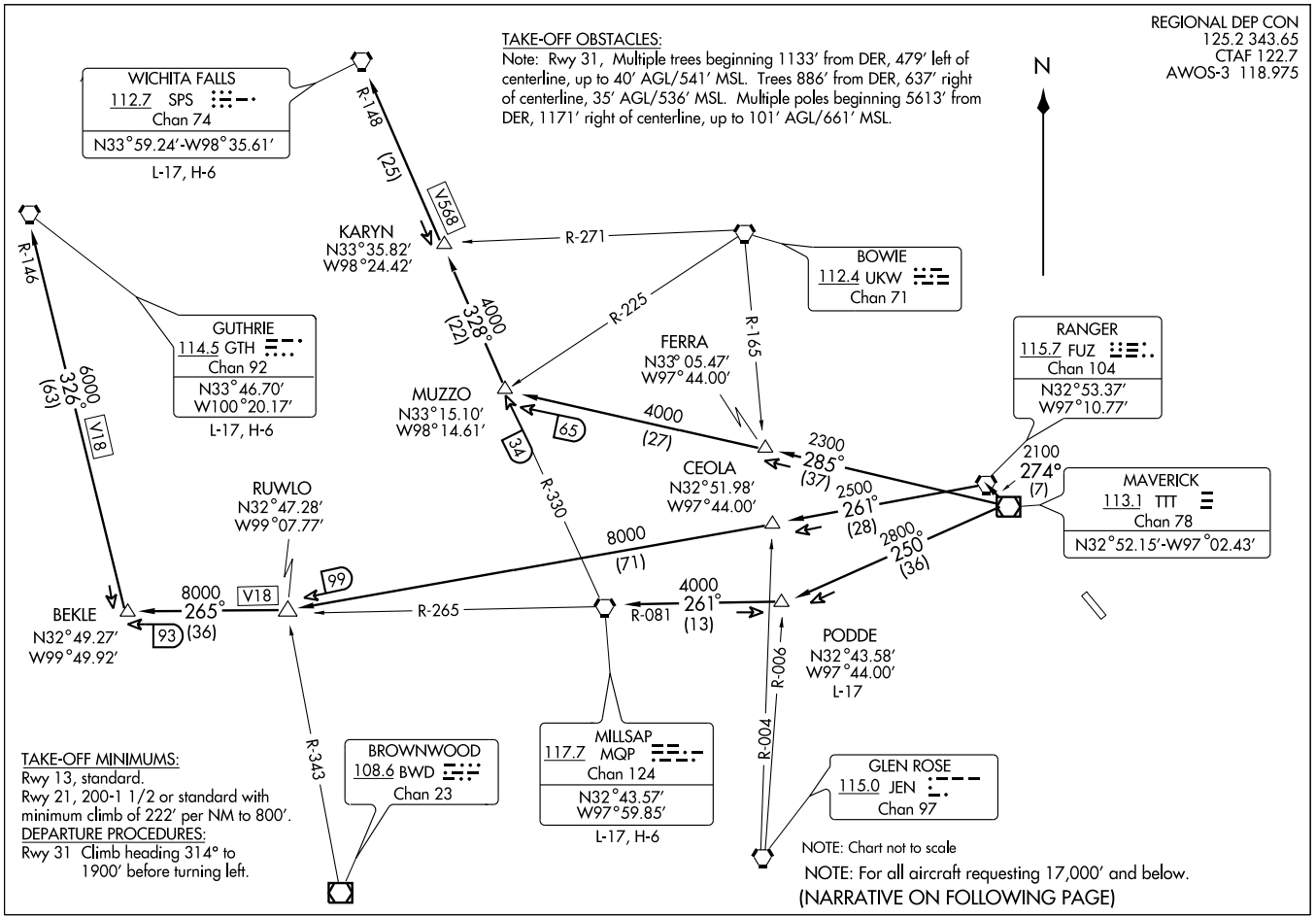
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213

LANCASTER, TEXAS
LANCASTER (LNC)



KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213
LANCASTER (LNC)
LANCASTER, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

4000
099°
(49)

FL190
071°
(151)

130

R-254
(25)

4000
082°
(39)

44

(5)

087°
(15)

4000

40

(28)

R-267
(12)

4000
064°
(21)

4000
033°
(19)

3000

47

151

075°

42

R-213

R-218

R-181

R-119

R-127

46

254°

267°

55

SITNA
N32°12.55′
W99°03.07′

R-338

R-353

R-359

R-128

R-207

CVE

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

17

66

128°

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

GAINS
N31° 57.12′
W97°37.34′

18

5000
033°
(38)

5000
334°
(51)

5000
305°
(25)

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

060°

R-240

R-110

R-197

R-213

104

BRIAN
N32°01.87′
W97°43.17′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

SAN ANGELO
115.1 SJT
Chan 98

JUMBO
N31° 32.17′
W98° 10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

FL180
(21)

350°

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

FL180
359°
(114)

R-142

FL180
321°
(58)

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

KNEAD SIX ARRIVAL
(KNEAD.KNEAD6) 09351

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

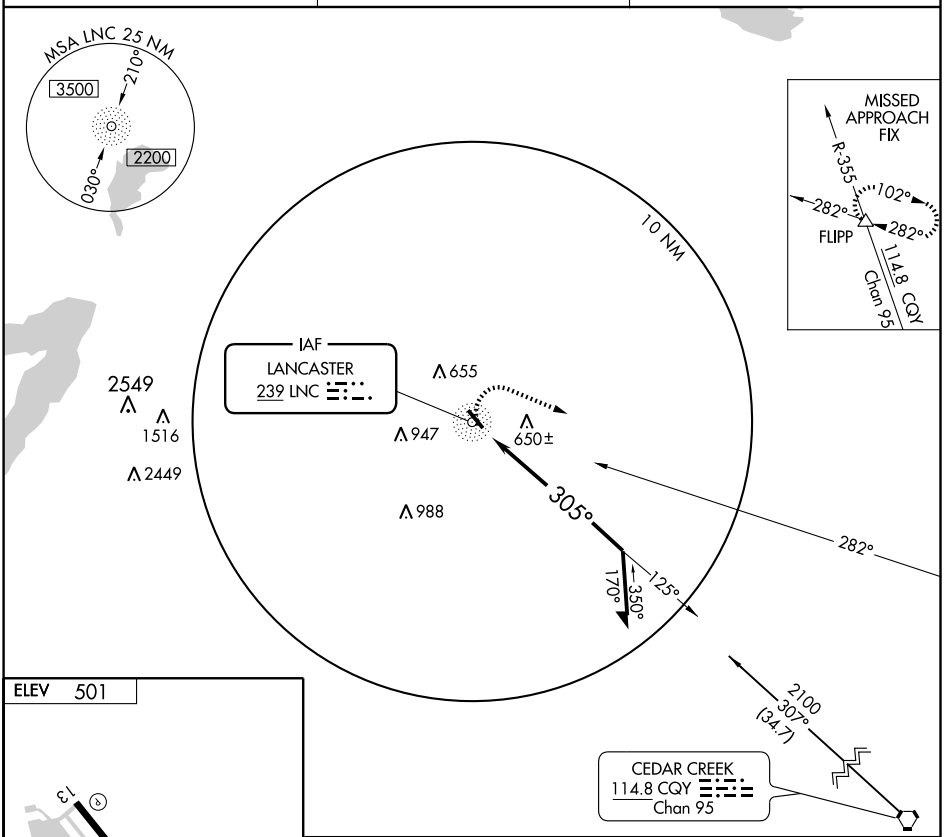
NDB LNC 239	APP CRS 305°	Rwy Idg 4999 TDZE 492 Apt Elev 501

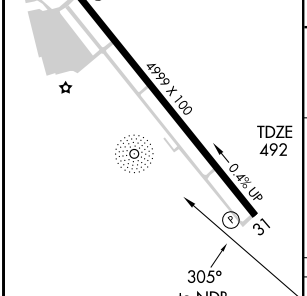
NDB RWY 31
LANCASTER (LNC)

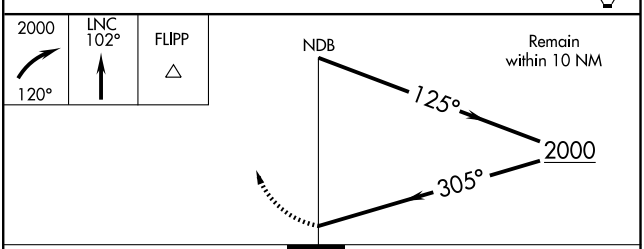
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing right turn to 2000 via heading 120° and 102° bearing from LNC NDB to FLIPP Int and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.975	125.2 343.65	122.7 (CTAF)







CATEGORY	A	B	C	D
S-31	1080-1	588 (600-1)	NA	
CIRCLING	1080-1	579 (600-1)	NA	

REIL Rwy 31
MIRL Rwy 13-31

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

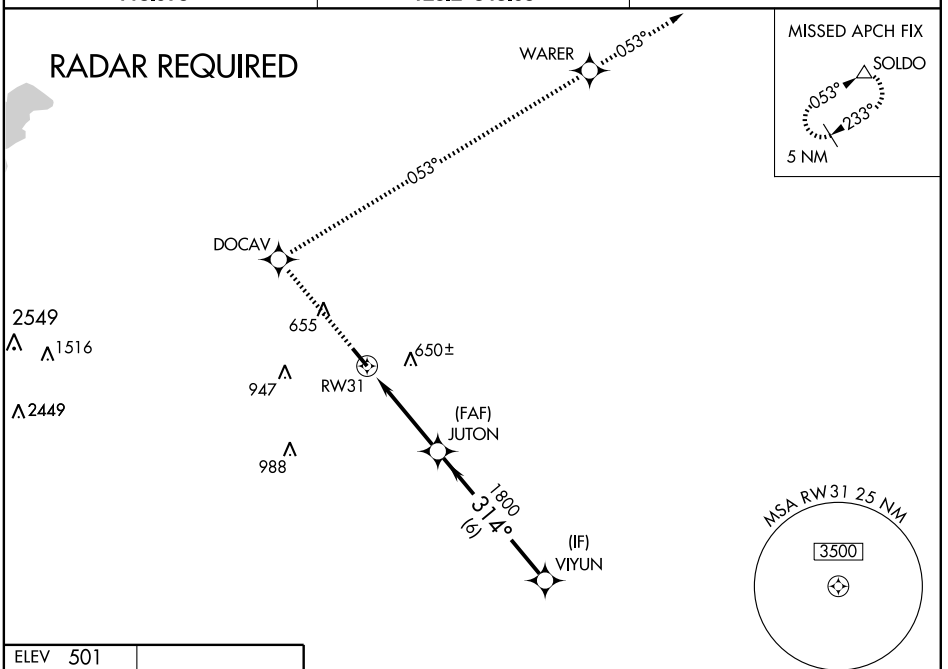
WAAS	APP CRS	Rwy Idg	4999
Chan 97305	314°	TDZE	492
W31A		Apt Elev	501

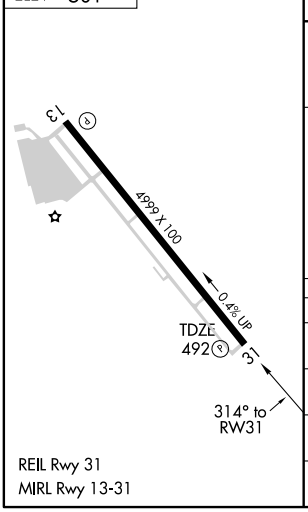
RNAV (GPS) RWY 31
LANCASTER (LNC)

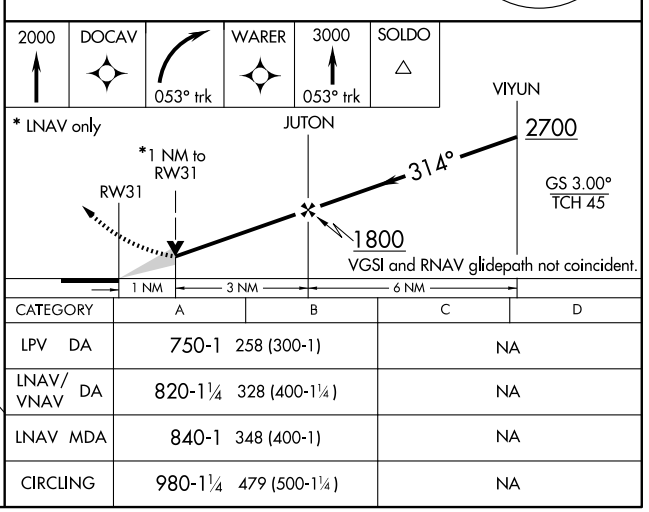
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct DOCAV and turn right via 053° track to WARER, then climb to 3000 via 053° track to SOLDO and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.975	125.2 343.65	122.7 (CTAF)





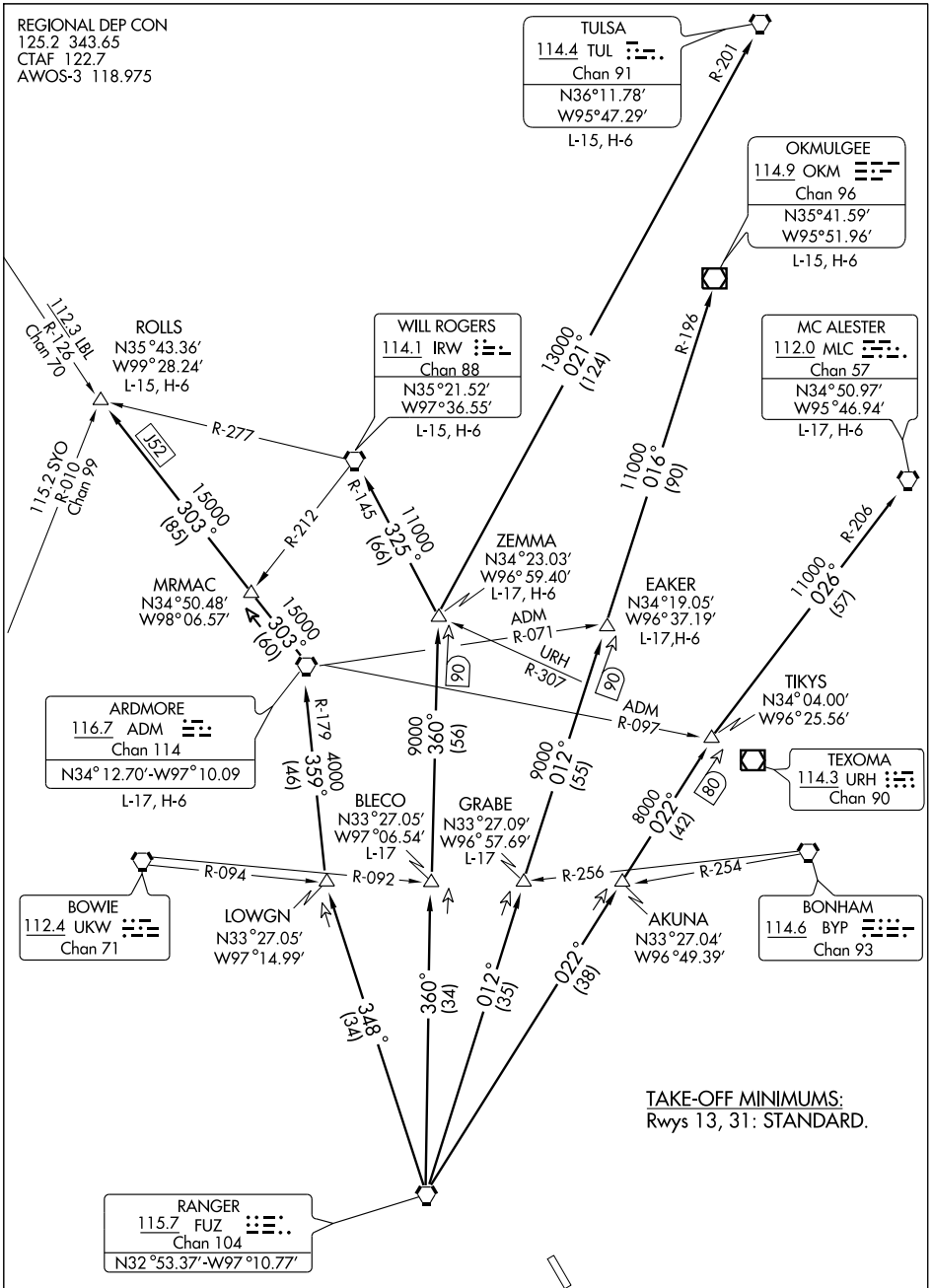


CATEGORY	A	B	C	D
LPV DA	750-1 258 (300-1)		NA	
LNAV/VNAV DA	820-1¼ 328 (400-1¼)		NA	
LNAV MDA	840-1 348 (400-1)		NA	
CIRCLING	980-1¼ 479 (500-1¼)		NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

TEXOMA ONE DEPARTURE

SL-5936 (FAA)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

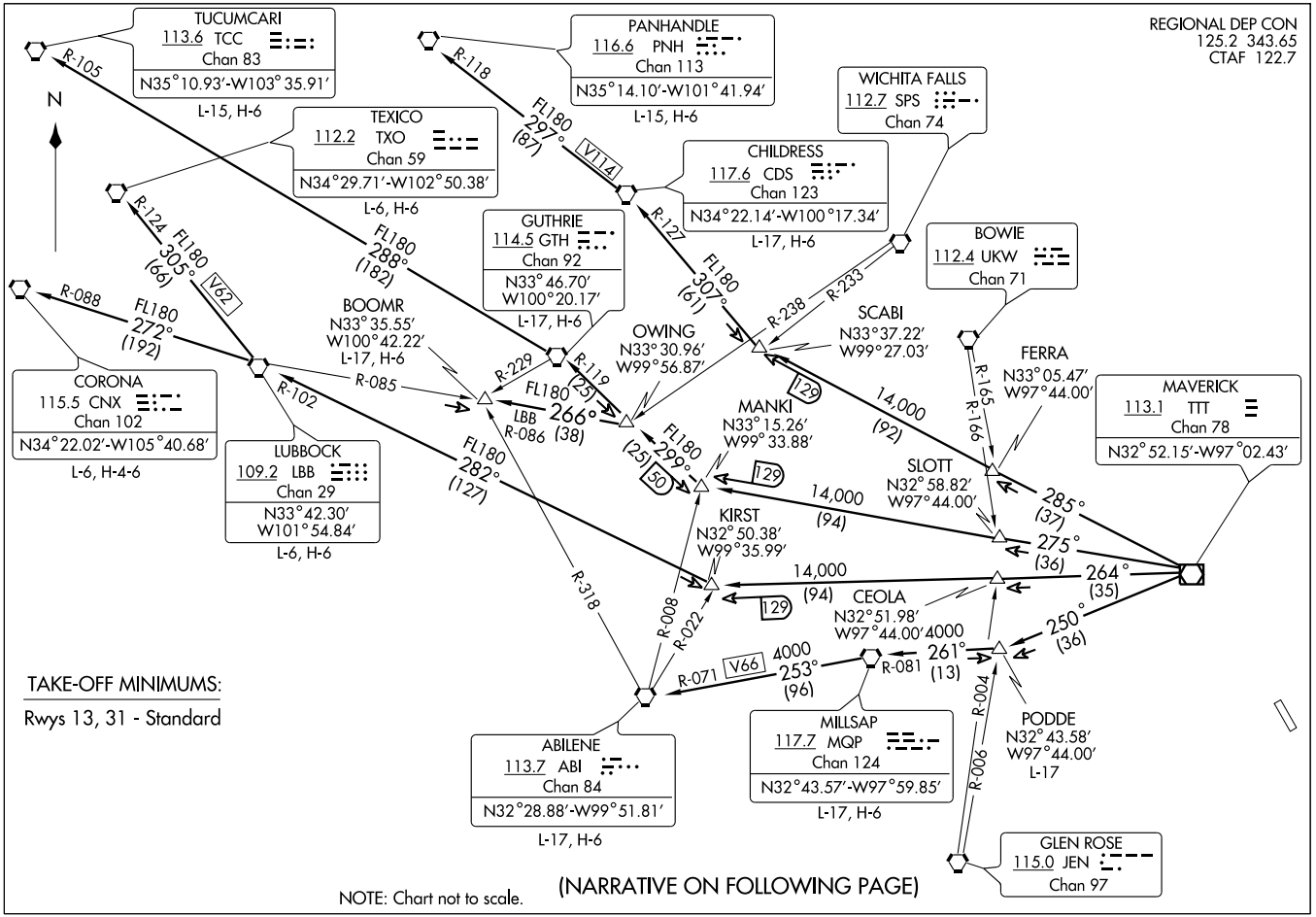
SC-2, 21 OCT 2010 to 18 NOV 2010

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

LANCASTER, TEXAS

LANCASTER (LNC)



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

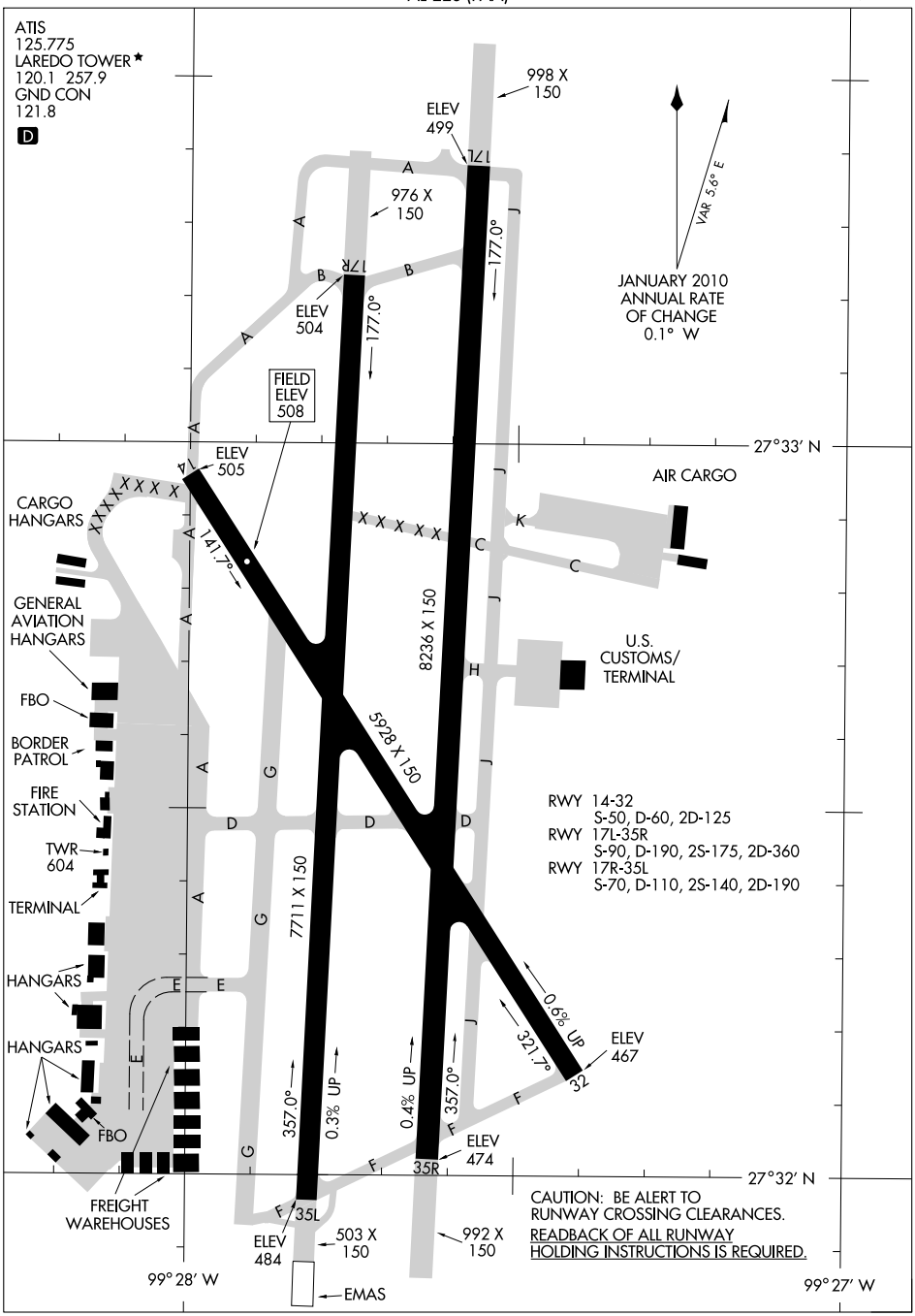
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 21 OCT 2010 to 18 NOV 2010



SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LRD	APP CRS	Rwy Idg	7711
111.9	175°	TDZE	504
Chan 56		Apt Elev	508

ILS or LOC/DME RWY 17R

LAREDO INTL (LRD)

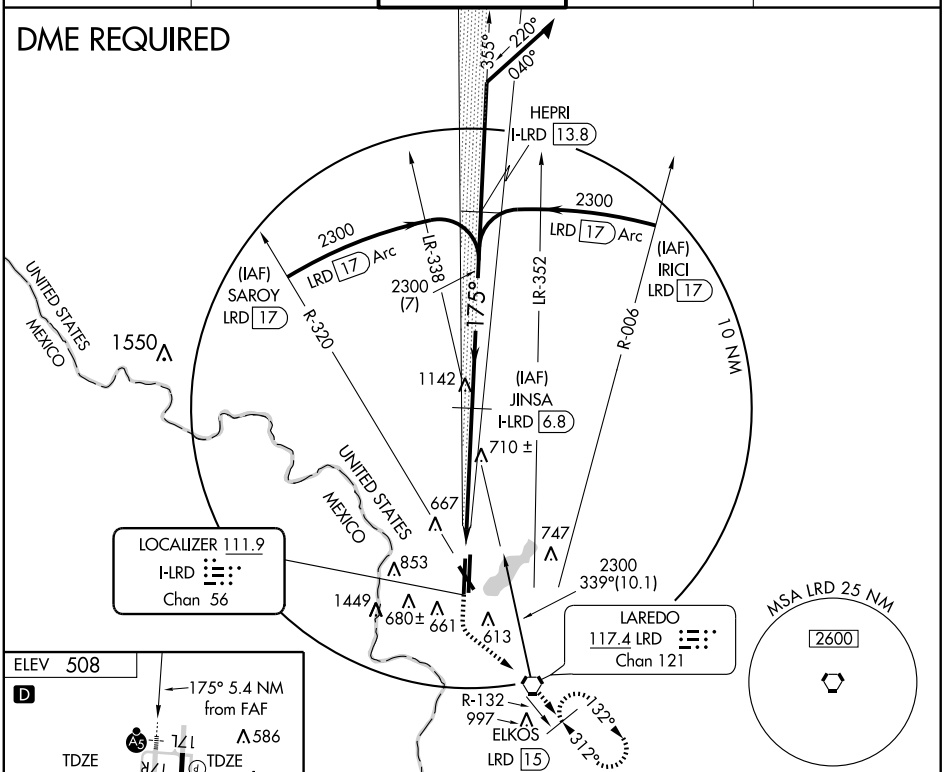
Circling NA west of Rwys 14 and 35L.
For inoperative MALSR, increase S-ILS CAT E visibility to ¾ , and S-LOC CAT E to 1¾.

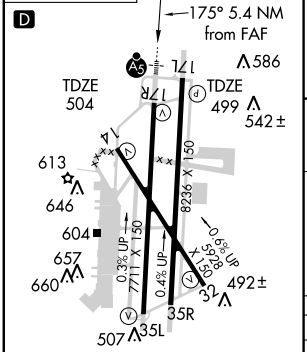
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct LRD VORTAC and LRD R-132 to ELKOS/LRD 15 DME and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (L) (CTAF) 257.9	121.8	122.95

DME REQUIRED

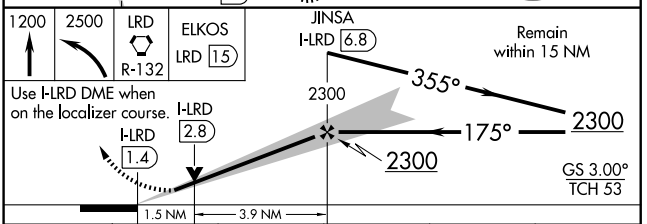




MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

1200	2500	LRD R-132	ELKOS LRD 15

Use I-LRD DME when on the localizer course.



CATEGORY	A	B	C	D	E
S-ILS 17R	704-½ 200 (200-½)				
S-LOC 17R	1020-½ 516 (600-½)		1020-1 516 (600-1)	1020-1¼ 516 (600-1¼)	
SIDESTEP 17L	1020-1 521 (600-1)		1020-1½ 521 (600-1½)	1020-2 521 (600-2)	
CIRCLING	1020-1 512 (600-1)		1020-1½ 512 (600-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LRD	APP CRS	Rwy Idg	7711
111.9	355°	TDZE	497
Chan 56		Apt Elev	508

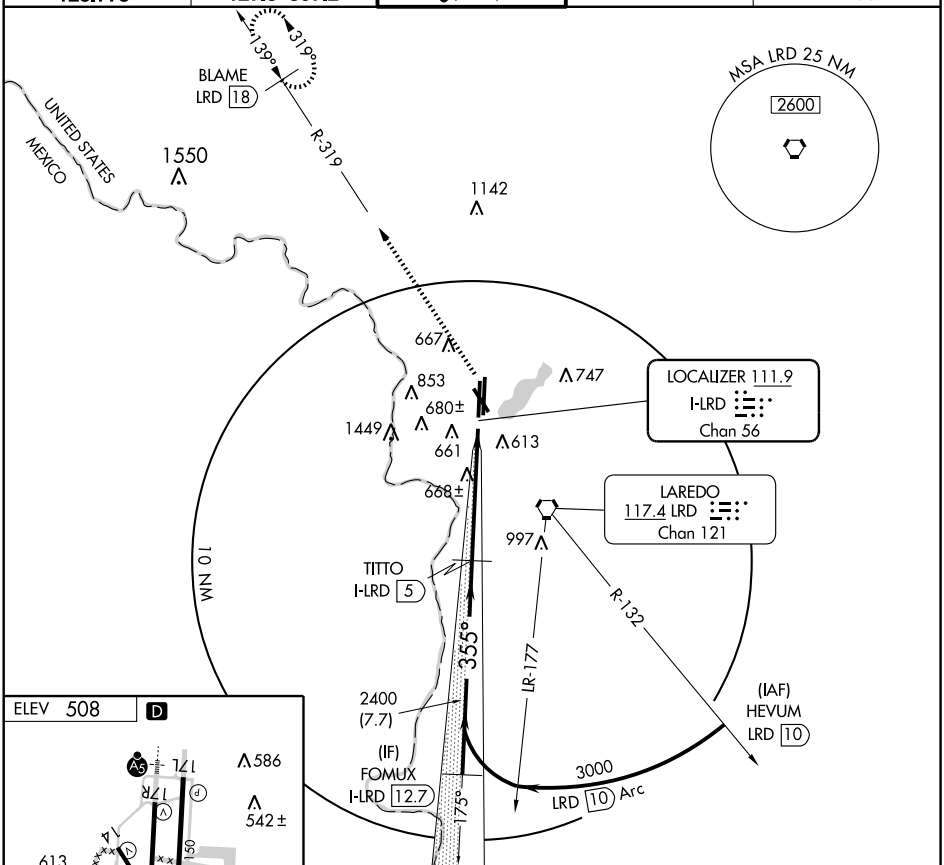
LOC/DME BC RWY 35L

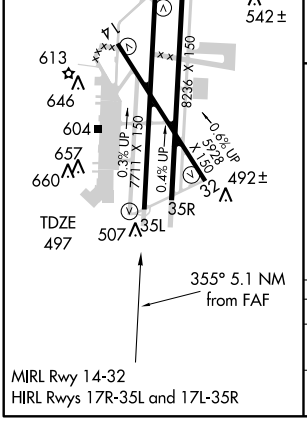
LAREDO INTL (LRD)

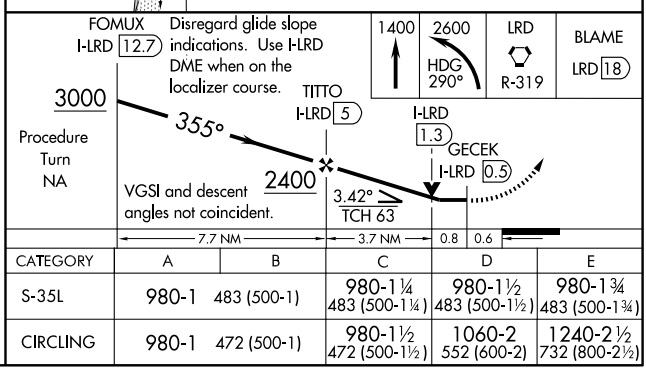
Circling NA west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 via heading 290° and LRD VORTAC R-319 to BLAME/LRD 18 DME and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







CATEGORY	A	B	C	D	E
S-35L	980-1	483 (500-1)	980-1¼ 483 (500-1¼)	980-1½ 483 (500-1½)	980-1¾ 483 (500-1¾)
CIRCLING	980-1	472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB AGH 405	APP CRS 173°	Rwy Idg 8236 TDZE 499 Apt Elev 508

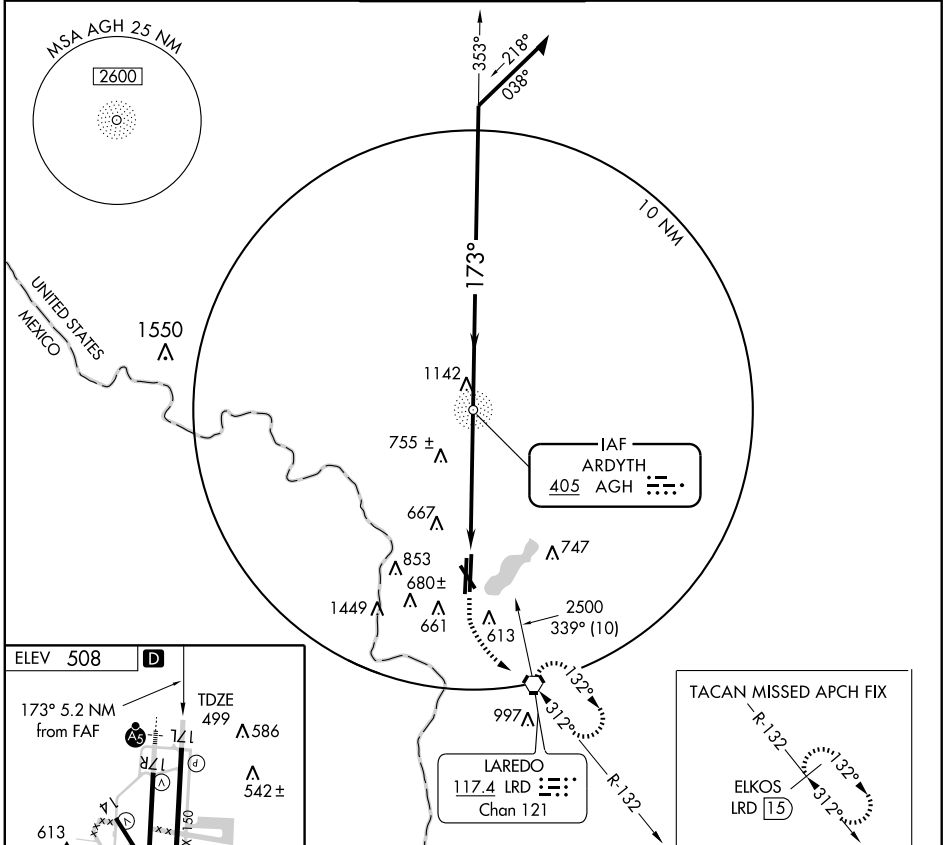
NDB RWY 17L

LAREDO INTL (LRD)

Circling not authorized west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft continue via LRD R-132 to ELKOS/LRD 15 DME and hold SE, right turn, 312° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) L 257.9	121.8	122.95



MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D	E
S-17L	1060-1	561 (600-1)	1060-1½ 561 (600-1½)	1060-1¾ 561 (600-1¾)	1060-2 561 (600-2)
CIRCLING	1060-1	552 (600-1)	1060-1½ 552 (600-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5928
139°	TDZE	508
	Apt Elev	508

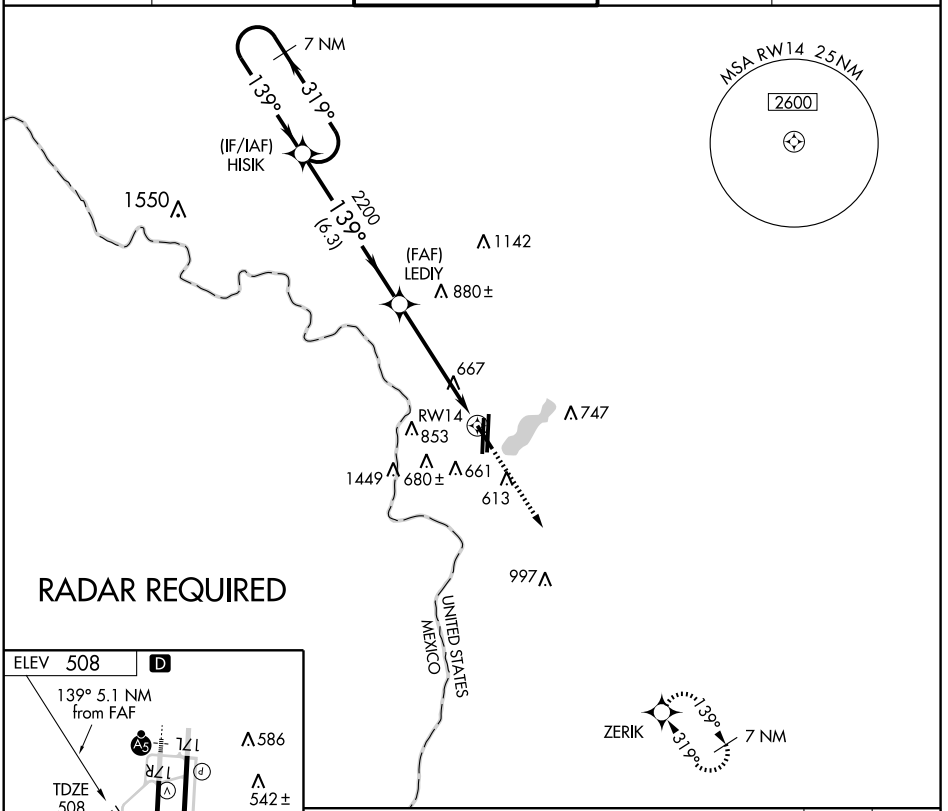
RNAV (GPS) RWY 14

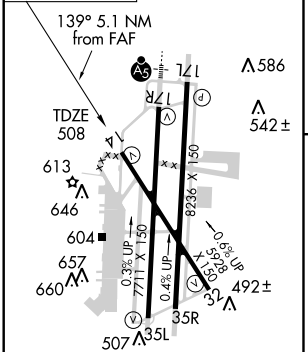
LAREDO INTL (LRD)

DME/DME RNP-0.3 NA. Circling not authorized west of Rwys 14 and 35L.

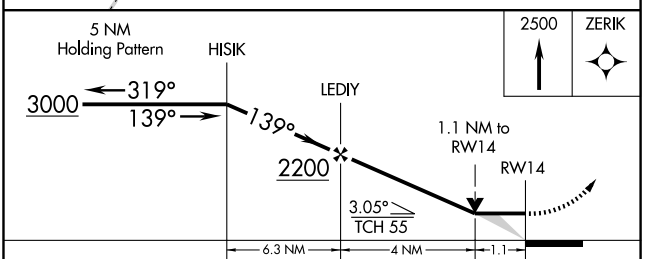
MISSED APPROACH: Climb to 2500 direct ZERIK and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (L) (CTAF) 257.9	121.8	122.95





MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R



CATEGORY	A	B	C	D	E
LNAV MDA	920-1 412 (500-1)		920-1¼ 412 (500-1¼)		920-1½ 412 (500-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 8236
Ch 77899	175°	TDZE 499
W17B		Apt Elev 508

RNAV (GPS) RWY 17L

LAREDO INTL (LRD)

T A W — DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). Circling NA west of runways 14 and 35L.

MISSED APPROACH: Climb to 2500 direct YANGU and via 130° track to ELKOS and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95

Procedure NA for arrivals at KAHAN via V17 northbound.

5 NM
355°
175°
(IF/IAF) PUCIK
3000 NoPT
255° (6.5)
(IAF) KAHAN
2300
175° (6.8)
1550
1142
(FAF) HOLOV
710±
667
853
680±
1449
661
RW17L
747
613
YANGU
997
MSA RW17L 25 NM
2600

MISSED APCH FIX
133°
313°
5 NM
ELKOS

ELEV 508
D
175° to RW17L
586
542±
499
TDZE
613
646
604
657
660
492±
507
35L
35R
8236 X 150
7711 X 150
5528 X 150
0.6% UP
0.3% UP
0.4% UP
MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

2500 | YANGU | 130° TRK | ELKOS

* LNAV only
*1.3 NM to RW17L
HOLOV
175°
PUCIK
5 NM Holding Pattern
355°
175°
3000
2300
RW17L
GS 3.00°
TCH 51
1.3 NM | 4.1 NM | 6.8 NM

CATEGORY	A	B	C	D	E
LPV DA	749-¾ 250 (300-¾)				
LNAV/VNAV DA	954-1½ 455 (500-1½)				
LNAV MDA	960-1 461 (500-1)		960-1¼ 461 (500-1¼)	960-1½ 461 (500-1½)	960-1¾ 461 (500-1¾)
CIRCLING	960-1½ 452 (500-1½)	980-1½ 472 (500-1½)		1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7711
Ch 82599	175°	TDZE	504
W17A		Apt Elev	508

RNAV (GPS) RWY 17R

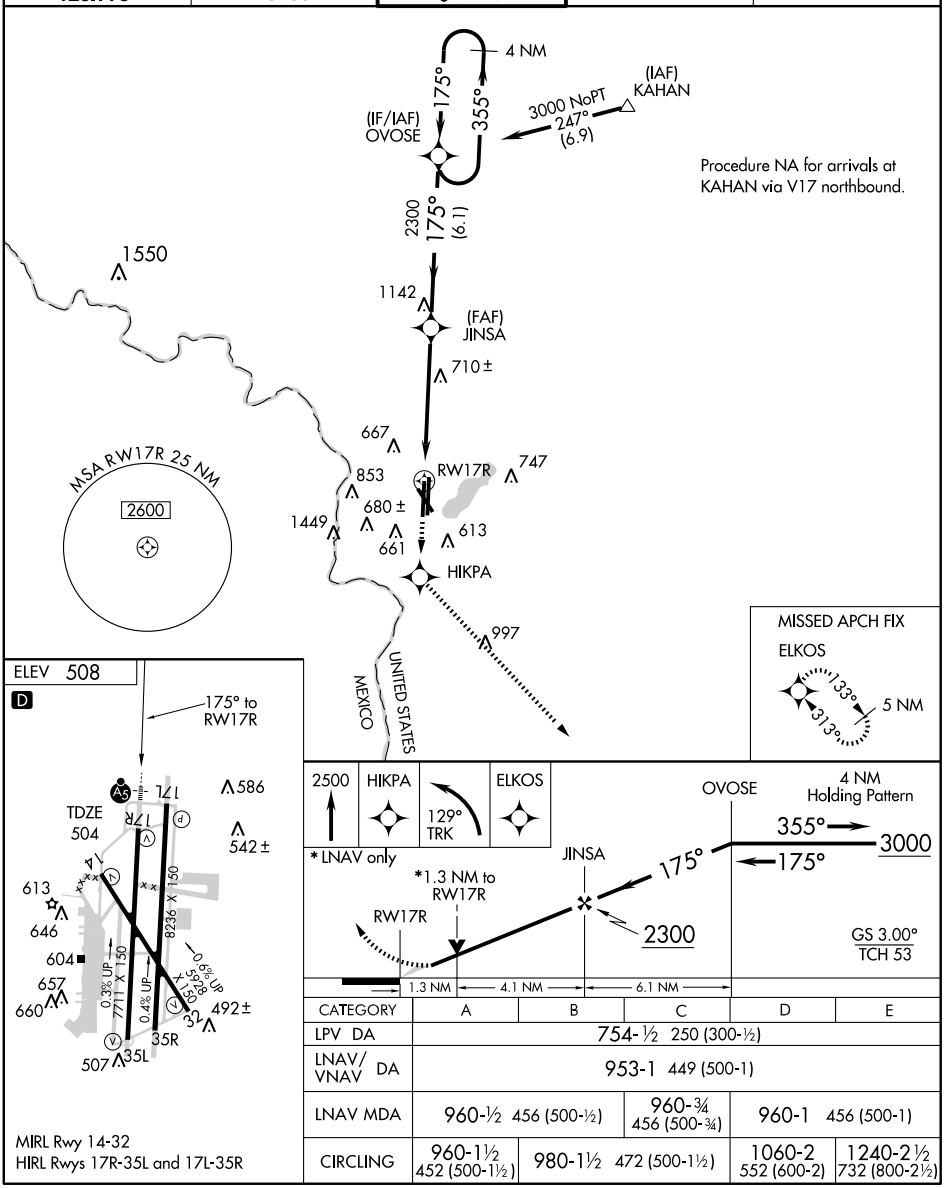
LAREDO INTL (LRD)

T DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).
A For inoperative MALSR, increase LPV all Cats visibility to ¾, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.
W Circling NA west of runways 14 and 35L.

MALSR

MISSED APPROACH: Climb to 2500 direct HIKPA and via 129° track to ELKOS and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95



MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

CATEGORY	A	B	C	D	E
LPV DA	754-½ 250 (300-½)				
LNAV/VNAV DA	953-1 449 (500-1)				
LNAV MDA	960-½ 456 (500-½)		960-¾ 456 (500-¾)	960-1 456 (500-1)	
CIRCLING	960-1½ 452 (500-1½)	980-1½ 472 (500-1½)		1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5928
319°	TDZE	494
	Apt Elev	508

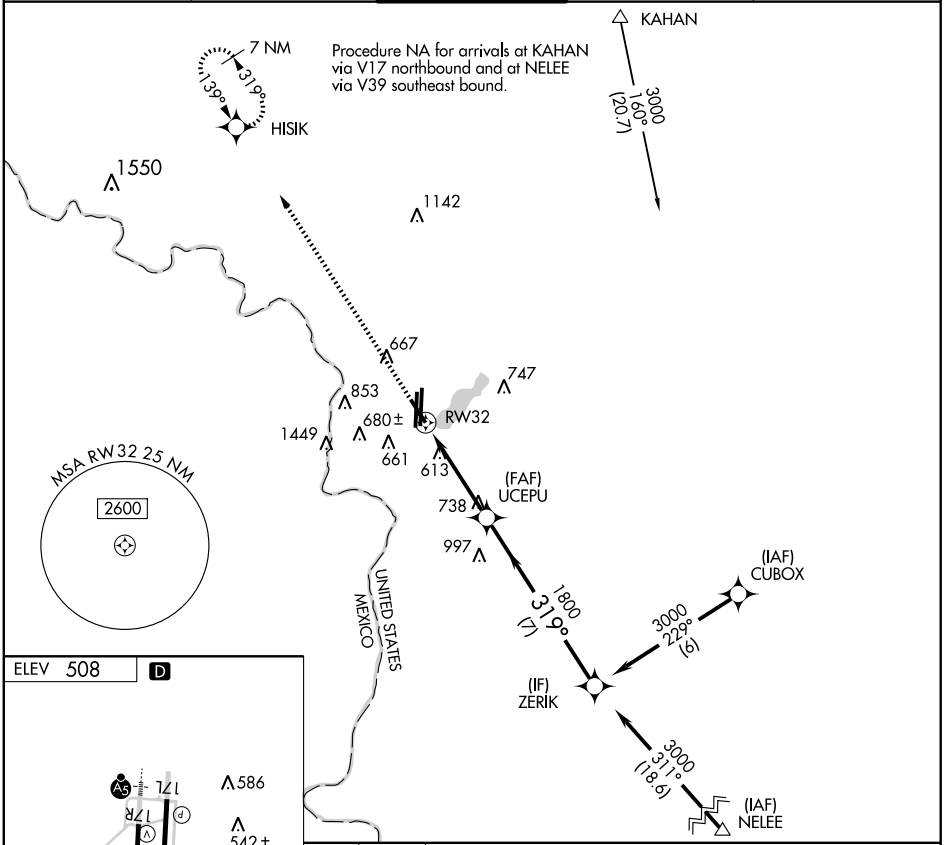
RNAV (GPS) RWY 32

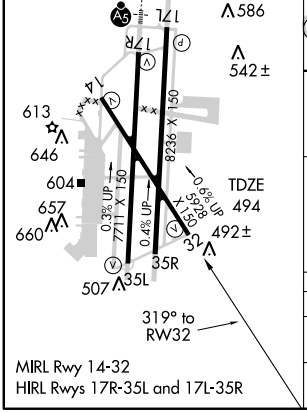
LAREDO INTL (LRD)

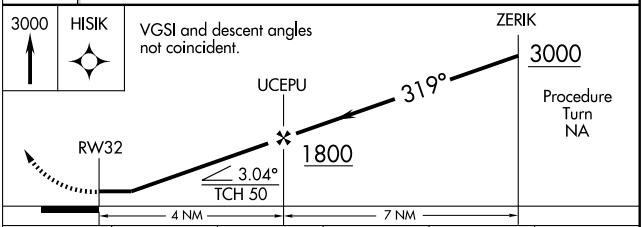
If local altimeter setting not received, use Hebbronville altimeter setting and increase all MDAs 120 feet. Circling NA west of Rwys 14 and 35L.
DME/DME RNP-0.3 NA. Visiblity reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HISIK and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	900-1 406 (400-1)		900-1¼ 406 (400-1¼)		900-1½ 406 (400-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

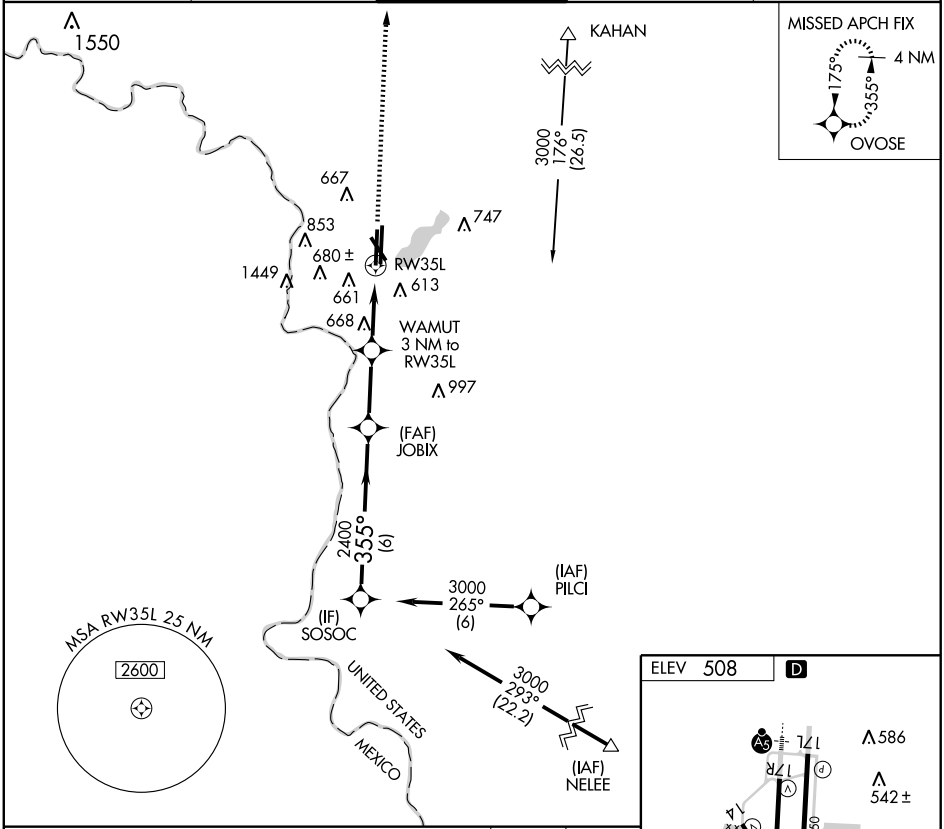
APP CRS	Rwy Idg	7711
355°	TDZE	497
	Apt Elev	508

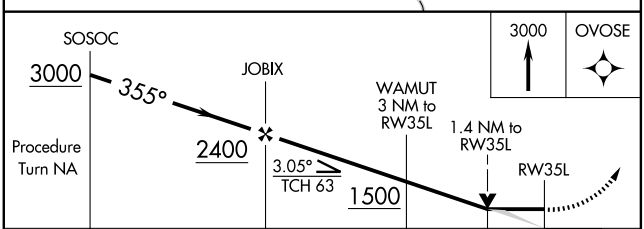
RNAV (GPS) RWY 35L
LAREDO INTL (LRD)

DME/DME RNP-0.3 NA.
Circling NA west of runways 14 and 35L.

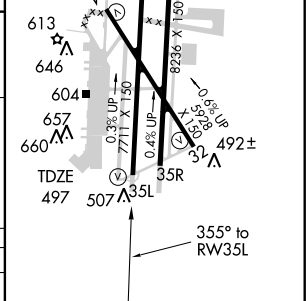
MISSED APPROACH: Climb to 3000 direct OVOSE and hold.

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1 (CTAF) 257.9	121.8	122.95





CATEGORY	A	B	C	D	E
LNAV MDA	980-1	483 (500-1)	980-1¼ 483 (500-1¼)	980-1½ 483 (500-1½)	980-1¾ 483 (500-1¾)
CIRCLING	980-1	472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)



MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LRD 117.4 Chan 121	APP CRS 139°	Rwy Idg 5928 TDZE 508 Apt Elev 508

VOR/DME or TACAN RWY 14

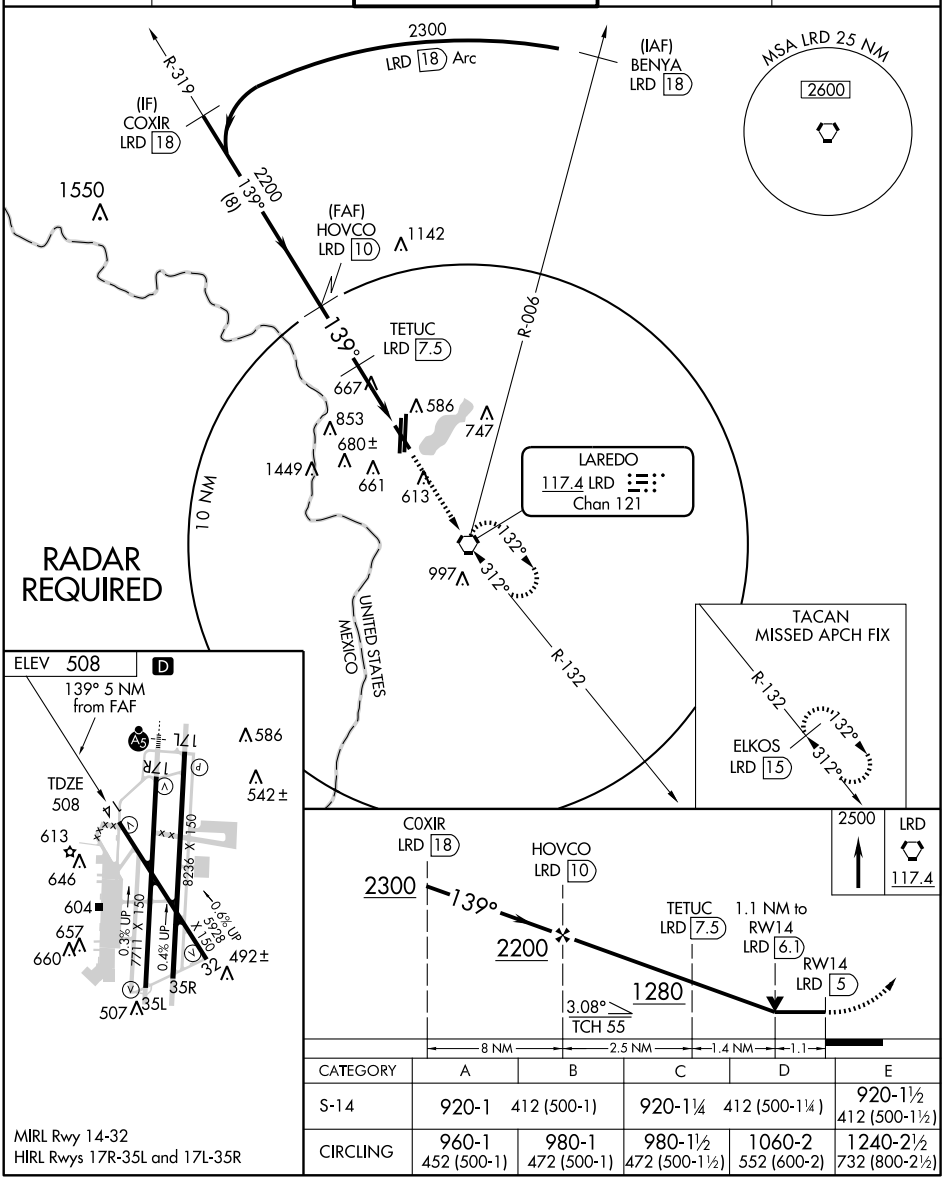
LAREDO INTL (LRD)

Circling not authorized west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft continue via LRD R-132 to ELKOS/LRD 15 DME and hold SE, right turn, 312° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER *	GND CON	UNICOM
125.775	127.8 307.2	120.1 L (CTAF) 257.9	121.8	122.95

SC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D	E
S-14	920-1 412 (500-1)		920-1¼ 412 (500-1¼)		920-1½ 412 (500-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

VORTAC LRD 117.4 Chan121	APP CRS 320°	Rwy Idg 5928 TDZE 494 Apt Elev 508

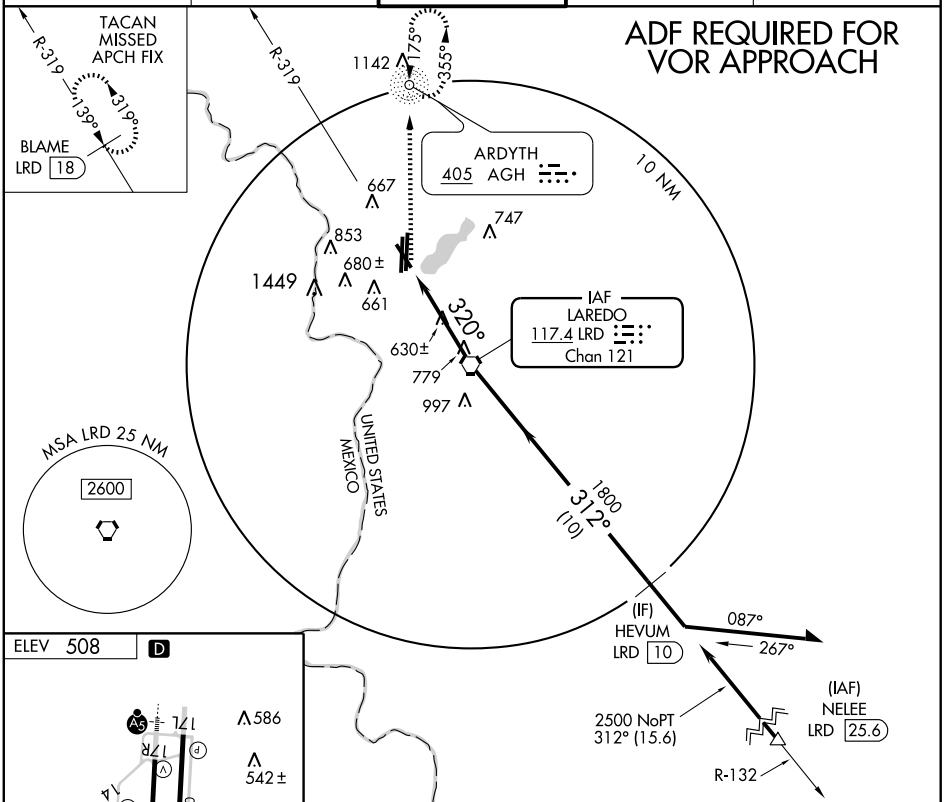
VOR or TACAN RWY 32

LAREDO INTL (LRD)

When local altimeter setting not received, use Hebbronville altimeter setting and increase all MDAs 120 feet, Cat C and E visibility ¼ mile, Cat D ½ mile and circling Cat D visibility ¼ mile and Cat E ½ mile. Circling NA west of Rwys 14 and 35L. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct AGH NDB and hold. (TACAN aircraft climb to 2600 via LRD VORTAC R-319 to BLAME/18 DME and hold NW, left turn, 139° inbound.)

ATIS	HOUSTON CENTER	LAREDO TOWER ★	GND CON	UNICOM
125.775	127.8 307.2	120.1(CTAF) 257.9	121.8	122.95



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D	E
S-32	900-1 406 (400-1)		900-1¼ 406 (400-1¼)		900-1½ 406 (400-1½)
CIRCLING	960-1 452 (500-1)	980-1 472 (500-1)	980-1½ 472 (500-1½)	1060-2 552 (600-2)	1240-2½ 732 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

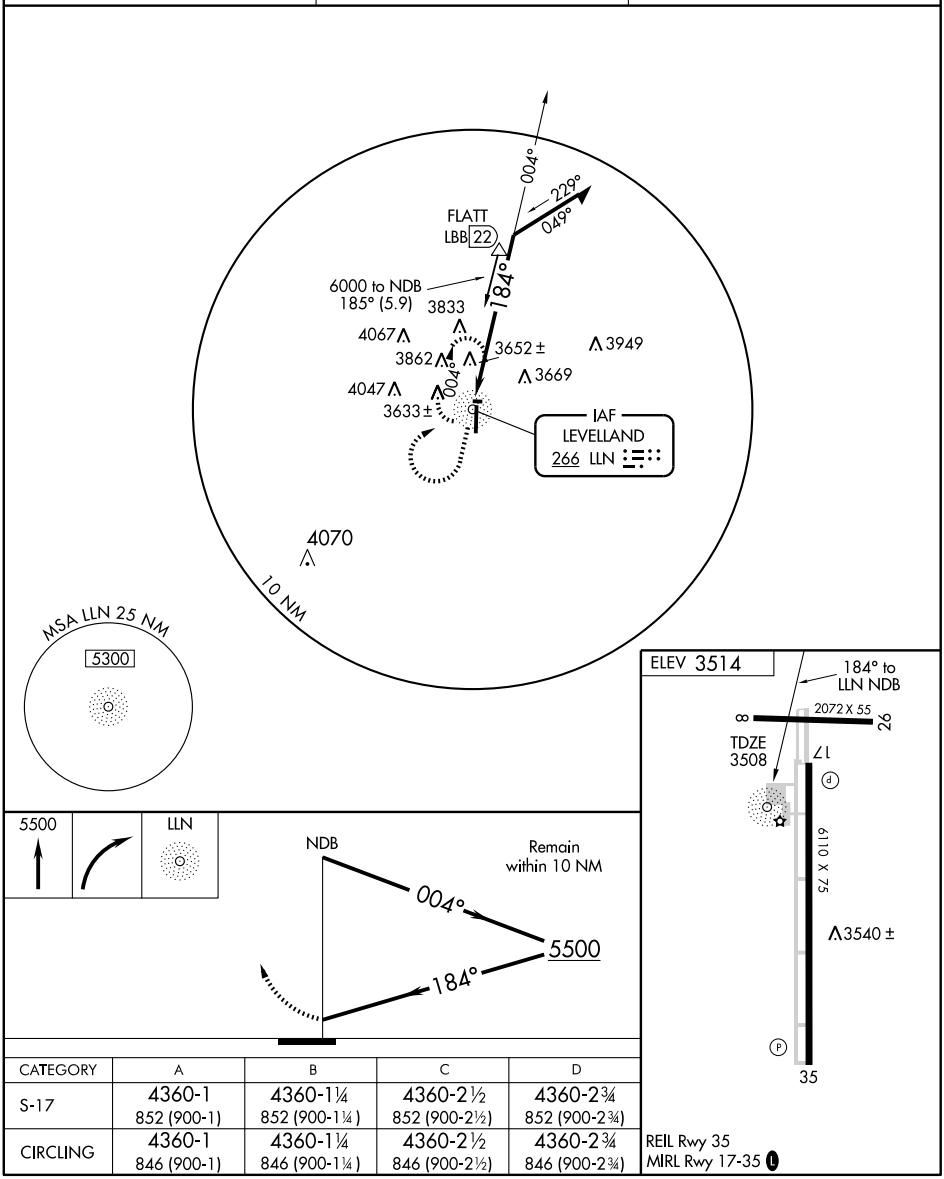
NDB LLN	APP CRS	Rwy Idg	6110
266	184°	TDZE	3508
		Apt Elev	3514

NDB RWY 17
LEVELLAND MUNI (LLN)

T NA — Visibility reduction by helicopters NA. Use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5500 then right turn direct LLN NDB and hold.

LUBBOCK ATIS	LUBBOCK APP CON	UNICOM
125.3	119.9 335.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	4360-1 852 (900-1)	4360-1¼ 852 (900-1¼)	4360-2½ 852 (900-2½)	4360-2¾ 852 (900-2¾)
CIRCLING	4360-1 846 (900-1)	4360-1¼ 846 (900-1¼)	4360-2½ 846 (900-2½)	4360-2¾ 846 (900-2¾)

REIL Rwy 35
MIRL Rwy 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB LLN	APP CRS	Rwy Idg	6110
266	347°	TDZE	3514
		Apt Elev	3514

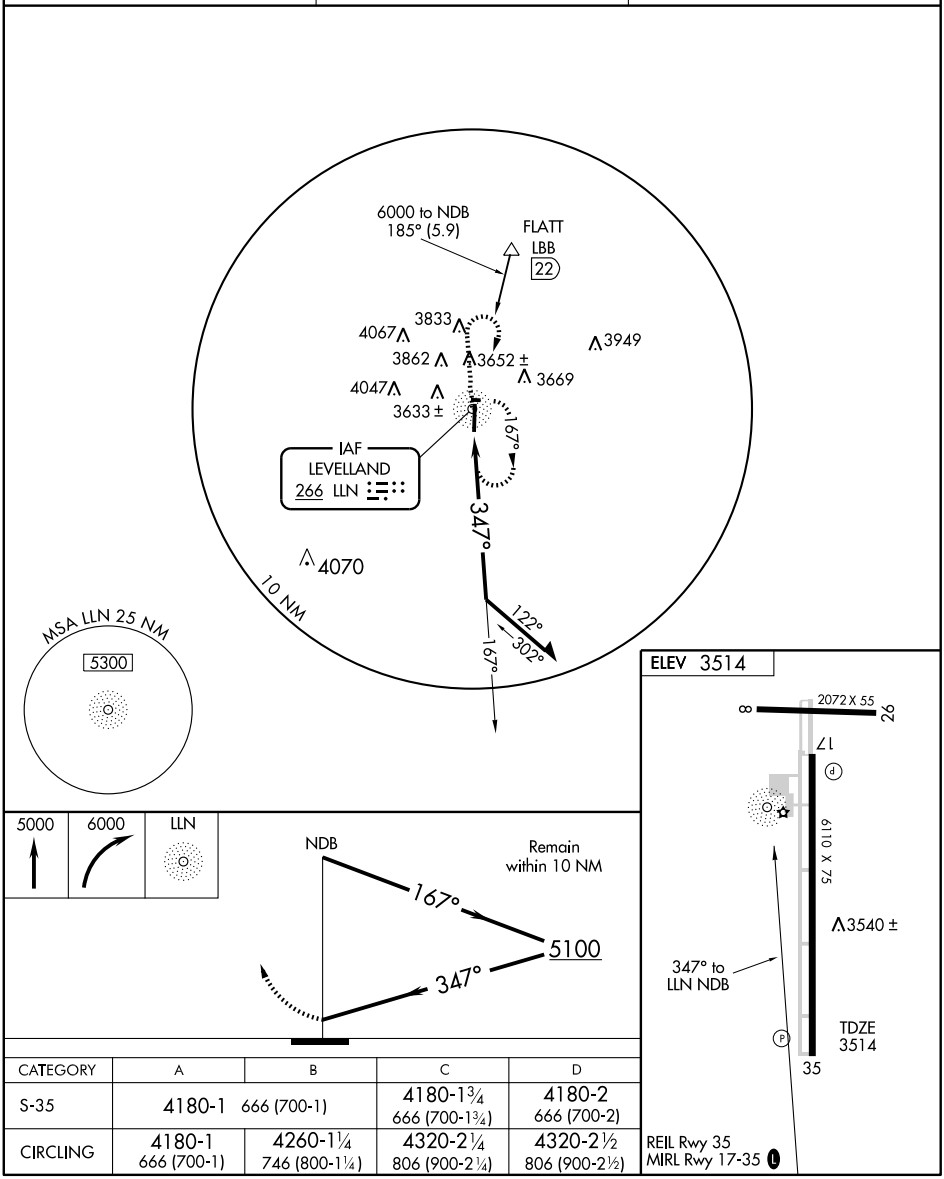
NDB RWY 35

LEVELLAND MUNI (LLN)

NA — Visibility reduction by helicopters NA. Use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5000 then climbing right turn to 6000 direct LLN NDB and hold.

LUBBOCK ATIS	LUBBOCK APP CON	UNICOM
125.3	119.9 335.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	4180-1	666 (700-1)	4180-1¾ 666 (700-1¾)	4180-2 666 (700-2)
CIRCLING	4180-1 666 (700-1)	4260-1¼ 746 (800-1¼)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6110
173°	TDZE	3508
	Apt Elev	3514

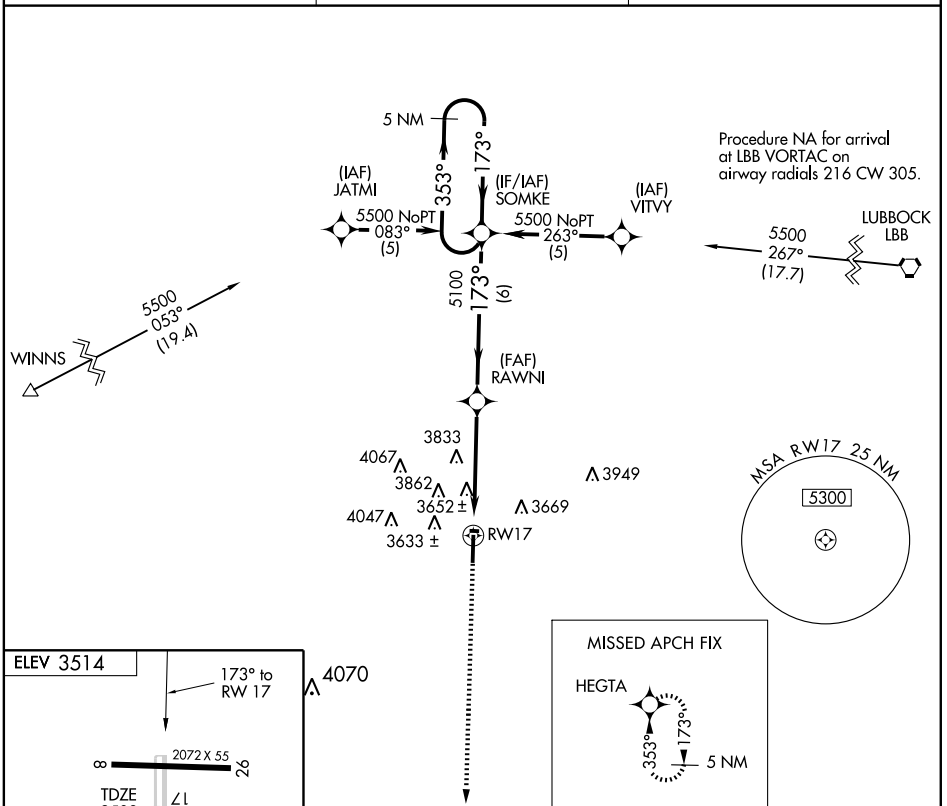
RNAV (GPS) RWY 17

LEVELLAND MUNI (LLN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5500 direct HEGTA and hold.

LUBBOCK ATIS	LUBBOCK APP CON	UNICOM
125.3	119.9 335.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4200-1 692 (700-1)		4200-2 692 (700-2)	4200-2¼ 692 (700-2¼)
CIRCLING	4200-1 686 (700-1)	4260-1¼ 746 (800-1¼)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6110
CH 65719	353°	TDZE	3514
W35A		Apt Elev	3514

RNAV (GPS) RWY 35

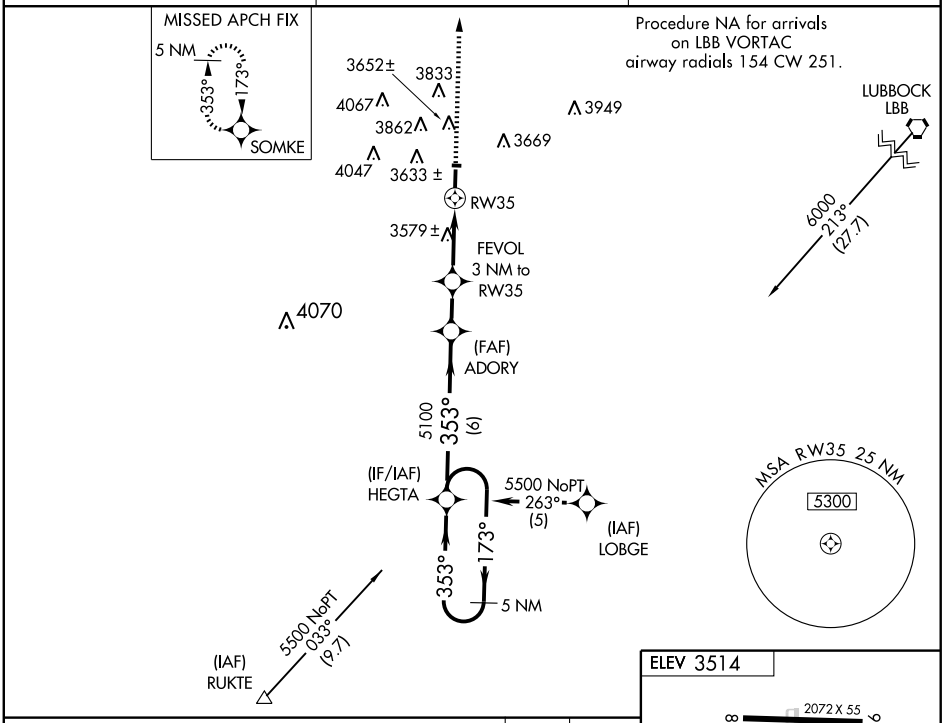
LEVELLAND MUNI (LLN)

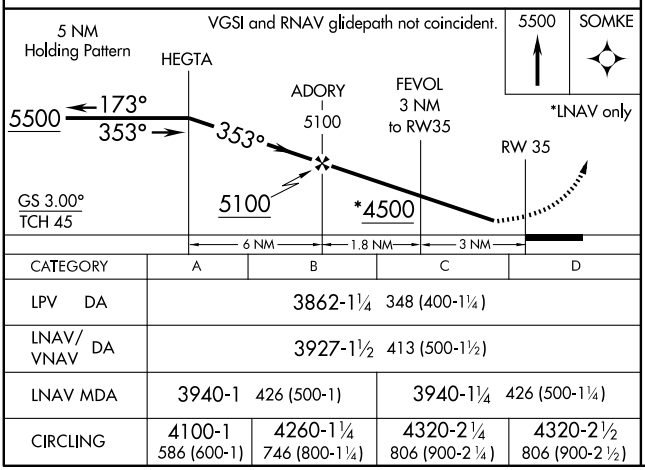
T
A NA

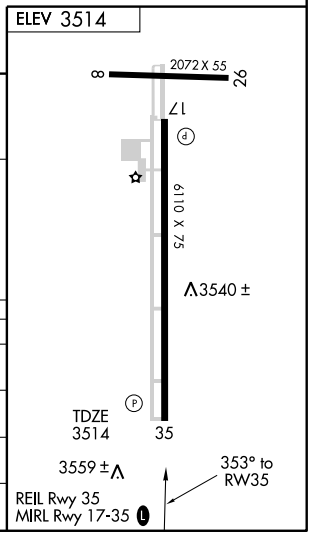
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5500 direct SOMKE and hold.

LUBBOCK ATIS	LUBBOCK APP CON	UNICOM
125.3	119.9 335.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3862-1¼ 348 (400-1¼)			
LNAV/VNAV DA	3927-1½ 413 (500-1½)			
LNAV MDA	3940-1 426 (500-1)		3940-1¼ 426 (500-1¼)	
CIRCLING	4100-1 586 (600-1)	4260-1¼ 746 (800-1¼)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
162°	Rwy Idg	3801
	TDZE	70
	Apt Elev	70

RNAV (GPS) RWY 16

LIBERTY MUNI (T78)

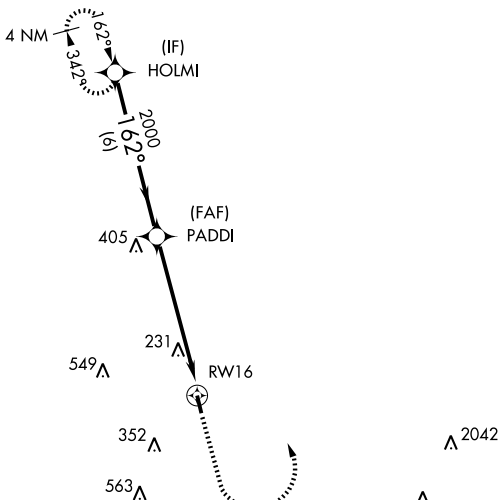
DME/DME RNP-0.3 NA.
Use George Bush Intercontinental/Houston altimeter setting.

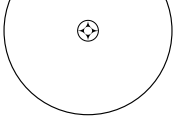
NA

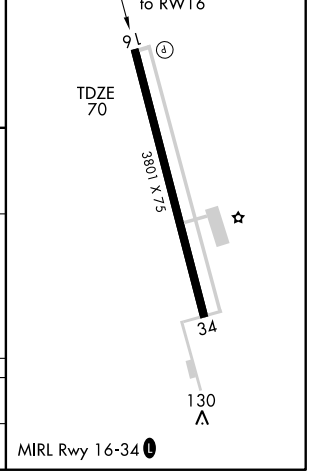
MISSED APPROACH: Climbing left turn to 2000 direct HOLMI and hold.

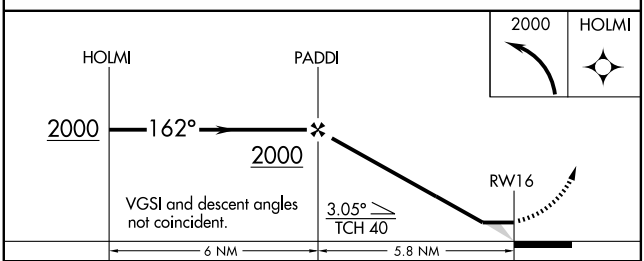
HOUSTON APP CON	CTAF
119.7 281.4	122.9 (L)

RADAR REQUIRED









LNAV MDA	620-1 550 (600-1)	NA
CIRCLING	620-1 550 (600-1)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

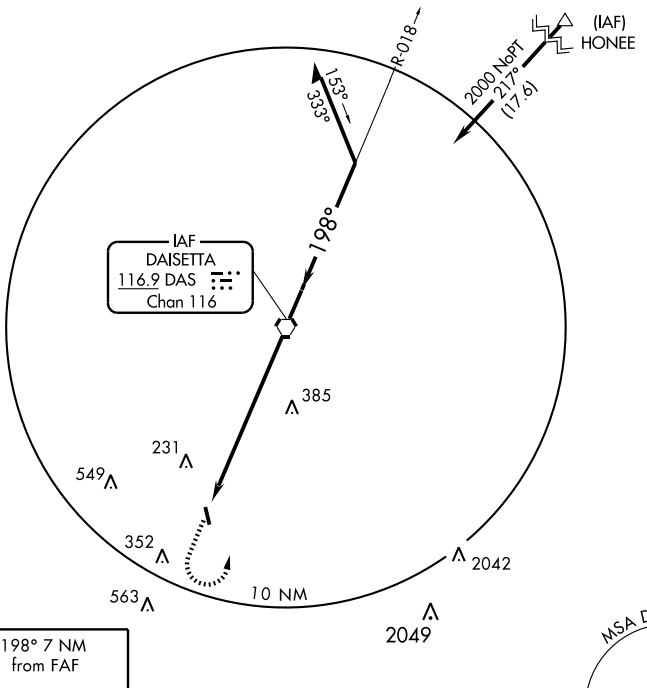
VORTAC DAS	APP CRS	Rwy Idg	N/A
116.9	198°	TDZE	N/A
Chan 116		Apt Elev	70

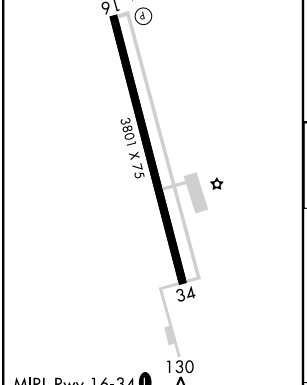
VOR-A
LIBERTY MUNI (T78)

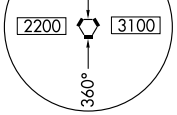
NA — Use George Bush Intercontinental/Houston altimeter setting.

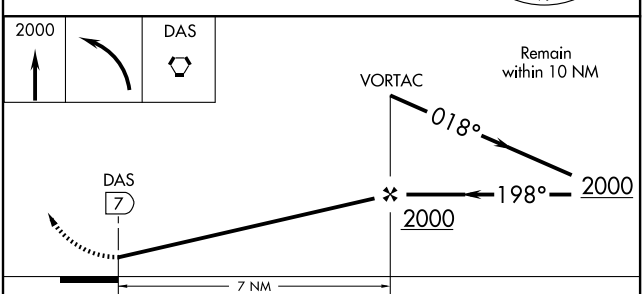
MISSED APPROACH: Climb to 2000, then left turn direct DAS VORTAC.

HOUSTON APP CON	CTAF
119.7 281.4	122.9









FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

CATEGORY	A	B	C	D
CIRCLING	600-1	530 (600-1)	NA	

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

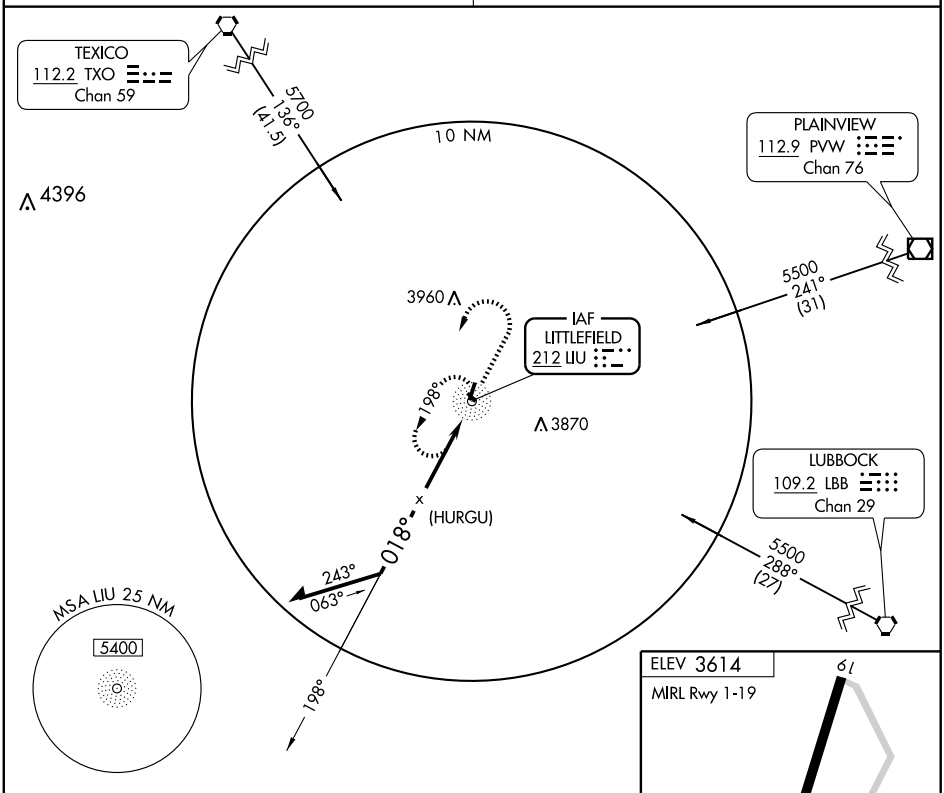
NDB LIU 212	APP CRS 018°	Rwy Idg 4021 TDZE 3614 Apt Elev 3614

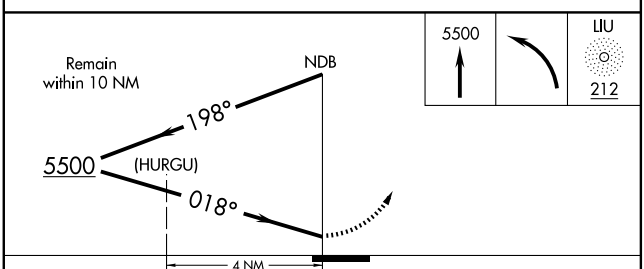
NDB or GPS RWY 1
LITTLEFIELD MUNI (LIU)

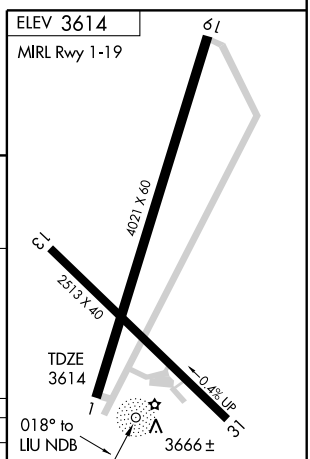
NA Use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5500, then left turn direct LIU NDB and hold.

LUBBOCK APP CON	UNICOM
119.9 335.6	122.8 (CTAF)







CATEGORY	A	B	C	D
S-1	4160-1	546 (600-1)	4160-1½ 546 (600-1½)	NA
CIRCLING	4160-1	546 (600-1)	4160-1½ 546 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3700
305°	TDZE	151
	Apt Elev	151

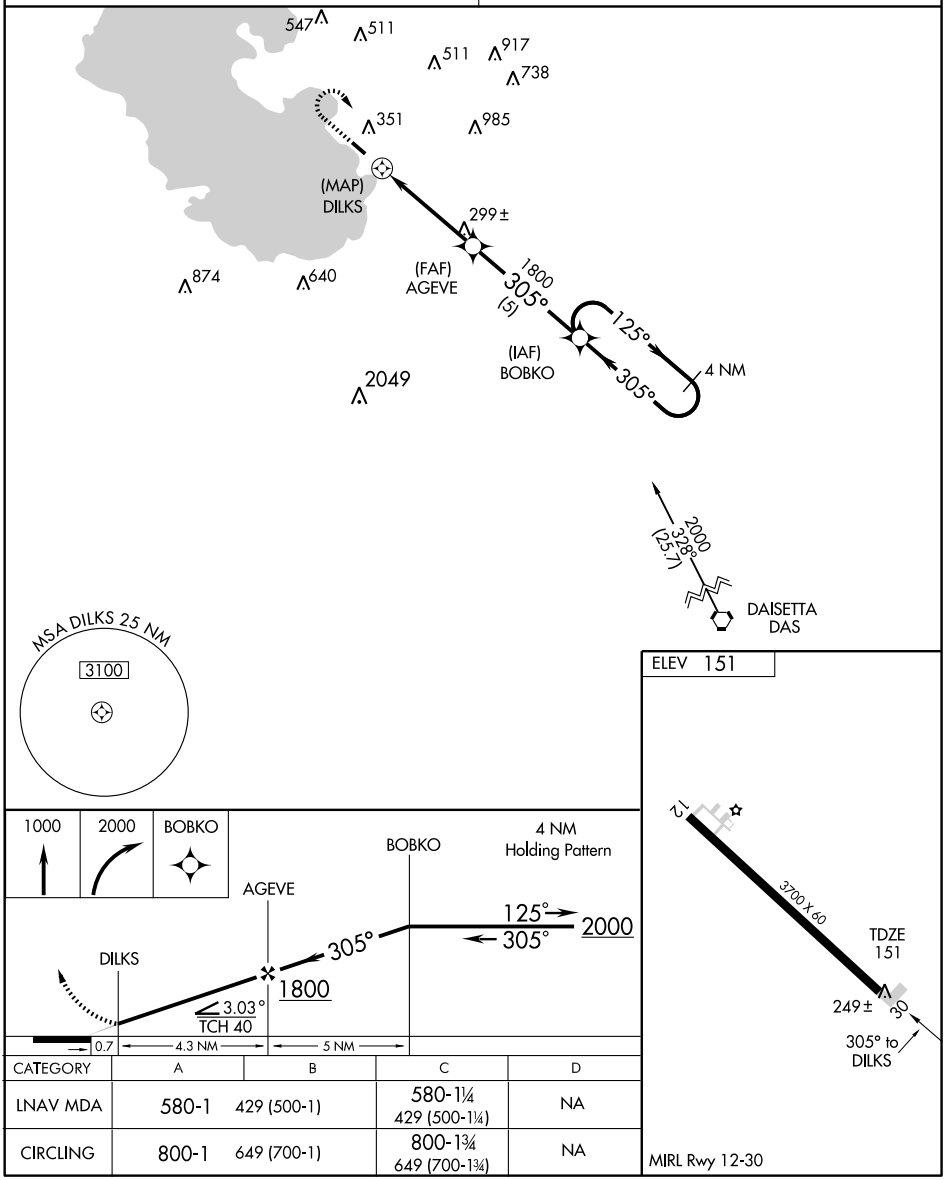
RNAV (GPS) RWY 30

LIVINGSTON MUNI (ØØR)

Use Houston/Lone Star Executive altimeter setting.
NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BOBKO WP and hold.

HOUSTON CENTER	UNICOM
125.175 285.575	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	580-1	429 (500-1)	580-1¼ 429 (500-1¼)	NA
CIRCLING	800-1	649 (700-1)	800-1¾ 649 (700-1¾)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

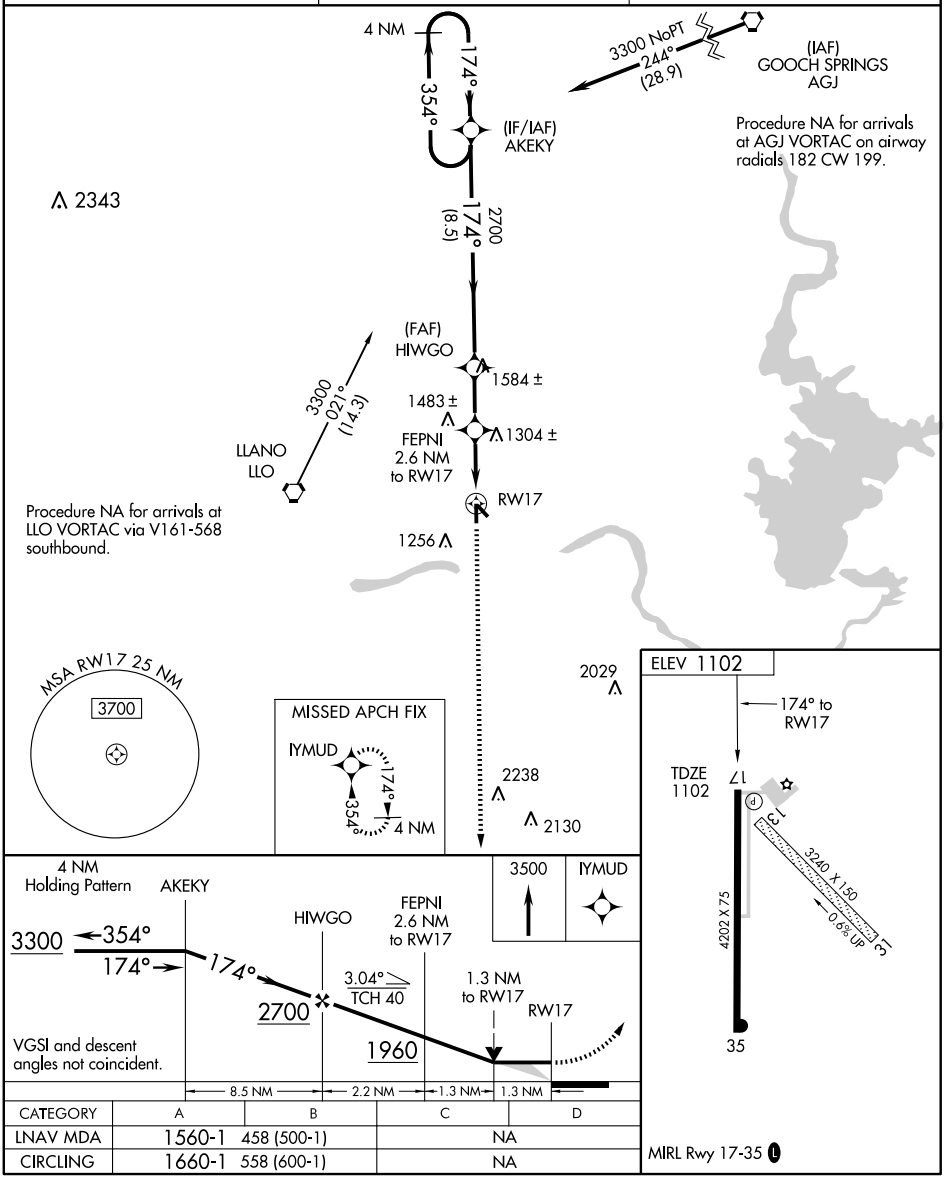
LLANO MUNI (AQO)

APP CRS	Rwy Idg	4202
174°	TDZE	1102
	Apt Elev	1102

DME/DME RNP-0.3 NA. Circling NA to Rwy 13-31. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet. VDP NA when using Burnet altimeter setting.

MISSED APPROACH: Climb to 3500 direct IYMUD and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1560-1 458 (500-1)		NA	
CIRCLING	1660-1 558 (600-1)		NA	

MIRL Rwy 17-35

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

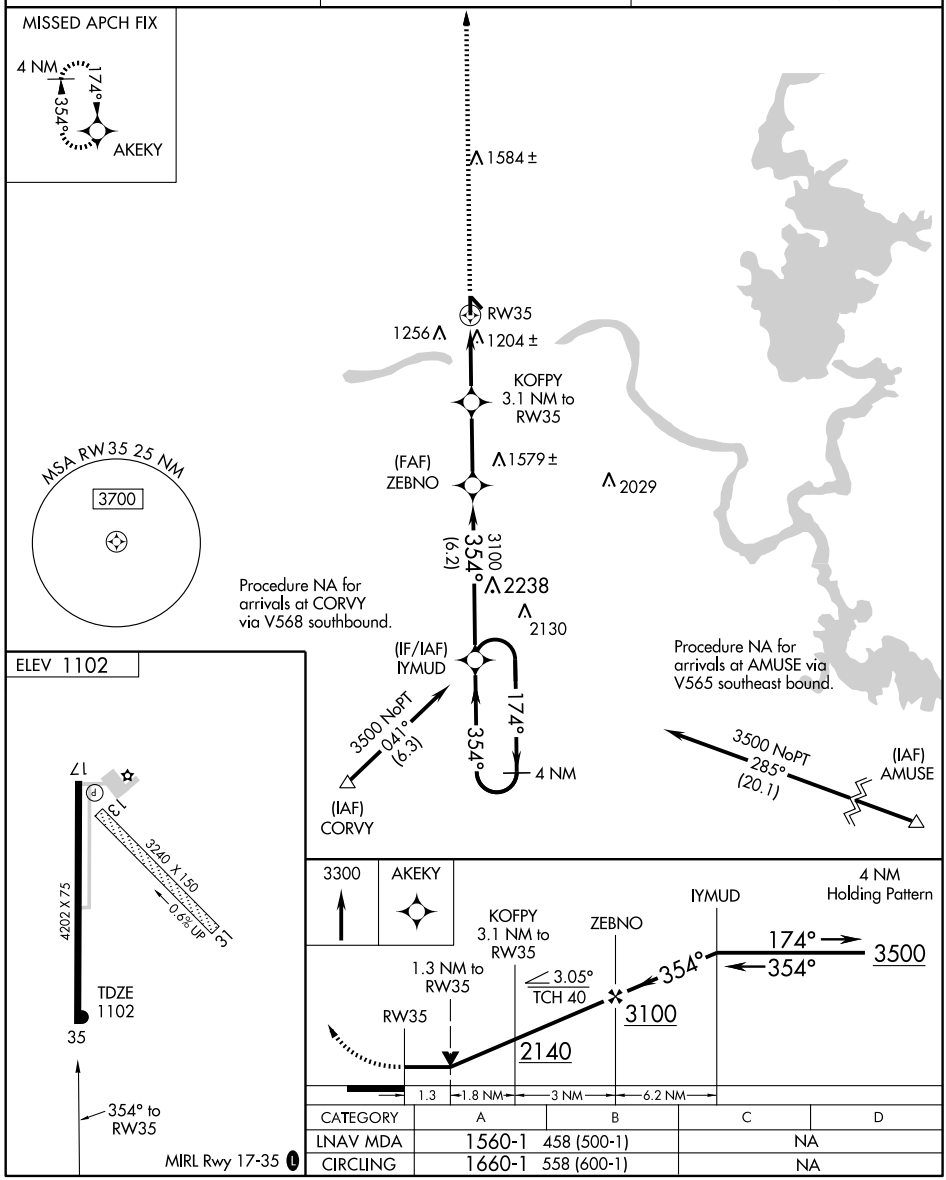
LLANO MUNI (AQO)

APP CRS	Rwy Idg	4202
354°	TDZE	1102
	Apt Elev	1102

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA to Rwy 13-31. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet. VDP NA when using Burnet altimeter setting.

MISSED APPROACH: Climb to 3300 direct AKEKY and hold.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1560-1 458 (500-1)		NA	
CIRCLING	1660-1 558 (600-1)		NA	

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LLO 108.2 Chan 19	APP CRS 089°	Rwy Idg N/A TDZE N/A Apt Elev 1102

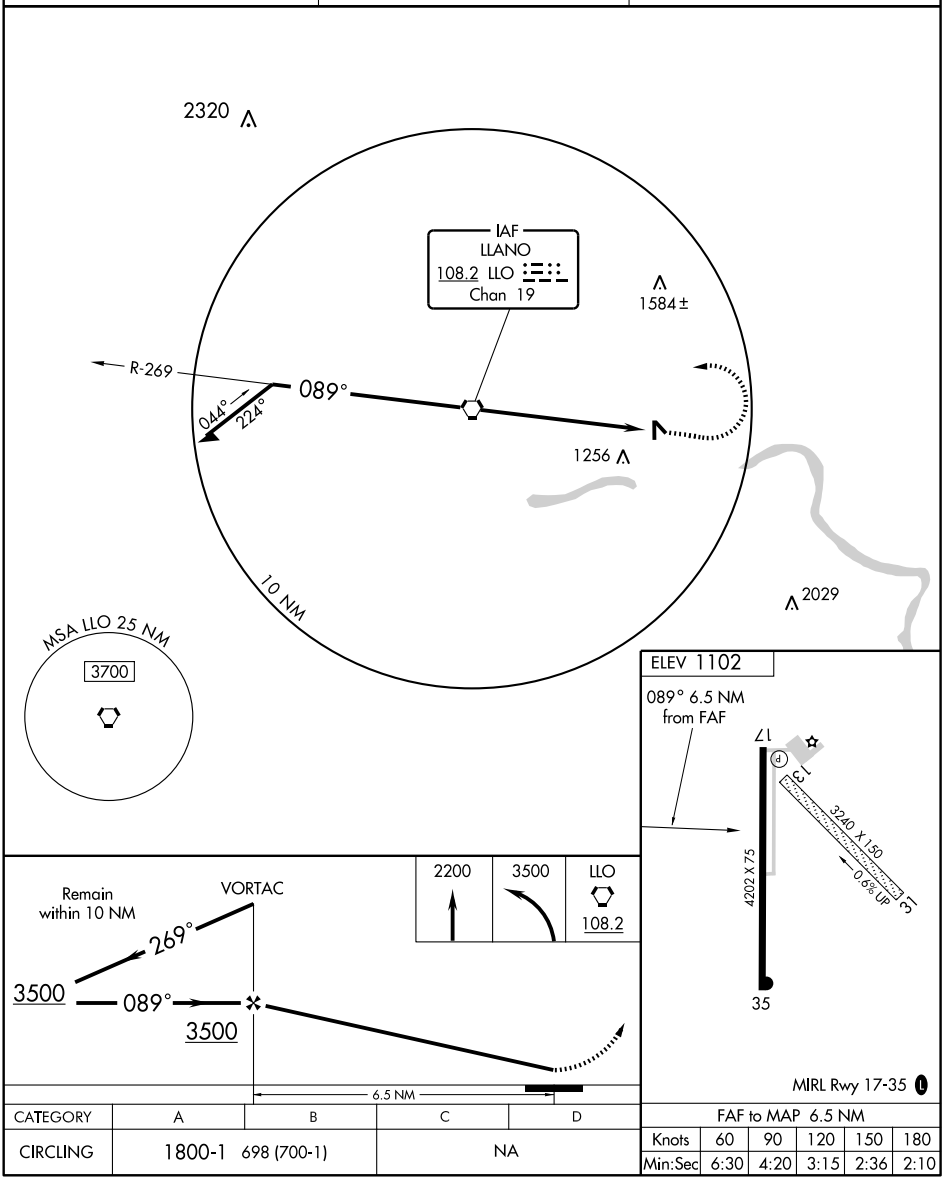
VOR-A
LLANO MUNI (AQO)

When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet, and Circling Cat B visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2200 then climbing left turn to 3500 direct LLO VORTAC.

AWOS-3	HOUSTON CENTER	UNICOM
119.425	132.35 317.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1800-1 698 (700-1)		NA	

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

GPS RWY 18

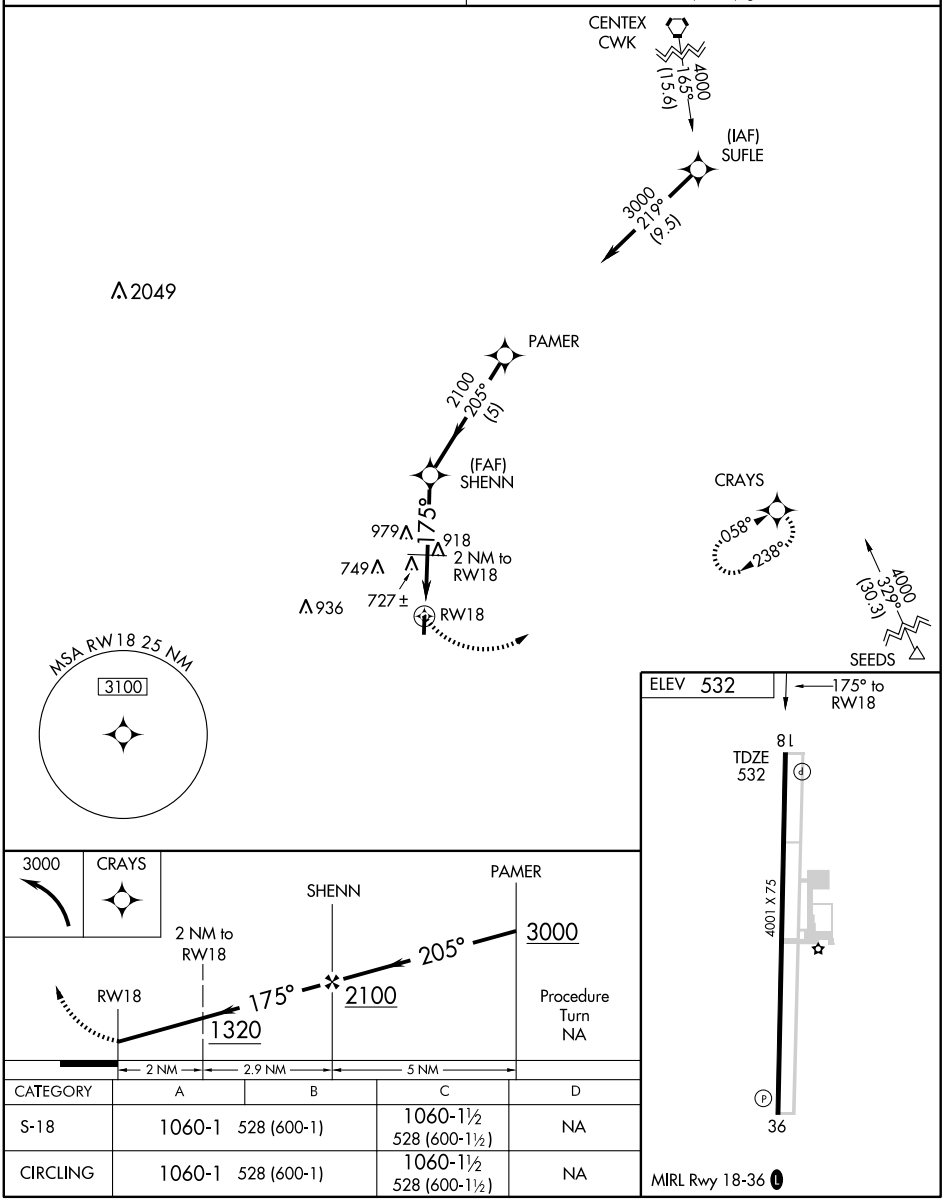
LOCKHART MUNI (5ØR)

APP CRS	Rwy Idg	4001
175°	TDZE	532
	Apt Elev	532

⚠ NA Use San Marcos Muni (HYI) altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct CRAYS and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1060-1	528 (600-1)	1060-1½ 528 (600-1½)	NA
CIRCLING	1060-1	528 (600-1)	1060-1½ 528 (600-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

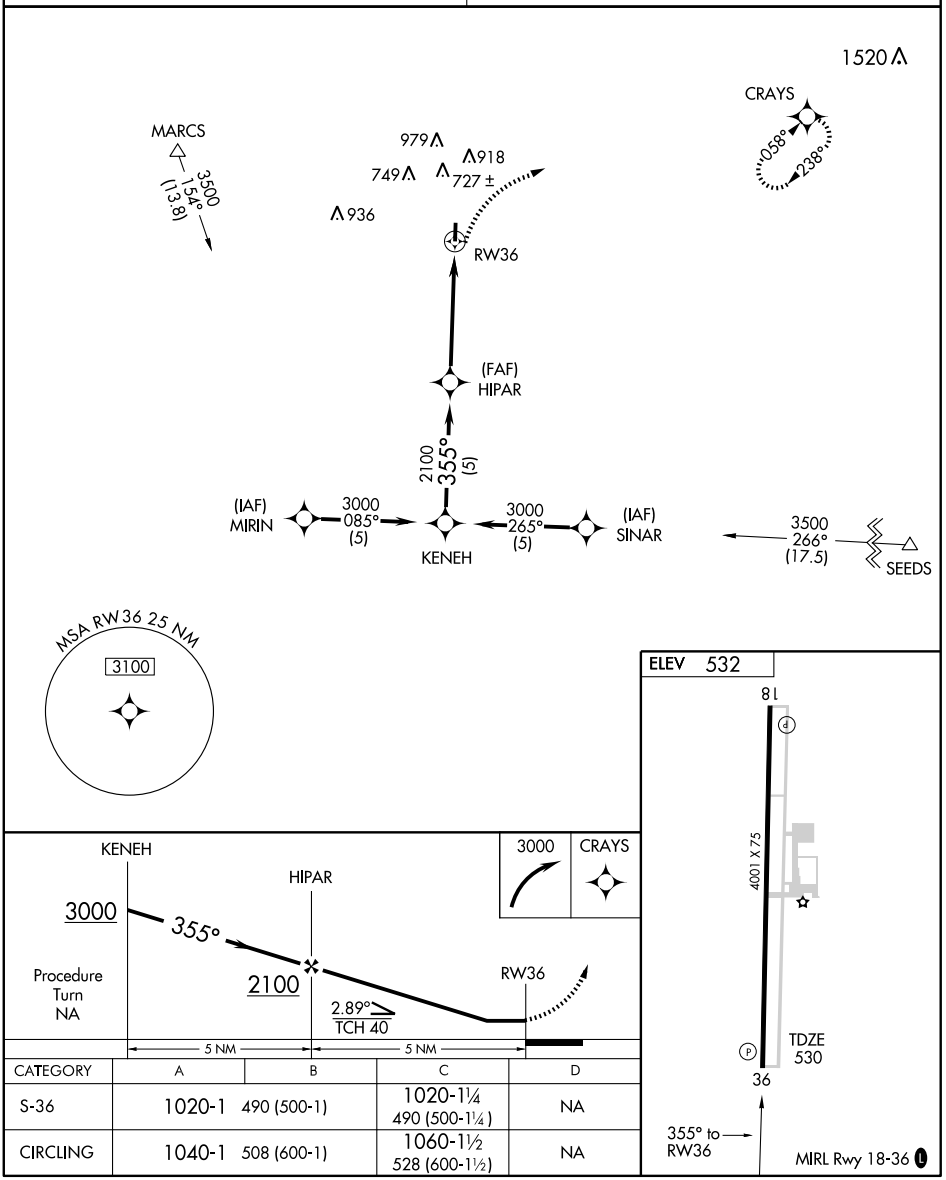
APP CRS	Rwy Idg	4001
355°	TDZE	530
	Apt Elev	532

GPS RWY 36
LOCKHART MUNI (5ØR)

⚠ NA Use San Marcos Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CRAYS WP and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF) L



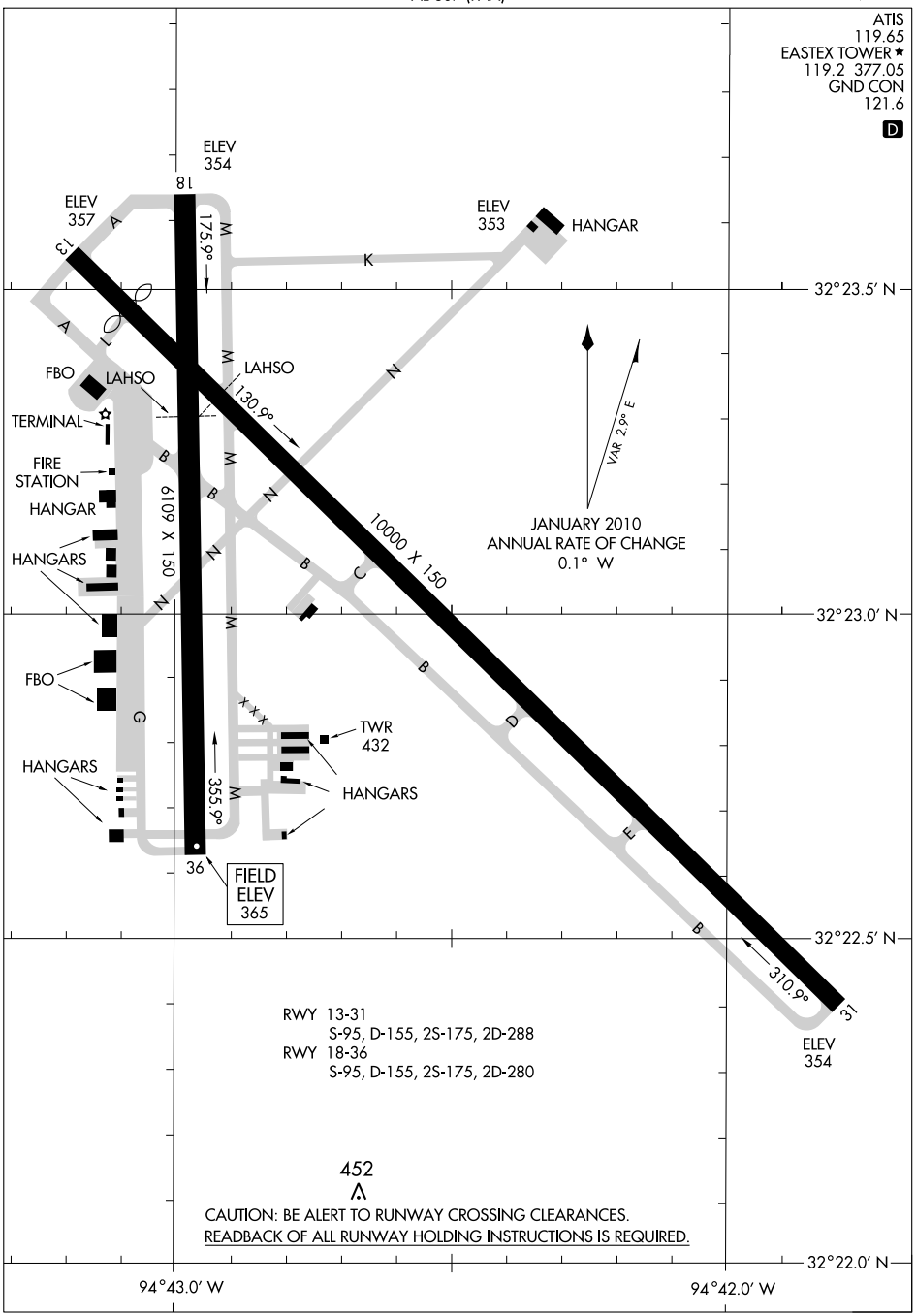
CATEGORY	A	B	C	D
S-36	1020-1	490 (500-1)	1020-1¼ 490 (500-1¼)	NA
CIRCLING	1040-1	508 (600-1)	1060-1½ 528 (600-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-807 (FAA)

LONGVIEW/ EAST TEXAS RGNL (GGG)
LONGVIEW, TEXAS



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-GGG	APP CRS	Rwy Idg	9200
109.5	131°	TDZE	358
		Apt Elev	365

ILS or LOC RWY 13

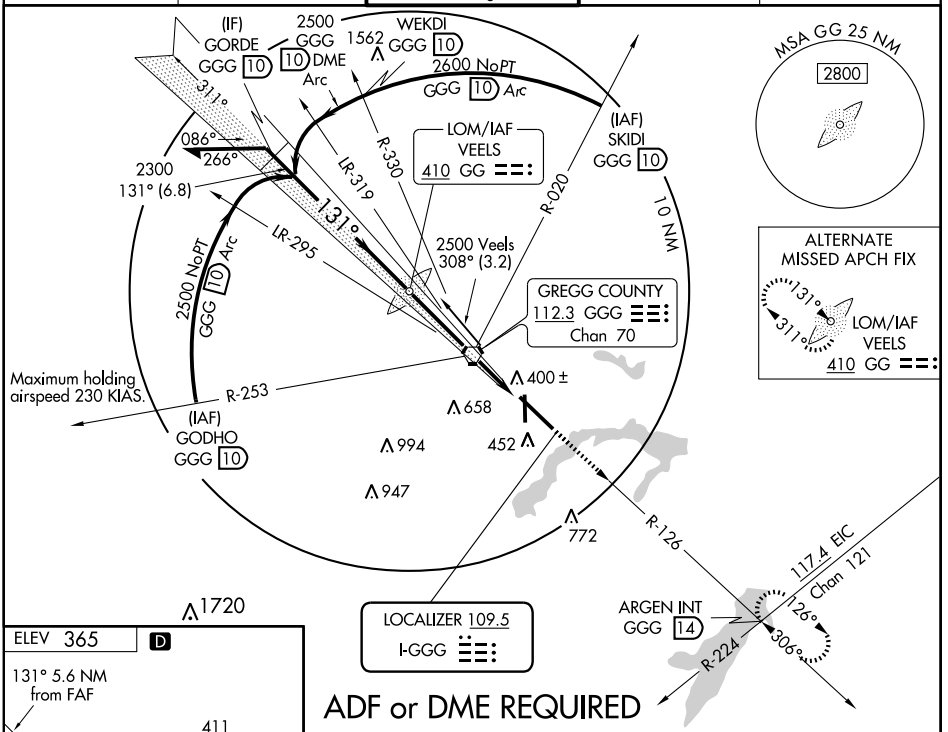
LONGVIEW/ EAST TEXAS RGNL (GGG)

For inoperative MALSR, increase S-ILS-13 Cat E visibility to RVR 4000, S-LOC-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and visibility S-LOC 13 and circling Cat D, E ¼ mile. For inoperative MALSR when using Gilmer altimeter setting, increase visibility S-ILS 13 all Cats to RVR 5000 and S-LOC 13 Cat E to 2. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

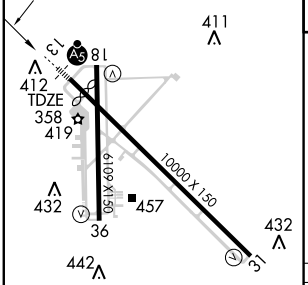
MALSR

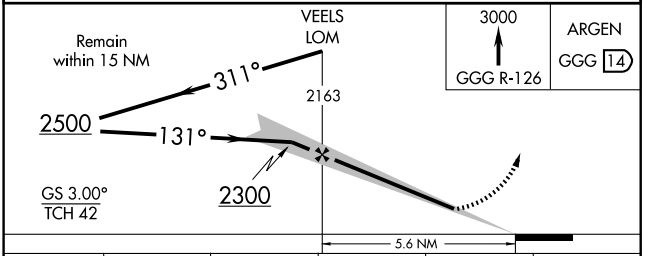
MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS	LONGVIEW APP CON *	EASTEX TOWER *	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95



ADF or DME REQUIRED





CATEGORY	A	B	C	D	E
S-ILS 13	*558/24 200 (200-½)				558/24 200 (200-½)
S-LOC 13	860/24 502 (500-½)		860/50 502 (500-1)		860/60 502 (500-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

HIRL Rwy 13-31
MIRL Rwy 18-36

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DALLAS-FORT WORTH, TX			
DALLAS-FORT WORTH INTL (DFW)	17C	TWY B	10,460 feet
	18R	TWY B	10,100 feet
	35C	TWY EJ	9,050 feet
	36L	TWY Z	10,650 feet
LONGVIEW, TX			
EAST TEXAS RGNL (GGG)	31	18-36	8,100 feet
	36	13-31	4,080 feet

21 OCT 2010 to 18 NOV 2010

LOM GG	APP CRS	Rwy Idg	9200
410	131°	TDZE	358
		Apt Elev	365

NDB RWY 13

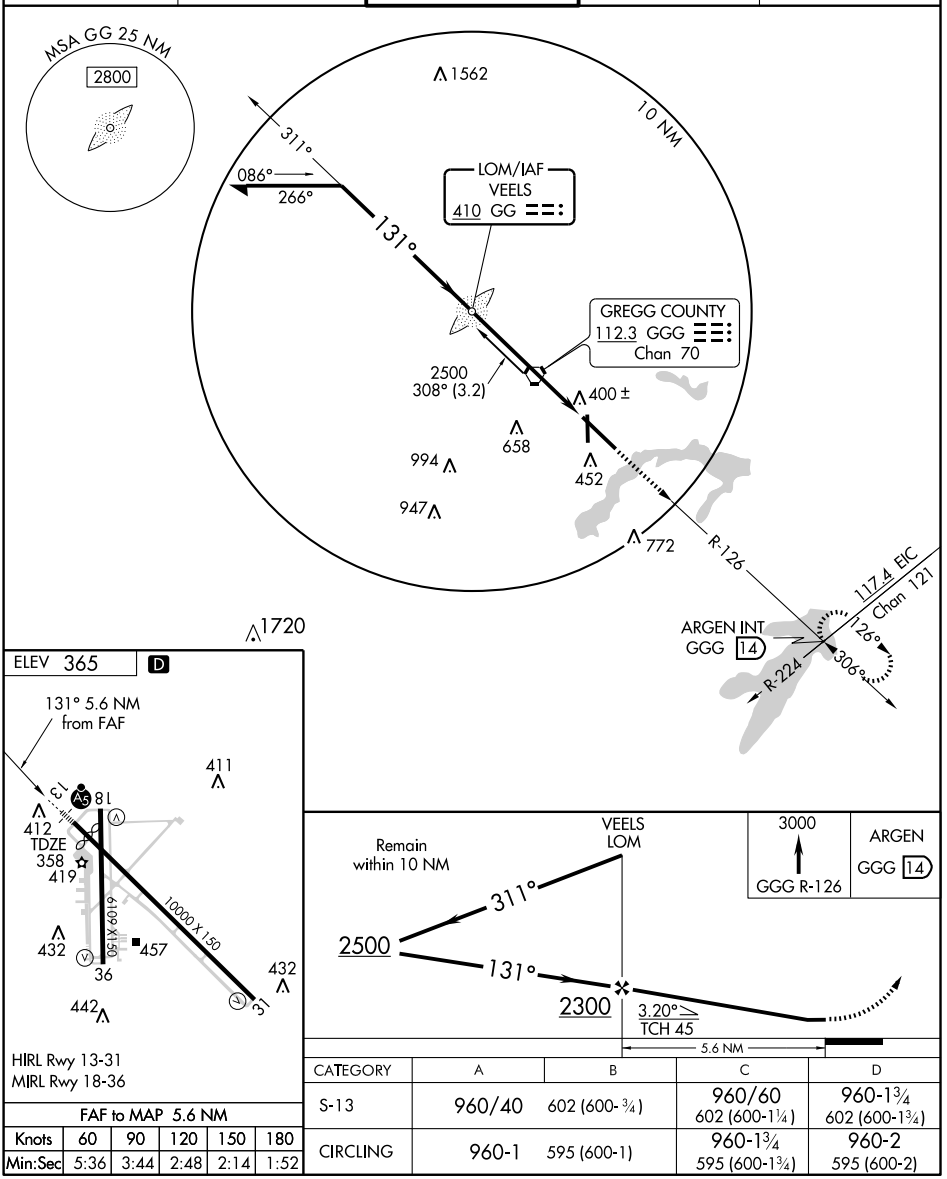
LONGVIEW/ EAST TEXAS RGNL (GGG)

When local altimeter setting not received use Gilmer altimeter setting and increase all MDA 60 feet.

MALSR

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-13	960/40	602 (600-¾)	960/60 602 (600-1¼)	960-1¾ 602 (600-1¾)
CIRCLING	960-1	595 (600-1)	960-1¾ 595 (600-1¾)	960-2 595 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9200
CH 61100	131°	TDZE	358
W13A		Apt Elev	365

RNAV (GPS) RWY 13

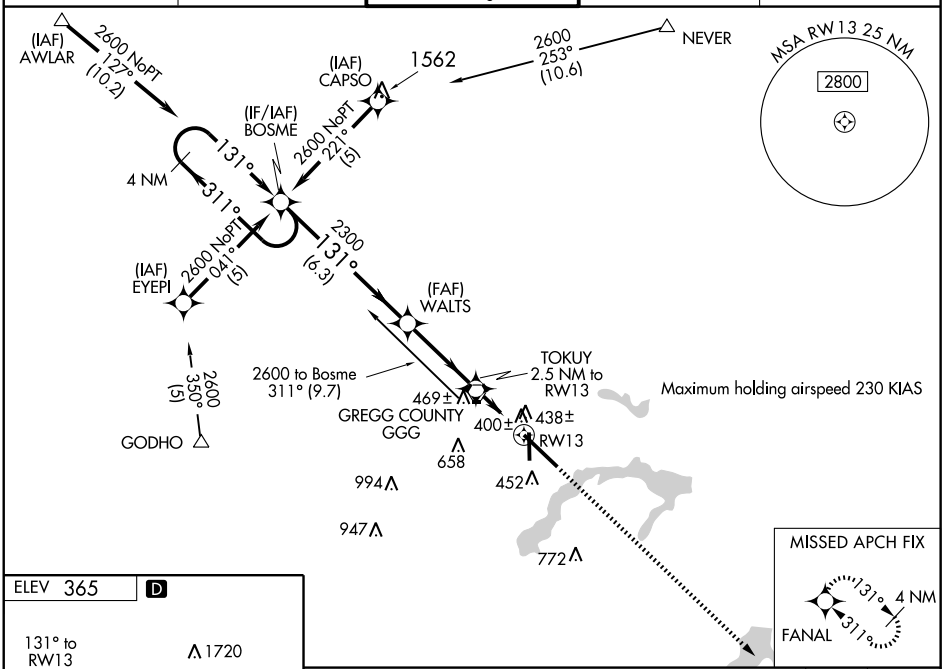
LONGVIEW/ EAST TEXAS RGNL (GGG)

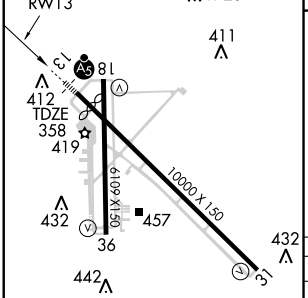
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat D visibility to RVR 6000, and LNAV Cat E visibility to 1½. Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cat E and circling Cat E ¼ mile. For inoperative MALSR when using Gilmer altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾.

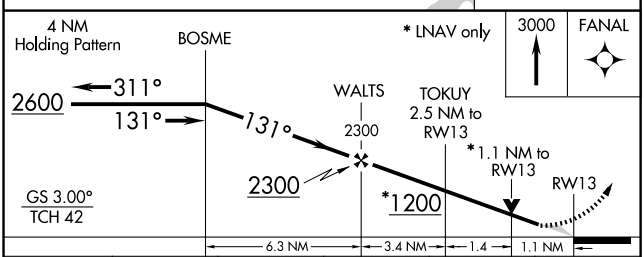
MALSR

MISSED APPROACH: Climb to 3000 direct FANAL and hold.

ATIS	LONGVIEW APP CON *	EASTEX TOWER *	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	612/24 254 (300-½)				
LNAV/VNAV DA	726/40 368 (400-¾)				
LNAV MDA	760/24 402 (400-½)		760/40 402 (400-¾)	760/50 402 (400-1)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6109
176°	TDZE	356
	Apt Elev	365

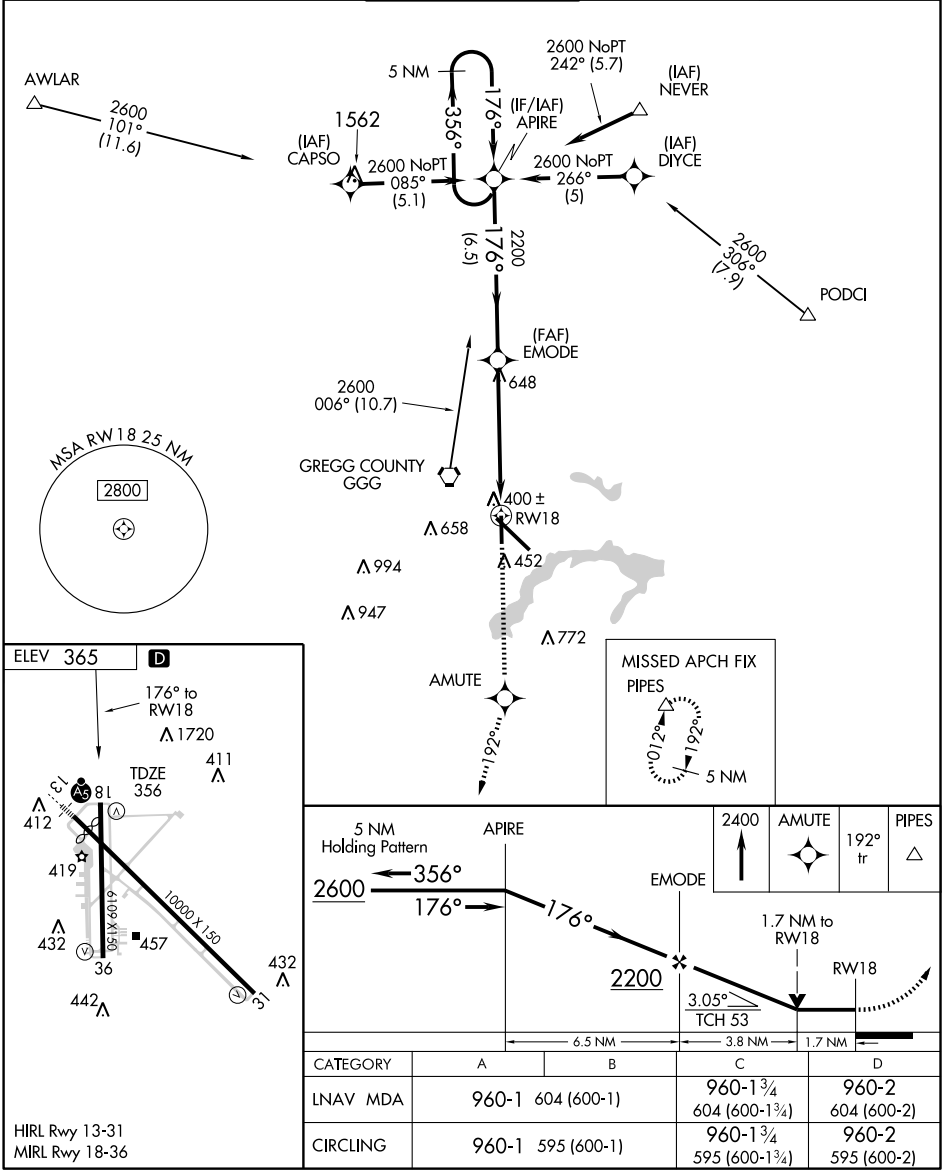
RNAV (GPS) RWY 18

LONGVIEW/ EAST TEXAS RGNL (GGG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Gilmer altimeter setting. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2400 direct AMUTE and via 192° track to PIPES and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	960-1 604 (600-1)		960-1¾ 604 (600-1¾)	960-2 604 (600-2)
CIRCLING	960-1 595 (600-1)		960-1¾ 595 (600-1¾)	960-2 595 (600-2)

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9200
CH 53504	311°	TDZE	354
W31A		Apt Elev	365

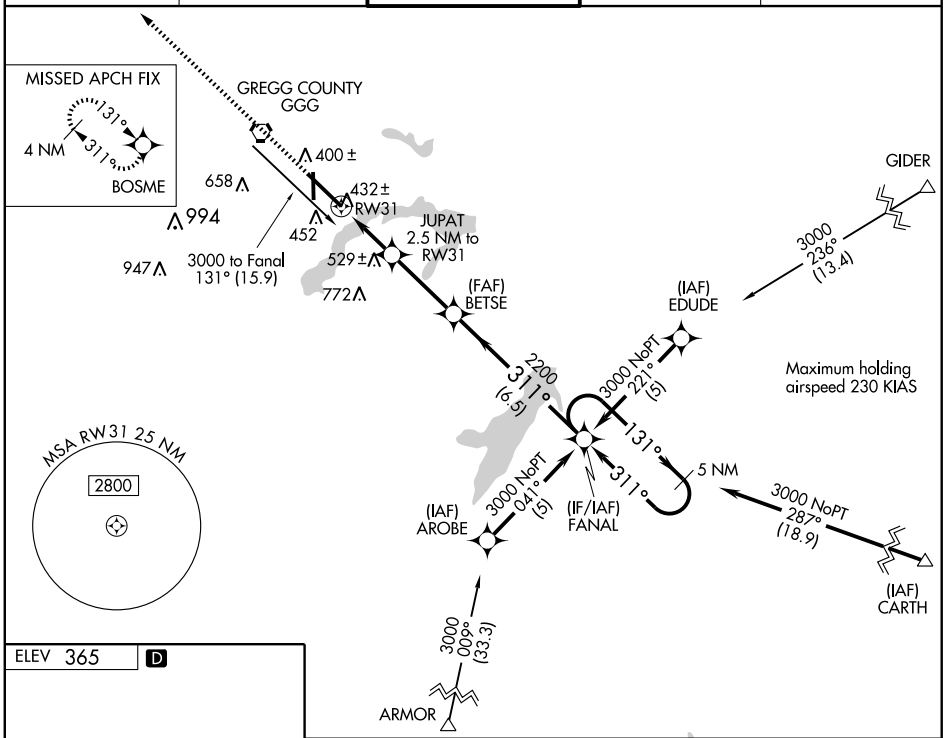
RNAV (GPS) RWY 31

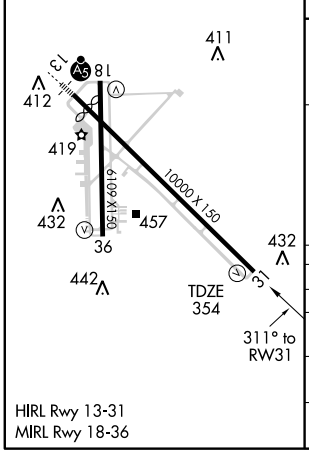
LONGVIEW/ EAST TEXAS RGNL (GGG)

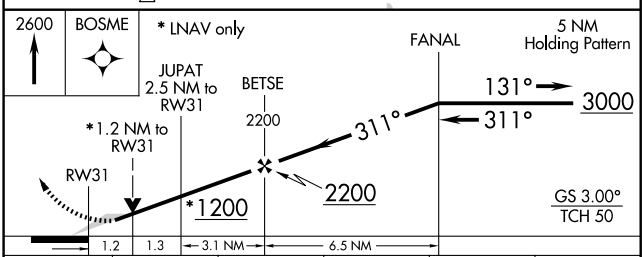
Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 direct BOSME and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	604-¾ 250 (300-¾)				
LNAV/VNAV DA	682-1¼ 328 (400-1¼)				
LNAV MDA	800-1 446 (500-1)		800-1¼ 446 (500-1¼)	800-1½ 446 (500-1½)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6109
356°	TDZE	365
	Apt Elev	365

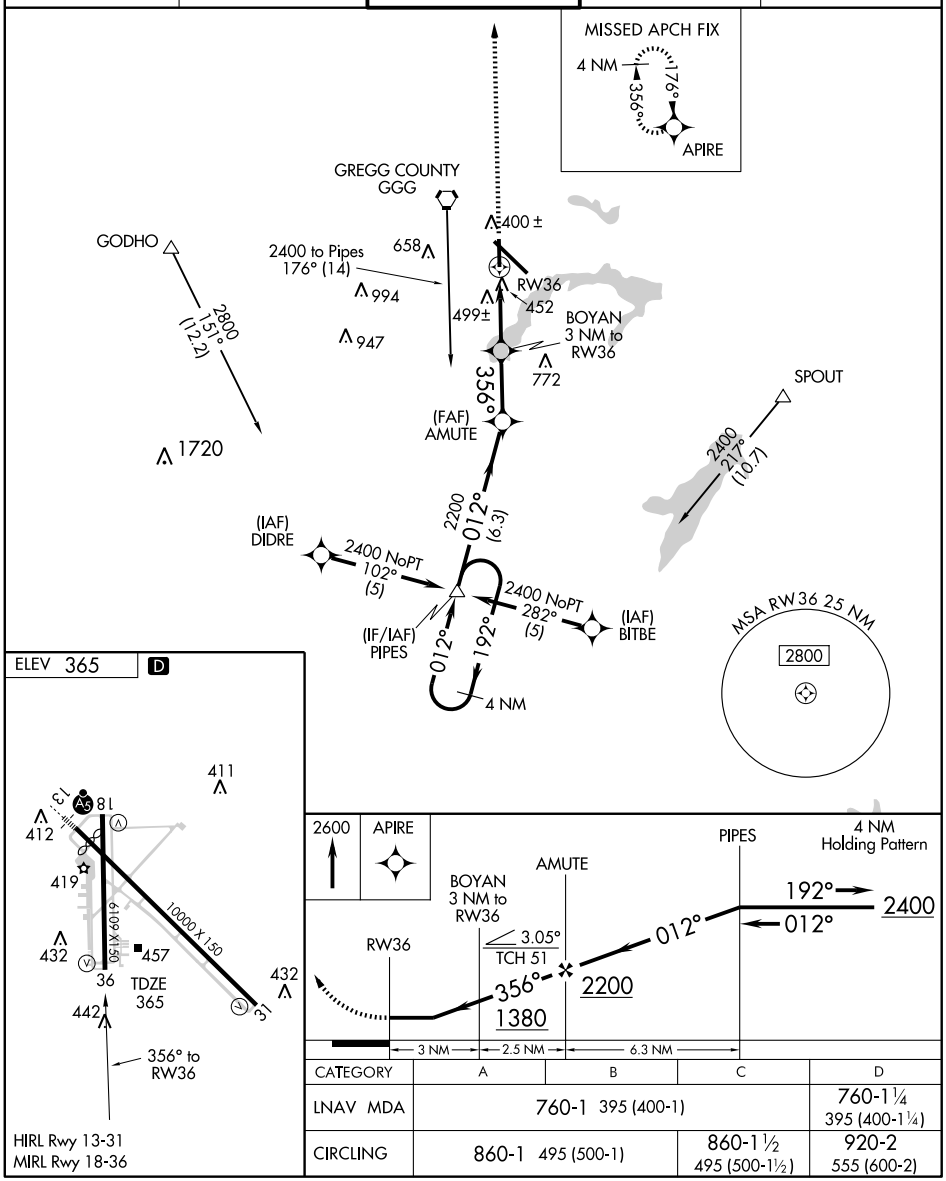
RNAV (GPS) RWY 36

LONGVIEW/ EAST TEXAS RGNL (GGG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct APIRE and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	760-1 395 (400-1)			760-1 ¼ 395 (400-1 ¼)
CIRCLING	860-1 495 (500-1)		860-1 ½ 495 (500-1 ½)	920-2 555 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GGG 112.3 Chan 70	APP CRS 125°	Rwy Idg N/A TDZE N/A Apt Elev 365

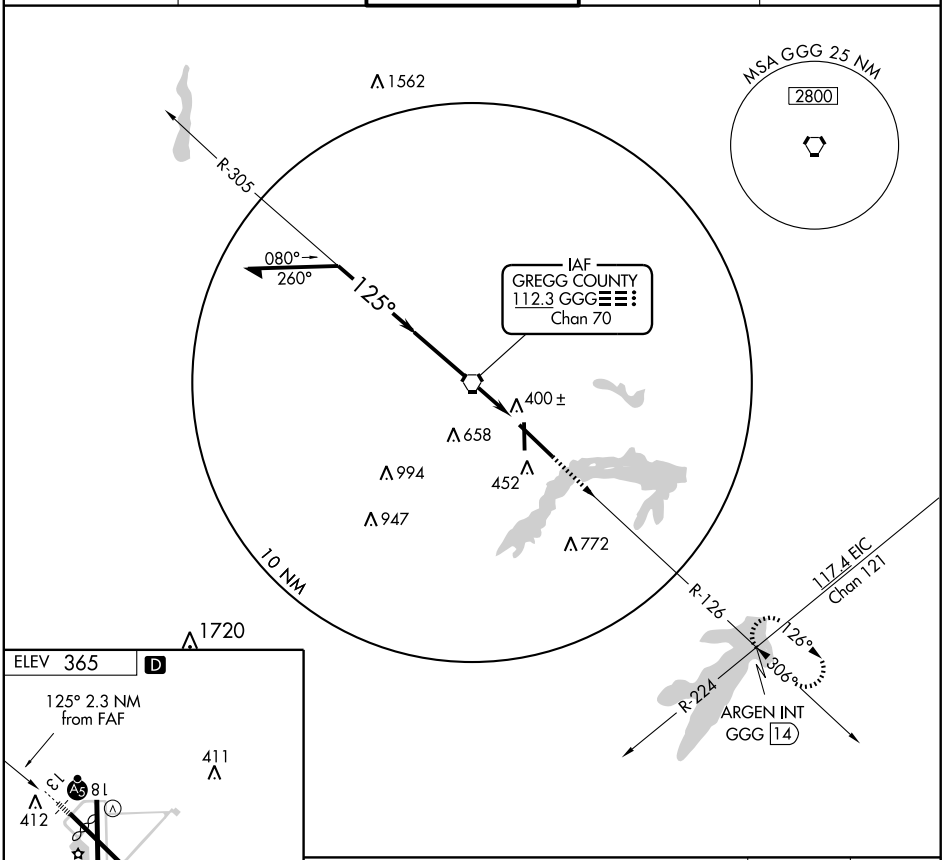
VOR-A

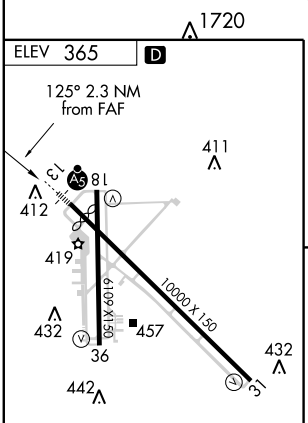
LONGVIEW/ EAST TEXAS RGNL (GGG)

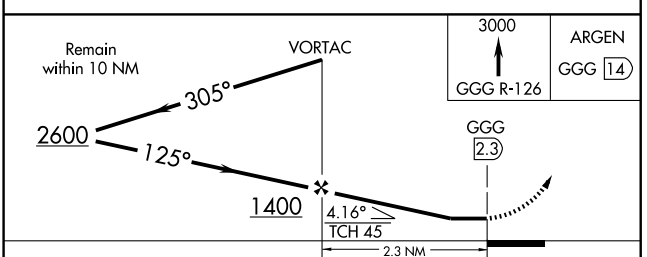
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95







FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GGG 112.3 Chan 70	APP CRS 125°	Rwy Idg 9200 TDZE 358 Apt Elev 365

VOR/DME or TACAN RWY 13

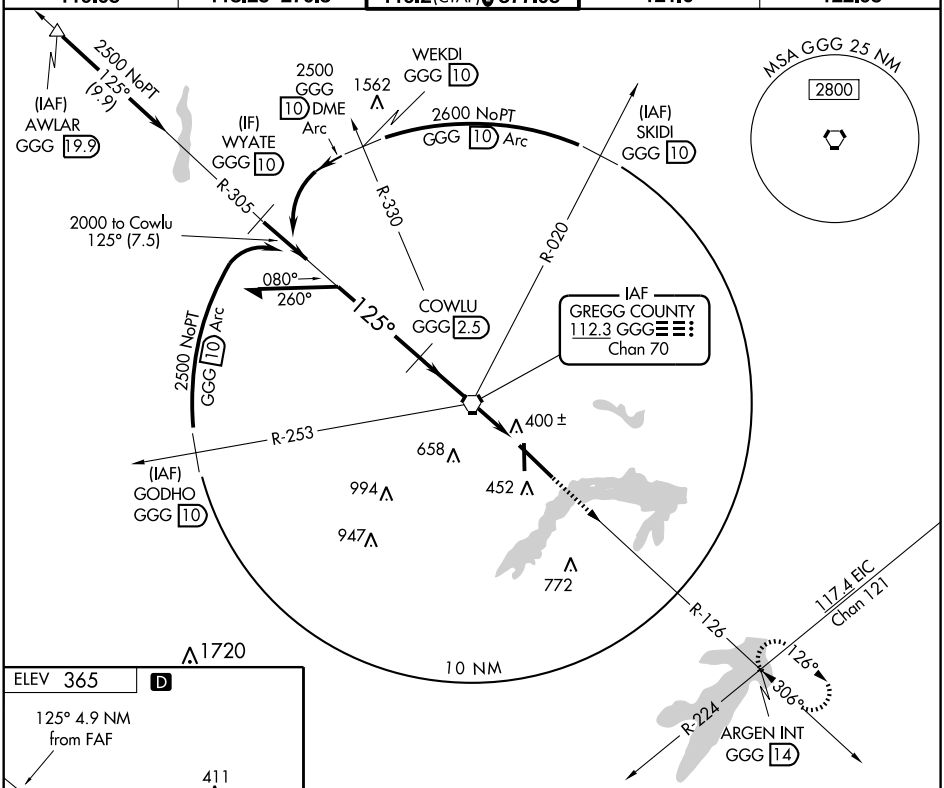
LONGVIEW/ EAST TEXAS RGNL (GGG)

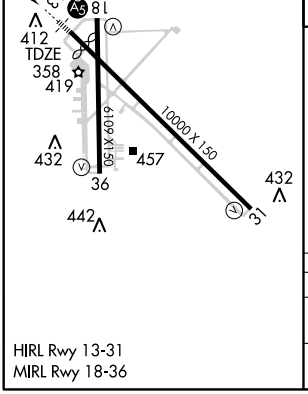
For inoperative MALSR, increase S-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and visibility Cat D and E ¼ mile. VDP NA when using Gilmer altimeter setting. For inoperative MALSR when using Gilmer altimeter setting increase S-13 Cat E visibility to 2 miles.

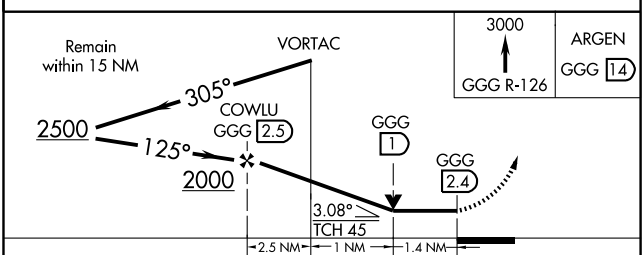
MALSR

MISSED APPROACH: Climb to 3000 via GGG R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
S-13	860/24 502 (500-½)		860/50 502 (500-1)		860-60 502 (500-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 31

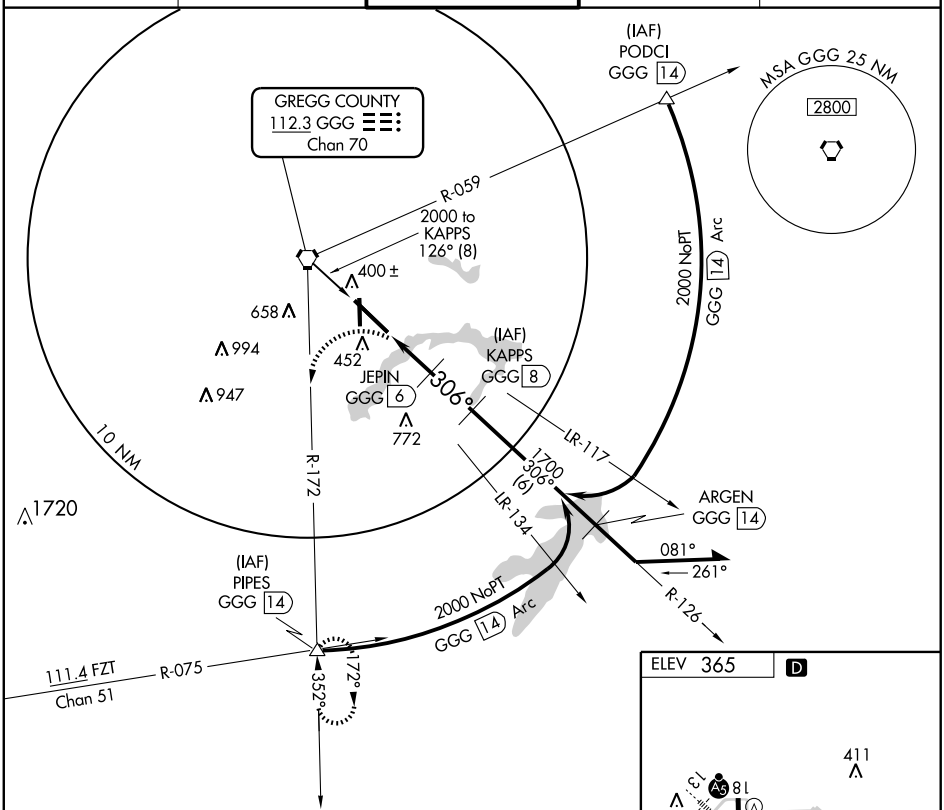
LONGVIEW/ EAST TEXAS RGNL (GGG)

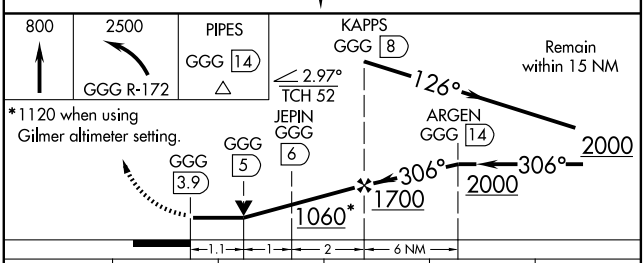
VORTAC GGG	APP CRS	Rwy Idg	9200
112.3	306°	TDZE	354
Chan 70		Apt Elev	365

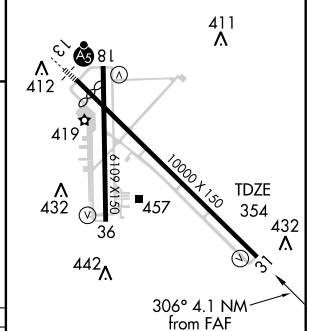
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and increase S-31 Cats C/D/E and Circling Cat E visibility ¼ mile. VDP NA when using Gilmer altimeter setting.

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via GGG R-172 to PIPES Int and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	118.25 270.3	119.2 (CTAF) Ⓛ 377.05	121.6	122.95



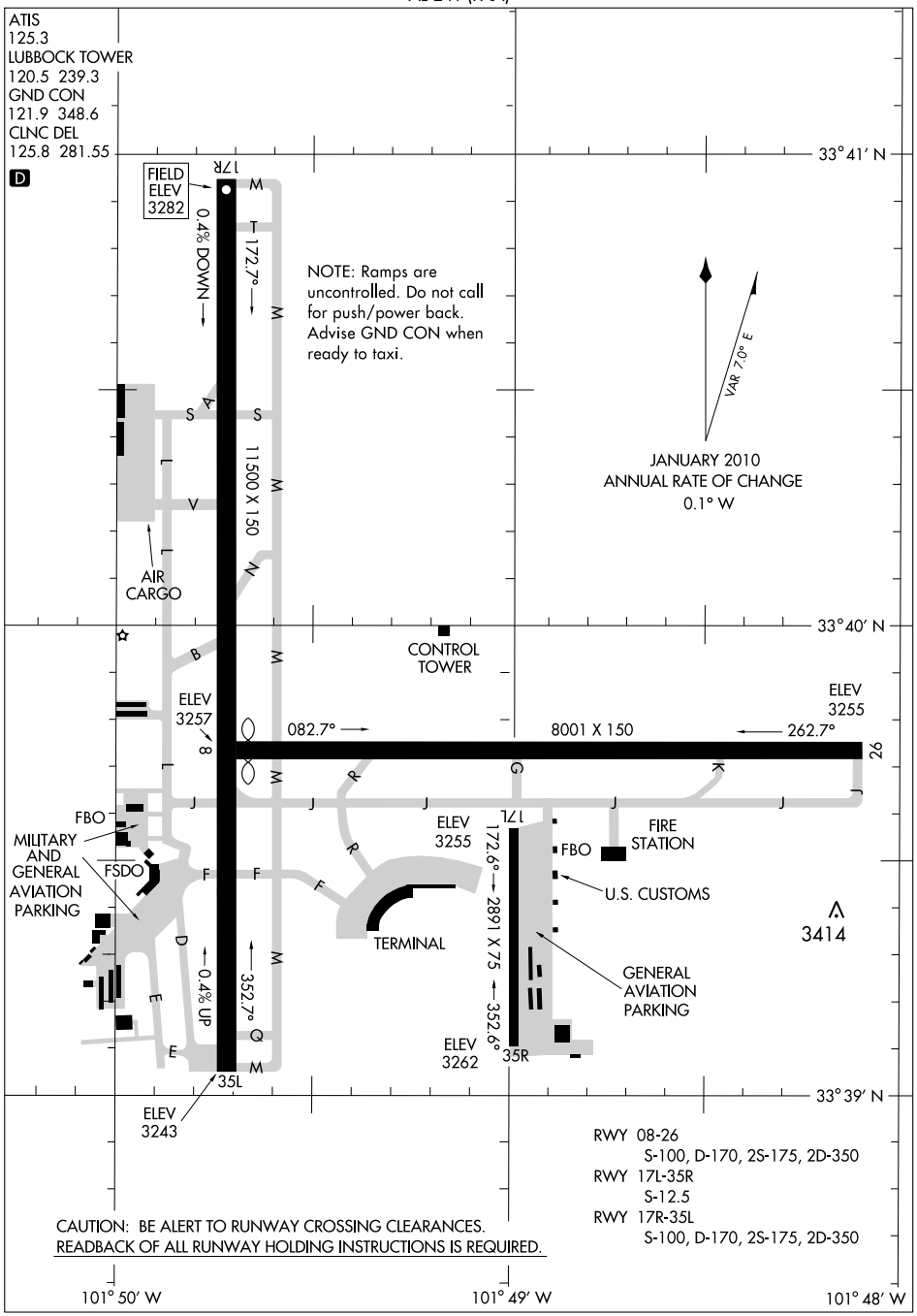




CATEGORY	A	B	C	D	E
S-31	740-1 386 (400-1)			740-1¼ 386 (400-1¼)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

HIRL Rwy 13-31
MIRL Rwy 17-35

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010



SC-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 17R

LOC I-LBB 111.7 Chan 54	APCH CRS 171°	Rwy ldg 11,500 TDZE 3282 Arpt Elev 3282

JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

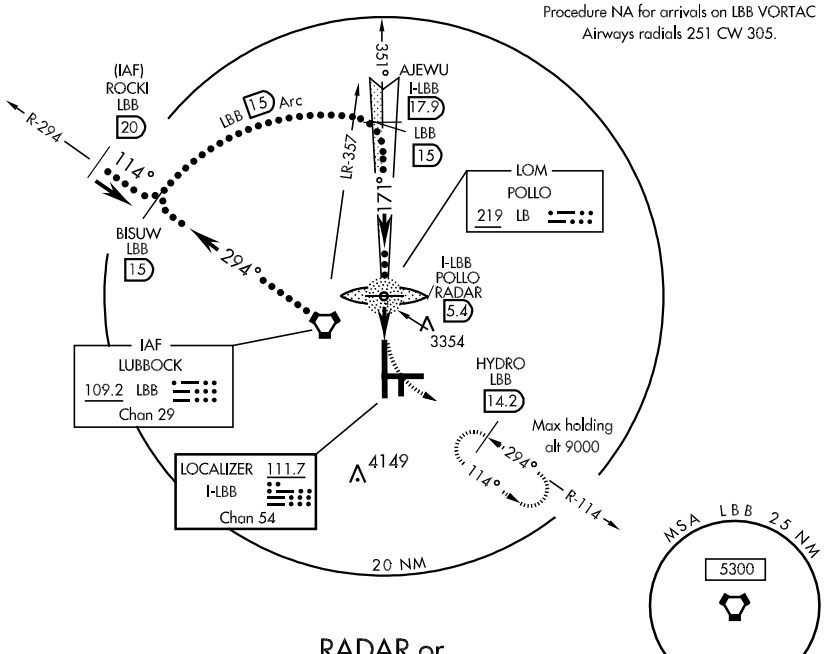
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

MALSR (A5)

MISSED APPROACH: Climb to 3700, then climbing left turn to 6000 via LBB VORTAC R-114 to HYDRO (LBB 14.2 DME) and hold, continue climb in hold to 6000.

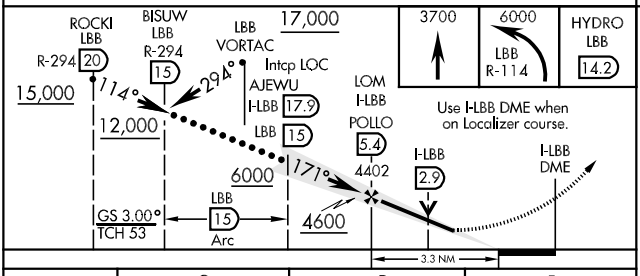
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	

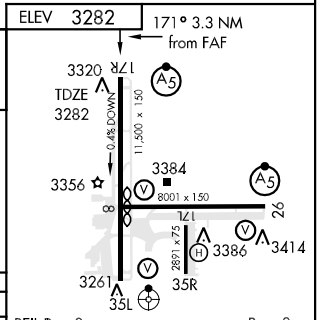
Procedure NA for arrivals on LBB VORTAC
Airways radials 251 CW 305.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 7300





CATEGORY	C	D	E
S-ILS 17R *	3482/24 200 (200-½)		
S-LOC 17R**	3620/24 338 (400-½)	3620/40 338 (400-¾)	
CIRCLING	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

FAF to MAP 3.3 NM

Knots	120	140	160	180	200
Min:Sec	1:39	1:25	1:14	1:06	0:59

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-LOC/DME BC RWY 35L

LOC I-LBB 111.7 Chan 54	APCH CRS 351°	Rwy ldg 11,500 TDZE 3253 Arpt Elev 3282

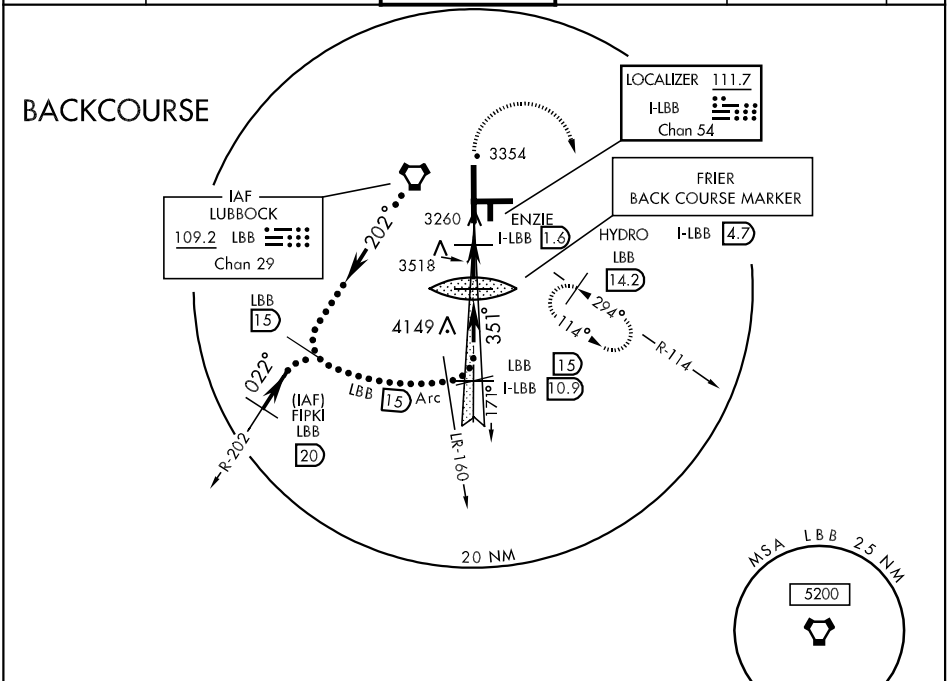
JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

* When ODALS inop, increase CAT C vis to 1 mile. Use I-LBB DME when on Localizer course

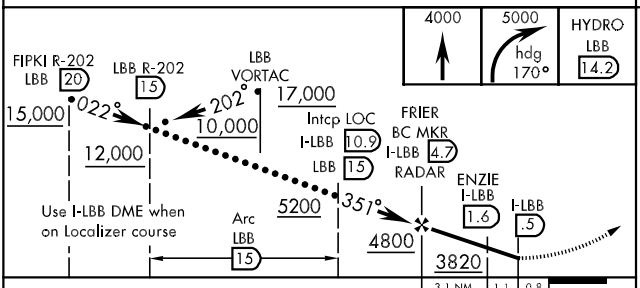
ODALS

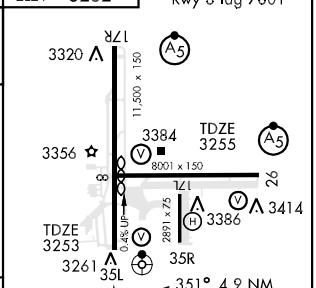
MISSED APPROACH: Climb to 4000, then climbing right turn to 5000 via Hdg 170° and LBB VORTAC R-114 to HYDRO INT (LBB 14.2 DME) and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	



EMERG SAFE ALT 100 NM 7300





CATEGORY	C	D	E
S-35L *	3560-¾ 307 (300-¾)	3560-1 307 (300-1)	
CIRCLING	3740-1½ 459 (500-1½)	3840-2 559 (600-2)	3980-2½ 699 (700-2½)

FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 26

VORTAC LBB 109.2 Chan 29	APCH CRS 282°	Rwy ldg 8001 TDZE 3255 Arpt Elev 3282

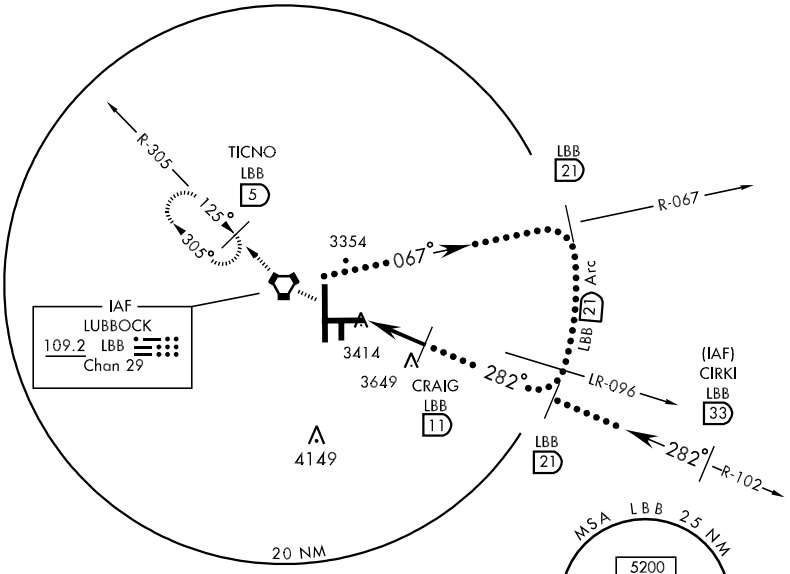
JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

* Inoperative Table does not apply.

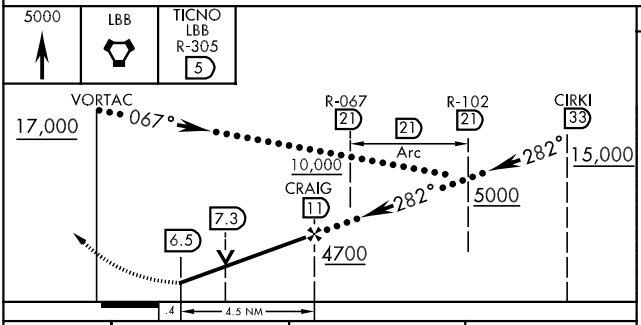
MALSR

MISSED APPROACH: Climb to 5000 direct LBB VORTAC and via LBB R-305 to TICNO (LBB 5 DME) and hold.

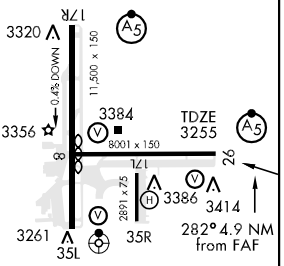
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL	ASR
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55	



EMERG SAFE ALT 100 NM 7300



ELEV 3282 Rwy 8 ldg 7801'



CATEGORY	C	D	E
S-26 *	3680-1¼ 425 (400-1¼)		3680-1½ 425 (400-1½)
CIRCLING	3740-1½ 459 (500-1½)	3840-2 559 (600-2)	3980-2½ 699 (700-2½)

REIL Rwy 8
HIRL Rwy 8-26 and 17R-35L

33°40'N-101°49'W

LUBBOCK PRESTON SMITH INTL (KLBB)

HI-VOR/DME or TACAN RWY 26

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LBB	APP CRS	Rwy Idg	11500
111.7	171°	TDZE	3282
Chan 54		Apt Elev	3282

ILS or LOC RWY 17R

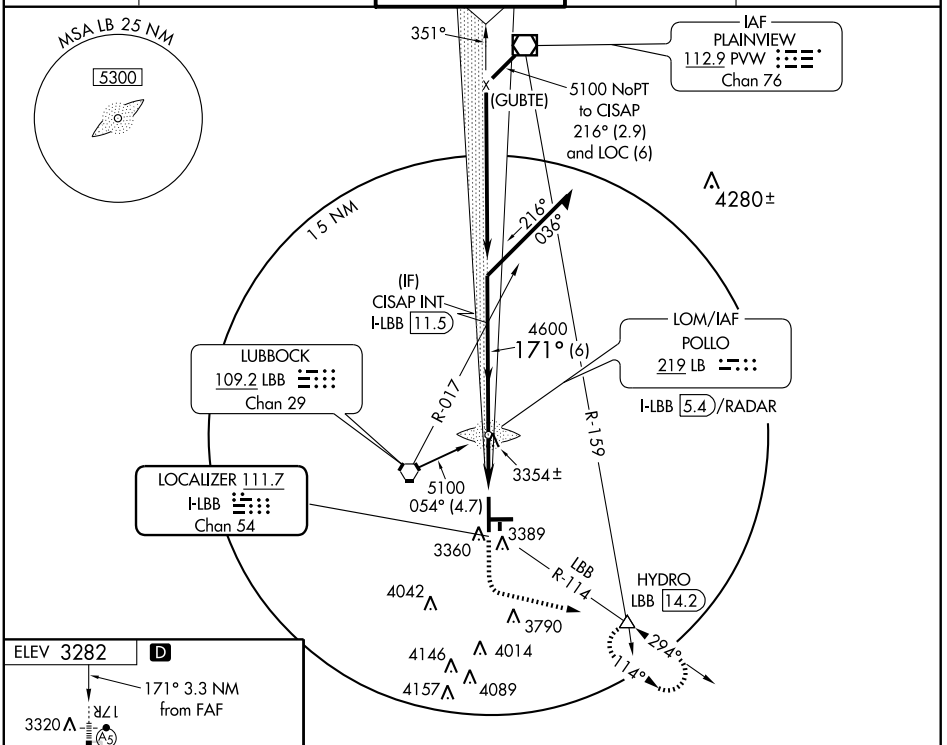
LUBBOCK PRESTON SMITH INTL (LBB)

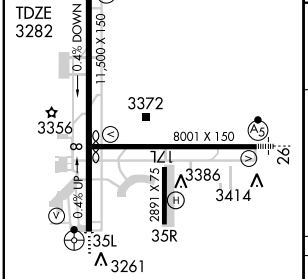
* RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 17R Cat E visibility to RVR 4000, increase S-LOC 17R Cat D visibility to RVR 5000, and Cat E visibility to 6000.

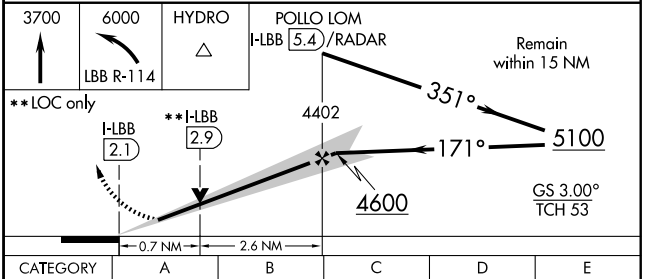
MALSR

MISSED APPROACH: Climb to 3700 then climbing left turn to 6000 via LBB VORTAC R-114 to HYDRO Int/LBB 14.2 DME and hold, continue climb-in-hold to 6000.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D	E
S-ILS 17R	*3482/24 200 (200-½)				
S-LOC 17R	3620/24 338 (400-½)			3620/40 338 (400-¾)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-LDT	APP CRS	Rwy Idg	8001
111.9	261°	TDZE	3256
		Apt Elev	3282

ILS or LOC RWY 26

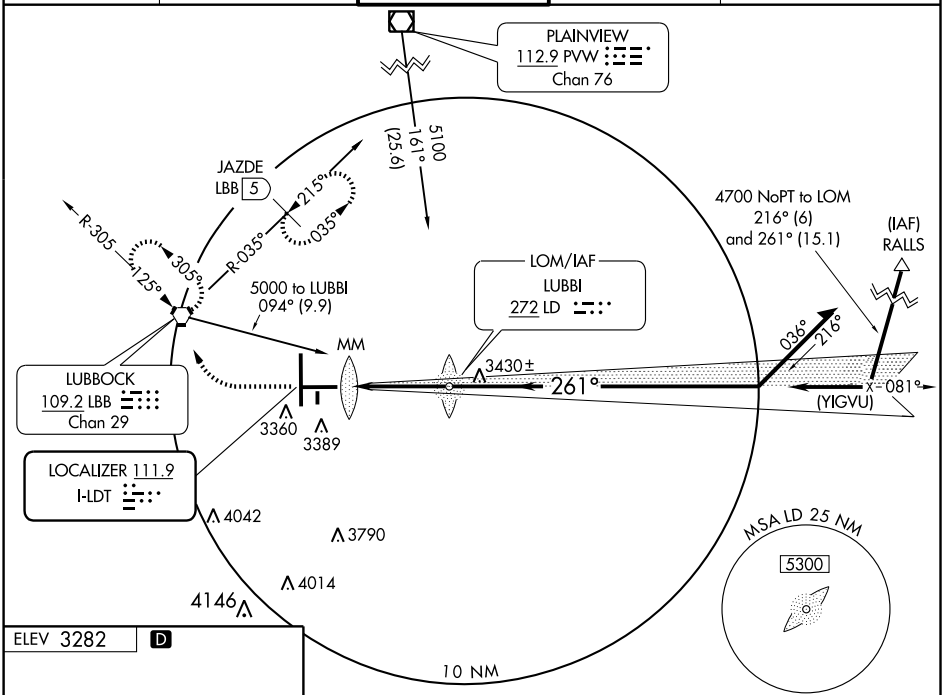
LUBBOCK PRESTON SMITH INTL (LBB)

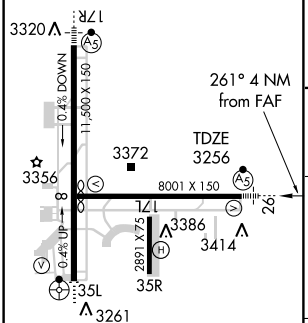
T A ASR — For inoperative MALSR increase S-LOC Cat D and E visibility to RVR 5000, S-ILS Cat E to RVR 4000.
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

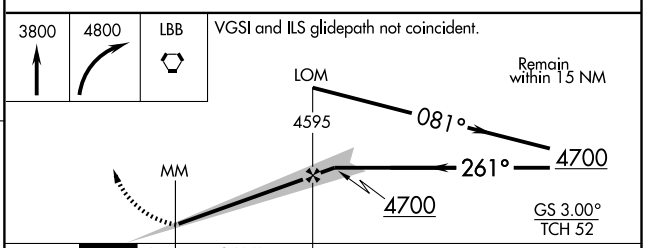
MISSED APPROACH: Climb to 3800, then climbing right turn to 4800 direct LBB VORTAC and hold. (TACAN aircraft climb to 3800, then climbing right turn to 5100 via heading 300° and LBB R-035 to JAZDE Int / 5 DME and hold NE, left turn, 215° inbound).

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L



FAF to MAP	4 NM				
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D	E
S-ILS 26	* 3456/24 200 (200-½)				
S-LOC 26	3560/24 304 (300-½)			3560/40 304 (300-¾)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-LBB	APP CRS	Rwy Idg	11500
111.7	351°	TDZE	3254
Chan 54		Apt Elev	3282

LOC BC RWY 35L

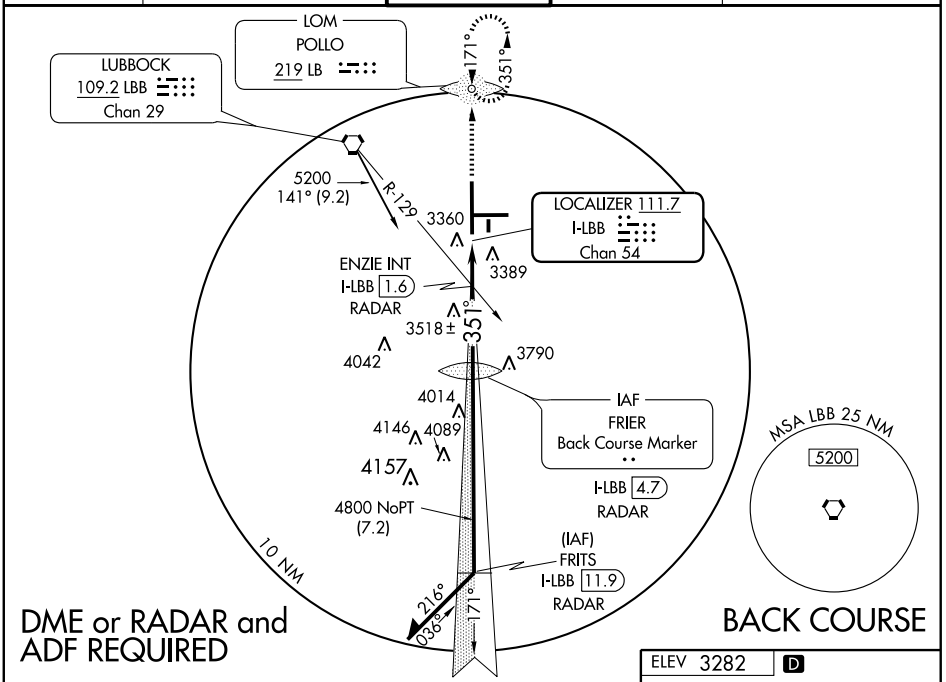
LUBBOCK PRESTON SMITH INTL (LBB)

ASR

ODALS

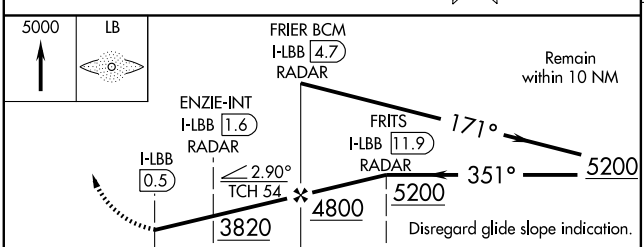
MISSED APPROACH: Climb to 5000 direct POLLO LOM and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55

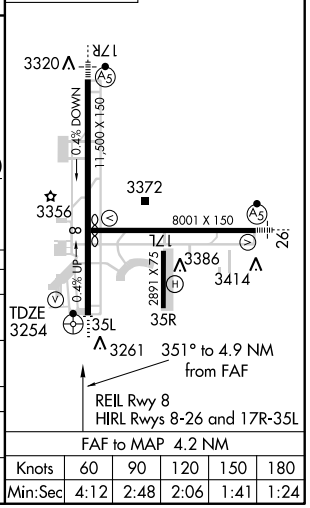


DME or RADAR and ADF REQUIRED

BACK COURSE



CATEGORY	A	B	C	D
S-LOC 35L	3820-¾ 566 (600-¾)		3820-1½ 566 (600-1½)	3820-1¾ 566 (600-1¾)
CIRCLING	3820-1 538 (600-1)		3820-1½ 538 (600-1½)	3840-2 558 (600-2)
ENZIE FIX MINIMUMS				
S-LOC 35L	3560-¾ 306 (300-¾)			3560-1 306 (300-1)
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)



FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97327 W08A	APP CRS 081°	Rwy Idg 7801 TDZE 3256 Apt Elev 3282

RNAV (GPS) RWY 8

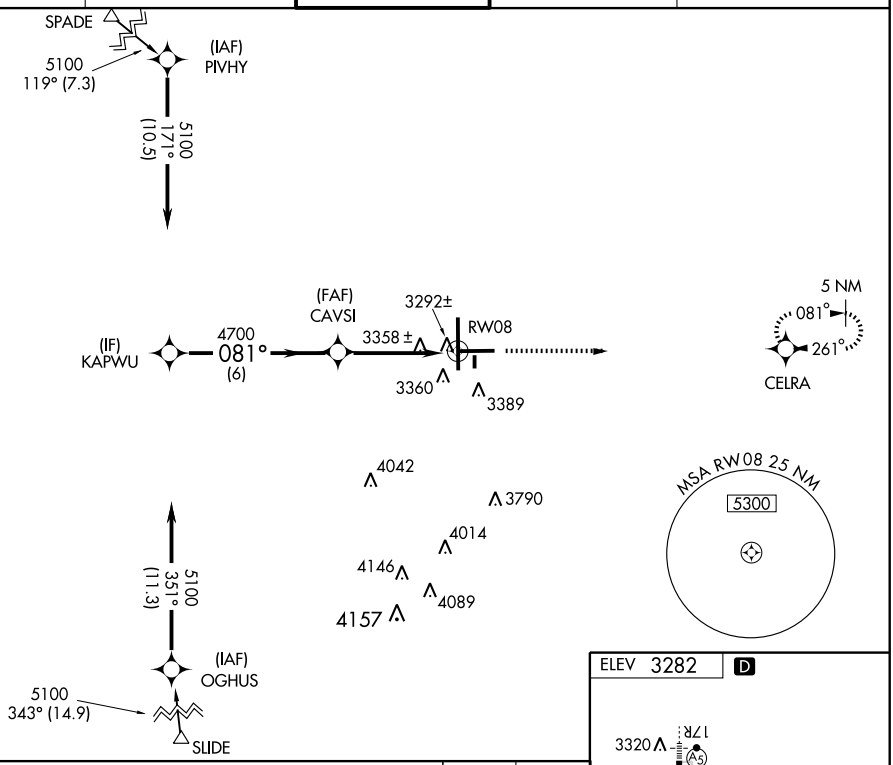
LUBBOCK PRESTON SMITH INTL (LBB)

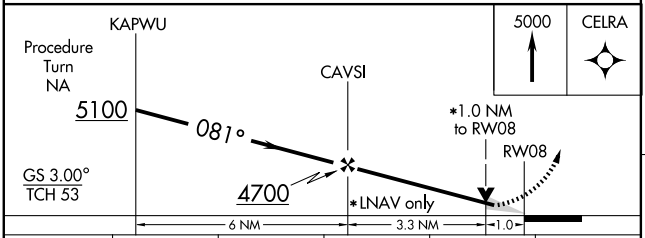
T A ASR

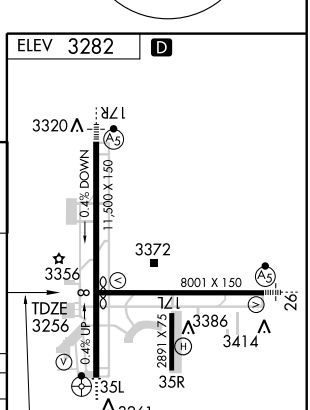
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -21°C (-5°F).

MISSED APPROACH: Climb to 5000 direct CELRA and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D	E
LPV DA	3507-¾ 250 (300-¾)				
LNAV/VNAV DA	3633-1¼ 376 (400-1¼)				
LNAV MDA	3620-1 363 (400-1)			3620-1¼ 363 (400-1¼)	
CIRCLING	3720-1¼ 438 (500-1¼)	3740-1¼ 458 (500-1¼)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8001
CH 45528	261°	TDZE	3256
W26A		Apt Elev	3282

RNAV (GPS) RWY 26

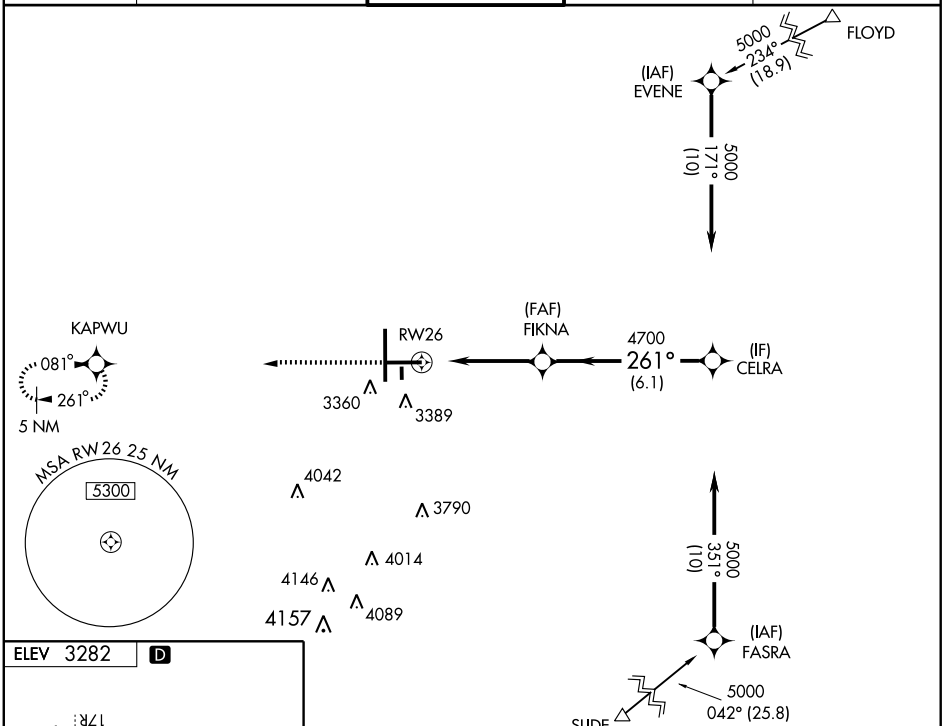
LUBBOCK PRESTON SMITH INTL (LBB)

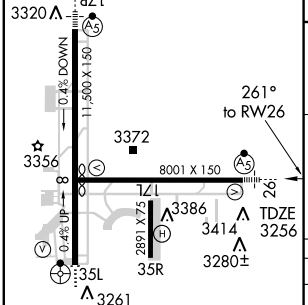
T A ASR — Baro-VNAV NA below -21°C (-5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E to 1½.

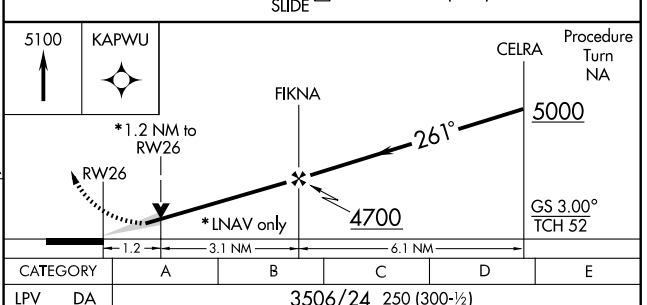
MALSR

MISSED APPROACH: Climb to 5100 direct KAPWU and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D	E
LPV DA	3506/24 250 (300-½)				
LNAV/VNAV DA	3609/40 353 (400-¾)				
LNAV MDA	3680/24 424 (500-½)		3680/40 424 (500-¾)	3680/50 424 (500-1)	
CIRCLING	3720-1¼ 438 (500-1¼)	3740-1¼ 458 (500-1¼)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11500
CH 40028	171°	TDZE	3282
W17A		Apt Elev	3282

RNAV (GPS) Y RWY 17R

LUBBOCK PRESTON SMITH INTL (LBB)

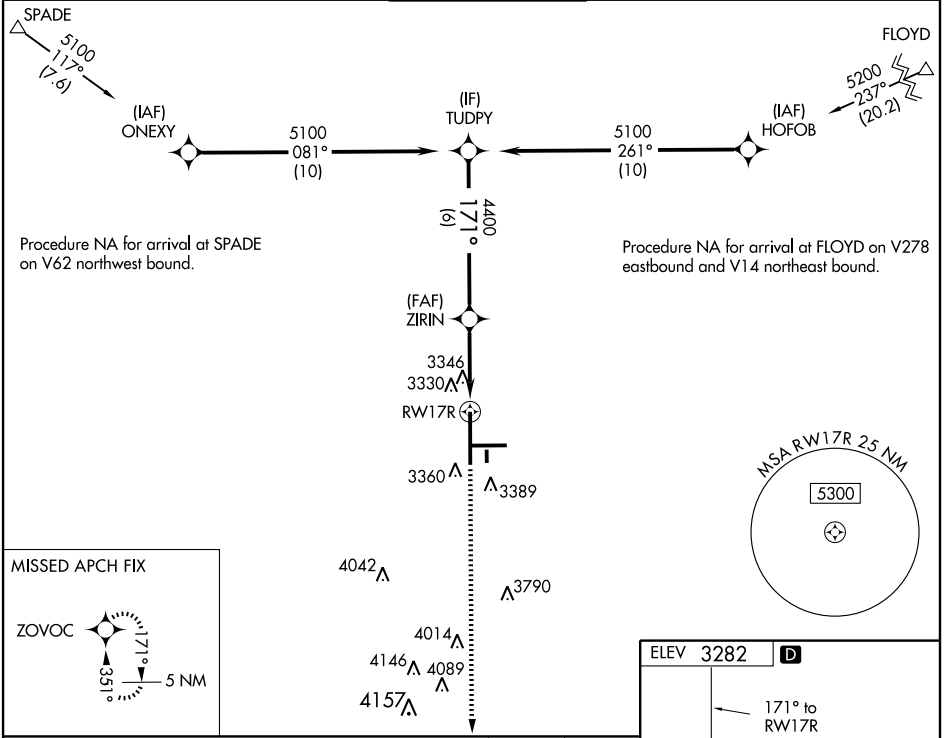
ASR

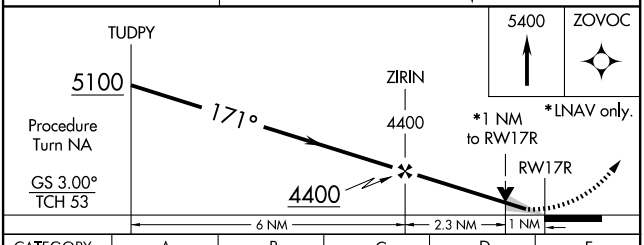
DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cats D and E visibility to RVR 5000 and inop table does not apply to LNAV Cats D and E. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 41°C (105°F).

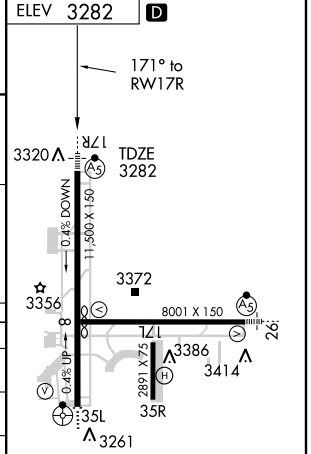
MALSR

MISSED APPROACH: Climb to 5400 direct ZOVOC and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D	E
LPV DA	3482/24 200 (200-½)				
LNAV/VNAV DA	3591/24 309 (400-½)			3591/40 309 (400-¾)	
LNAV MDA	3600/24 318 (400-½)			3600/50 318 (400-1)	
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11500
CH 50128	351°	TDZE	3254
W35A		Apt Elev	3282

RNAV (GPS) Y RWY 35L

LUBBOCK PRESTON SMITH INTL (LBB)

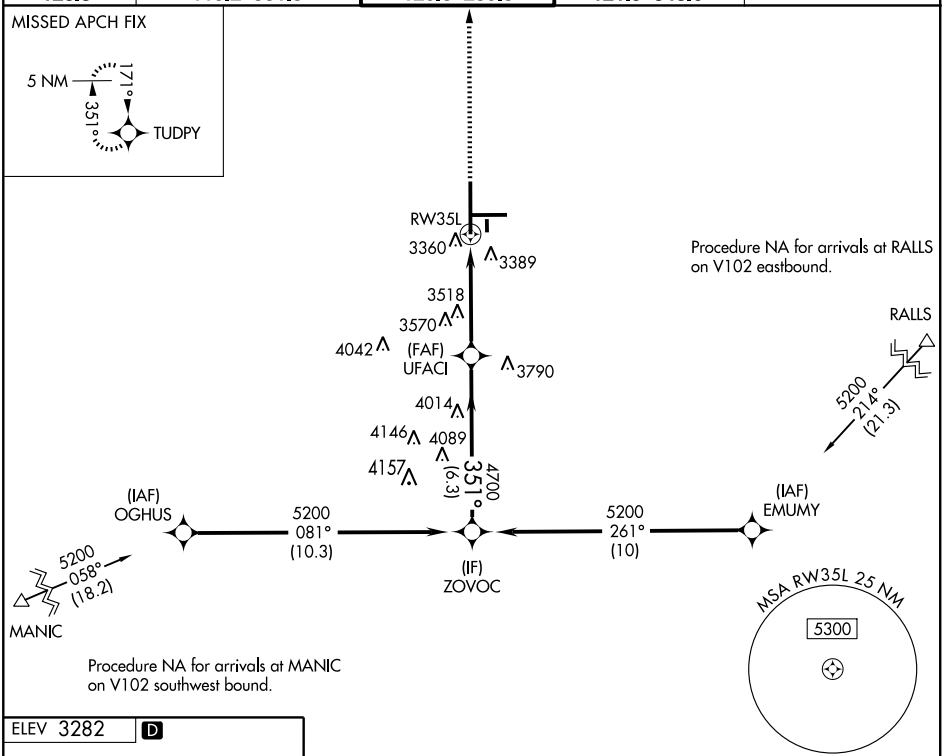
ASR

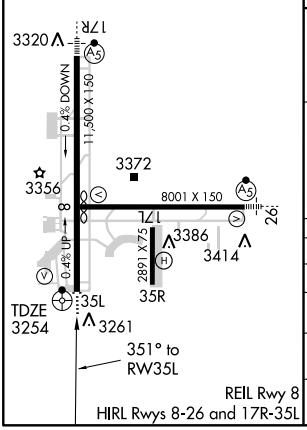
Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cat C. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (107°F).

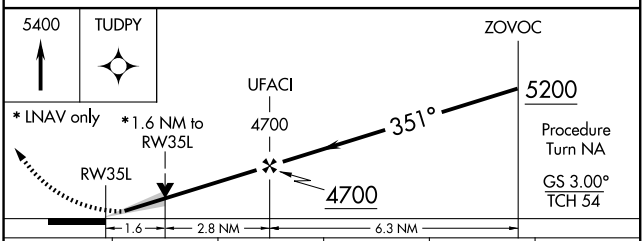
ODALS

MISSED APPROACH: Climb to 5400 direct TUDPY and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D	E
LPV DA	3454-¾ 200 (200-¾)				
LNAV/VNAV DA	3673-1½ 419 (400-1½)				
LNAV MDA	3820-¾ 566 (600-¾)		3820-1½ 566 (600-1½)	3820-1¾ 566 (600-1¾)	3820-2 566 (600-2)
CIRCLING	3820-1 538 (600-1)		3820-1½ 538 (600-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11500
171°	TDZE	3282
	Apt Elev	3282

RNAV (RNP) Z RWY 17R

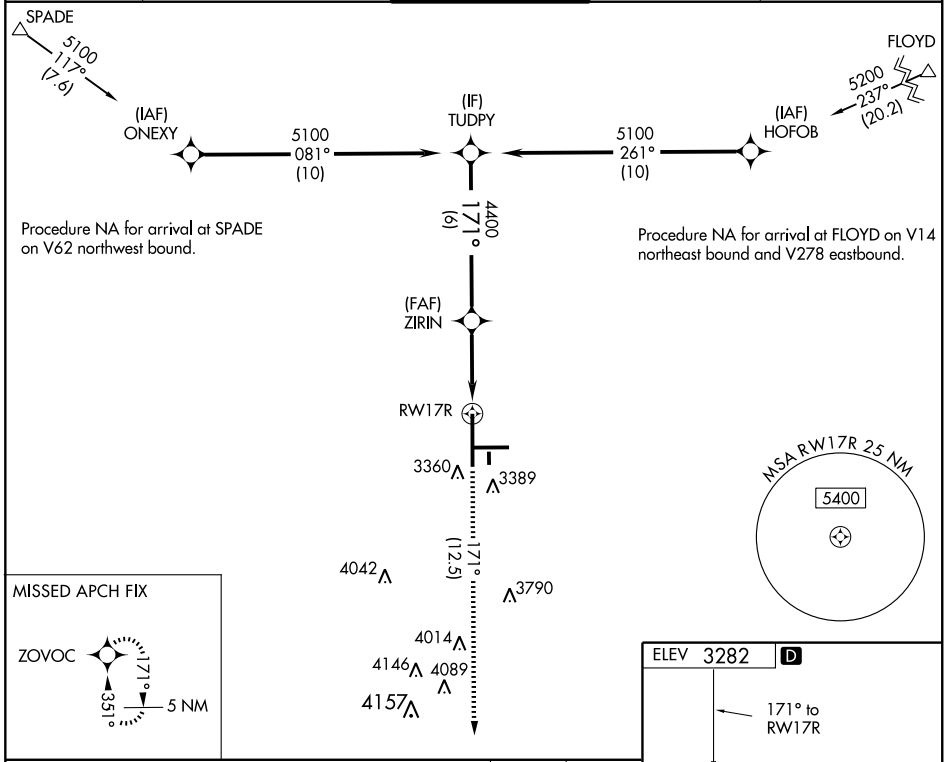
LUBBOCK PRESTON SMITH INTL (LBB)

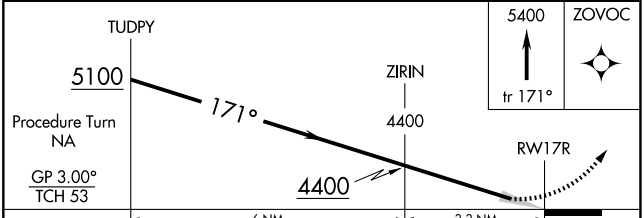
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 41°C (106°F). For inoperative MALSR, increase RNP 0.16 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5400 on track 171° to ZOVOC and hold.

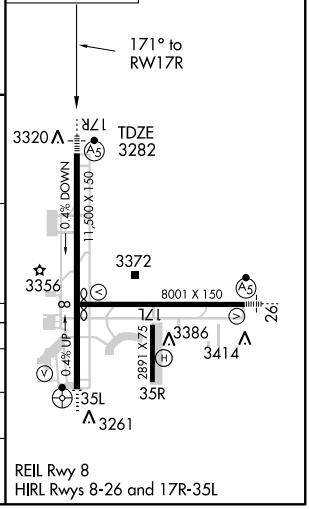
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





CATEGORY	A	B	C	D
RNP 0.16 DA	3538/24 256 (300-½)			
RNP 0.30 DA	3589/24 307 (400-½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
351°	Rwy Idg	11500
	TDZE	3254
	Apt Elev	3282

RNAV (RNP) Z RWY 35L

LUBBOCK PRESTON SMITH INTL (LBB)

* Missed approach requires a minimum climb of 425 feet per NM to 5400. GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 42°C (108°F). For inoperative ODALS, increase RNP 0.18 and RNP 0.30* Cats A, B, and C visiblity to 1 mile. When VGSI inop, RNP 0.18 NA.

ODALS

MISSED APPROACH: Climb to 5400 on track 351° to TUDPY and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55

MISSED APCH FIX

5 NM 171° 351° TUDPY

351° (11.2)

RW35L 3360 3291± 3389

Procedure NA for arrivals at RALLS on V102 eastbound.

RALLS

5200 214° (21.3)

4042 (FAF) UFACI 3790

4014

4146 4089

4157 351° (6.3) 4700

5200 261° (10)

(IAF) EMUMY

(IF) ZOVOC

Procedure NA for arrivals at RUKTE on V102 southwest bound.

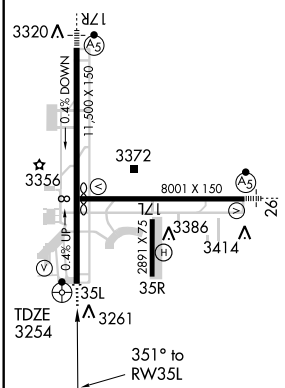
5200 037° (10.2)

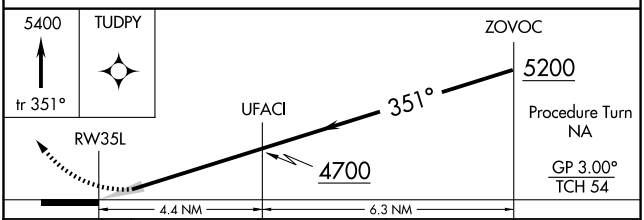
(IAF) JUNVA

RUKTE 5200 067° (27.8)

MSA RW35L 25 NM 5400

ELEV 3282 D





CATEGORY	A	B	C	D
RNP 0.18 DA	3557-¾ 303 (300-¾)			3557-1 303 (300-1)
RNP 0.30 DA*	3572-¾ 318 (300-¾)			3572-1 318 (300-1)
RNP 0.30 DA	3610-1¼ 356 (400-1¼)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VOR LBB 109.2 Chan 29	APP CRS 112°	Rwy Idg N/A TDZE N/A Apt Elev 3282

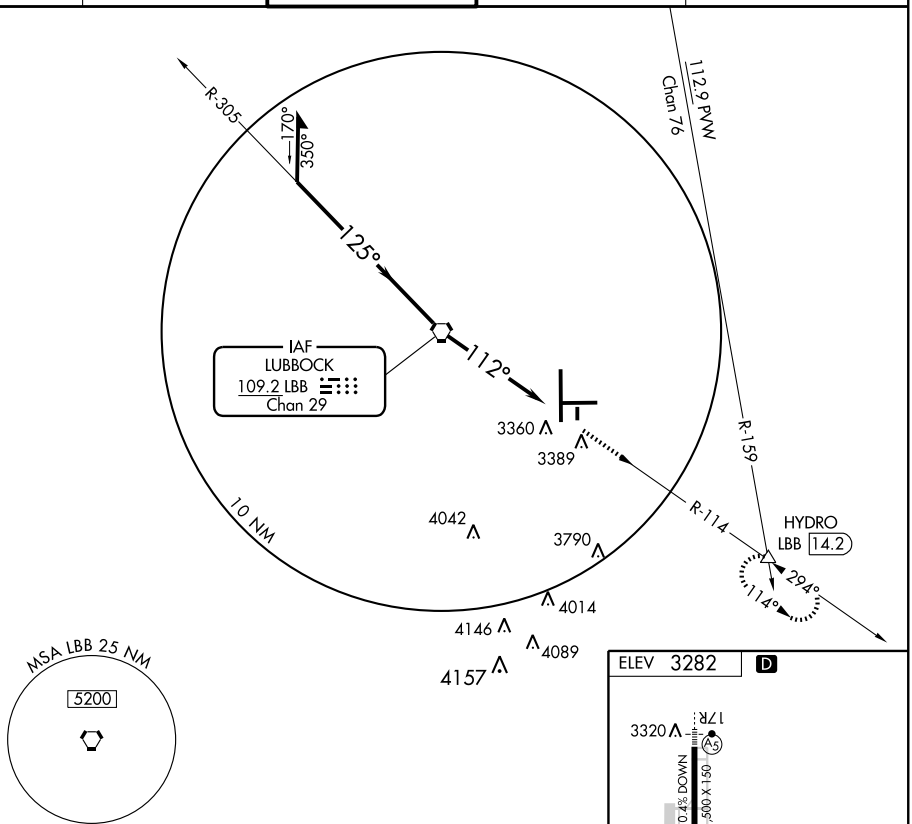
VOR-A

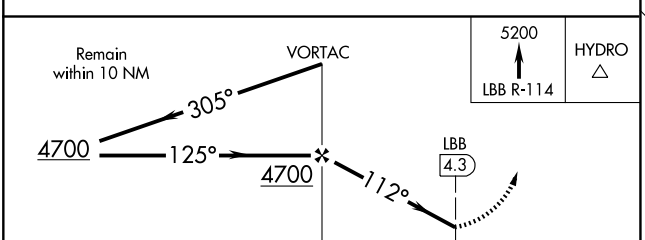
LUBBOCK PRESTON SMITH INTL (LBB)

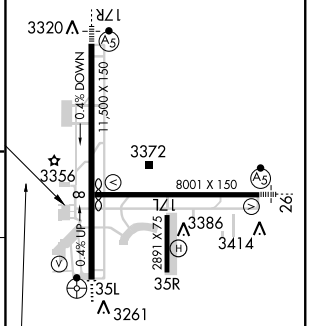
ASR

MISSED APPROACH: Climb to 5200 via LBB R-114 to HYDRO Int and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

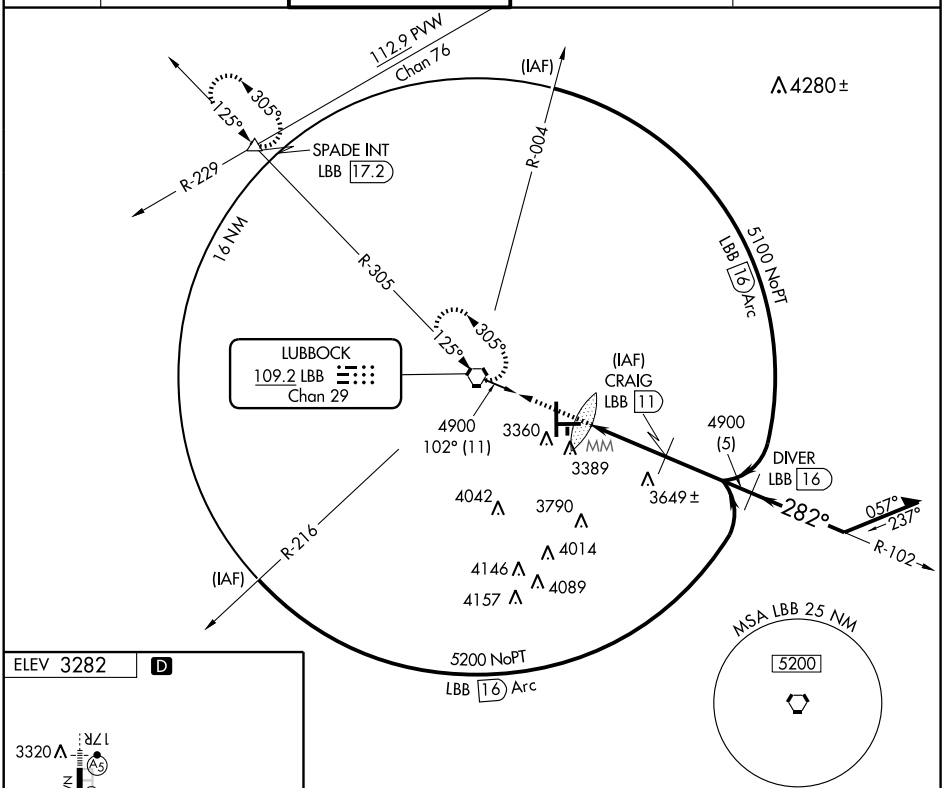
VOR LBB 109.2 Chan 29	APP CRS 282°	Rwy Idg 8001 TDZE 3256 Apt Elev 3282

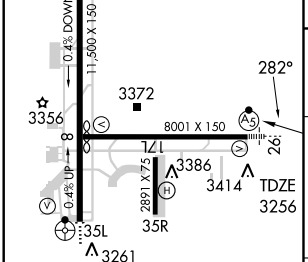
VOR/DME or TACAN RWY 26

LUBBOCK PRESTON SMITH INTL (LBB)

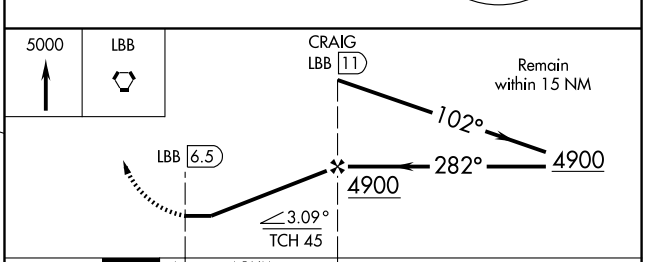
ASR	MALSR	MISSED APPROACH: Climb to 5000 direct LBB VORTAC and hold. (TACAN equipped aircraft continue via R-305 to SPADE and hold. Hold NW, left turns 125° inbound.)
Inoperative table does not apply.		

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L



CATEGORY	A	B	C	D	E
S-26	3680-1 424 (400-1)		3680-1¼ 424 (400-1¼)		3680-1½ 424 (400-1½)
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-LFK	APP CRS	Rwy Idg	5398
111.3	070°	TDZE	286
		Apt Elev	296

ILS or LOC RWY 7

LUFKIN/ANGELINA COUNTY (LFK)

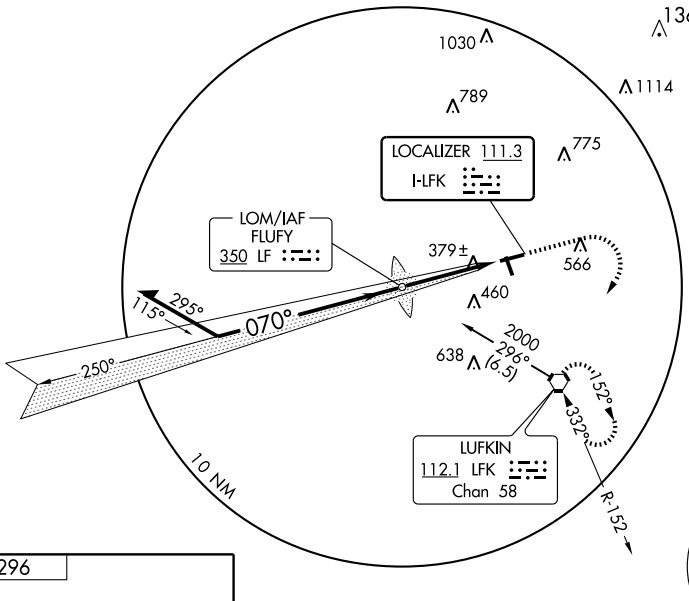
Circling NA for Cat D to Rwys 15 and 33. Inoperative table does not apply to S-ILS 7. For inoperative MALSR, increase S-LOC 7 Cats A/B/C visibility to 1. Visibility reduction by helicopters NA.

NA

MALSR

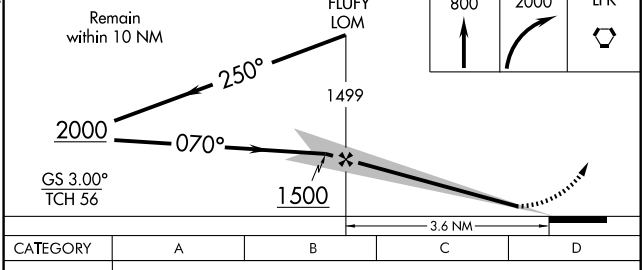
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct LFK VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L



MIRL Rwys 7-25 and 15-33 L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-ILS 7	487-¾ 201 (200-¾)			
S-LOC 7	640-¾ 354 (400-¾)			
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50105 W07A	APP CRS 070°	Rwy Idg 5398 TDZE 286 Apt Elev 296

RNAV (GPS) RWY 7

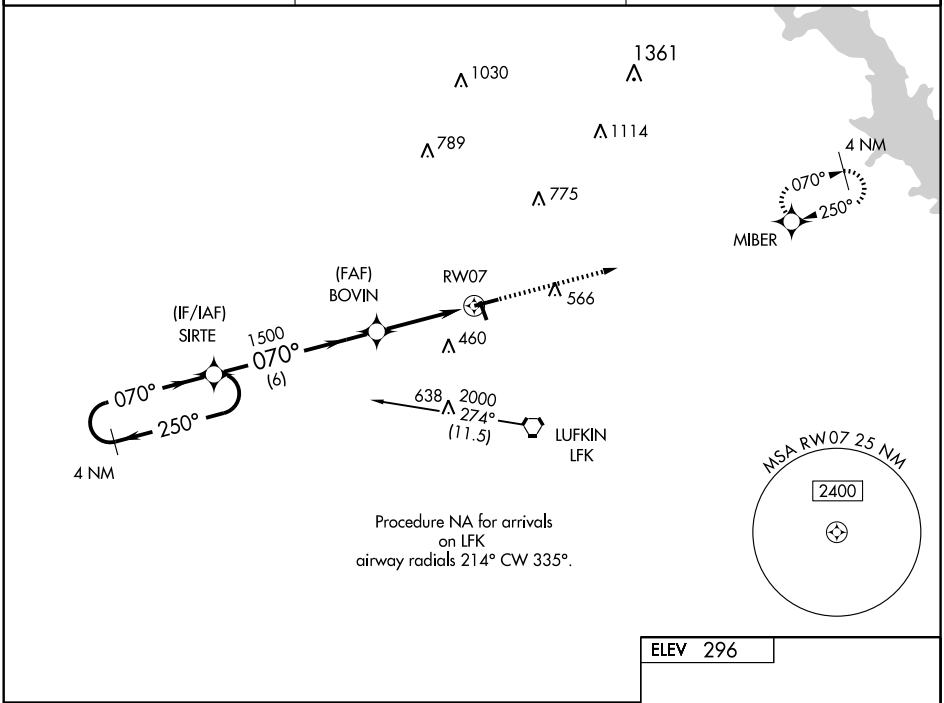
LUFKIN/ANGELINA COUNTY (LFK)

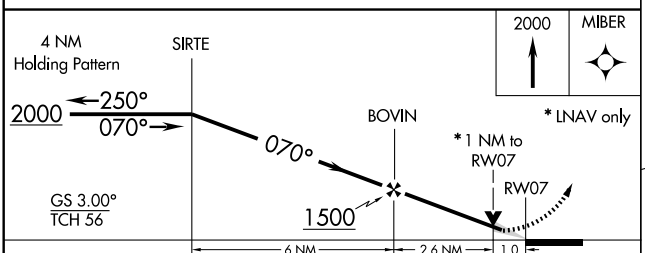
Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cats A/B/C visibility to 1 and Cat D visibility to 1¼. Circling NA for Cat D to Rwys 15-33. Visibility reduction by helicopters NA.

MALSR

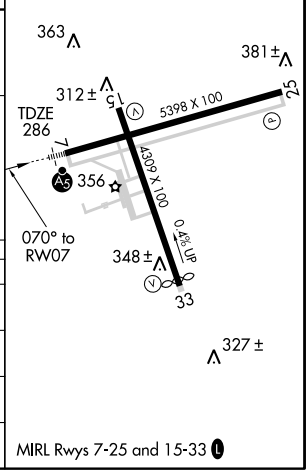
MISSED APPROACH: Climb to 2000 direct MIBER and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	583-¾ 297 (300-¾)			
LNAV/VNAV DA	654-¾ 368 (400-¾)			
LNAV MDA	660-¾ 374 (400-¾)			660-1 374 (400-1)
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)



SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

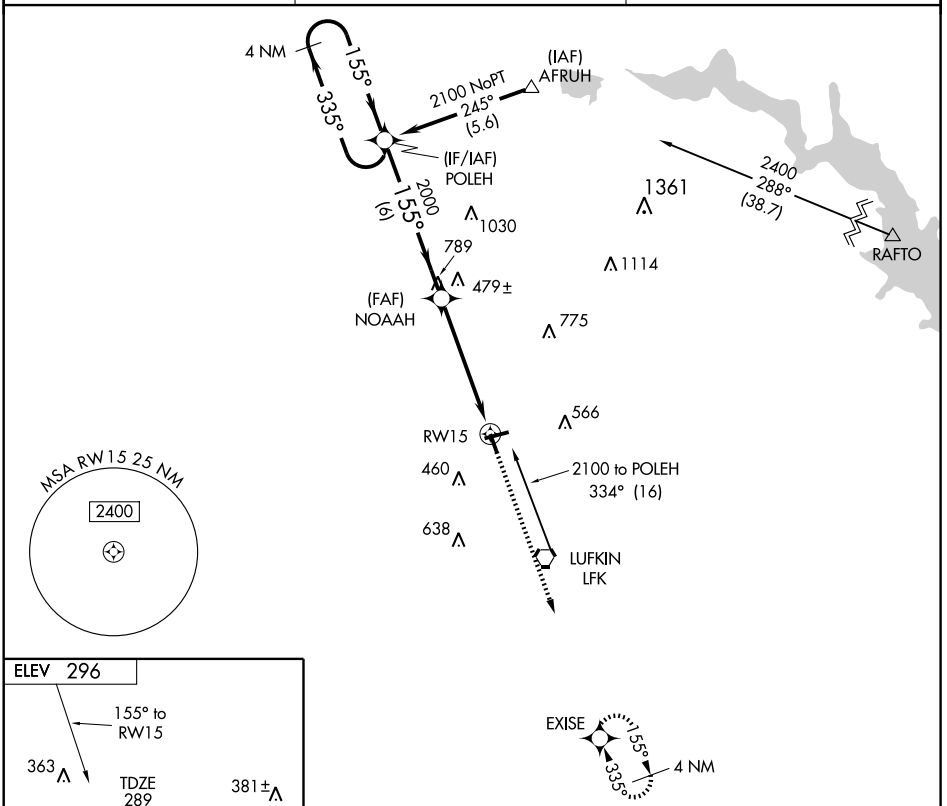
LUFKIN/ANGELINA COUNTY (LFK)

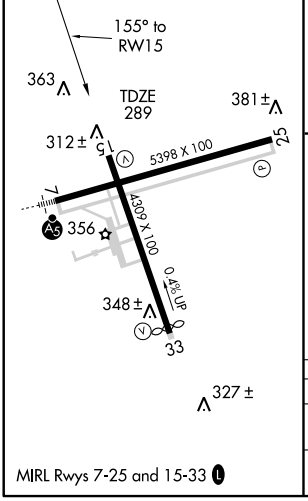
APP CRS	Rwy Idg	4309
155°	TDZE	289
	Apt Elev	296

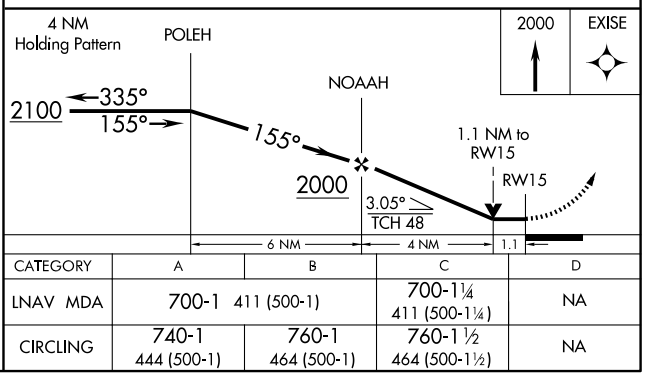
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct EXISE and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 411 (500-1)		700-1¼ 411 (500-1¼)	NA
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

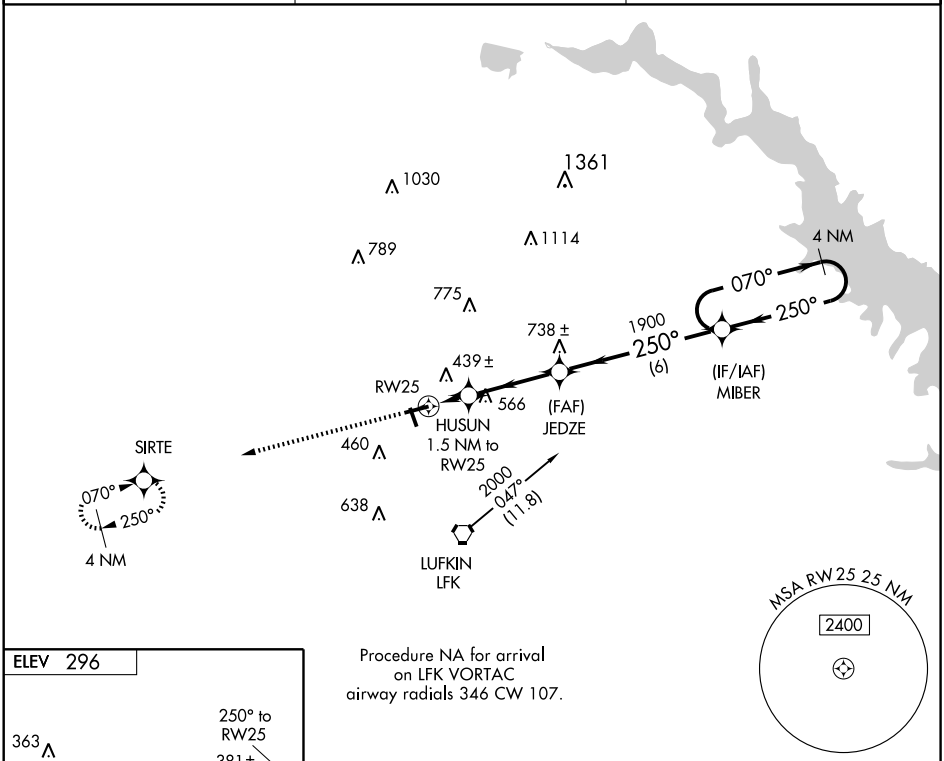
APP CRS	Rwy Idg	5398
250°	TDZE	296
	Apt Elev	296

RNAV (GPS) RWY 25
LUFKIN/ANGELINA COUNTY (LFK)

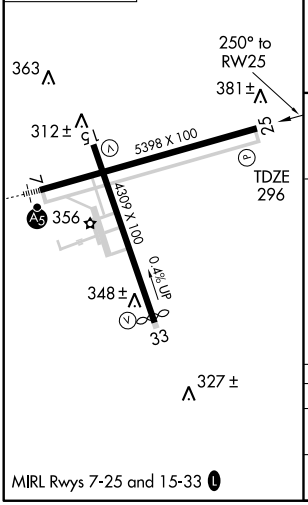
DME/DME RNP- 0.3 NA.
Circling NA for Cat D to Rwys 15-33.

MISSED APPROACH: Climb to 2000 direct SIRTE and hold.

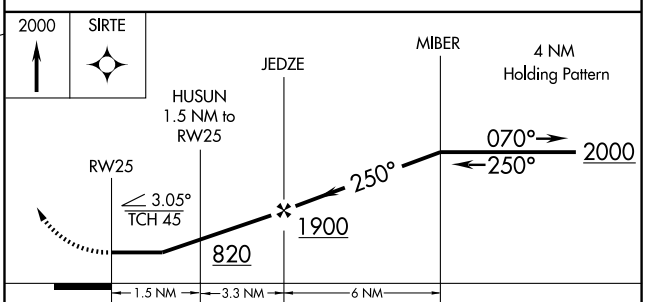
ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L



Procedure NA for arrival on LFK VORTAC airway radials 346 CW 107.



MIRL Rwys 7-25 and 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	660-1 364 (400-1)			660-1¼ 364 (400-1¼)
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	880-2 584 (600-2)

SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4204
335°	TDZE	286
	Apt Elev	296

RNAV (GPS) RWY 33

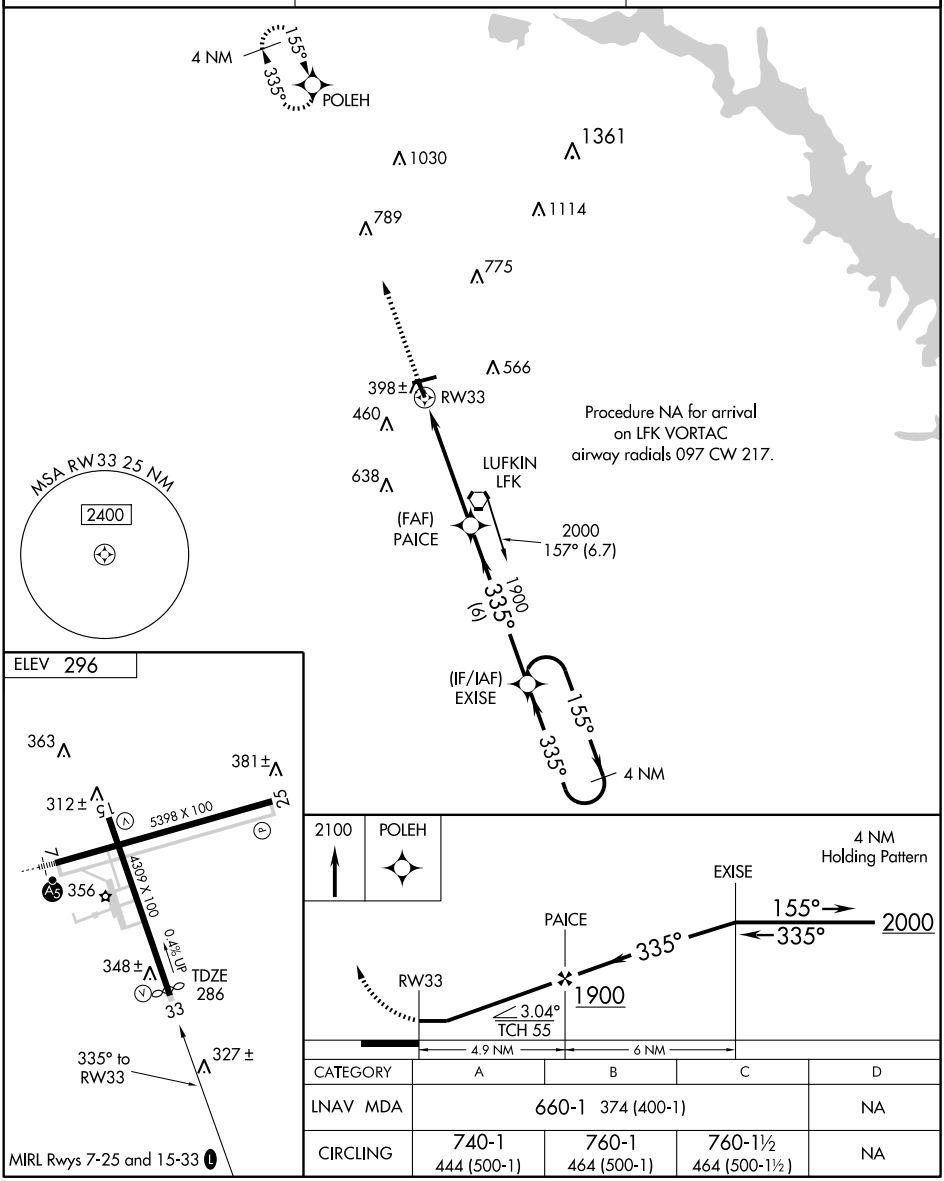
LUFKIN/ ANGELINA COUNTY (LFK)

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2100 direct POLEH and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L

SC-5, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	660-1 374 (400-1)			NA
CIRCLING	740-1 444 (500-1)	760-1 464 (500-1)	760-1½ 464 (500-1½)	NA

31°14'N-94°45'W

LUFKIN/ ANGELINA COUNTY (LFK)
RNAV (GPS) RWY 33

VORTAC LFK	APP CRS	Rwy Idg	4309
112.1	152°	TDZE	289
Chan 58		Apt Elev	296

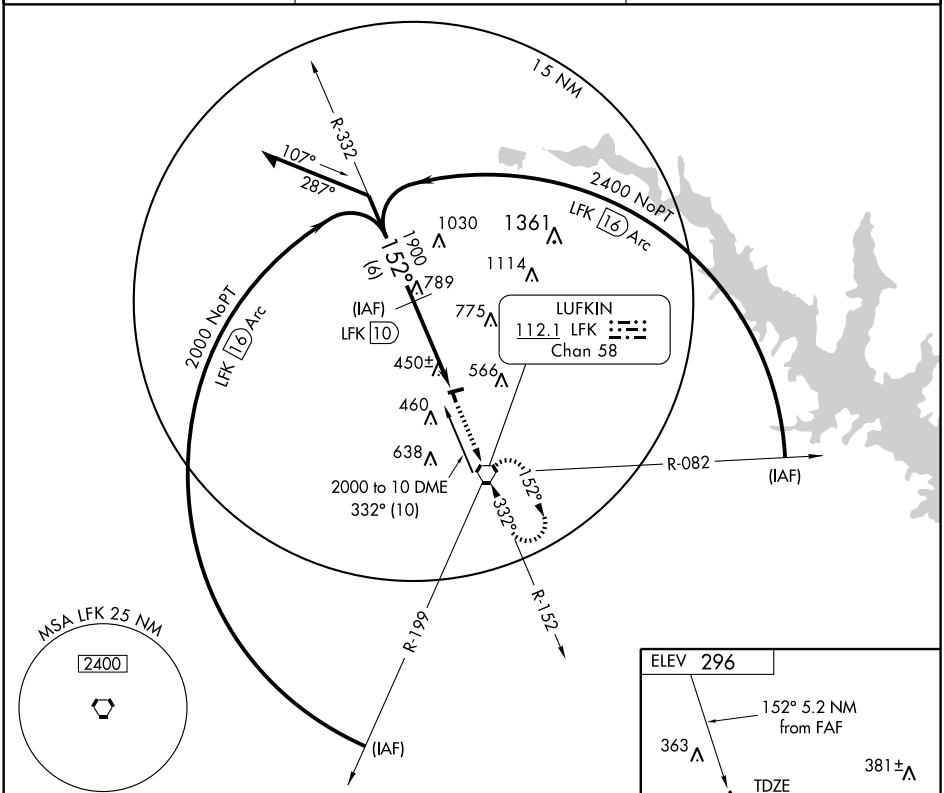
VOR/DME RWY 15

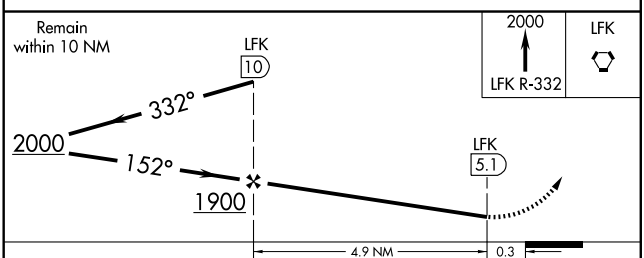
LUFKIN/ANGELINA COUNTY (LFK)

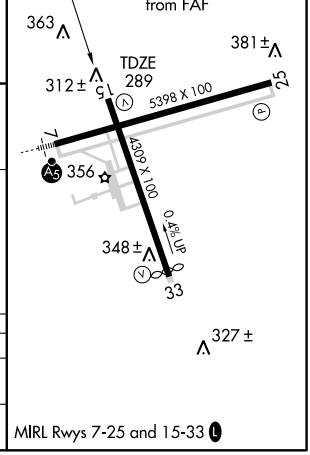
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2000 via LFK R-332 to LFK VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-15	700-1 411 (500-1)		700-1¼ 411 (500-1¼)	NA
CIRCLING	760-1 464 (500-1)		760-1½ 464 (500-1½)	NA

MIRL Rwys 7-25 and 15-33 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VORTAC LFK	APP CRS	Rwy Idg	4204
112.1	332°	TDZE	286
Chan 58		Apt Elev	296

VOR RWY 33

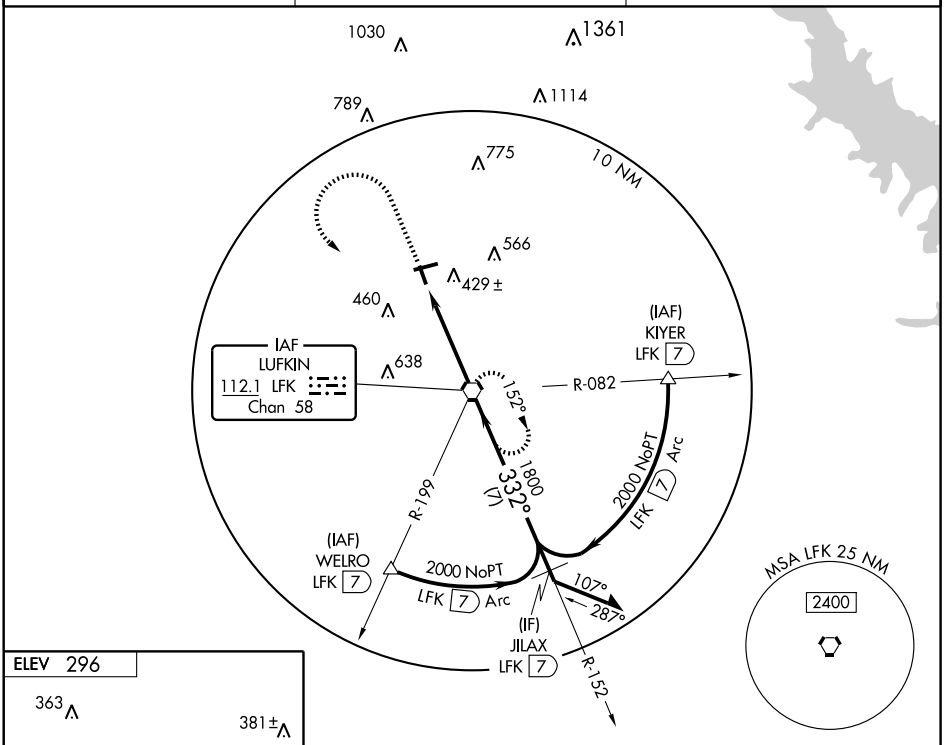
LUFKIN/ANGELINA COUNTY (LFK)

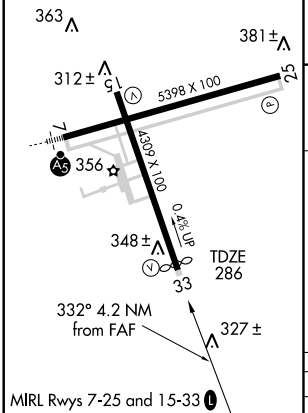
▼ If local altimeter setting not received, use A L Mangham Jr. Rgnl altimeter setting and increase all MDAs 60 feet.

▲ Visibility reduction by helicopters NA.

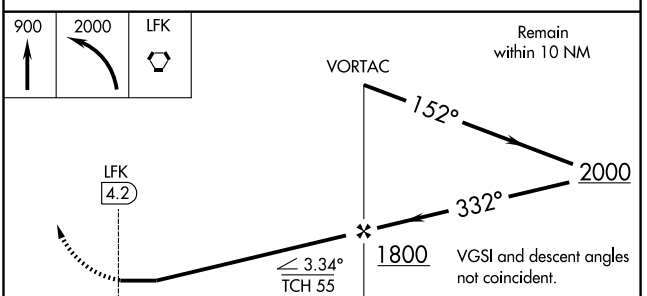
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct LFK VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
120.625	125.175 285.575	123.0 (CTAF) L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-33	680-1 394 (400-1)			680-1¼ 394 (400-1¼)
CIRCLING	760-1 464 (500-1)		760-1½ 464 (500-1½)	880-2 584 (600-2)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3202
183°	TDZE	287
	Apt Elev	287

RNAV (GPS) RWY 18

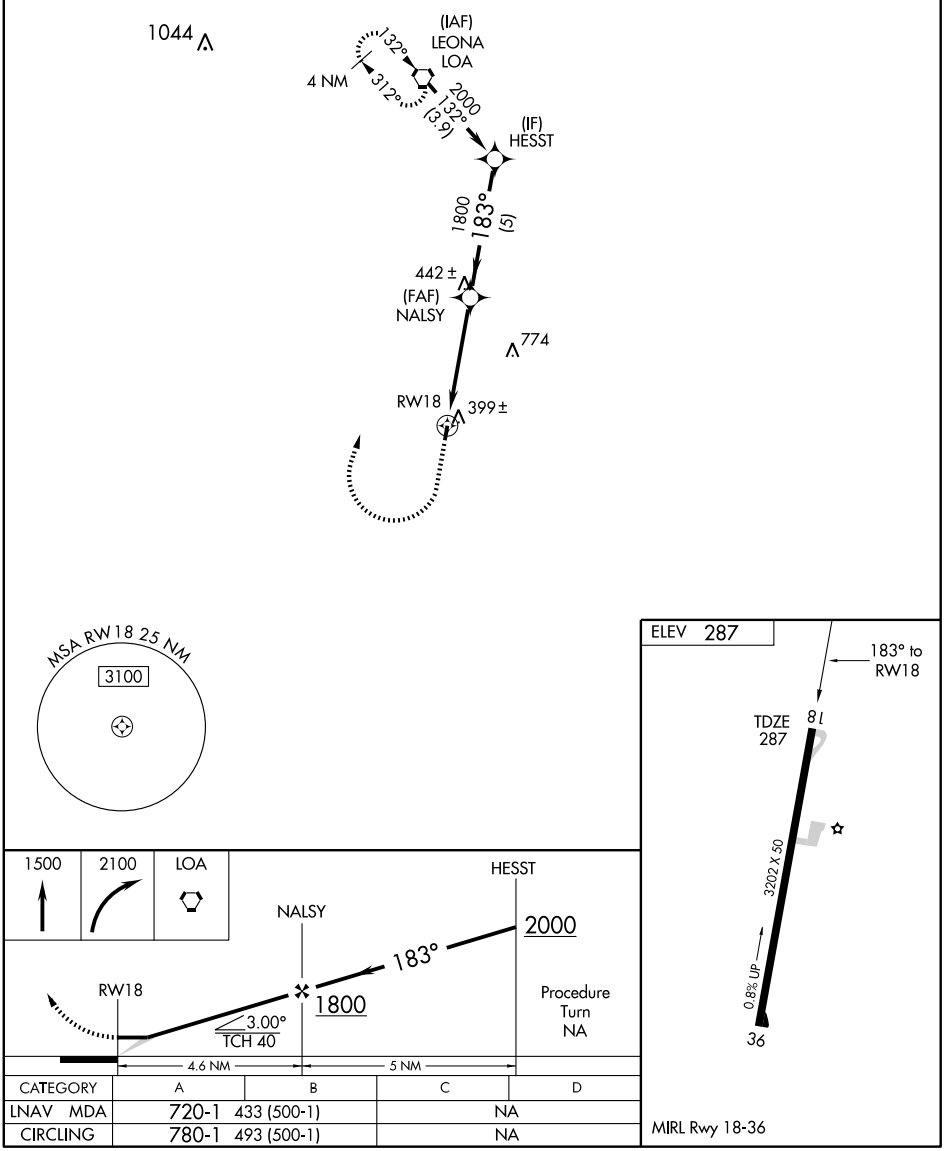
MADISONVILLE MUNI (51R)

NA

Use Huntsville Muni altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2100 direct LOA VORTAC and hold.

HUNTSVILLE ASOS	HOUSTON APP CON	CTAF
119.425	134.3 360.85	122.9



CATEGORY	A	B	C	D
LNAV MDA	720-1 433 (500-1)		NA	
CIRCLING	780-1 493 (500-1)		NA	

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

MADISONVILLE MUNI (51R)

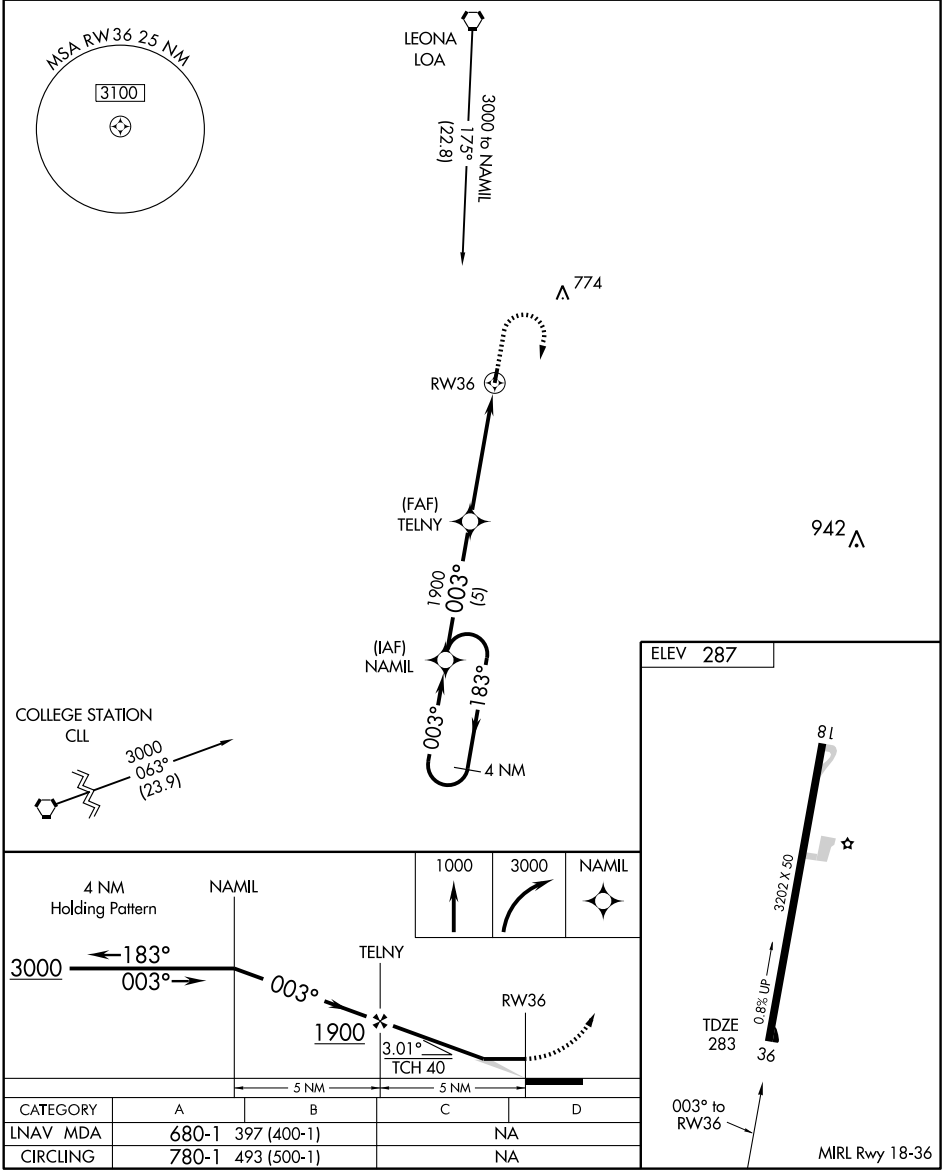
APP CRS	Rwy Idg	3202
003°	TDZE	283
	Apt Elev	287

⚠ NA

Use Huntsville Muni altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NAMIL WP and hold.

HUNTSVILLE ASOS	HOUSTON APP CON	CTAF
119.425	134.3 360.85	122.9



CATEGORY	A	B	C	D
LNAV MDA	680-1	397 (400-1)	NA	
CIRCLING	780-1	493 (500-1)	NA	

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

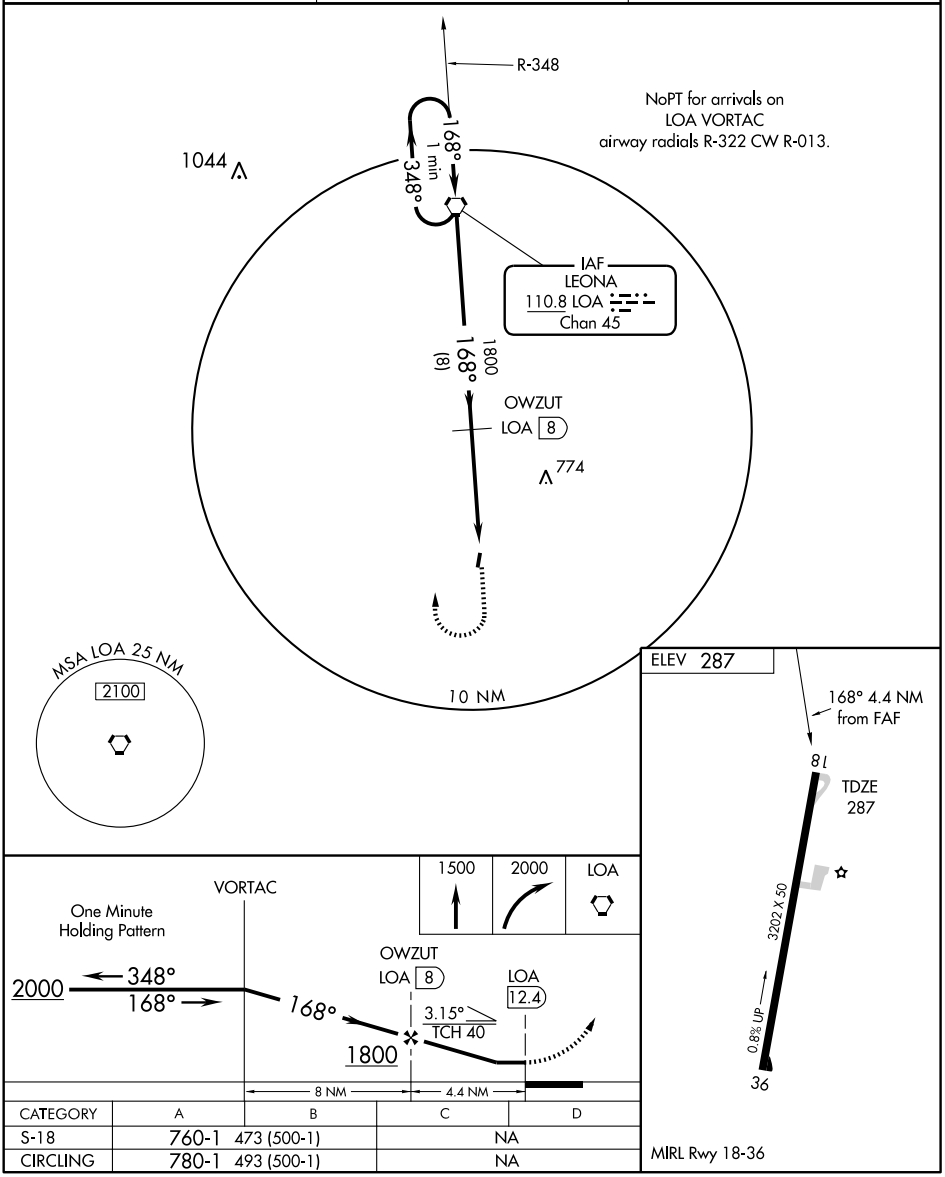
VORTAC LOA	APP CRS	Rwy Idg	3202
110.8	168°	TDZE	287
Chan 45		Apt Elev	287

VOR/DME RWY 18
MADISONVILLE MUNI (51R)

NA Use Huntsville Muni altimeter setting.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct LOA VORTAC and hold.

HUNTSVILLE ASOS	HOUSTON APP CON	CTAF
119.425	134.3 360.85	122.9



CATEGORY	A	B	C	D
S-18	760-1	473 (500-1)	NA	
CIRCLING	780-1	493 (500-1)	NA	

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6214
314°	TDZE	4840
	Apt Elev	4849

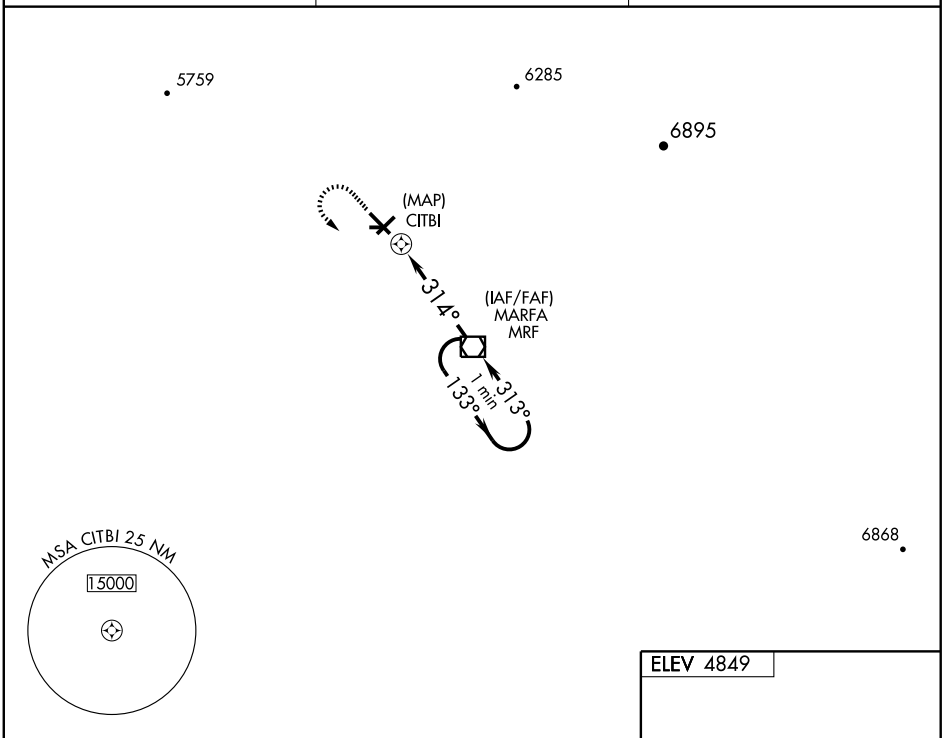
GPS RWY 30
MARFA MUNI (MRF)

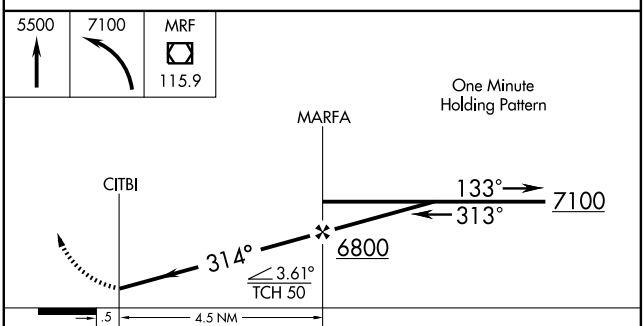
If local altimeter setting not received, procedure not authorized.

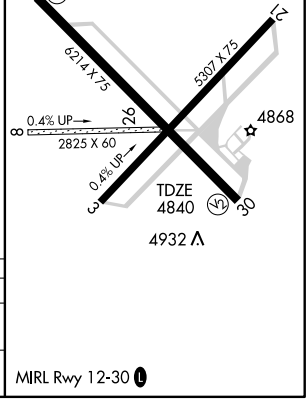
NA

MISSED APPROACH: Climb to 5500 then climbing left turn to 7100 direct MRF VOR/DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
134.025	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	5200-1 360 (400-1)			5200-1¼ 360 (400-1¼)
CIRCLING	5260-1 411 (500-1)	5300-1 451 (500-1)	5300-1½ 451 (500-1½)	5400-2 551 (600-2)

MIRL Rwy 12-30 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME MRF	APP CRS	Rwy Idg 6214
115.9	313°	TDZE 4840
Chan 106		Apt Elev 4849

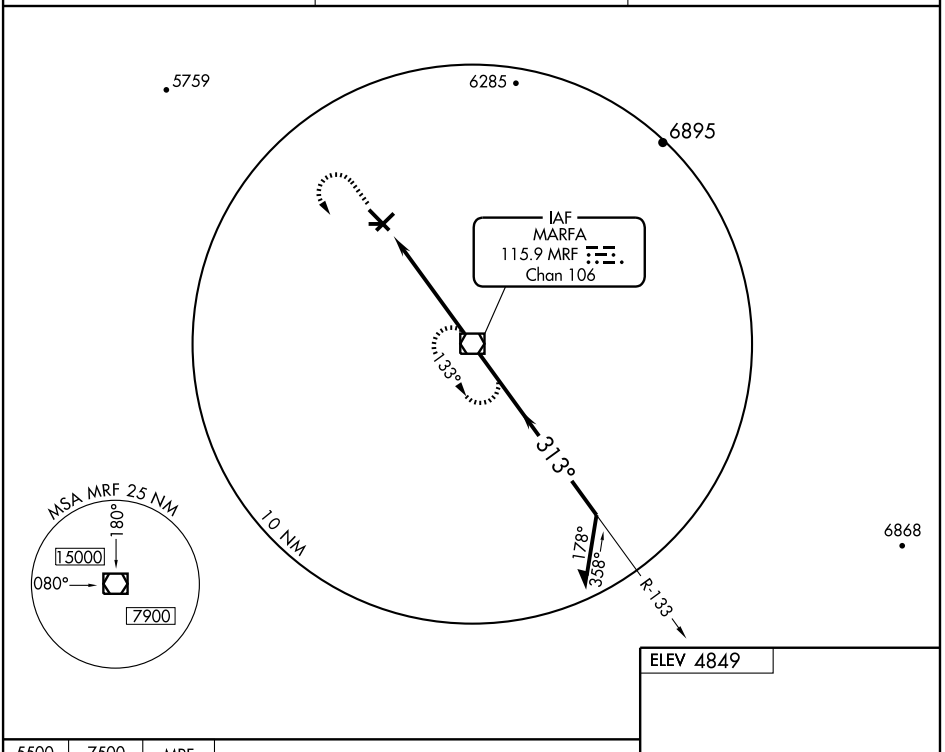
VOR RWY 30
MARFA MUNI (MRF)

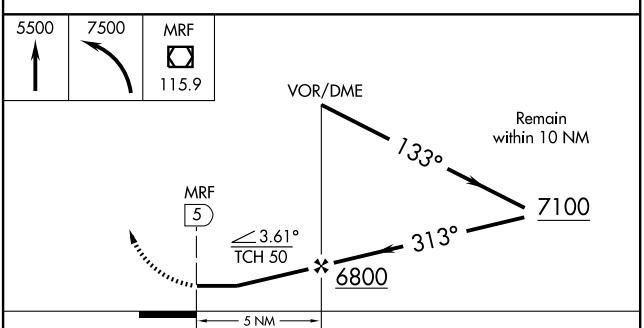
If local altimeter setting not received, procedure not authorized.

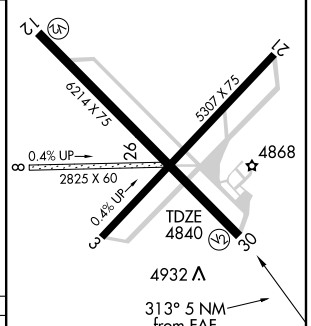
NA

MISSED APPROACH: Climb to 5500 then climbing left turn to 7500 direct MRF VOR/DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
134.025	135.875 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	5200-1 360 (400-1)			5200-1¼ 360 (400-1¼)
CIRCLING	5260-1 411 (500-1)	5300-1 451 (500-1)	5300-1½ 451 (500-1½)	5400-2 551 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

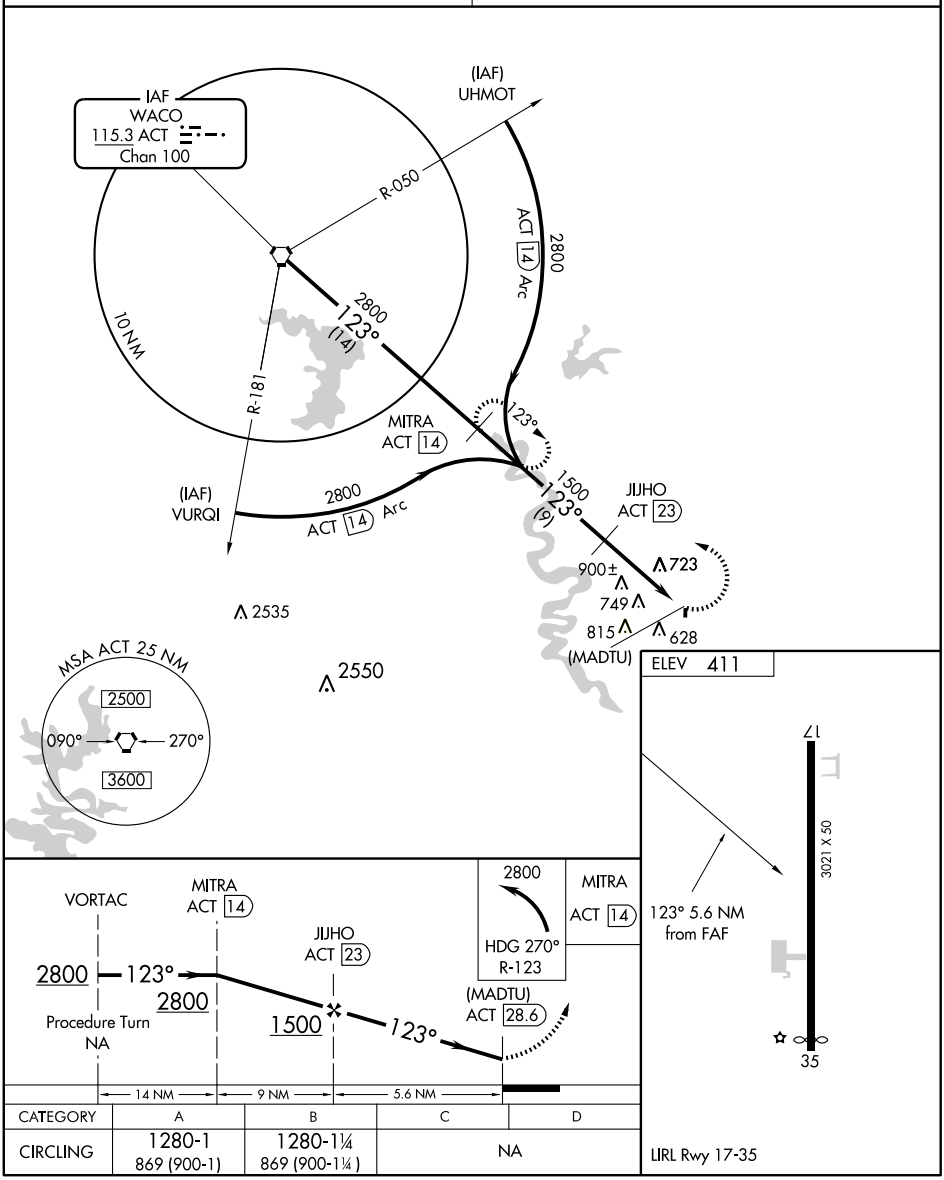
SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR ACT	APP CRS	Rwy Idg	N/A
115.3	123°	TDZE	N/A
Chan 100		Apt Elev	411

VOR/DME or GPS-A

MARLIN (T15)

NA Use Waco Rgnl altimeter setting.	MISSED APPROACH: Climbing left turn to 2800 via heading 270° and R-123 to MITRA/14 DME and hold.
WACO APP CON ★ 127.65 352.0	CTAF 120.0



CATEGORY	A	B	C	D
CIRCLING	1280-1 869 (900-1)	1280-1¼ 869 (900-1¼)	NA	

LIRL Rwy 17-35

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

GPS RWY 33

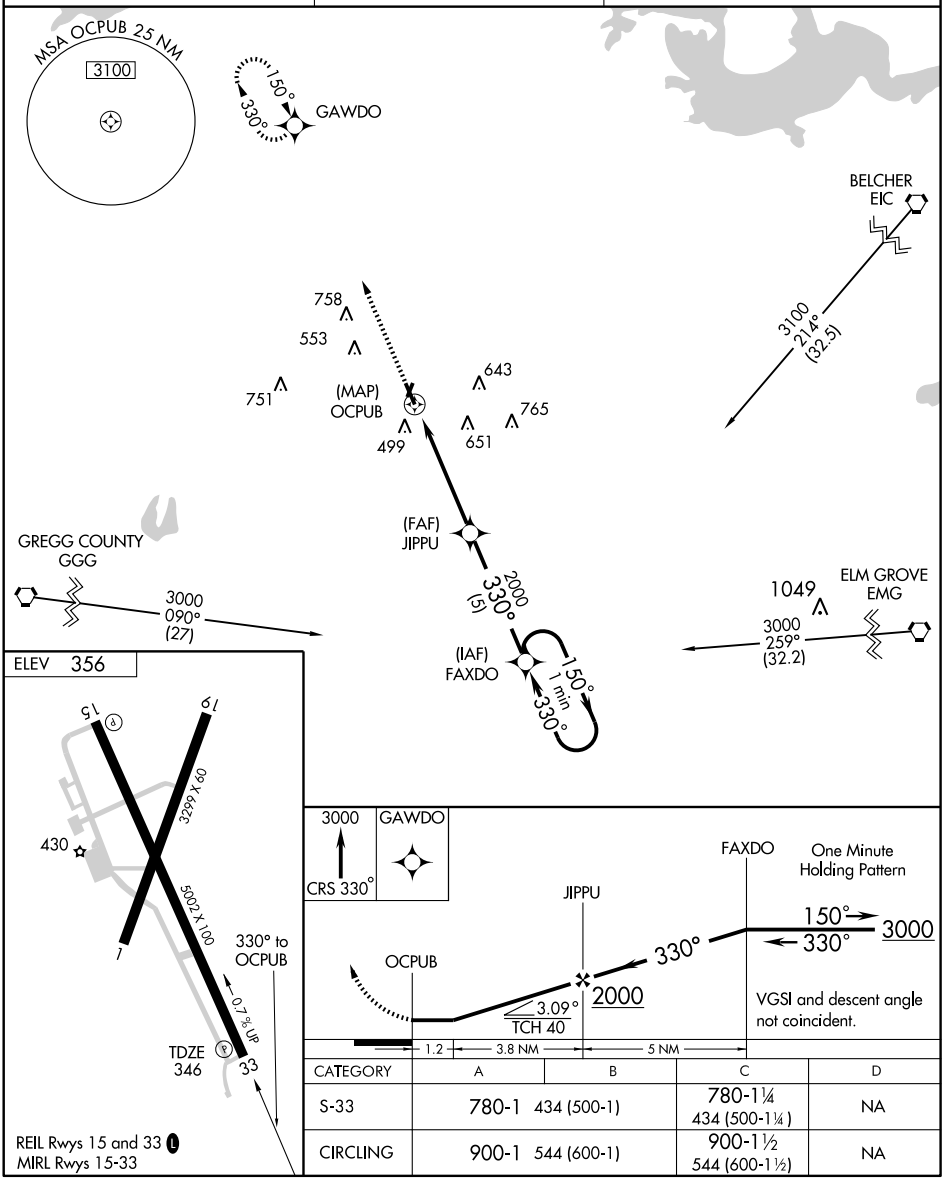
MARSHALL/ HARRISON COUNTY (ASL)

APP CRS	Rwy Idg	5000
330°	TDZE	346
	Apt Elev	356

NA

MISSED APPROACH: Climb to 3000 via 330° course to GAWDO and hold.

AWOS-3	SHREVEPORT APP CON ★	UNICOM
118.675	119.9 335.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	780-1 434 (500-1)		780-1¼ 434 (500-1¼)	NA
CIRCLING	900-1 544 (600-1)		900-1½ 544 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GGG	APP CRS	Rwy Idg	N/A
112.3	068°	TDZE	N/A
Chan 70		Apt Elev	356

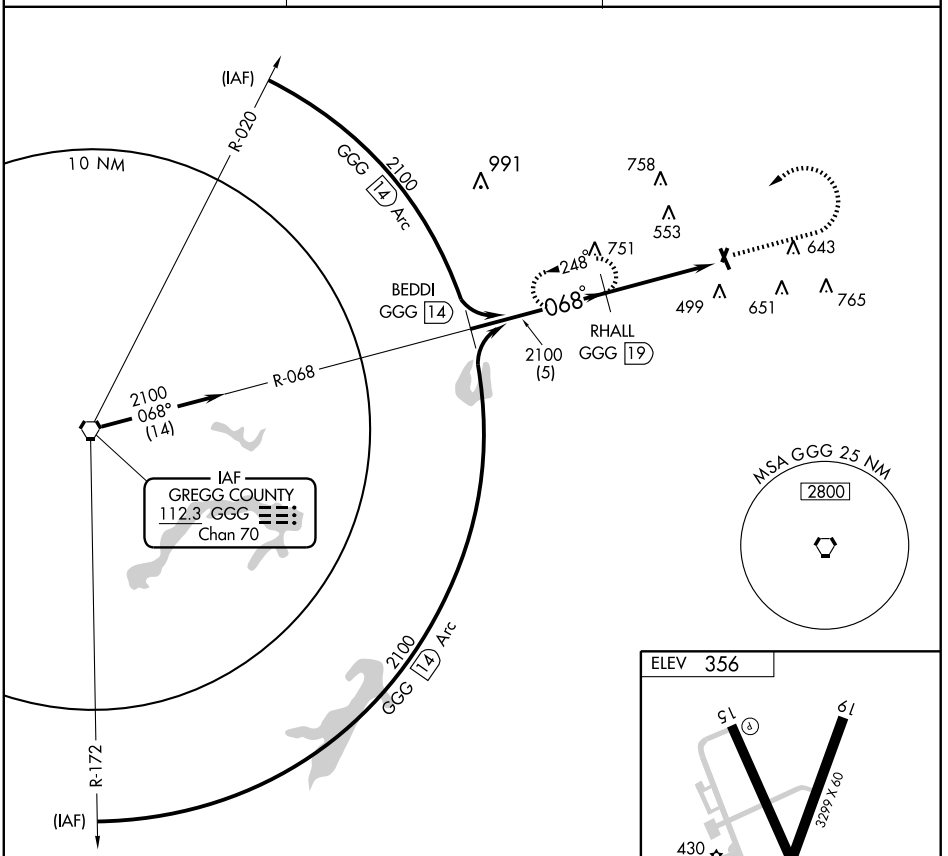
VOR/DME-A

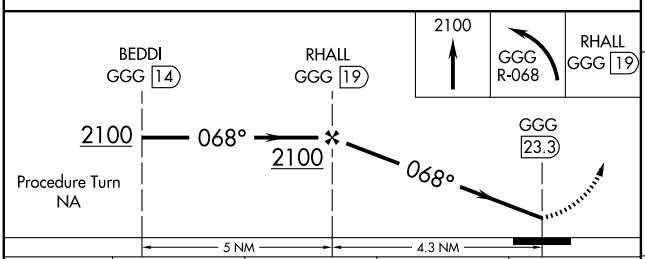
MARSHALL/ HARRISON COUNTY (ASL)

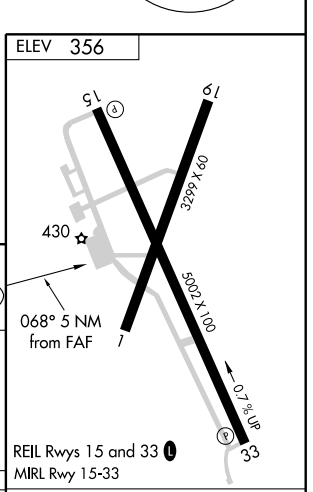
NA

MISSED APPROACH: Climb to 2100 then left turn via GGG R-068 to RHALL/GGG 19 DME and hold.

AWOS-3	SHREVEPORT APP CON *	UNICOM
118.675	119.9 335.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 944 (1000-1¼)		NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

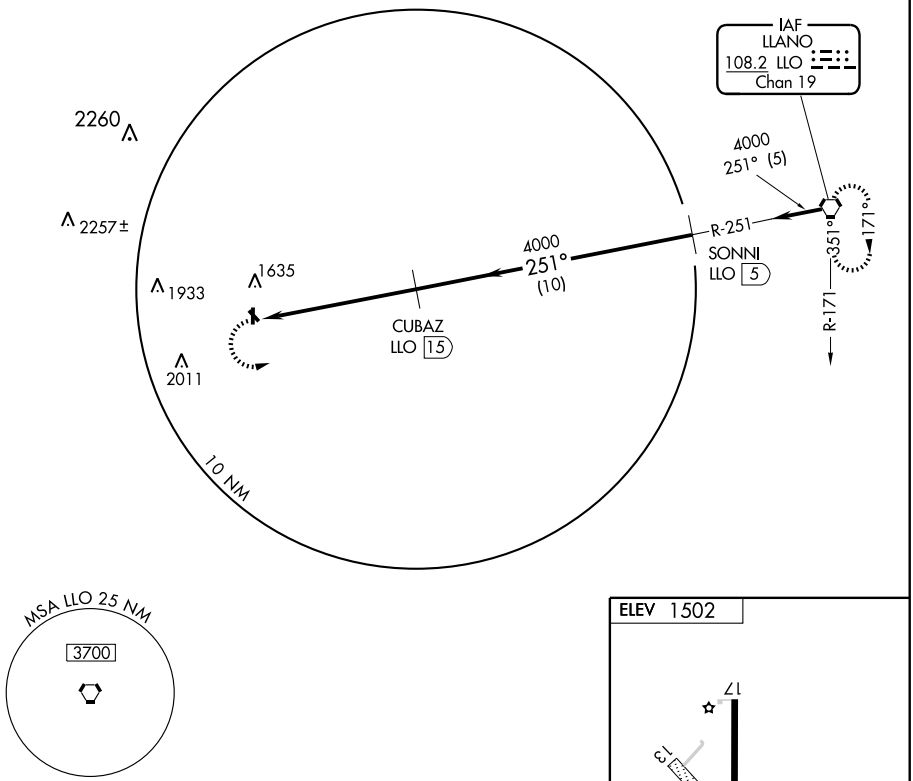
VORTAC LLO 108.2 Chan 19	APP CRS 251°	Rwy Idg N/A TDZE N/A Apt Elev 1502

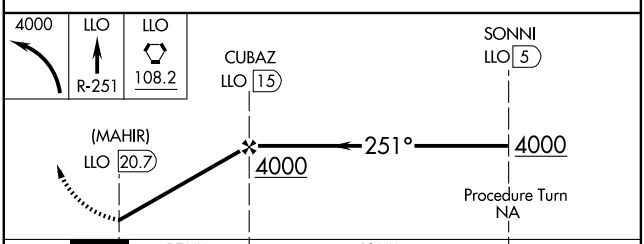
VOR/DME or GPS-A
MASON COUNTY (T92)

Use Curtis Field altimeter setting.
NA

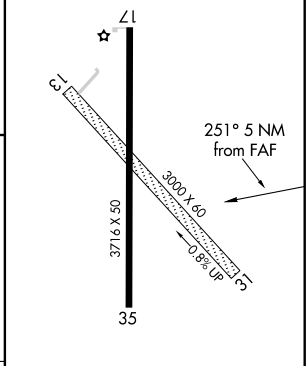
MISSED APPROACH: Climbing left turn to 4000. Return to LLO VORTAC via R-251 and hold.

HOUSTON CENTER	CTAF	
132.35 317.5	122.9	123.3 L





CATEGORY	A	B	C	D
CIRCLING	2100-1 598 (600-1)	2100-1¼ 598 (600-1¼)	2100-1½ 598 (600-1½)	NA



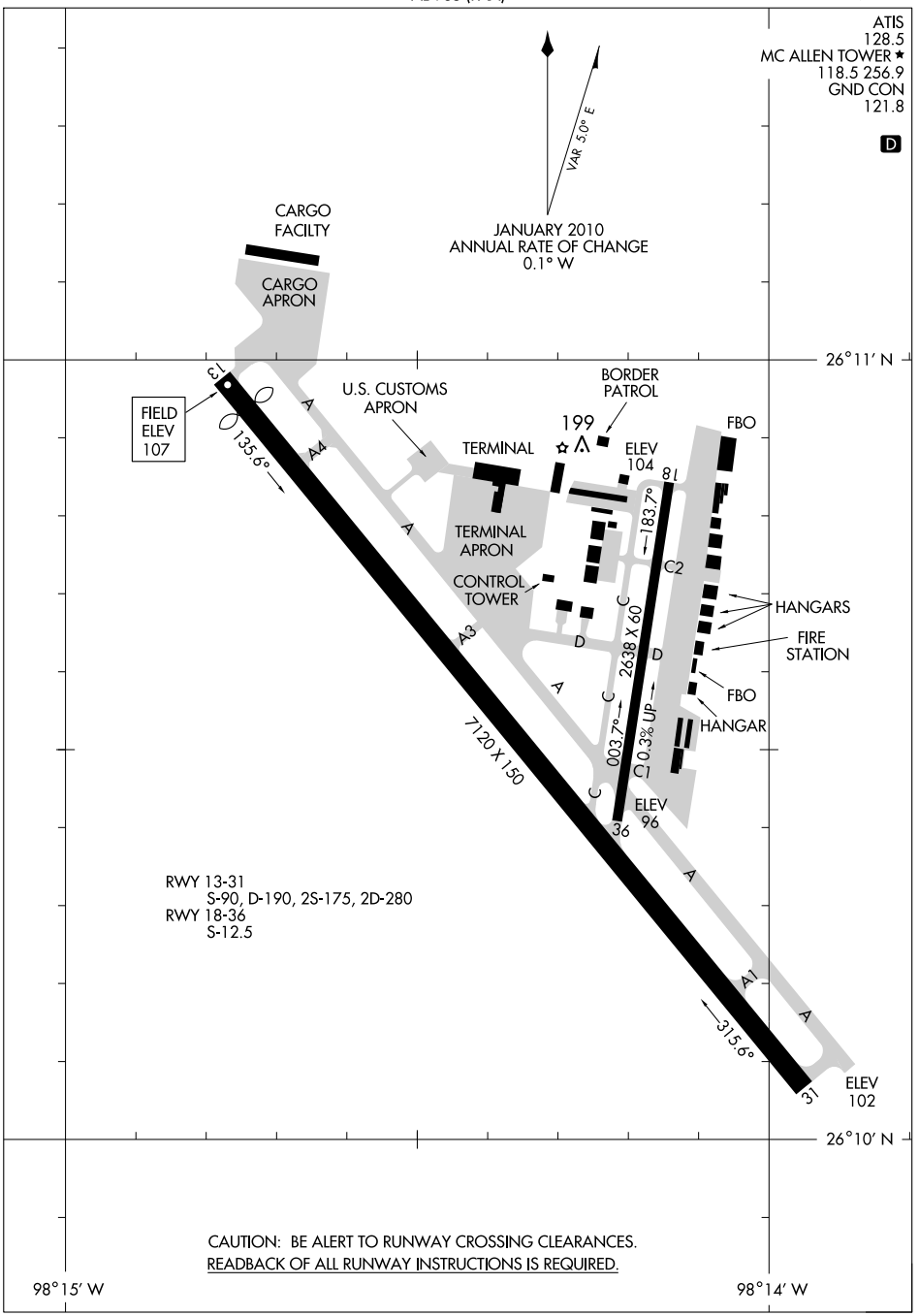
LIRL Rwy 17-35 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-985 (FAA)

MC ALLEN MILLER INTL (MFE)
MC ALLEN, TEXAS



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MC ALLEN, TEXAS
MC ALLEN MILLER INTL (MFE)

10210

LOC I-MFE	APP CRS	Rwy Idg	6983
111.7	134°	TDZE	107
Chan 54		Apt Elev	107

ILS or LOC RWY 13

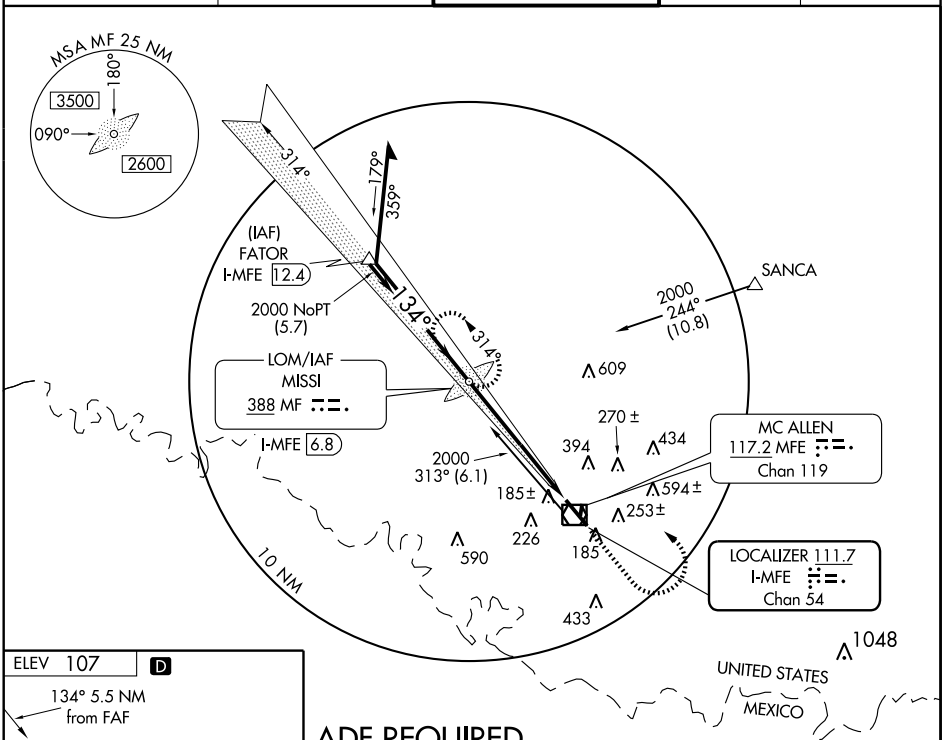
MC ALLEN MILLER INTL (MFE)

Circling not authorized Northeast of Rwy 13-31.
ADF required.

MALSR

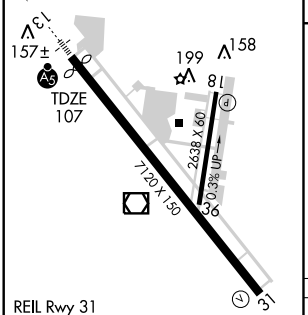
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct to MISSI LOM and hold.

ATIS	VALLEY APP CON	MC ALLEN TOWER★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) 256.9	121.8	122.95



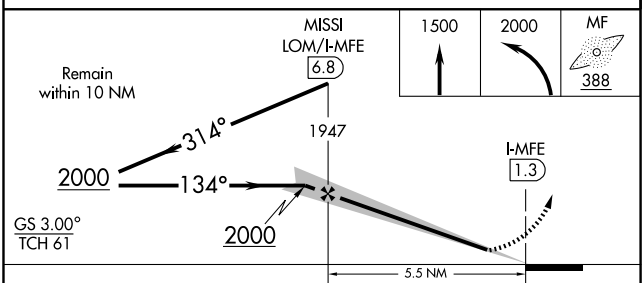
SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 13	307-½ 200 (200-½)			
S-LOC 13	540-½ 433 (500-½)		540-¾ 433 (500-¾)	540-1 433 (500-1)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

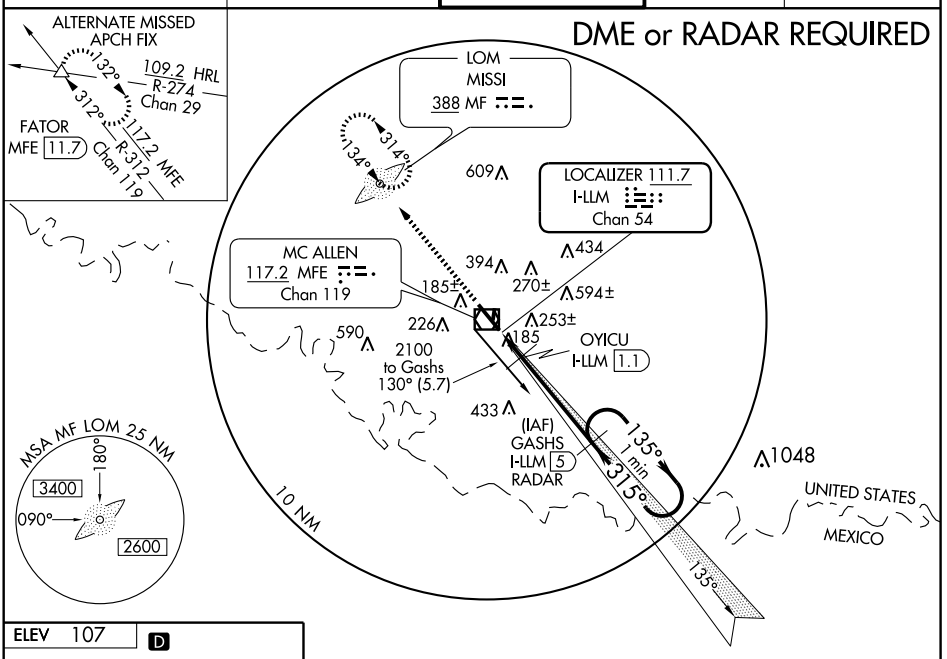
LOC/DME I-LLM	APP CRS	Rwy Idg	7120
111.7	315°	TDZE	102
Ch 54		Apt Elev	107

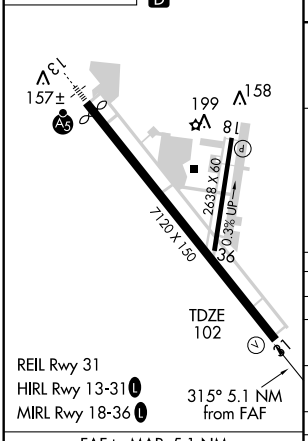
ILS or LOC RWY 31
MC ALLEN MILLER INTL (MFE)

Circling NA northest of Rwys 13 and 31. Visibility reduction by helicopters NA. ADF and DME or Radar required. OYICU DME minimums NA when using Valley Intl altimeter. When local altimeter setting not received, use Valley Intl altimeter setting and increase all DA 83 feet and all MDA 100 feet, S-ILS 31 all Cats visibility ¼ mile, S-LOC 31 Cat C visibility ¼ and Cat D ½ mile.

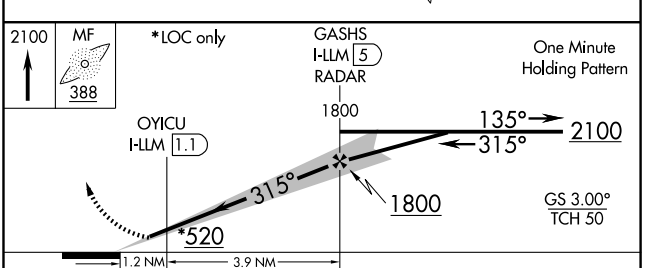
MISSED APPROACH: Climb to 2100 direct MF LOM and hold

ATIS	VALLEY APP CON	MC ALLEN TOWER*	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 31	302-¾ 200 (200-¾)			
S-LOC 31	520-1 418 (500-1)		520-1¼ 418 (500-1¼)	
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)
OYICU DME MINIMUMS				
S-LOC 31	440-1 338 (400-1)			
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6983
CH 78400	134°	TDZE	107
W13A		Apt Elev	107

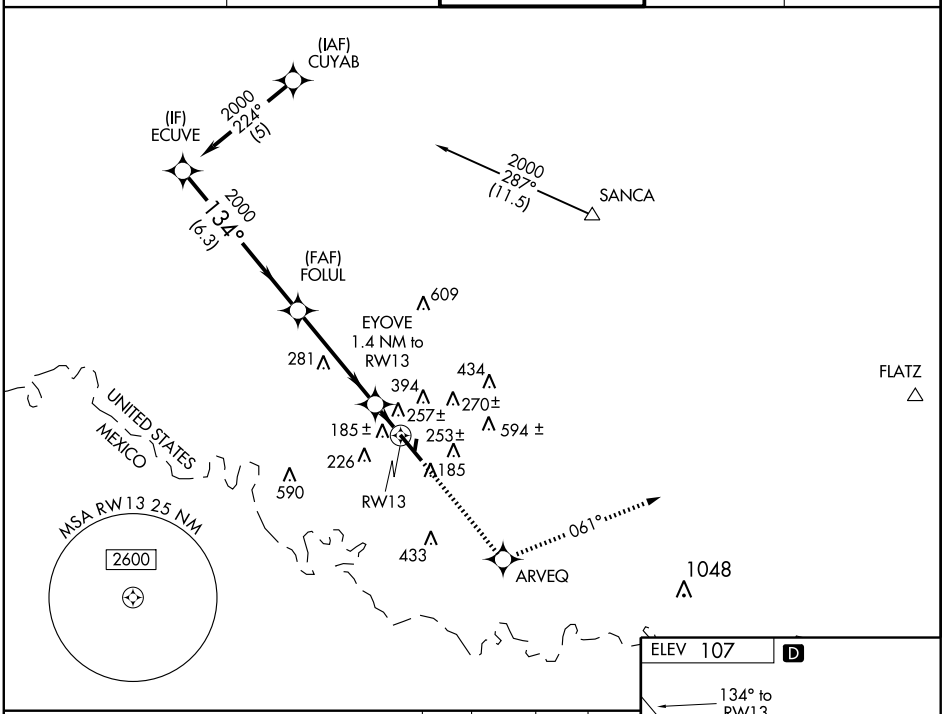
RNAV (GPS) RWY 13
MC ALLEN MILLER INTL (MFE)

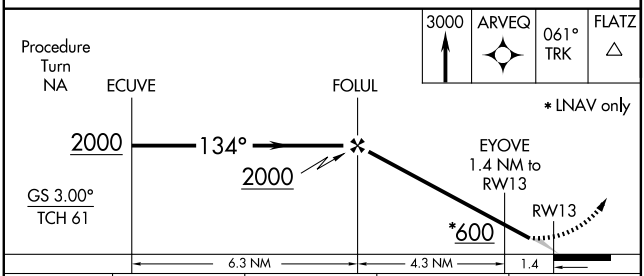
DME/DME RNP-0.3 NA. Circling not authorized northeast of Rwy 13-31. For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

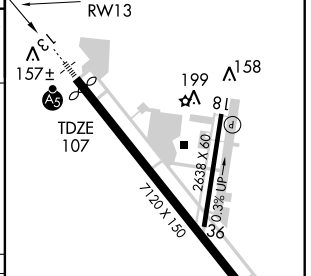
MALSR

MISSED APPROACH: Climb to 3000 direct ARVEQ and via 061° track to FLATZ.

ATIS	VALLEY APP CON	MC ALLEN TOWER ★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	372-½ 265 (300-½)			
LNAV/ VNAV DA	610-1¼ 503 (600-1¼)			
LNAV MDA	520-½ 413 (500-½)		520-¾ 413 (500-¾)	520-1 413 (500-1)
CIRCLING	580-1¾ 473 (500-1¾)			660-2 553 (600-2)

REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

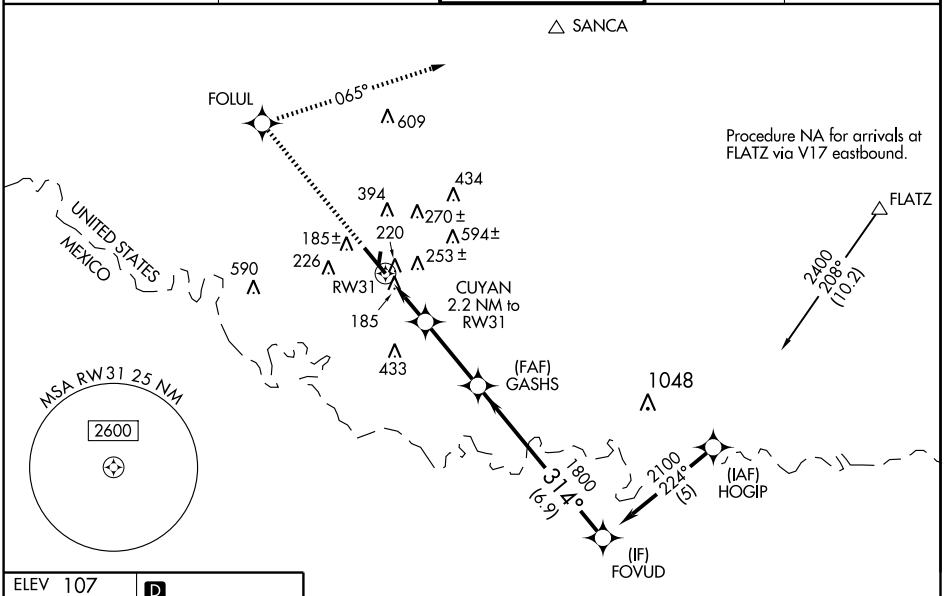
WAAS	APP CRS	Rwy Idg	7120
CH 78001	314°	TDZE	102
W31A		Apt Elev	107

RNAV (GPS) RWY 31
MC ALLEN MILLER INTL (MFE)

DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 13-31. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Valley Intl altimeter setting. When local alitmeter setting not received, use Valley Intl altimeter setting and increase all DA 83 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile. VDP NA when using Valley Intl altimeter setting.

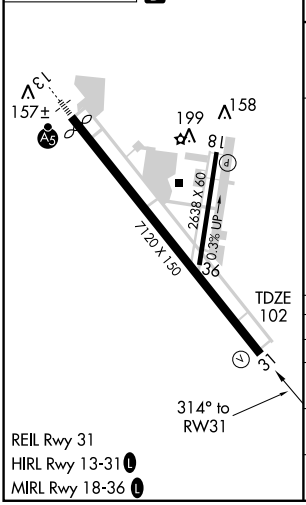
MISSED APPROACH: Climb to 2000 direct FOLUL and right turn via 065° track to SANCA.

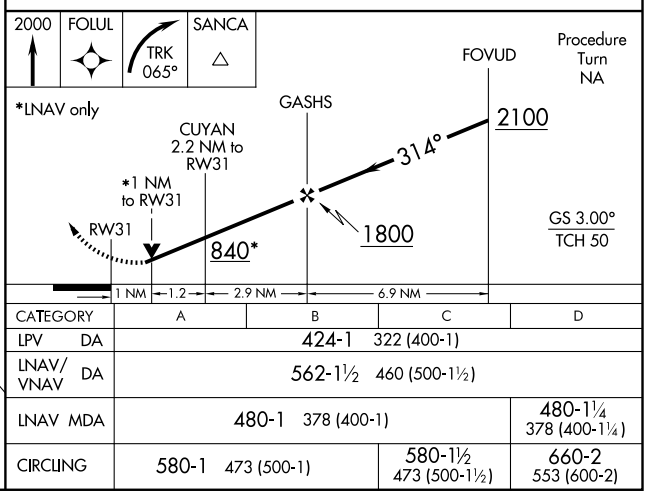
ATIS	VALLEY APP CON	MC ALLEN TOWER ★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LPV DA	424-1 322 (400-1)			
LNAV/VNAV DA	562-1½ 460 (500-1½)			
LNAV MDA	480-1 378 (400-1)			480-1¼ 378 (400-1¼)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

VOR/DME MFE	APP CRS	Rwy Idg	6983
117.2	134°	TDZE	107
Chan 119		Apt Elev	107

VOR RWY 13

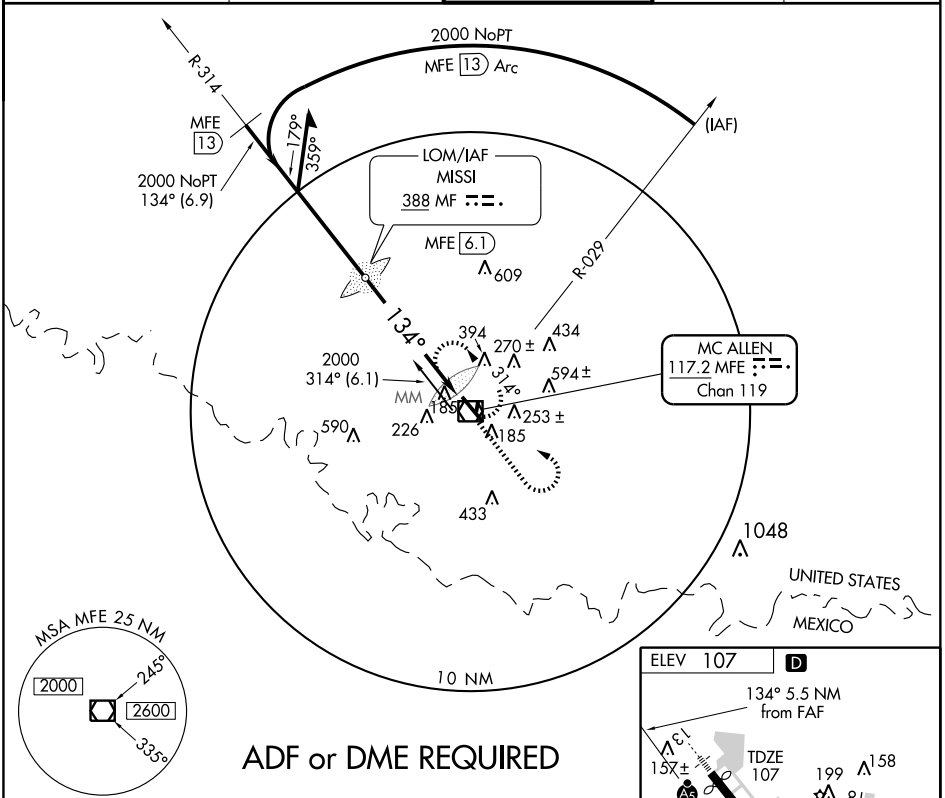
MC ALLEN MILLER INTL (MFE)

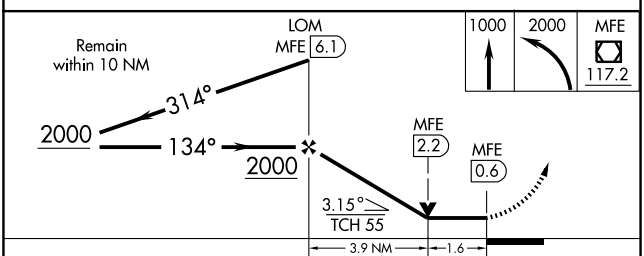
Circling not authorized Northeast of Rwy 13-31.

MALSR

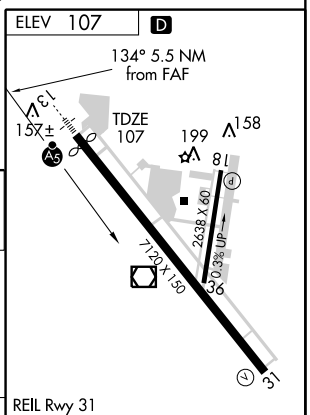
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MFE VOR/DME and hold.

ATIS	VALLEY APP CON	MC ALLEN TOWER★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95





CATEGORY	A	B	C	D
S-13	600-½ 493 (500-½)		600-¾ 493 (500-¾)	600-1 493 (500-1)
CIRCLING	600-1 493 (500-1)		600-1½ 493 (500-1½)	660-2 553 (600-2)



REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME MFE	APP CRS	Rwy Idg	7120
117.2	305°	TDZE	102
Chan 119		Apt Elev	107

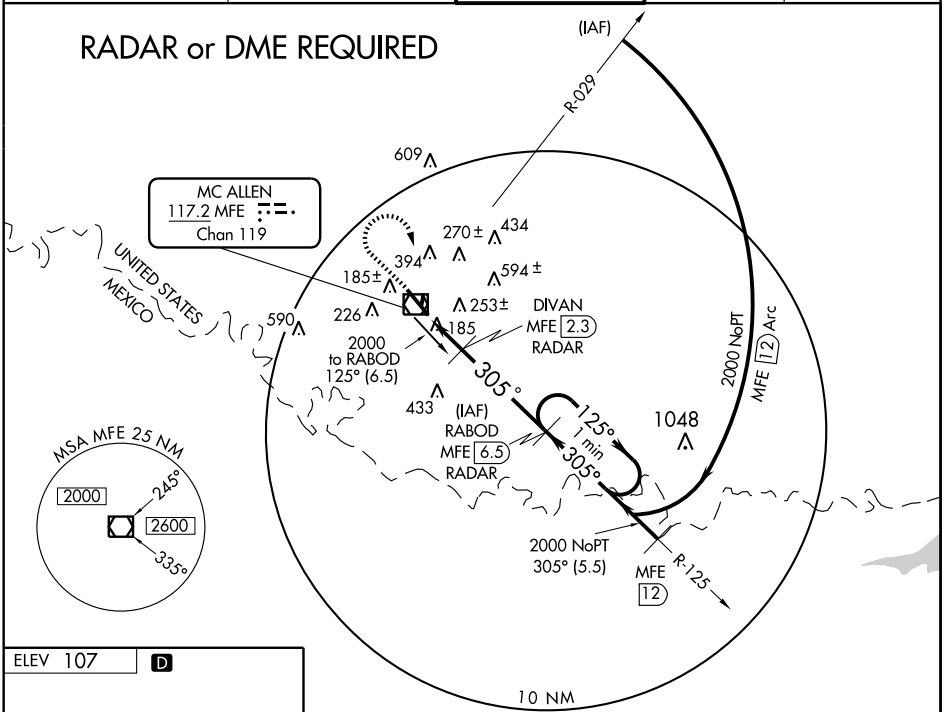
VOR RWY 31
MC ALLEN MILLER INTL (MFE)

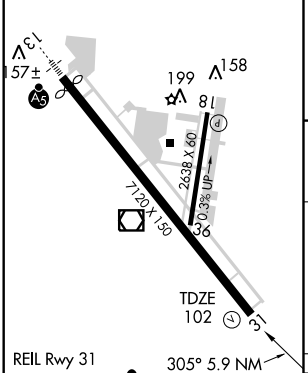
Circling not authorized Northeast of Rwy 13-31.

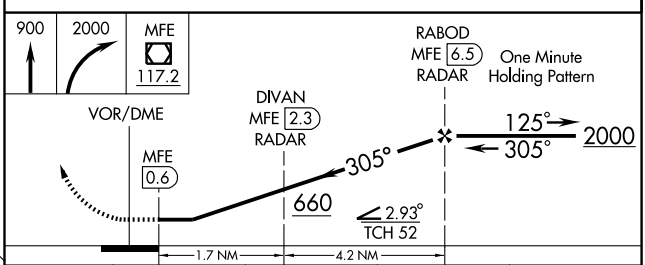
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct MFE VOR/DME.

ATIS	VALLEY APP CON	MC ALLEN TOWER★	GND CON	UNICOM
128.5	121.0 377.2	118.5 (CTAF) L 256.9	121.8	122.95

RADAR or DME REQUIRED







FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-31	480-1 378 (400-1)			480-1¼ 378 (400-1¼)
CIRCLING	580-1 473 (500-1)		580-1½ 473 (500-1½)	660-2 553 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010

DALLAS NINE DEPARTURE

(DALL9.TTT) 09351

MESQUITE METRO (HQZ)

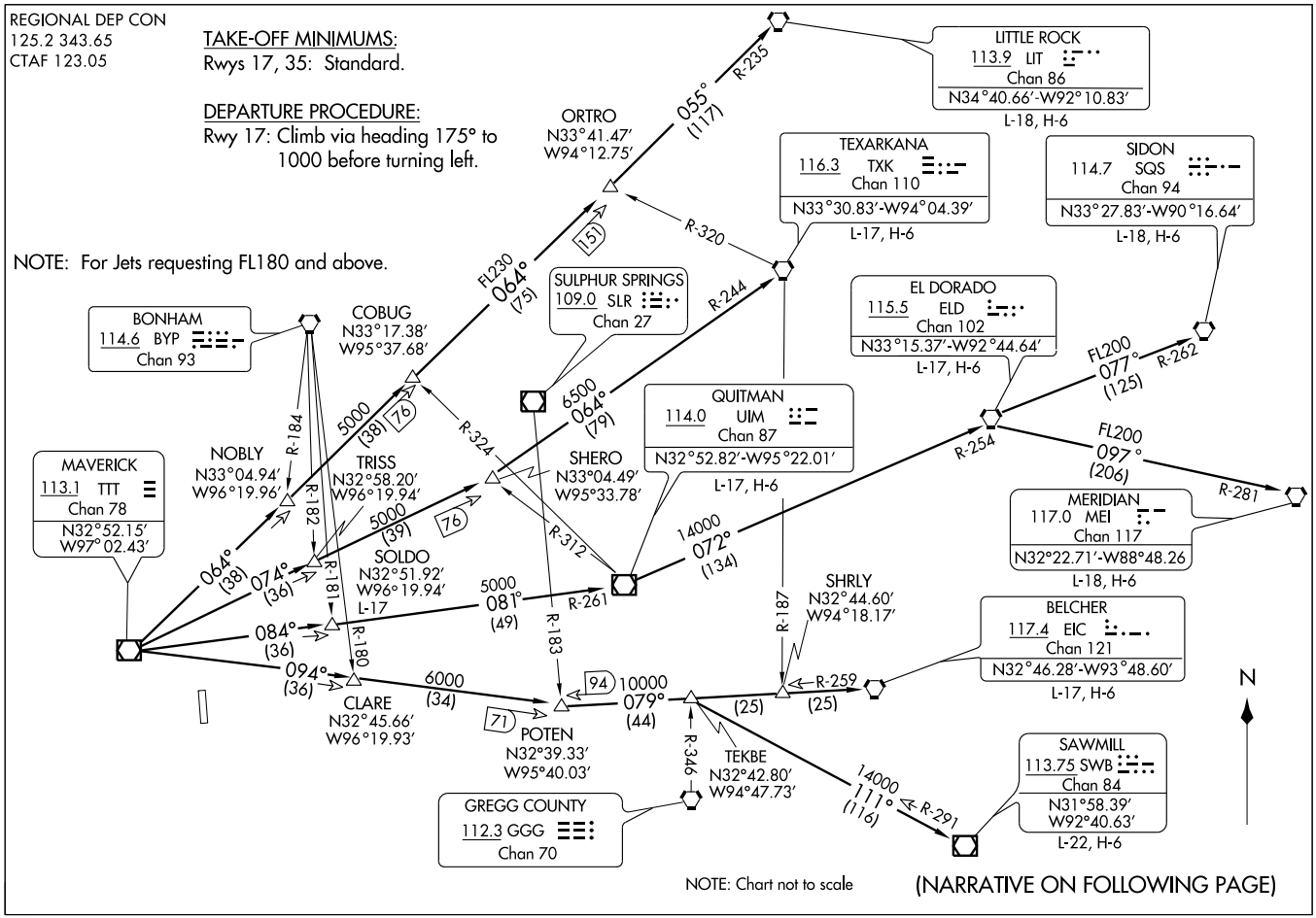
MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

DEPARTURE PROCEDURE:
Rwy 17: Climb via heading 175° to 1000 before turning left.

NOTE: For Jets requesting FL180 and above.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DALLAS NINE DEPARTURE
(DALL9.TTT) 09351
MESQUITE METRO (HQZ)
MESQUITE, TEXAS

SL-6444 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

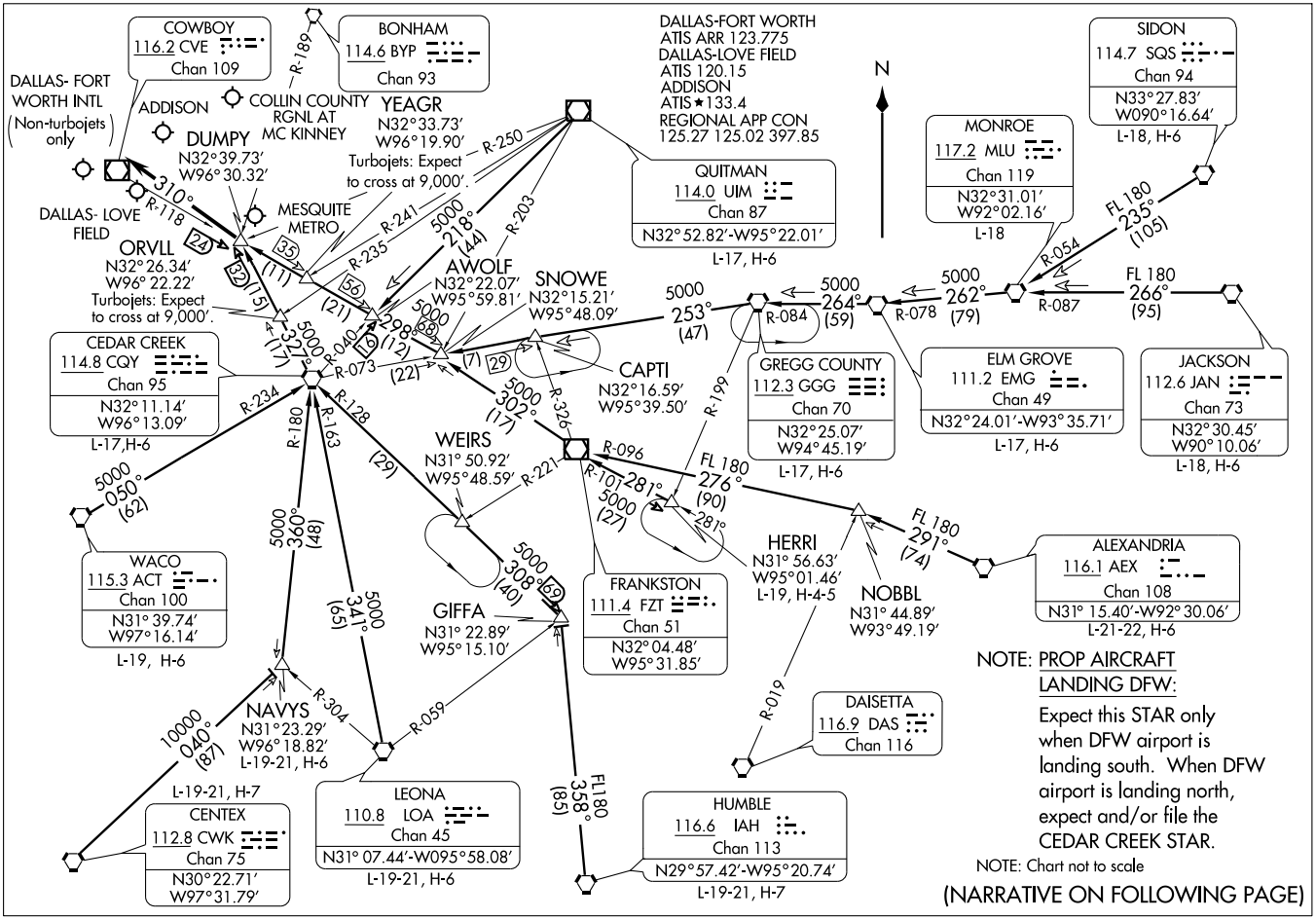
TAKE-OFF OBSTACLES:
Rwy 17: Tower 2.0 NM from DER, 1.8 left of centerline, 456' AGL/944' MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

DUMPY THREE ARRIVAL

(DUMPY.DUMPY3) 09351

DALLAS-FT. WORTH, TEXAS



ST-6039 (FAA)

DUMPY THREE ARRIVAL
(DUMPY.DUMPY3) 09351
DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

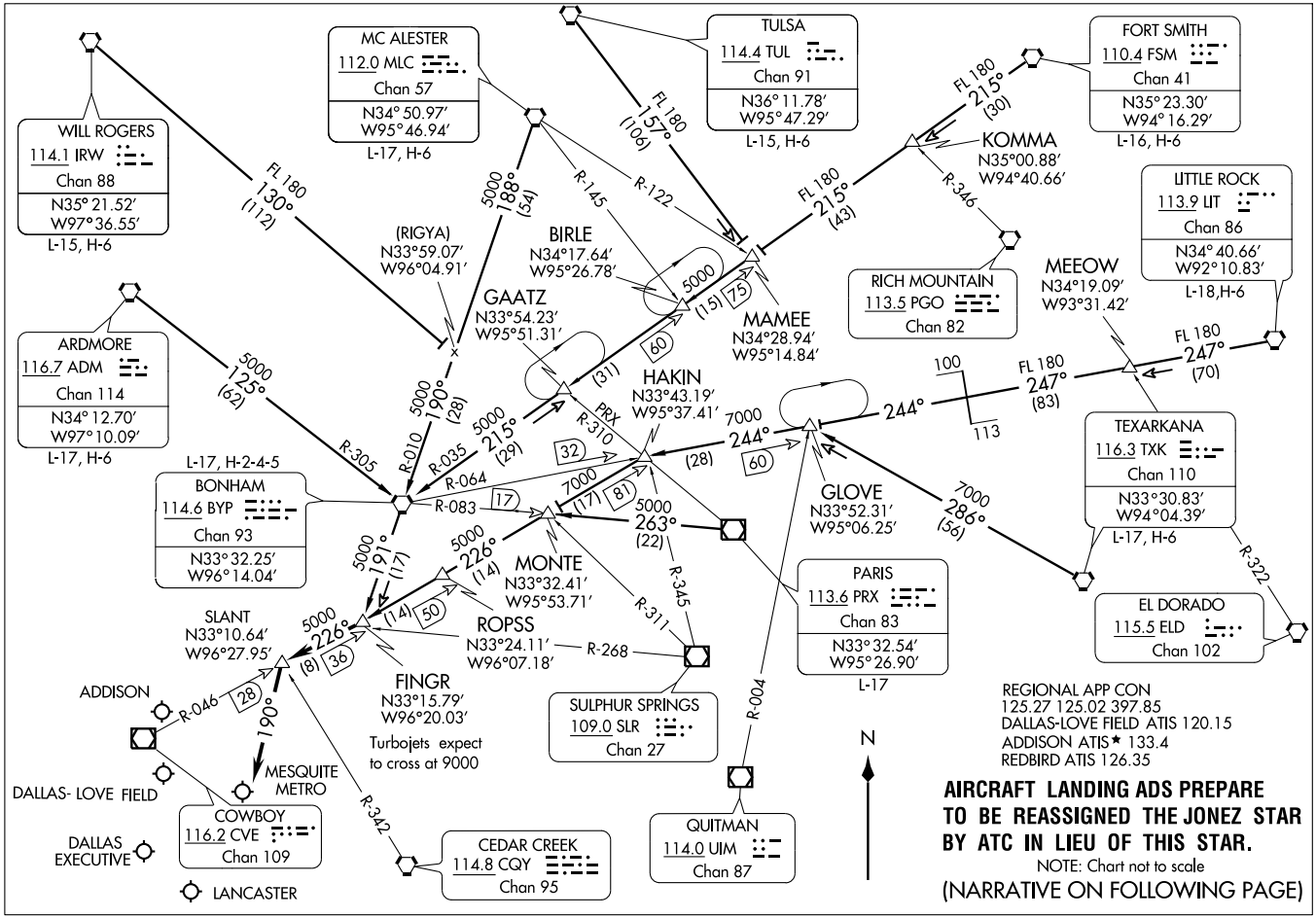
LANDING NORTH: Expect vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

FINGR THREE ARRIVAL

(FINGR.FINGR3) 09351

DALLAS-FT. WORTH, TEXAS



ST-106 (FAA)

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

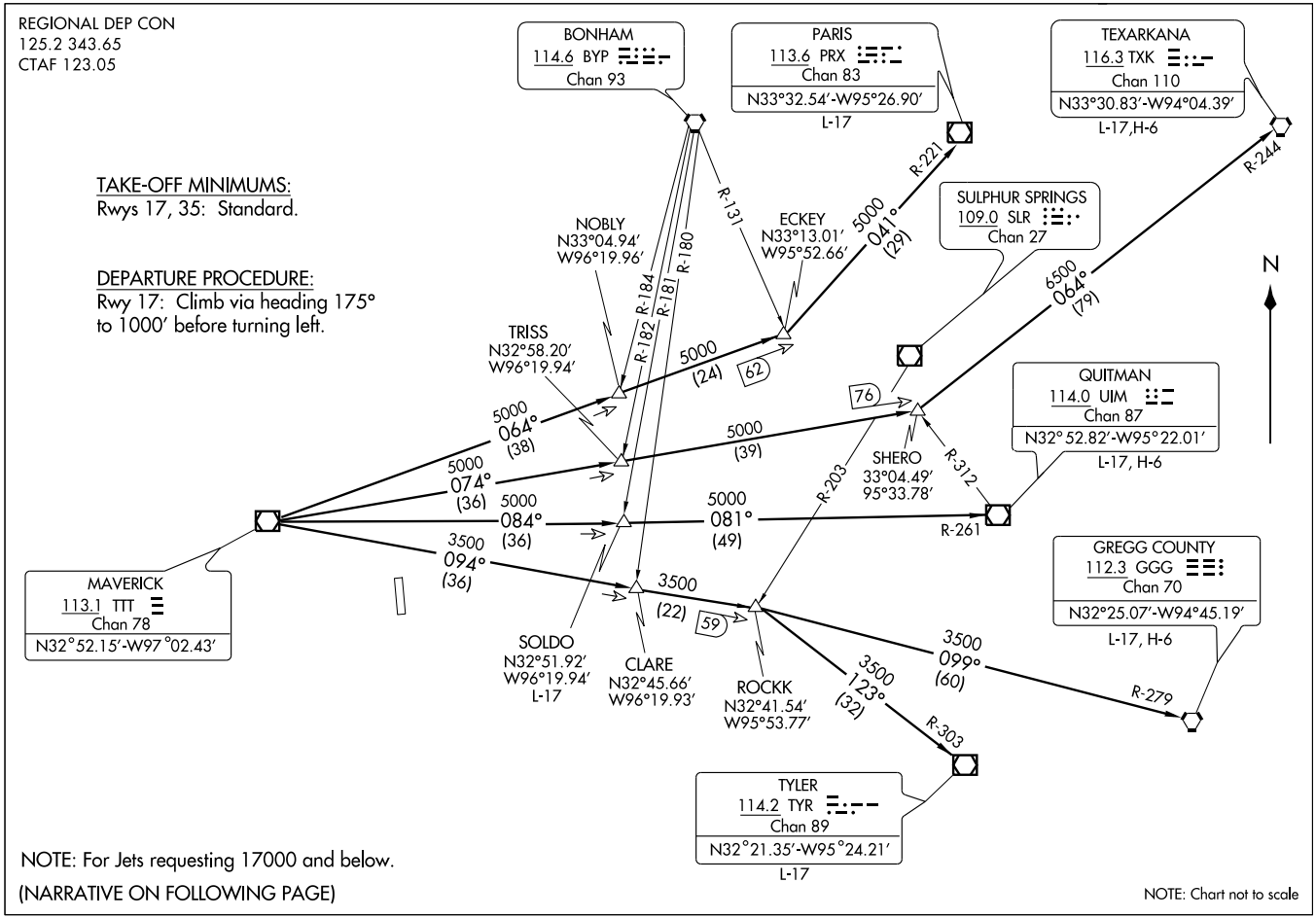
SC-2, 21 OCT 2010 to 18 NOV 2010

GARLAND THREE DEPARTURE

(GARL3.TTT) 09351

MESQUITE METRO (HQZ)

MESQUITE, TEXAS



GARLAND THREE DEPARTURE
(GARL3.TTT) 09351
MESQUITE METRO (HQZ)
MESQUITE, TEXAS

SL-6444 (FAA)

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

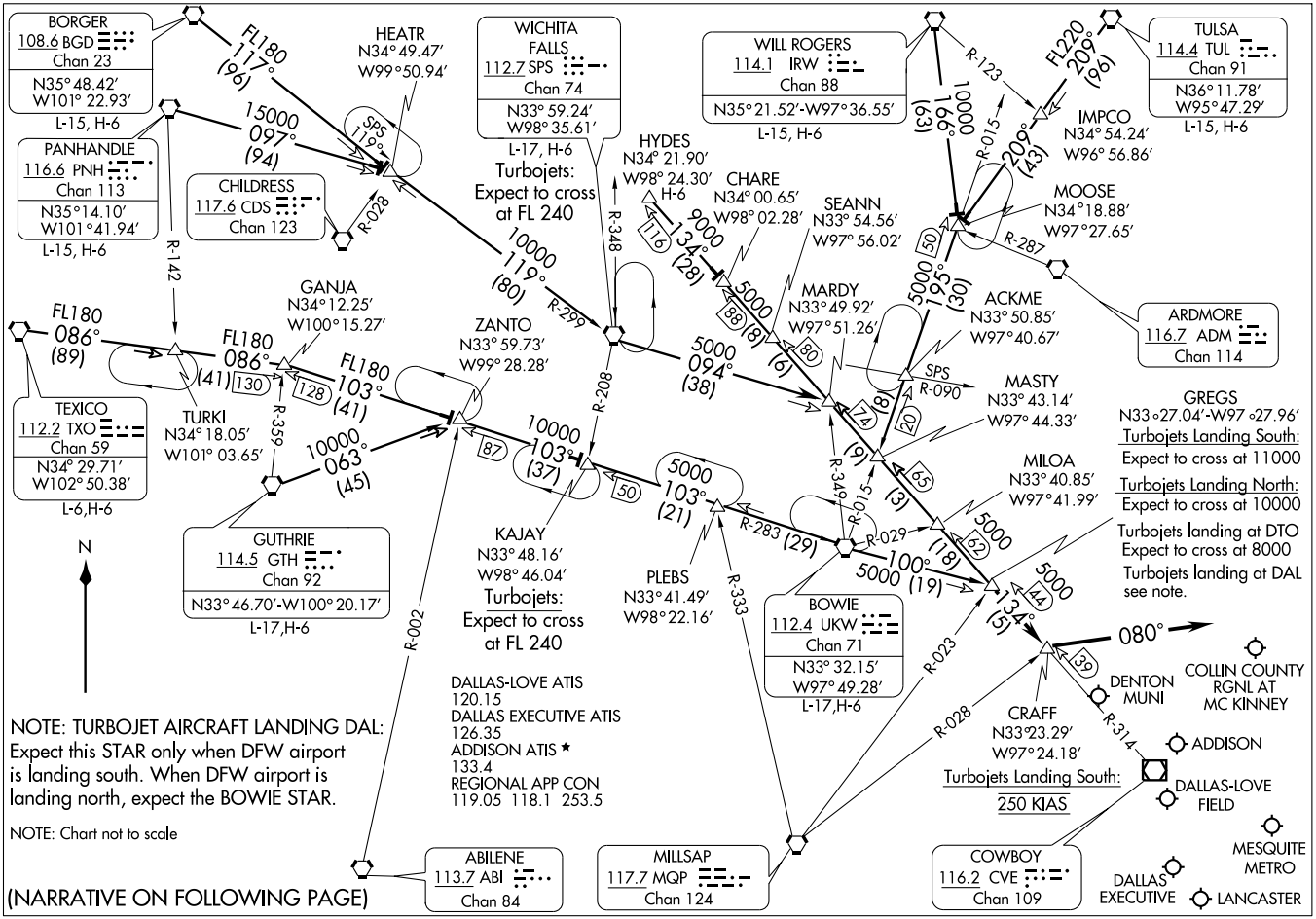
LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLE:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456' AGL/944' MSL.

GREGS SIX ARRIVAL

(GREGS.GREGS6) 09351

DALLAS-FT. WORTH, TEXAS



ST-106 (FAA)

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

HUBBARD SIX DEPARTURE
(HUBB6.TTT) 07298
MESQUITE METRO (HQZ)
MESQUITE, TEXAS
SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Multiple trees, sign and fences beginning 10′ from departure end of runway, 362′ left of centerline, up to 35′ AGL/478′ MSL.
Rwy 35:
Hangar 53′ from departure end of runway, 497′ left of centerline, 23′ AGL/470′ MSL.
Multiple trees and poles beginning 999′ from departure end of runway, 708′ left of centerline, up to 44′ AGL/483′ MSL.
Bush 45′ from departure end of runway, 466′ right of centerline, 10′ AGL/457′ MSL.
Pole 814′ from departure end of runway, 288′ right of centerline, 27′ AGL/467′ MSL.
Construction equipment 892′ from departure end of runway, 628′ right of centerline, 59′ AGL/489′ MSL.

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-HQZ	APP CRS	Rwy Idg	5999
109.75	175°	TDZE	447
Chan 34 (Y)		Apt Elev	447

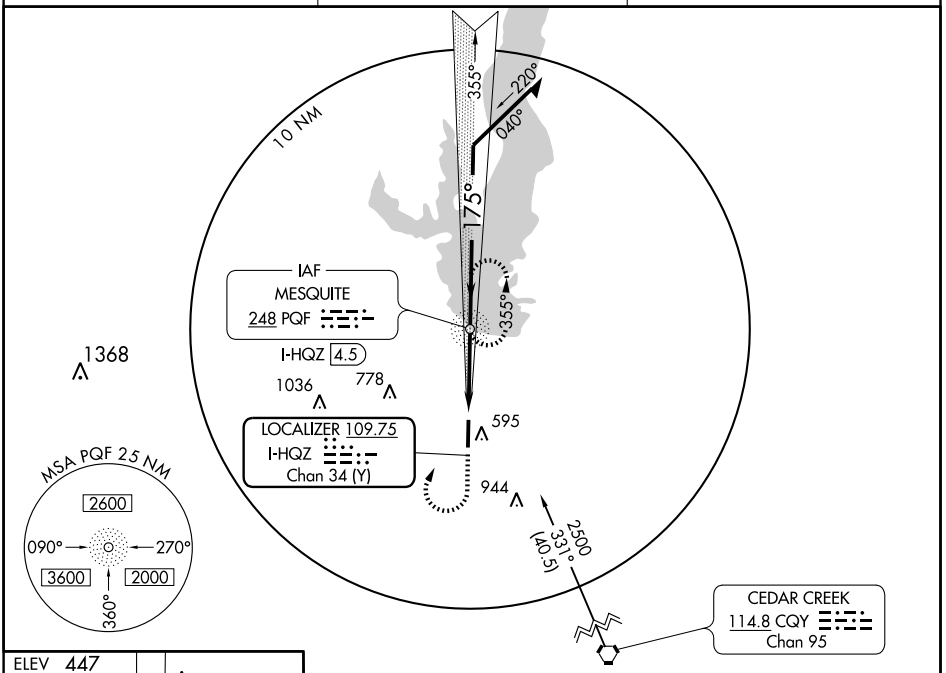
ILS or LOC RWY 17

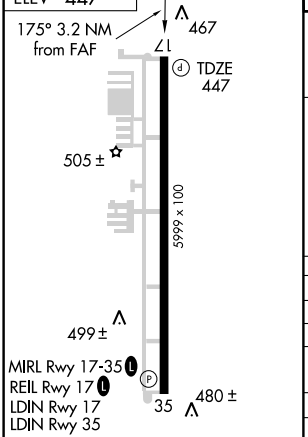
MESQUITE METRO (HQZ)

T
A NA — When local altimeter setting not received use Dallas-Love Field altimeter setting. ADF Required.

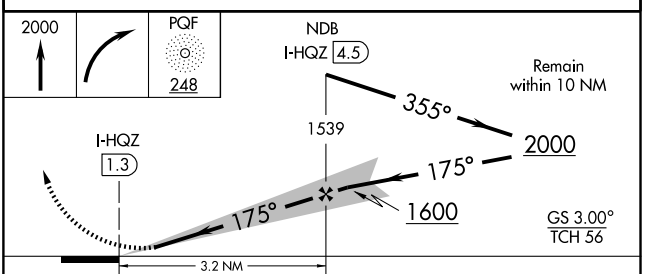
MISSED APPROACH: Climb straight ahead to 2000, then turn right direct PQF NDB and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L



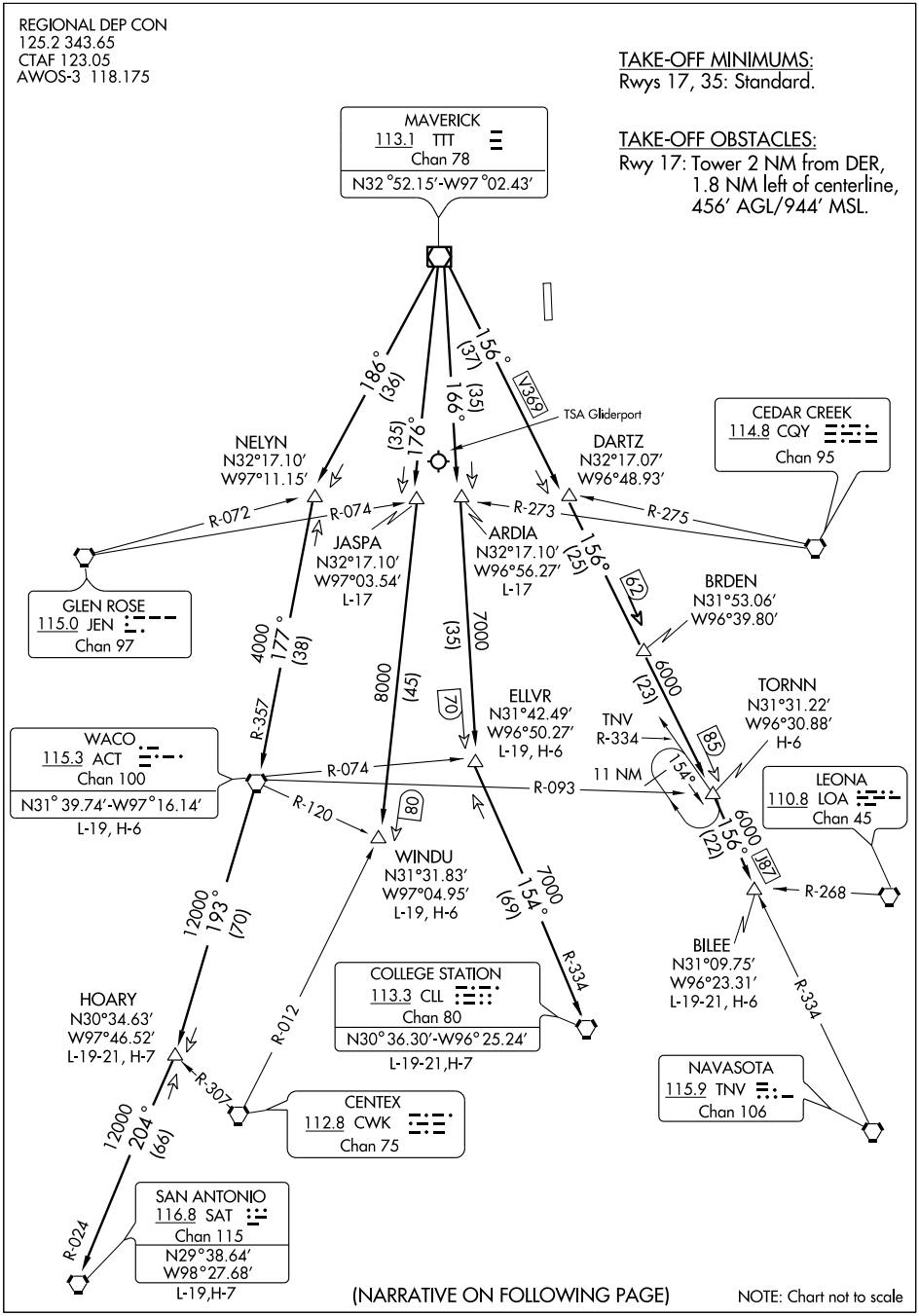


FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04



CATEGORY	A	B	C	D
S-ILS 17	697-¾ 250 (300-¾)			NA
S-LOC 17	740-1 293 (300-1)			NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-ILS 17	743-1 296 (300-1)			NA
S-LOC 17	800-1 353 (400-1)			NA
CIRCLING	1000-1 553 (600-1)		1000-1½ 553 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213

MESQUITE METRO (HQZ)
MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05

TAKE-OFF OBSTACLE:
Note: Rwy 17, Multiple trees, sign and fences beginning 10' from DER, 362' left of centerline, up to 35' AGL/478' MSL.
Note: Rwy 35, Hanger 53' from DER, 497' left of centerline, 23' AGL/470' MSL. Multiple trees and poles beginning 999' from DER, 708' left of centerline, up to 44' AGL/483' MSL. Bush 45' from DER, 466' right of centerline, 10' AGL/457' MSL. Pole 814' from DER, 288' right of centerline, 27' AGL/467' MSL. Construction equipment 892' from DER, 628' right of centerline, 59' AGL/489' MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24'-W98°35.61'
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82'
W98°24.42'

R-271

BOWIE
112.4 UKW
Chan 71

R-225

4000 328° (22)

FERRA
N33° 05.47'
W97°44.00'

R-165

RANGER
115.7 FUZ
Chan 104
N32°53.37'
W97°10.77'

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6

6000 326° (63) V18

MUZZO
N33°15.10'
W98°14.61'

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98'
W97°44.00'

2500 261° (28)

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

R-330

RUWLO
N32°47.28'
W99°07.77'

8000 (71)

2800 250° (36)

99

8000 265° V18

4000 261° (13)

BEKLE
N32°49.27'
W99°49.92'

93 (36)

R-265

R-081

PODDE
N32°43.58'
W97°44.00'
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57'
W97°59.85'
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwys 17, 35: standard.
DEPARTURE PROCEDURE:
Rwy 17: Climb heading 175° to 900' before turning left.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000' and below.

(NARRATIVE ON FOLLOWING PAGE)

KINGDOM SEVEN DEPARTURE (KING7.TTT) 08213
MESQUITE METRO (HQZ)
MESQUITE, TEXAS

SI-6444 (FAA)

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

KNEAD SIX ARRIVAL

(KNEAD.KNEAD6) 09351

ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55

(NARRATIVE ON FOLLOWING PAGE)

COWBOY
116.2 CVE
Chan 109

COLLIN COUNTY RGNL AT MC KINNEY

ADDISON

DALLAS-LOVE FIELD

MESQUITE METRO

FORT WORTH SPINKS

GRAND PRAIRIE MUNI

ARLINGTON MUNI

DALLAS EXECUTIVE

CLEBURNE MUNI

TSA GLIDERPORT

LANCASTER

TILLA
N32°20.67′
W97°25.47′

ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124

WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6

PHILS
N32°11.41′
W100°18.30′

GEENI
N32°12.33′
W98°57.18′

CADES
N32°11.64′
W98°39.73′

SICUM
N32°10.23′
W98°06.78′

4000
099°
(49)

FL190
071°
(151)

130

R-254
(25)

4000
082°
(39)

44

(5)

087°
(15)

4000

40

(28)

R-267
(12)

4000
064°
(21)

4000
033°
(19)

3000

47

151

075°

42

R-213

R-218

R-181

R-119

R-127

46

254°

267°

55

SITNA
N32°12.55′
W99°03.07′

R-338

R-353

R-359

R-128

R-207

CVE

KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000
(ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000

17

66

128°

GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6

GAINS
N31° 57.12′
W97°37.34′

18

5000
033°
(38)

5000
334°
(51)

5000
305°
(25)

TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′

060°

R-240

R-110

R-197

R-213

104

BRIAN
N32°01.87′
W97°43.17′

BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′

SAN ANGELO
115.1 SJT
Chan 98

JUMBO
N31° 32.17′
W98° 10.81′
H-6

TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6

WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6

FL180
(21)

350°

GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98°08.51′

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

FL180
359°
(114)

R-142

FL180
321°
(58)

CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7

NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.

NOTE: Chart not to scale.

KNEAD SIX ARRIVAL
(KNEAD.KNEAD6) 09351

ST-106 (FAA)

DALLAS-FT. WORTH, TEXAS

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-HQZ	APP CRS	Rwy Idg	5999
109.75	355°	TDZE	443
Chan 34 (Y)		Apt Elev	447

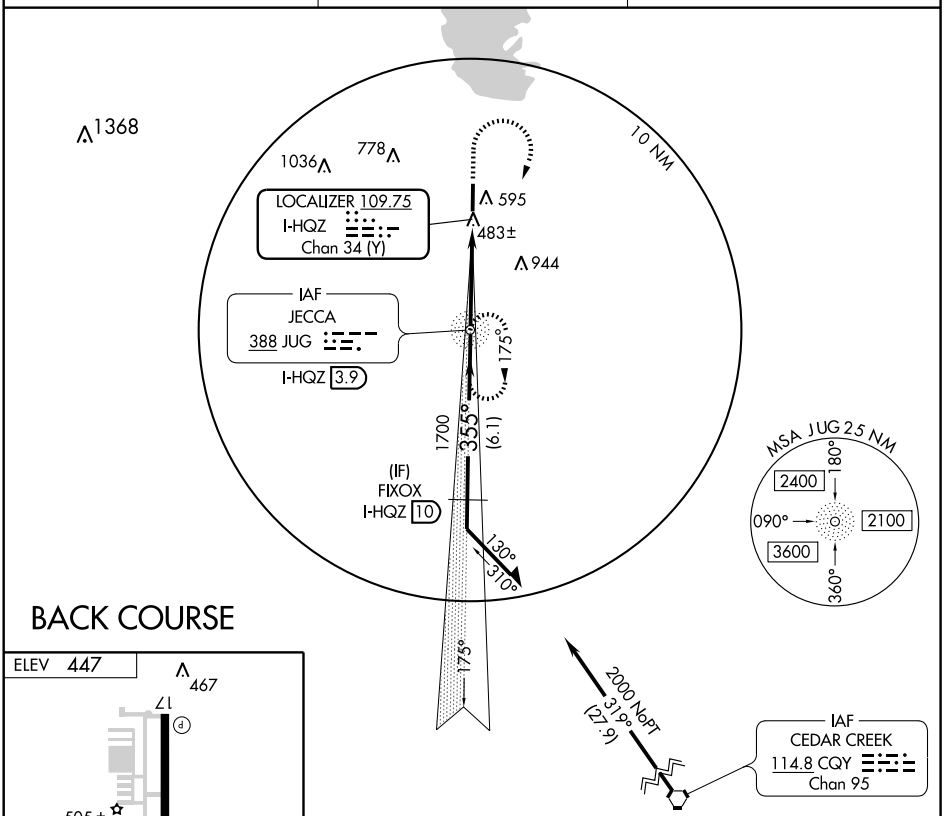
LOC BC RWY 35

MESQUITE METRO (HQZ)

ADF required. When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA 60 feet. Increase S-35 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct JUG NDB/I-HQZ 3.9 DME and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L



FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-35	800-1 357 (400-1)			NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5999
Ch 58301	175°	TDZE	447
W17A		Apt Elev	447

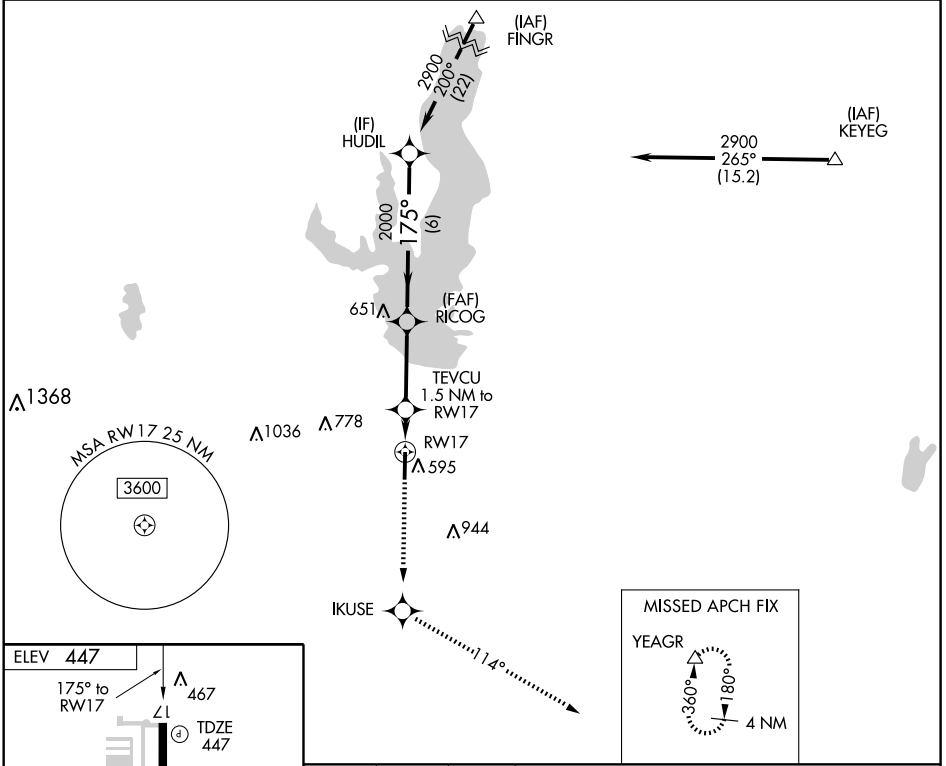
RNAV (GPS) RWY 17

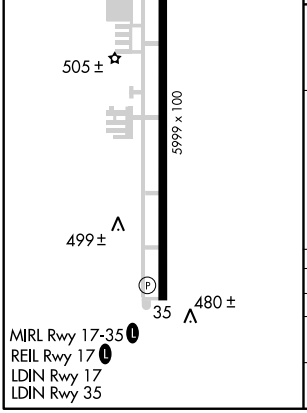
MESQUITE METRO (HQZ)

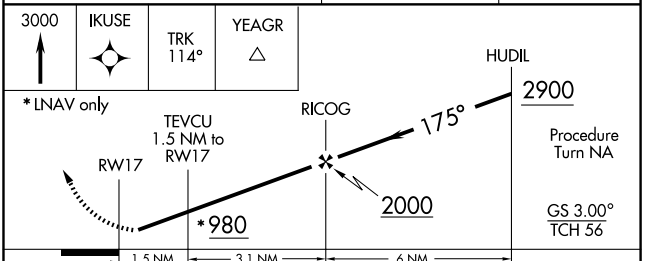
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV visibility ¼ mile, all Cats.

MISSED APPROACH: Climb to 3000 direct IKUSE and via 114° track to YEAGR and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	125.2 343.65	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	697-¾ 250 (300-¾)			NA
LNAV MDA	860-1 413 (500-1)		860-1¼ 413 (500-1¼)	NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5999
Ch **78401**	**355°**	TDZE	**443**
W35A		Apt Elev	**447**

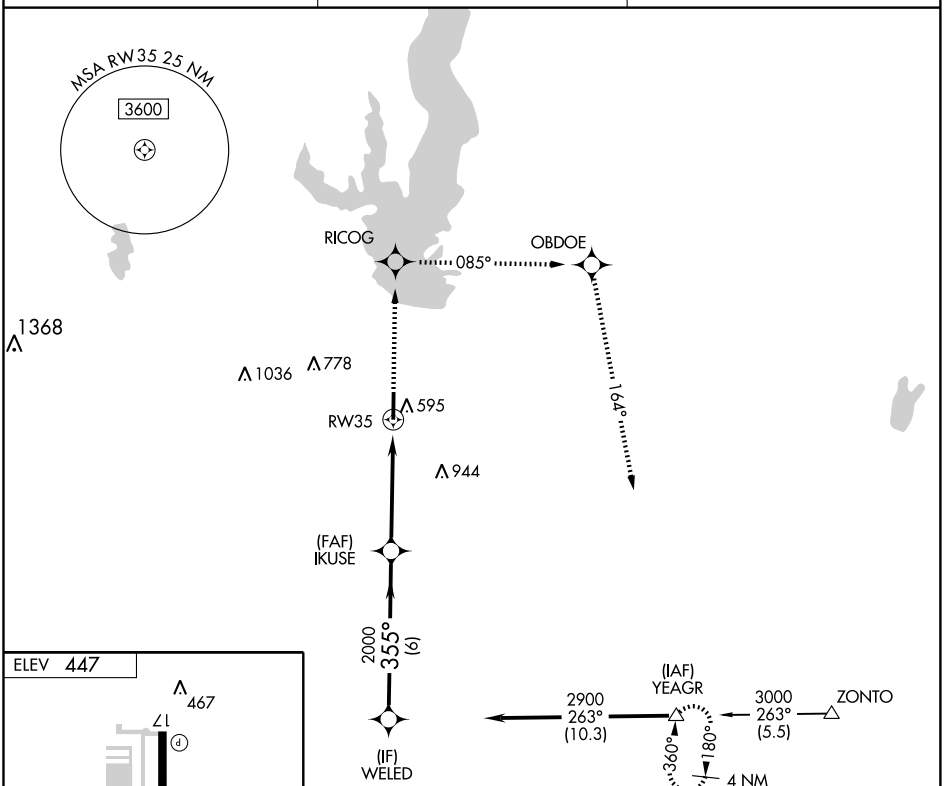
RNAV (GPS) RWY 35

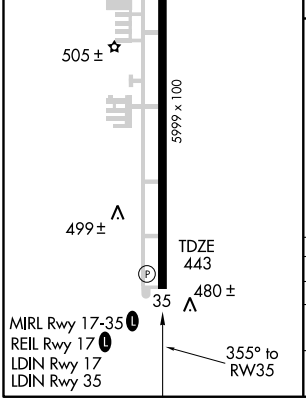
MESQUITE METRO (HQZ)

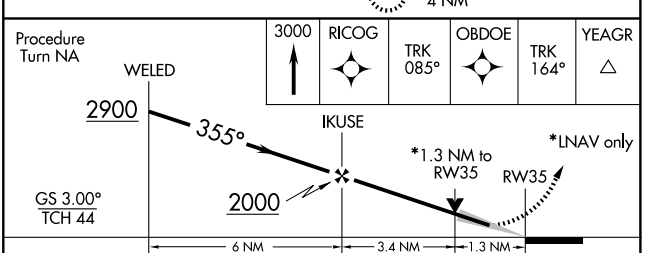
DME/DME RNP-0.3 NA. VDP NA when using Dallas Love Field altimeter setting. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV visibility ¼ mile all Cats, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct RICOG and via 085° track to OBDOE and via 164° track to YEAGR and hold.

AWOS-3	REGIONAL APP CON	UNICOM
118.175	**125.2 343.65**	**123.05** (CTAF) L







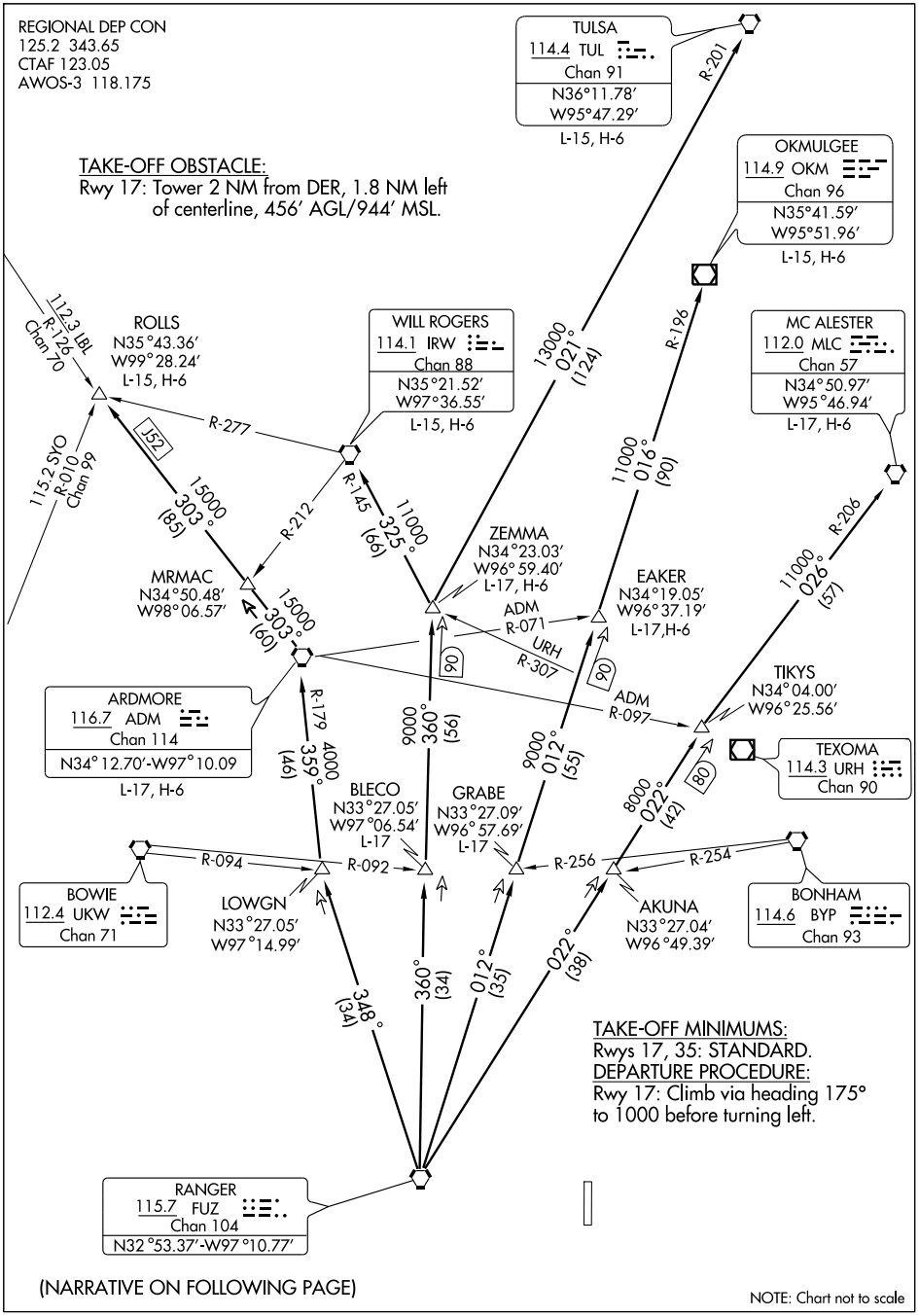
CATEGORY	A	B	C	D
LPV DA	693-¾ 250 (300-¾)			NA
LNAV MDA	900-1 457 (500-1)		900-1¼ 457 (500-1¼)	NA
CIRCLING	960-1 513 (600-1)		960-1½ 513 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

TEXOMA ONE DEPARTURE

SL-6444 (FAA)

MESQUITE, TEXAS



SC-2, 21 OCT 2010 to 18 NOV 2010

TEXOMA ONE DEPARTURE
MESQUITE, TEXAS

SC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

WORTH FIVE DEPARTURE

(WORTH5.TTT) 08269

MESQUITE METRO (HQZ)

MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05

TUCUMCARI
113.6 TCC
Chan 83
N35°10.93′-W103°35.91′
L-15, H-6

PANHANDLE
116.6 PNH
Chan 113
N35°14.10′-W101°41.94′
L-15, H-6

WICHITA FALLS
112.7 SPS
Chan 74

TEXICO
112.2 TXO
Chan 59
N34°29.71′-W102°50.38′
L-6, H-6

CHILDRESS
117.6 CDS
Chan 123
N34°22.14′-W100°17.34′
L-17, H-6

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

BOWIE
112.4 UKW
Chan 71

CORONA
115.5 CNX
Chan 102
N34°22.02′-W105°40.68′
L-6, H-4-6

LUBBOCK
109.2 LBB
Chan 29
N33°42.30′
W101°54.84′
L-6, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

ABILENE
113.7 ABI
Chan 84
N32°28.88′-W99°51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124
N32°43.57′-W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

BOOMR
N33°35.55′
W100°42.22′
L-17, H-6

OWING
N33°30.96′
W99°56.87′

SCABI
N33°37.22′
W99°27.03′

FERRA
N33°05.47′
W97°44.00′

MANKI
N33°15.26′
W99°33.88′

SLOTT
N32°58.82′
W97°44.00′

KIRST
N32°50.38′
W99°35.99′

CEOLA
N32°51.98′
W97°44.00′

PODDE
N32°43.58′
W97°44.00′
L-17

R-105 FL180 288° (182)

R-118 FL180 297° (87) V114

R-124 FL180 305° (66) V62

R-088 FL180 272° (192)

R-102 FL180 282° (127)

R-085 FL180 266° (38)

R-229 R-119 FL180 (25)

R-127 FL180 307° (61)

R-238 R-233

R-165 R-166 14,000 (92)

129 14,000 (94)

129 14,000 (94)

50 129 FL180 299° (25)

R-086 LBB

R-318 R-008 R-022

R-071 V66 4000 253° (96)

R-081 261° (13) 4000

R-004 R-006

285° (37)

275° (36)

264° (35)

250° (36)

TAKE-OFF MINIMUMS:

Rwys 17, 35 - Standard

NOTE: Rwy 17 - Tower 2.03 NM from DER, 1.78 NM left of centerline, 456′ AGL/944′ MSL.

DEPARTURE NOTES:

Rwy 17 - Climb via heading 175° to 1000′ before turning left.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SL-6444 (FAA)

DEPARTURE ROUTE DESCRIPTION

▼ When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

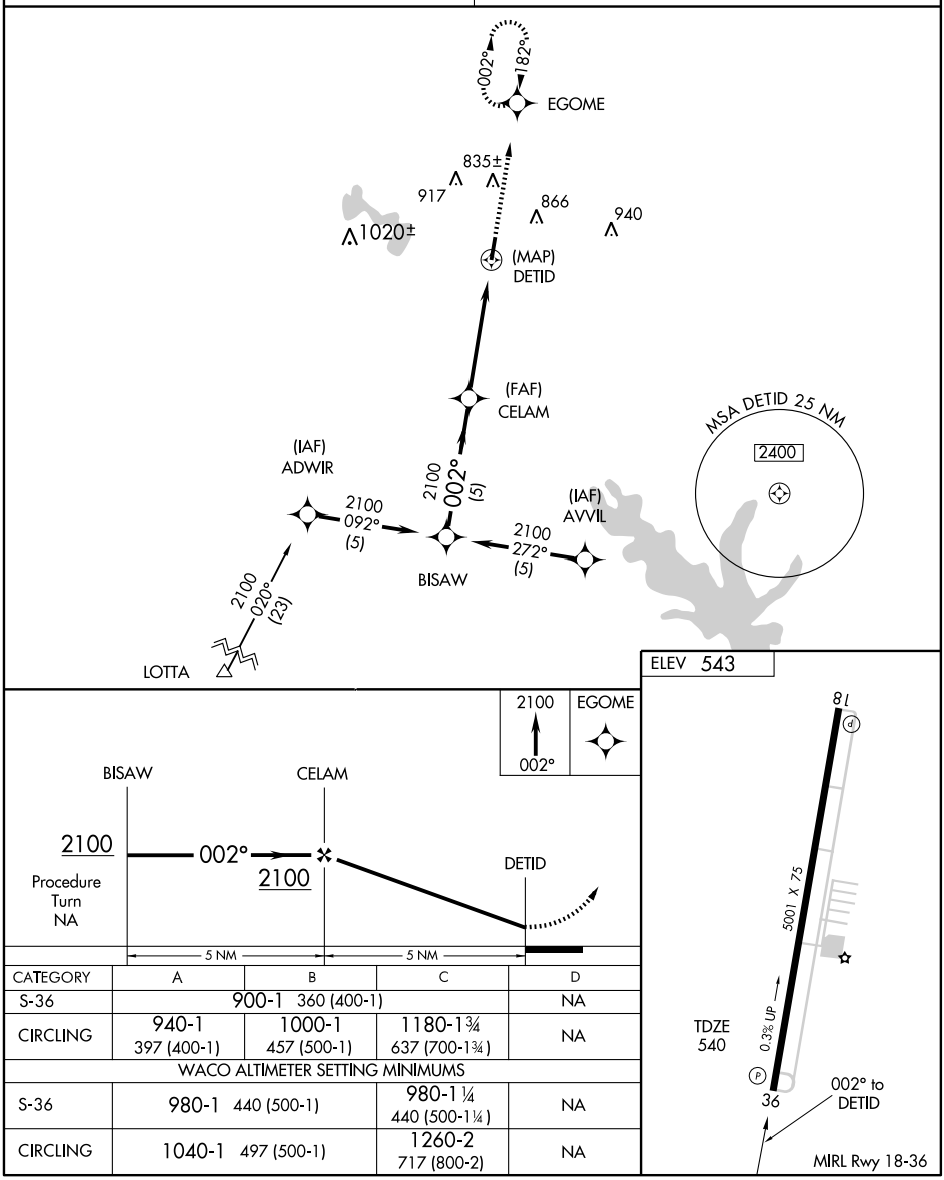
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
002°	TDZE	540
	Apt Elev	543

GPS RWY 36

MEXIA-LIMESTONE COUNTY (LXY)

NA	Obtain local altimeter setting on CTAF; when not received, use Waco altimeter setting.	MISSED APPROACH: Climb to 2100 via 002° course to EGOME WP and hold.
WACO APP CON 127.65 352.0		UNICOM 122.8 (CTAF)



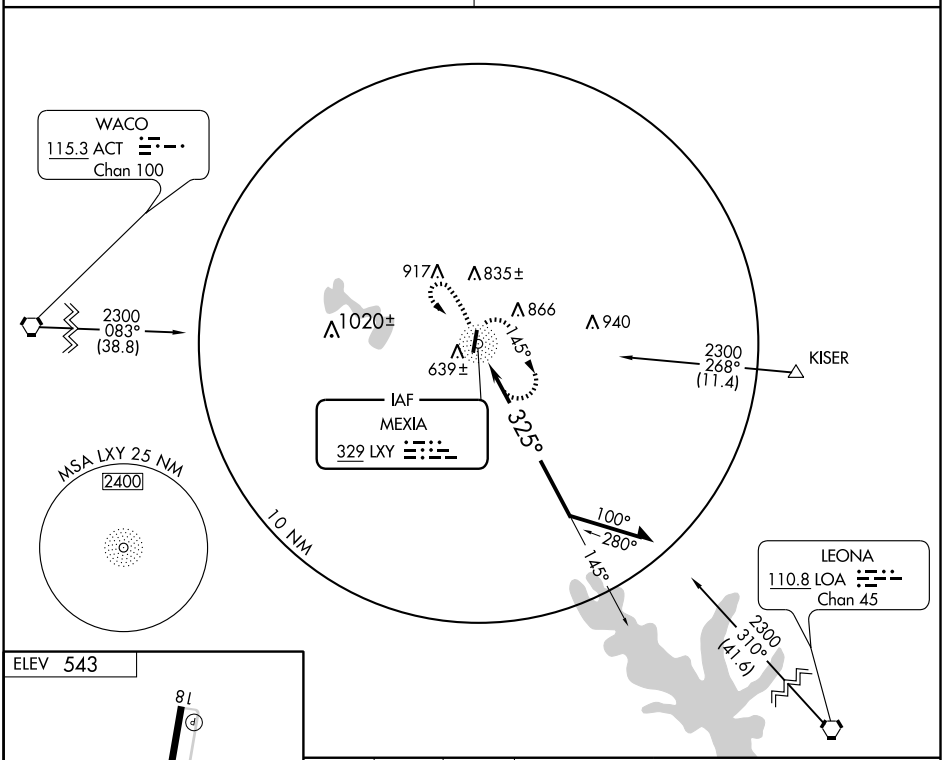
CATEGORY	A	B	C	D
S-36	900-1 360 (400-1)			NA
CIRCLING	940-1 397 (400-1)	1000-1 457 (500-1)	1180-1¾ 637 (700-1¾)	NA
WACO ALTIMETER SETTING MINIMUMS				
S-36	980-1 440 (500-1)		980-1 ¼ 440 (500-1¼)	NA
CIRCLING	1040-1 497 (500-1)		1260-2 717 (800-2)	NA

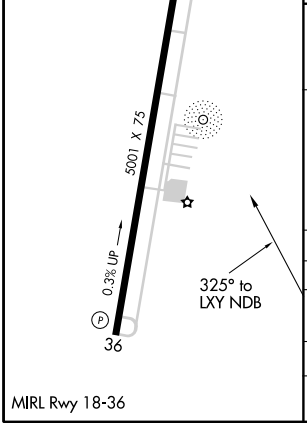
SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

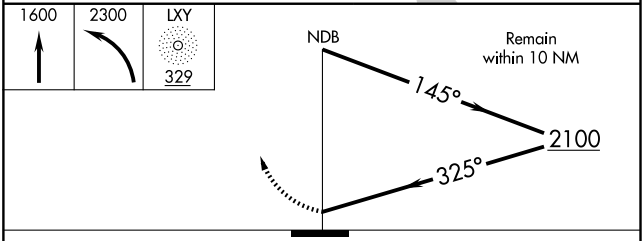
NDB LXY	APP CRS	Rwy Idg	N/A
329	325°	TDZE	N/A
		Apt Elev	543

NDB-A
MEXIA-LIMESTONE COUNTY (LXY)

⚠NA Obtain local altimeter setting on CTAF; when not received, use Waco altimeter setting.	MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct LXY NDB and hold.
WACO APP CON **127.65 352.0**	UNICOM **122.8** (CTAF)

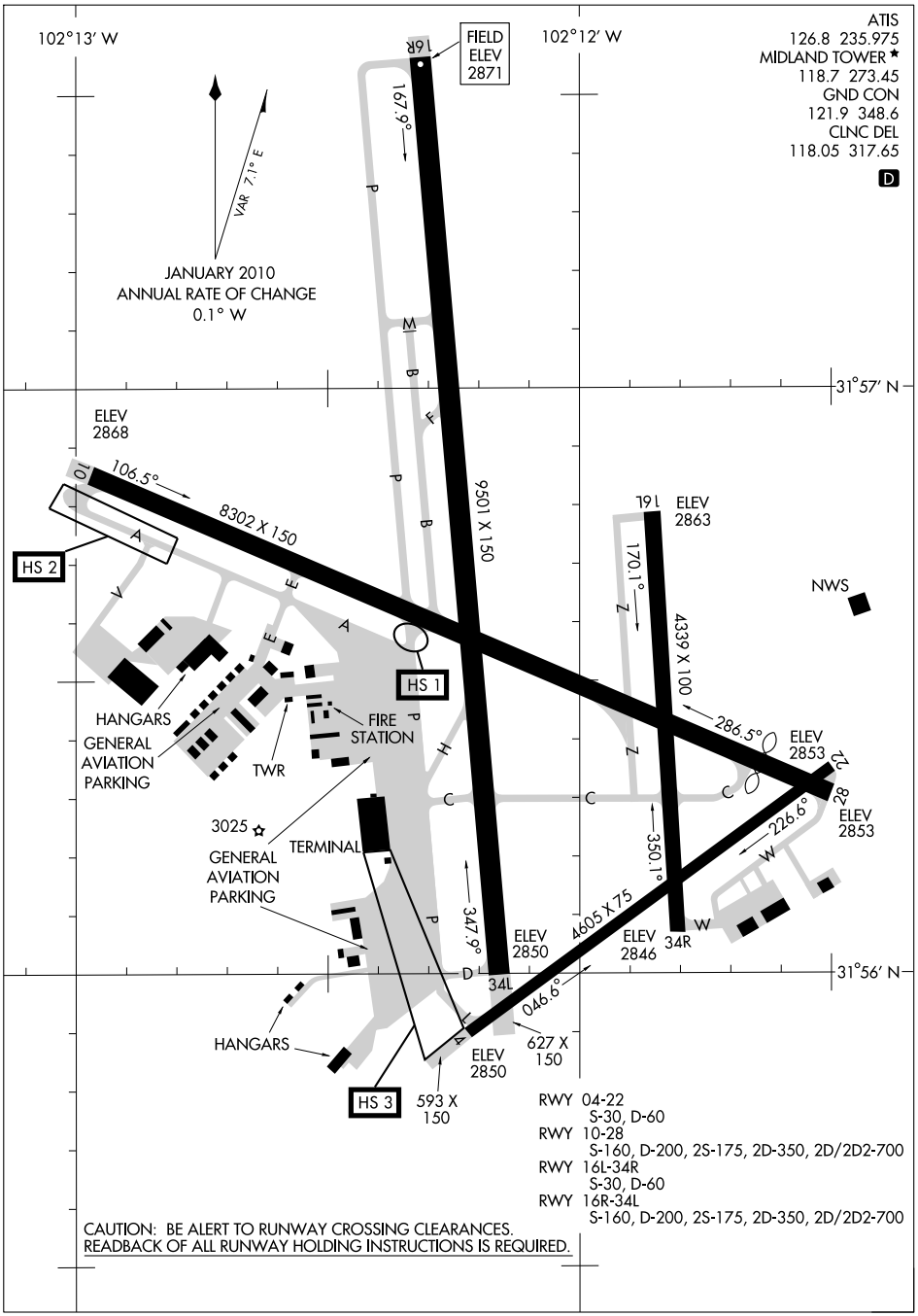






CATEGORY	A	B	C	D
CIRCLING	1000-1 457 (500-1)		1180-1¾ 637 (700-1¾)	NA
WACO ALTIMETER SETTING MINIMUMS				
CIRCLING	1080-1 537 (600-1)		1260-2 717 (800-2)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 16R

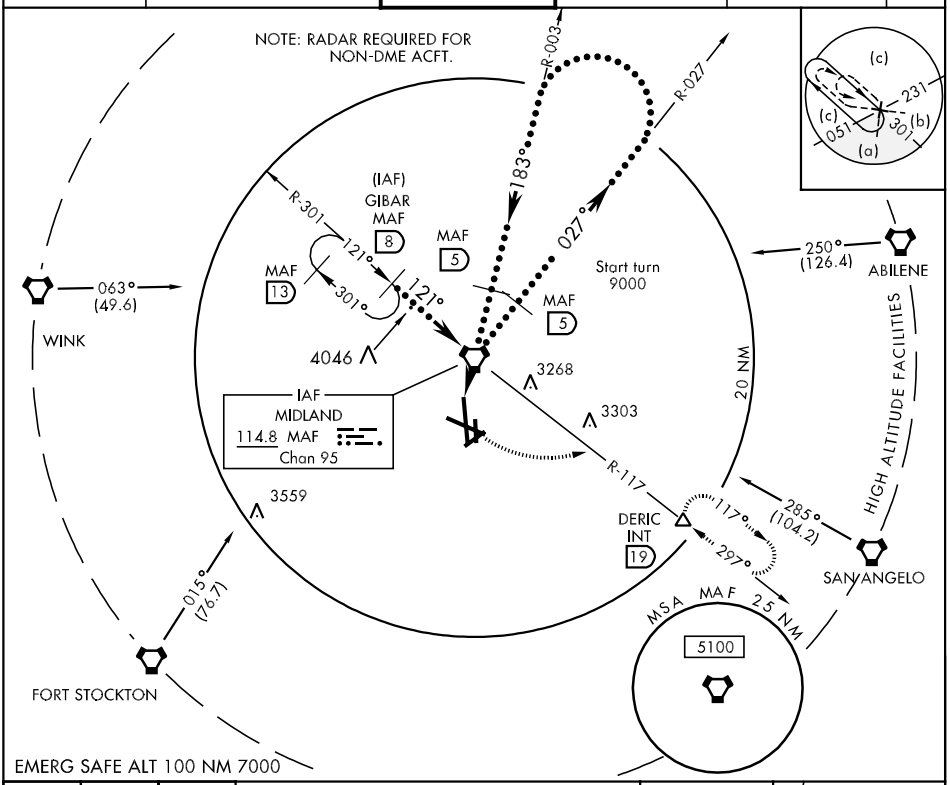
VORTAC MAF	APCH CRS	Rwy ldg	9501
114.8	183°	TDZE	2871
Chan 95		Arpt Elev	2872

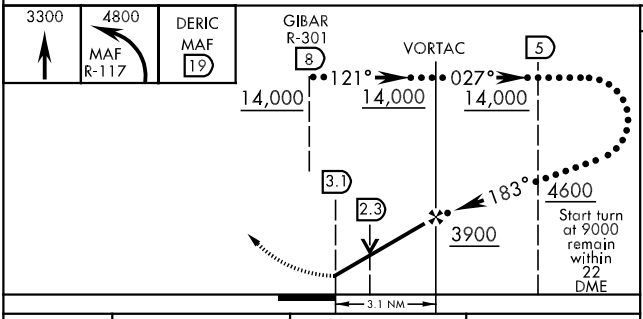
JAL-258 [USAF]

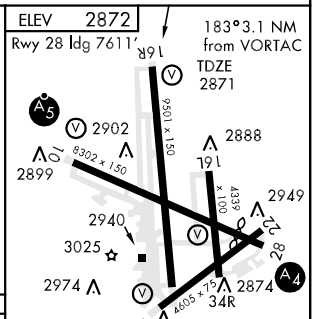
MIDLAND INTL (KMAF)

MISSED APPROACH: Climb to 3300 then climbing left turn to 4800 via R-117 to DERIC INT/MAF 19 DME and hold.

ATIS ★	MIDLAND APP CON	MIDLAND TOWER ★	GND CON	CLNC DEL	ASR
126.8 235.975	124.6 290.4	118.7 273.45	121.9 348.6	118.05 317.65	







CATEGORY	C	D	E
S-16R	3260-1 389 (400-1)	3260-1¼ 389 (400-1¼)	
CIRCLING	3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
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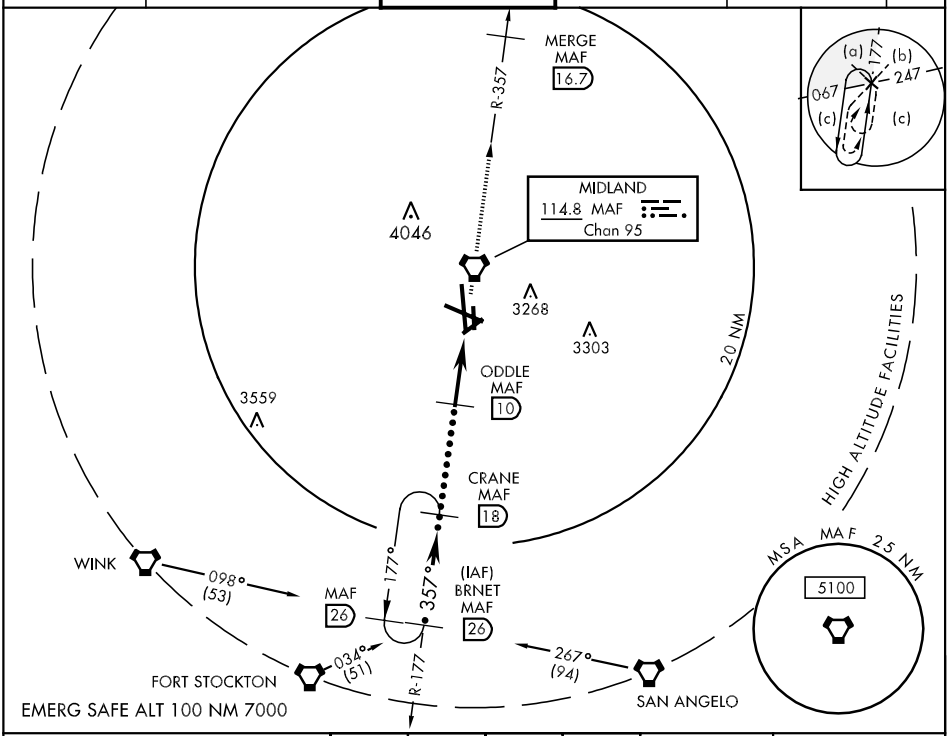
HI-VOR/DME or TACAN RWY 34L

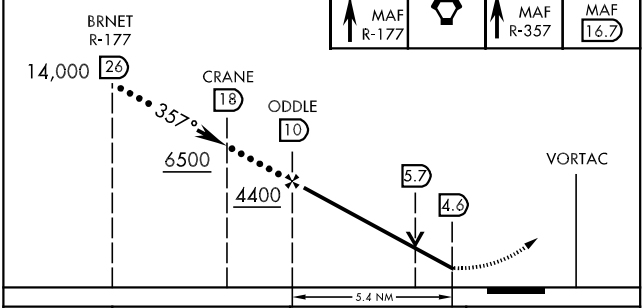
VORTAC MAF	APCH CRS	Rwy ldg / TDZE / Arpt Elev
114.8 Chan 95	357°	9501 / 2857 / 2872

JAL-258 [USAF] — MIDLAND INTL (KMAF)

MISSED APPROACH: Climb to 4800 via R-177 to MAF VORTAC then via MAF R-357 to MERGE/MAF 16.7 DME.

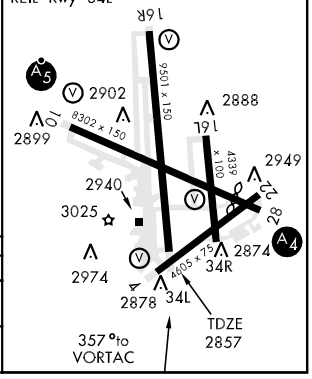
ATIS ★	MIDLAND APP CON	MIDLAND TOWER ★	GND CON	CLNC DEL	ASR
126.8 235.975	124.6 290.4	118.7 273.45	121.9 348.6	118.05 317.65	





ELEV 2872 — Rwy 28 ldg 7611′

HIRL Rwy 10-28, 16R-34L
MIRL Rwy 4-22, 16L-34R
REIL Rwy 34L



CATEGORY	C	D	E
S-34L	3260-1¼ 403 (400-1¼)		3260-1½ 403 (400-1½)
CIRCLING	3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

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HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MIDLAND, TX		
MIDLAND INTL (MAF)	HS 1	Twy B and Twy P merge.
	HS 2	Area not visible from twr.
	HS 3	Area not visible from twr.

21 OCT 2010 to 18 NOV 2010

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 10

MIDLAND INTL (MAF)

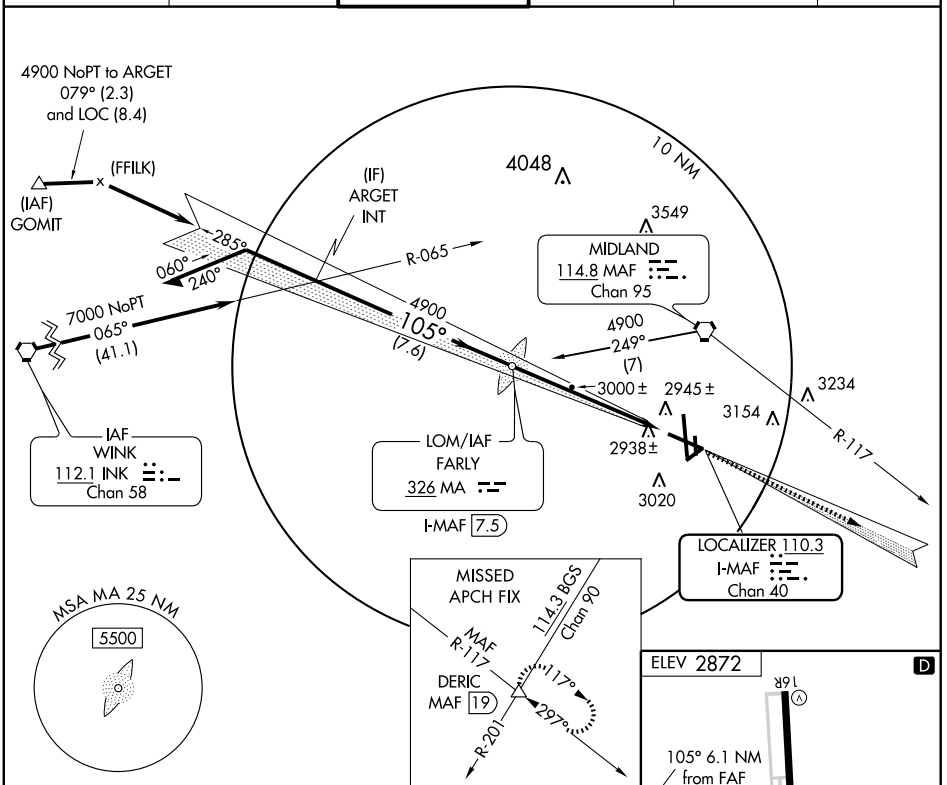
LOC/DME I-MAF	APP CRS	Rwy Idg	8302
110.3	105°	TDZE	2869
Chan 40		Apt Elev	2872

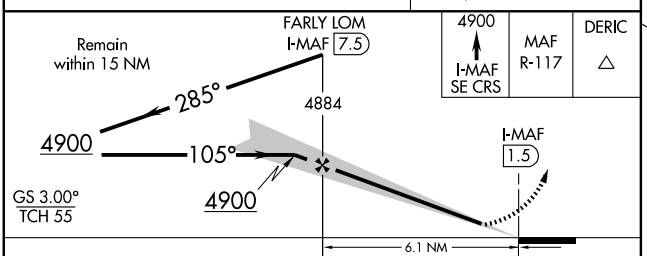
T A ASR — *RVR 1800 authorized with the use of FD or AP or HUD to DA.

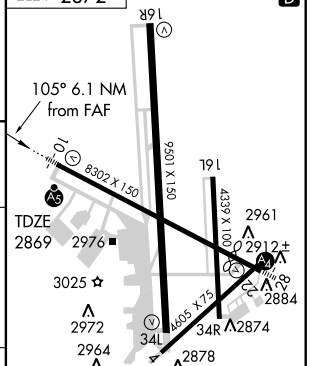
MALSR

MISSED APPROACH: Climb to 4900 via I-MAF SE course and MAF VORTAC R-117 to DERIC Int/19 DME and hold.

ATIS	MIDLAND APP CON*	MIDLAND TOWER *	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D	E
S-ILS 10	*3069/24 200 (200-½)				
S-LOC 10	3260/24 391 (400-½)			3260/40 391 (400-¾)	3260/50 391 (400-1)
CIRCLING	3340-1 468 (500-1)		3340-1½ 468 (500-1½)	3440-2 568 (600-2)	3600-2½ 728 (800-2½)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

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SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MAF	APP CRS	Rwy Idg	7610
110.3	285°	TDZE	2857
Chan 40		Apt Elev	2871

LOC BC RWY 28
MIDLAND INTL (MAF)

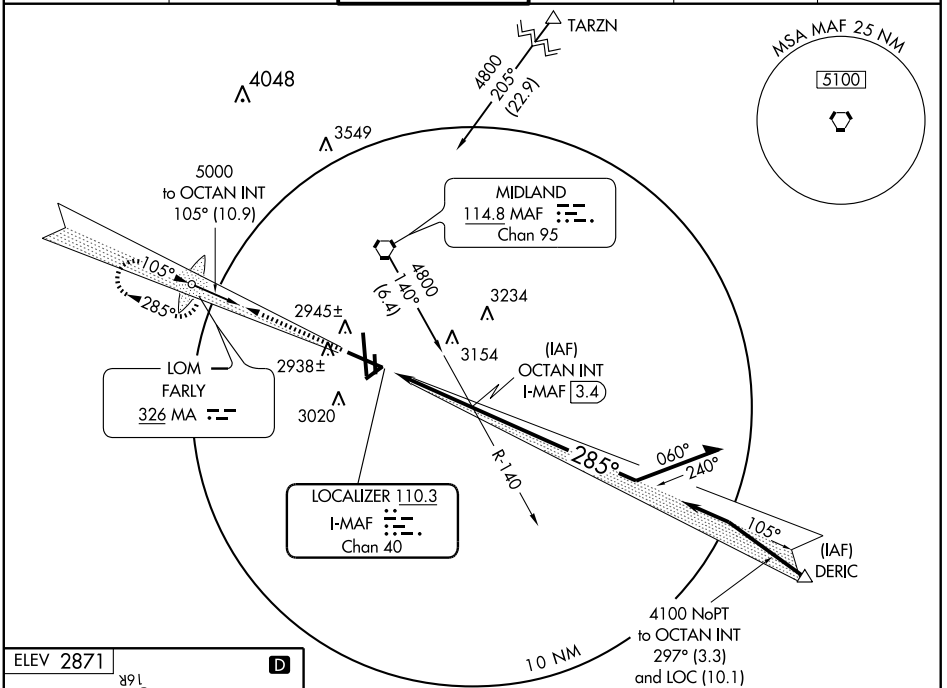
ASR

Disregard glide path indications.

MALS

MISSED APPROACH: Climb to 4800 via I-MAF NW course to FARLY LOM and hold.

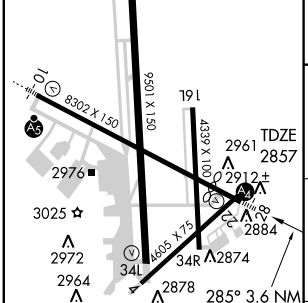
ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95

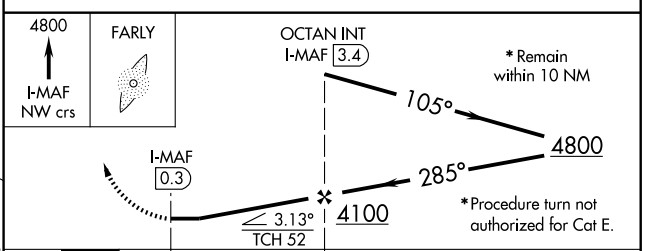


SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

BACK COURSE



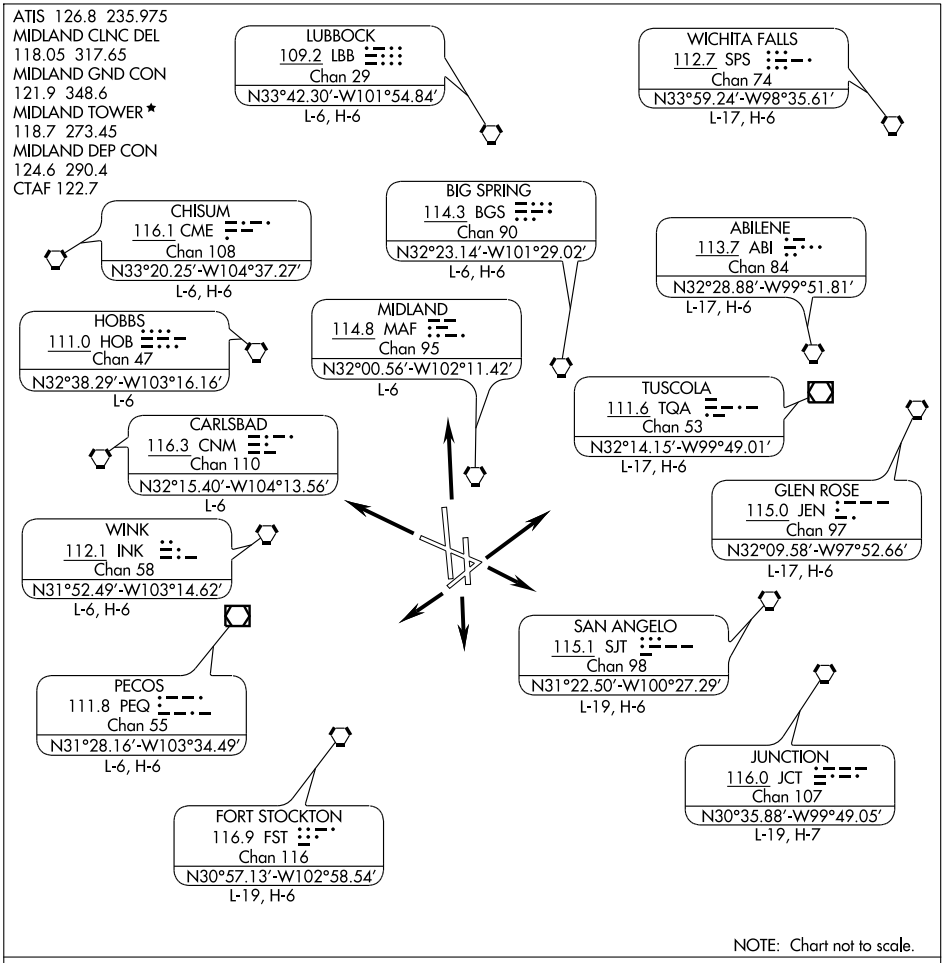


FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D	E
S-28	3180-¾ 323 (400-¾)			3180-1 323 (400-1)	
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

MIDLAND FOUR DEPARTURE

SL-258 (FAA)



NOTE: Chart not to scale.

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Fly runway heading. Expect radar vectors to filed route/fix. Maintain 13,000′ (or filed lower altitude) and expect clearance to filed flight level/altitude 10 minutes after departure.

RNAV (GPS) RWY 4

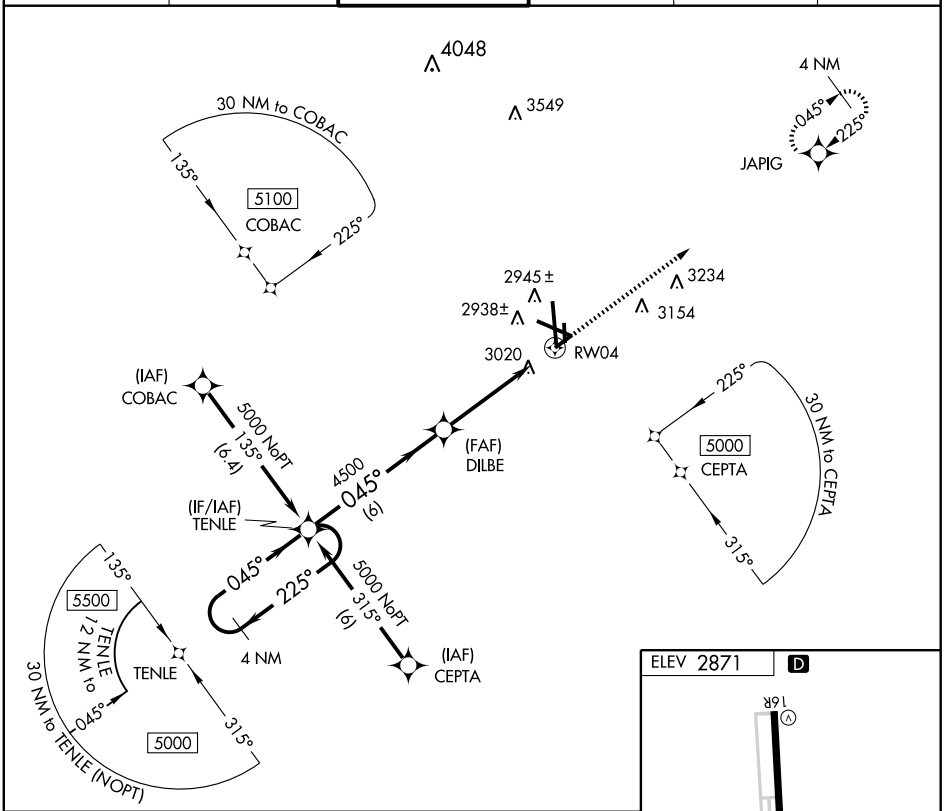
MIDLAND INTL (MAF)

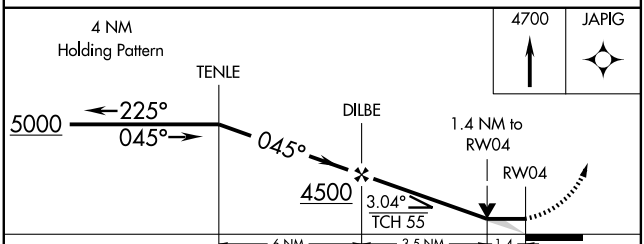
APP CRS	Rwy Idg	4605
045°	TDZE	2850
	Apt Elev	2871

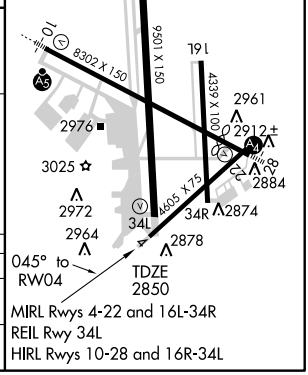
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling NA at night to Rwy 16L.
ASR Straight-in minima NA at night.

MISSED APPROACH: Climb to 4700 direct JAPIG and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	3360-1 510 (500-1)		3360-1½ 510 (500-1½)	
CIRCLING	3360-1 489 (500-1)		3360-1½ 489 (500-1½)	3440-2 569 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8302
CH 69310	105°	TDZE	2868
W10A		Apt Elev	2871

RNAV (GPS) RWY 10

MIDLAND INTL (MAF)

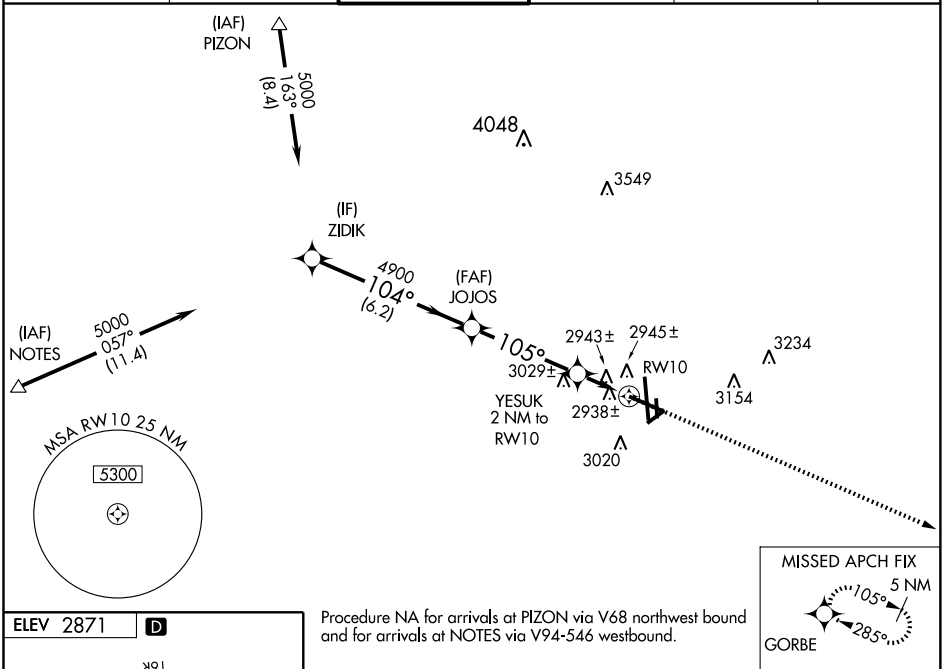
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°) or above 43°C (109°F). DME/DME RNP-0.3 NA. Baro VNAV and VDP NA when using Odessa altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. When using Odessa altimeter setting, increase LPV visibility to RVR 5000 all Cats. When Midland Intl altimeter setting not received, use Odessa altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LNAV Cat C visibility to RVR 4000.

MALSR

MISSED APPROACH: Climb to 4500 direct GORBE and hold.

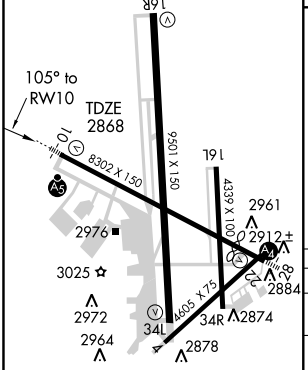
ATIS	MIDLAND APP CON★	MIDLAND TOWER★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95



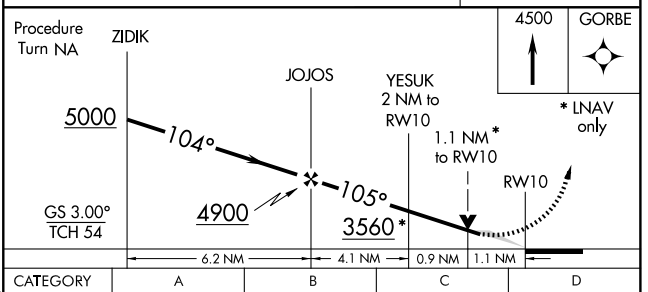
MISSED APCH FIX

Procedure NA for arrivals at PIZON via V68 northwest bound and for arrivals at NOTES via V94-546 westbound.

ELEV 2871 D



REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L



CATEGORY	A	B	C	D
LPV DA	3118/24 250 (300-½)			
LNAV/VNAV DA	3269/50 401 (400-1)			
LNAV MDA	3260/24 392 (400-½)			3260/50 392 (400-1)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16R

MIDLAND INTL (MAF)

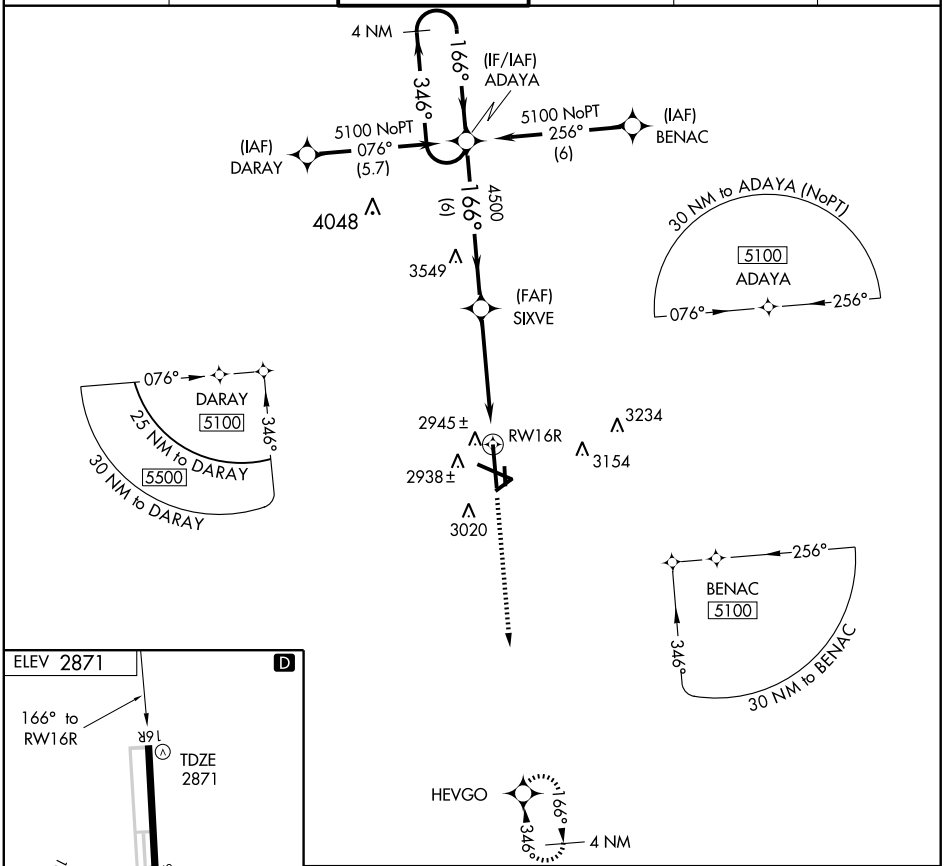
APP CRS	Rwy Idg	9501
166°	TDZE	2871
	Apt Elev	2871

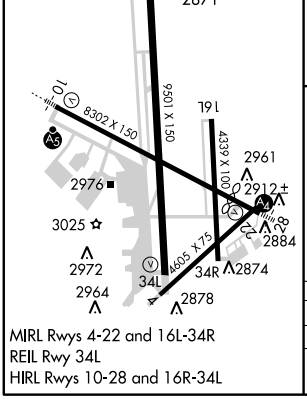
NA ASR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 16L.

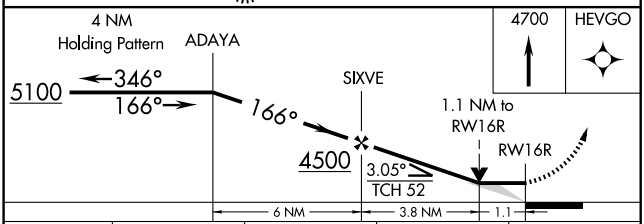
MISSED APPROACH: Climb to 4700 direct HEVGO and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) 273.45	121.9 348.6	118.05 317.65	122.95





MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L



CATEGORY	A	B	C	D
LNAV MDA	3280-1	409 (500-1)	3280-1¼	409 (500-1¼)
CIRCLING	3340-1	469 (500-1)	3340-1½ 469 (500-1½)	3440-2 569 (600-2)

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SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

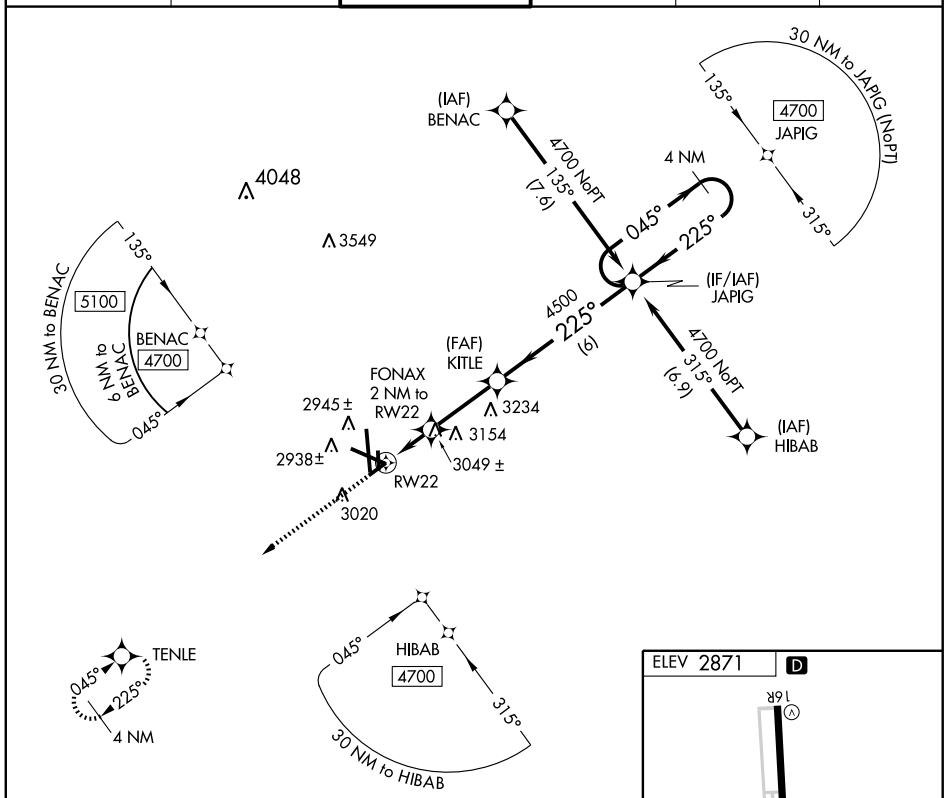
MIDLAND INTL (MAF)

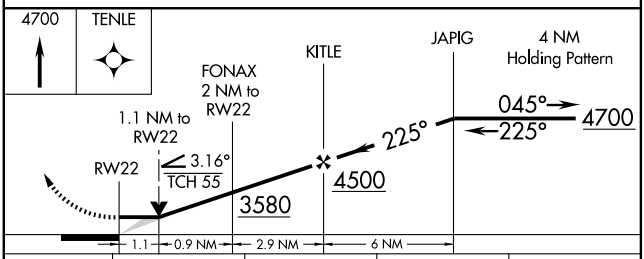
APP CRS	Rwy Idg	4605
225°	TDZE	2853
	Apt Elev	2871

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 16L.
Straight-in minima NA at night.

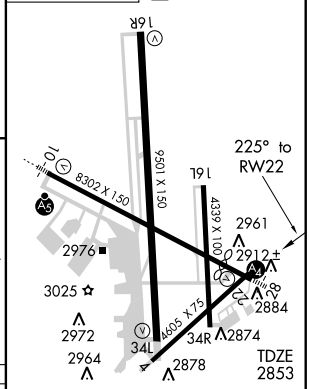
MISSED APPROACH: Climb to 4700 direct TENLE and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) Ⓛ 273.45	121.9 348.6	118.05 317.65	122.95





CATEGORY	A	B	C	D
LNAV MDA	3280-1 427 (500-1)		3280-1¼ 427 (500-1 ¼)	3280-1½ 427 (500-1½)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)



MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81816 W28A	APP CRS 285°	Rwy Idg 7610 TDZE 2857 Apt Elev 2871

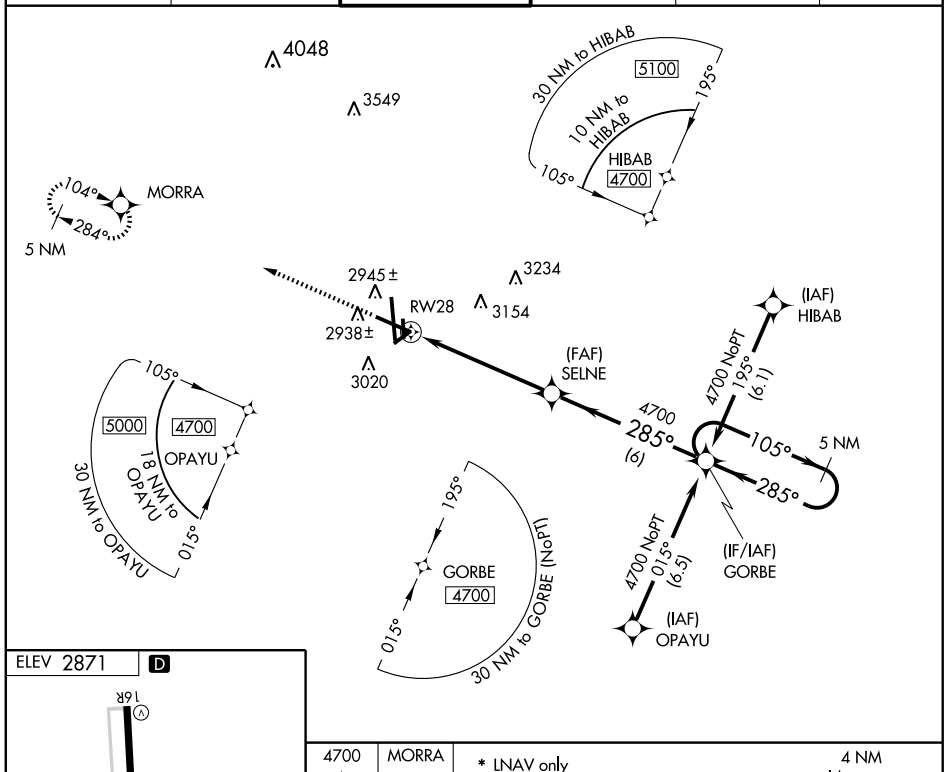
RNAV (GPS) RWY 28

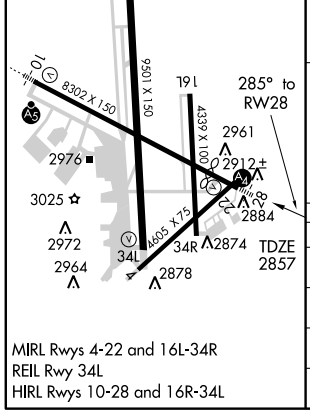
MIDLAND INTL (MAF)

ASR	MALS	MISSED APPROACH: Climb to 4700 direct MORRA and hold.

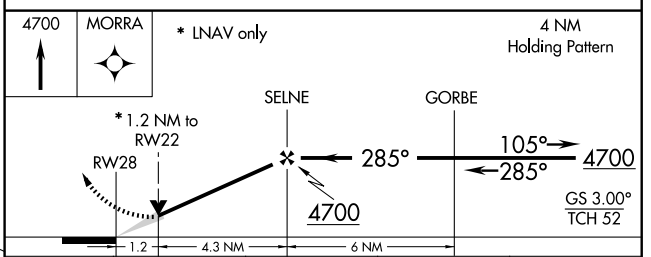
Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C and D. DME/DME RNP-0.3 NA. Baro-VNAV NA below -20°C (-4°F). Circling NA at night to Rwy 16L.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95





MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L



CATEGORY	A	B	C	D
LPV DA	3110-¾ 253 (300-¾)			
LNAV/VNAV DA	3280-1½ 423 (500-1½)			
LNAV MDA	3280-¾ 423 (500-¾)		3280-1¼ 423 (500-1¼)	
CIRCLING	3340-1½ 469 (500-1½)			3440-2 569 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 34L

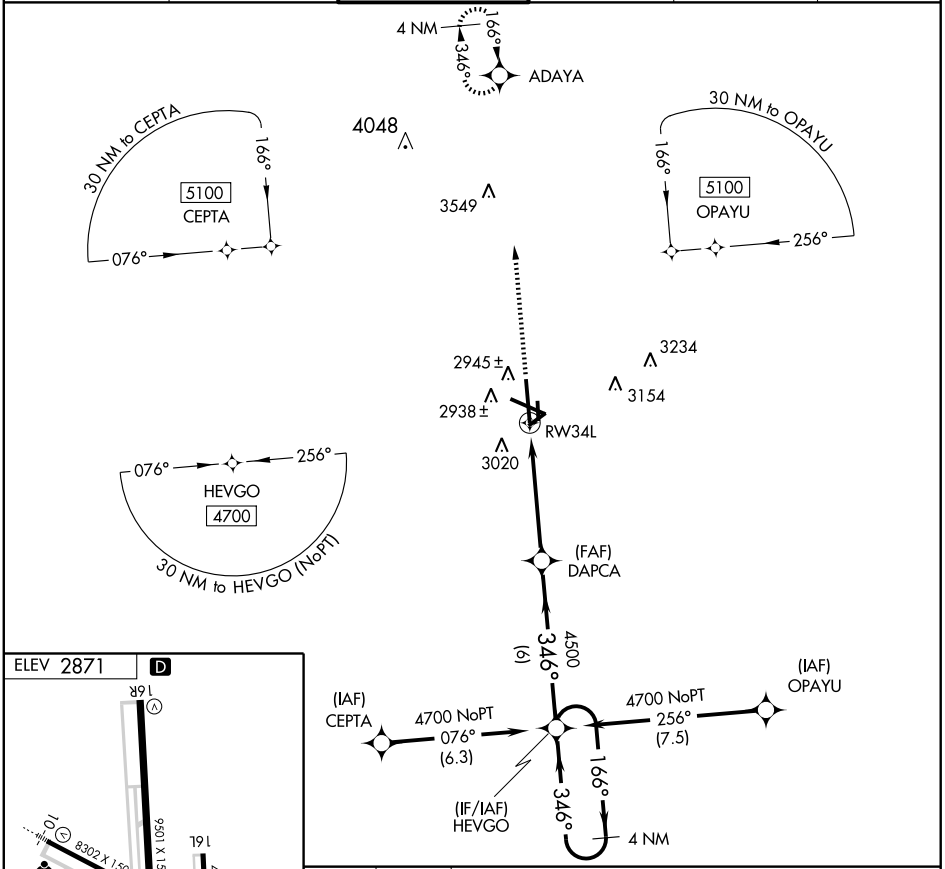
MIDLAND INTL (MAF)

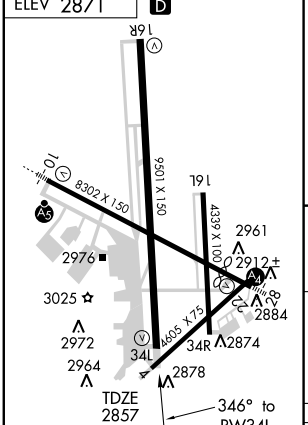
APP CRS	Rwy Idg	9501
346°	TDZE	2857
	Apt Elev	2871

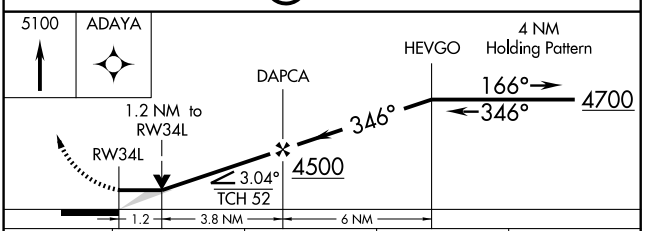
T NA ASR — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 16L.

MISSED APPROACH: Climb to 5100 direct ADAYA and hold.

ATIS	MIDLAND APP CON ★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	3280-1	423 (500-1)	3280-1¼	423 (500-1¼)
CIRCLING	3340-1	469 (500-1)	3340-1½ 469 (500-1½)	3440-2 569 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAF	APP CRS	Rwy Idg	9501
114.8	357°	TDZE	2857
Chan 95		Apt Elev	2871

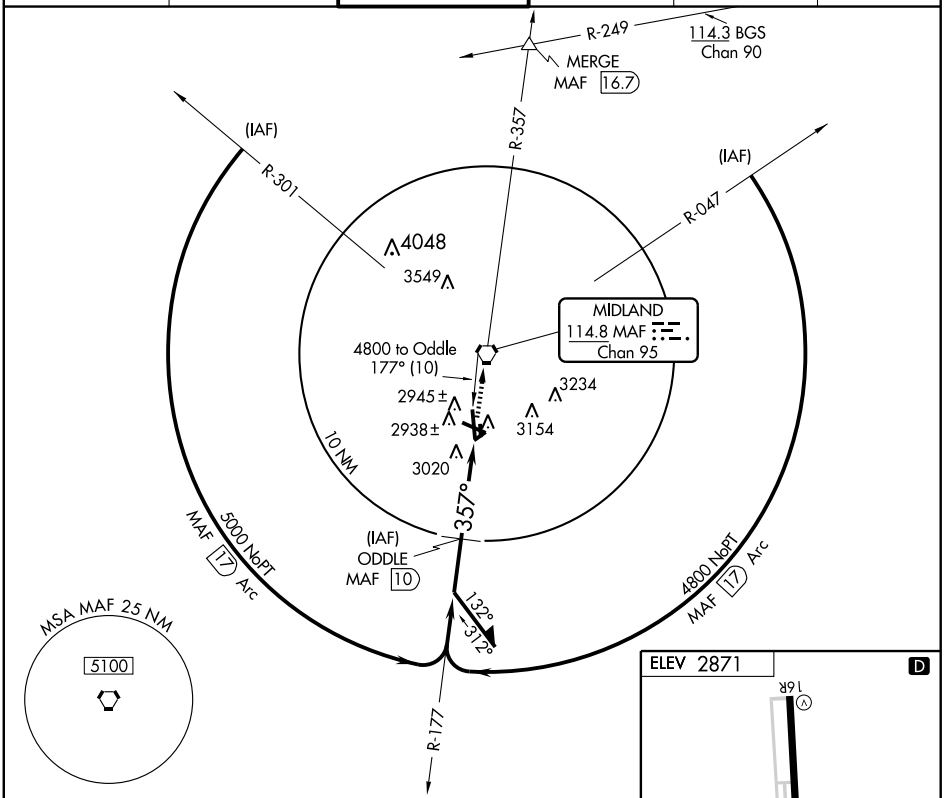
VOR/DME or TACAN RWY 34L

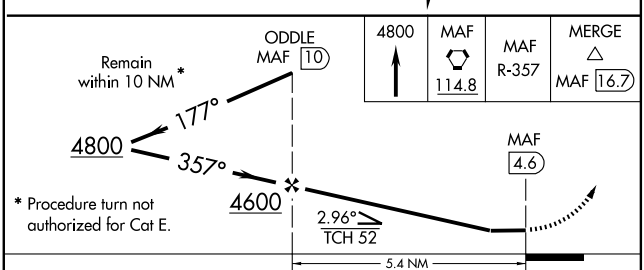
MIDLAND INTL (MAF)

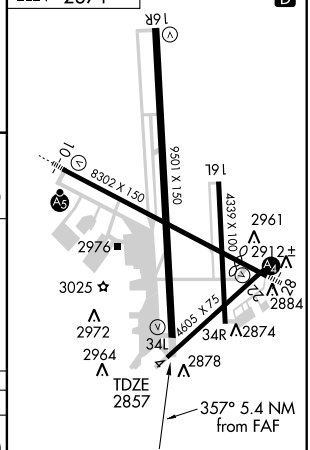
ASR

MISSED APPROACH: Climb to 4800 direct to MAF VORTAC then via MAF R-357 to MERGE Int/MAF 16.7 DME.

ATIS	MIDLAND APP CON*	MIDLAND TOWER *	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







CATEGORY	A	B	C	D	E
S-34L	3260-1 403 (400-1)		3260-1¼ 403 (400-1¼)		3260-1½ 403 (400-1½)
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAF 114.8 Chan 95	APP CRS 183°	Rwy Idg 9501 TDZE 2871 Apt Elev 2871

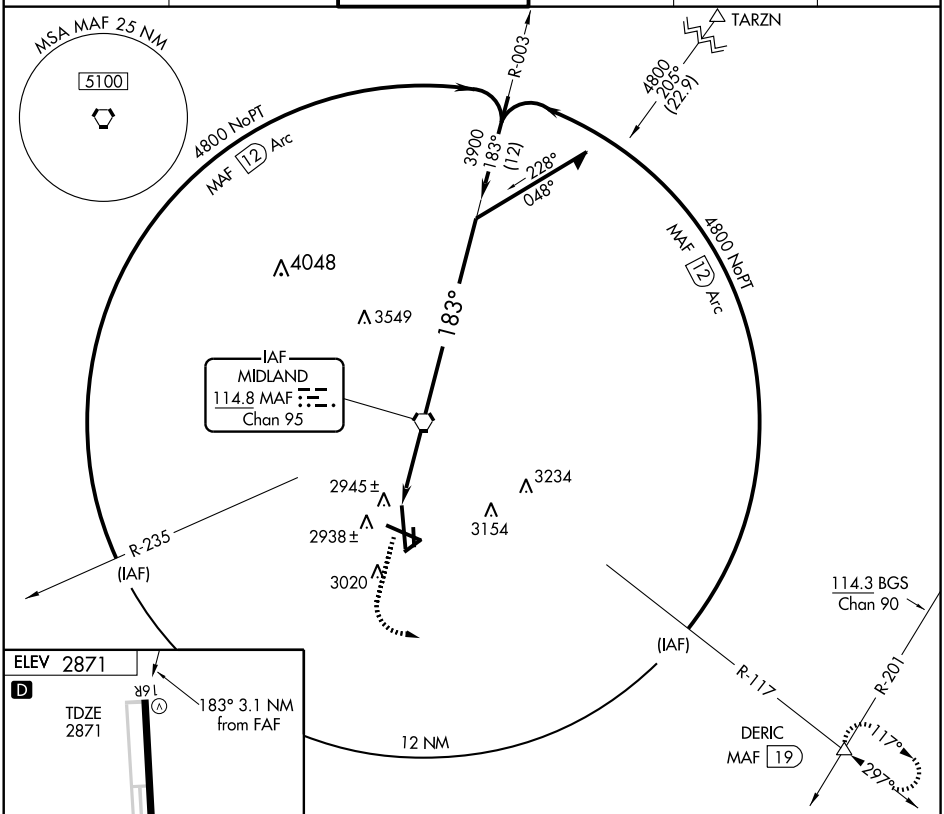
VOR or TACAN RWY 16R

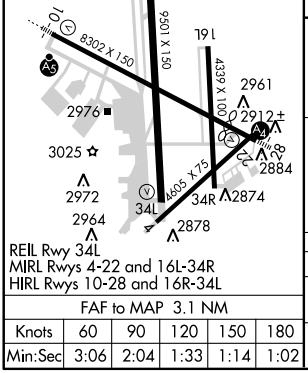
MIDLAND INTL (MAF)

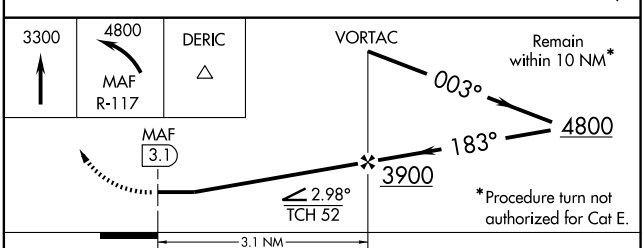
ASR

MISSED APPROACH: Climb to 3300 then climbing left turn to 4800 via MAF R-117 to DERIC Int and hold.

ATIS	MIDLAND APP CON★	MIDLAND TOWER ★	GND CON	CLNC DEL	UNICOM
126.8 235.975	124.6 290.4	118.7 (CTAF) L 273.45	121.9 348.6	118.05 317.65	122.95







FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D	E
S-16R	3260-1 389 (400-1)			3260-1¼ 389 (400-1¼)	
CIRCLING	3340-1 469 (500-1)		3340-1½ 469 (500-1½)	3440-2 569 (600-2)	3600-2½ 729 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAF	APP CRS	Rwy Idg	5022
114.8	239°	TDZE	2800
Chan 95		Apt Elev	2803

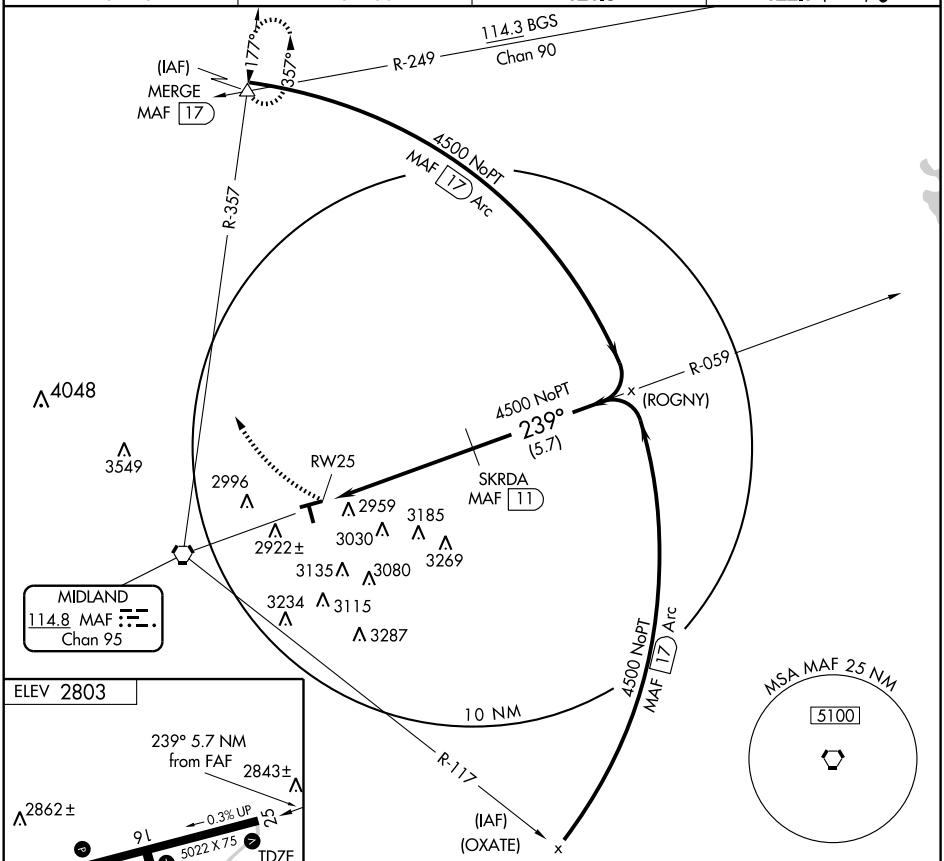
VOR/DME or GPS RWY 25

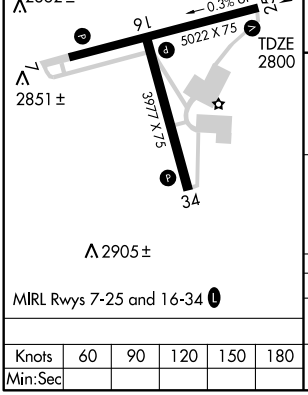
MIDLAND AIRPARK (MDD)

V NA — Use Midland Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4500 via MAF R-357 to MERGE Int/17 DME and hold.

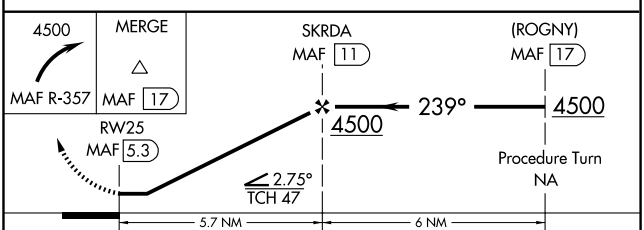
AWOS-3	MIDLAND APP CON ★	CLNC DEL	UNICOM
118.125	124.6 290.4	121.8	122.7 (CTAF) L





MIRL Rwys 7-25 and 16-34 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-25	3400-1	600 (600-1)	3400-1½ 600 (600-1½)	3400-1¾ 600 (600-1¾)
CIRCLING	3400-1	597 (600-1)	3400-1½ 597 (600-1½)	3700-3 897 (900-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAF	APP CRS	Rwy Idg	N/A
114.8	061°	TDZE	N/A
Chan 95		Apt Elev	2802

VOR or GPS-A

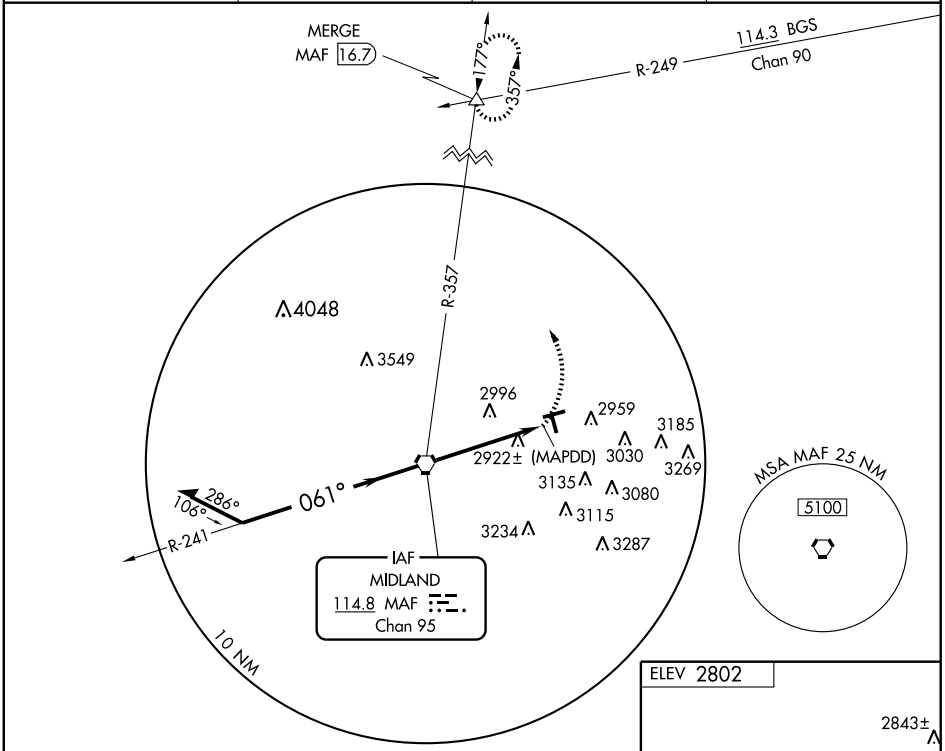
MIDLAND AIRPARK (MDD)

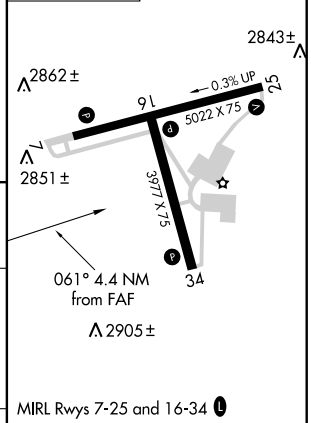
NA

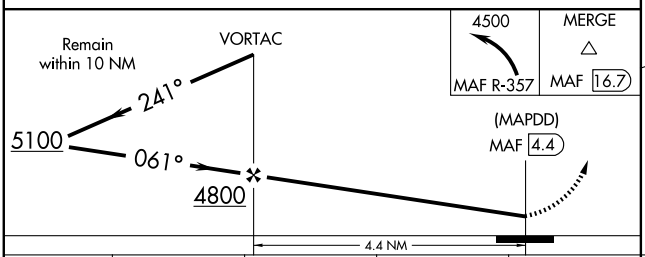
Use Midland Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4500 via MAF R-357 to MERGE Int and hold.

AWOS-3	MIDLAND APP CON ★	CLNC DEL	UNICOM
118.125	124.6 290.4	121.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3380-1 578 (600-1)		3380-1½ 578 (600-1½)	3700-3 898 (900-3)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

AL-9212 (FAA)

WAAS	APP CRS	Rwy Idg	4999
CH 62814	358°	TDZE	703
W36A		Apt Elev	726

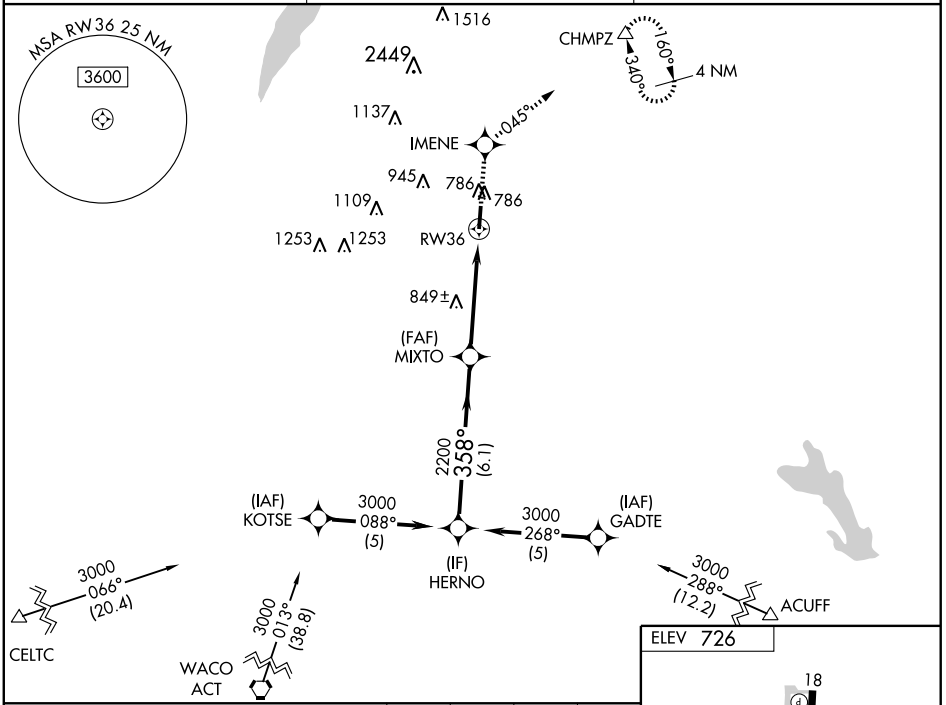
RNAV (GPS) RWY 36

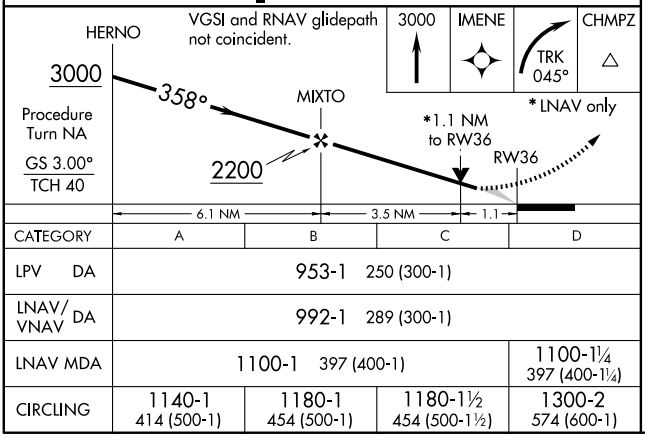
MIDLOTHIAN/WAXAHACHIE/MID-WAY RGNL (JWY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Dallas Love Field altimeter setting.

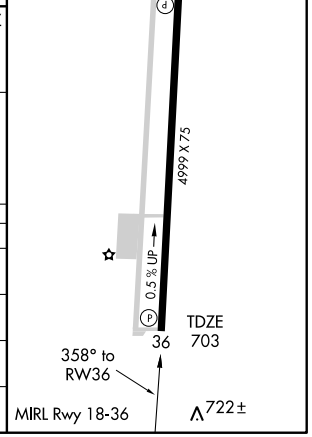
MISSED APPROACH: Climb to 3000 direct IMENE and right turn via track 045° to CHMPZ and hold, continue climb-in-hold to 3000.

AWOS-3	REGIONAL APP CON	UNICOM
119.575	125.2 343.65	122.975 (CTAF)





CATEGORY	A	B	C	D
LPV DA	953-1 250 (300-1)			
LNAV/VNAV DA	992-1 289 (300-1)			
LNAV MDA	1100-1 397 (400-1)			1100-1¼ 397 (400-1¼)
CIRCLING	1140-1 414 (500-1)	1180-1 454 (500-1)	1180-1½ 454 (500-1½)	1300-2 574 (600-1)



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME UIM 114.0 Chan 87	APP CRS 203°	Rwy Idg N/A TDZE N/A Apt Elev 429

VOR/DME-A

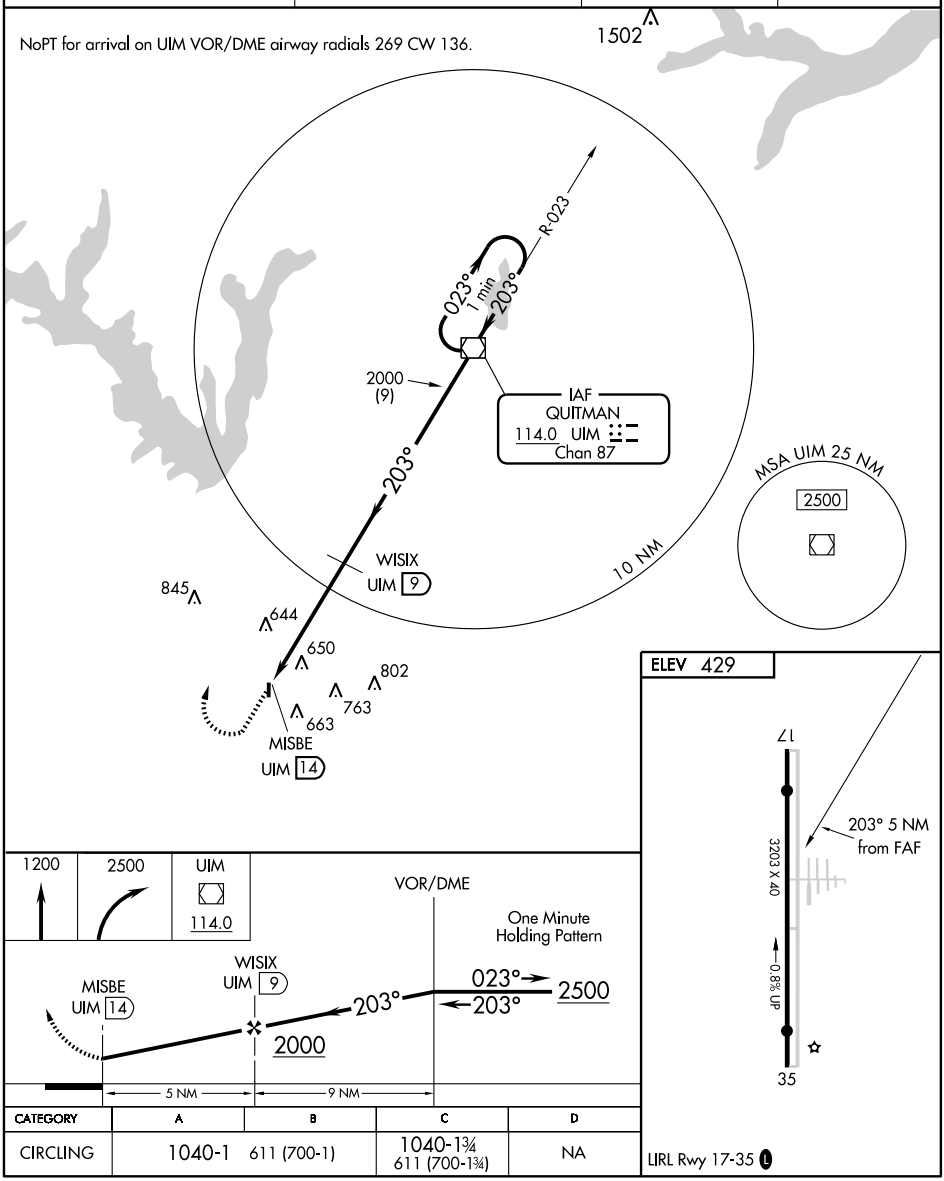
MINEOLA WISENER FIELD (3F9)

⚠ NA Use Tyler Pounds Rgnl altimeter setting; if not received, use East Texas Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct UIM VOR/DME and hold.

TYLER POUNDS RGNL ATIS ★	EAST TEXAS RGNL ATIS ★	LONGVIEW APP CON ★	UNICOM
126.25	119.65	128.75 379.15	122.8 (CTAF) L

SC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	1040-1	611 (700-1)	1040-1¾ 611 (700-1¾)	NA

LIRL Rwy 17-35 L

RNAV (GPS) RWY 18

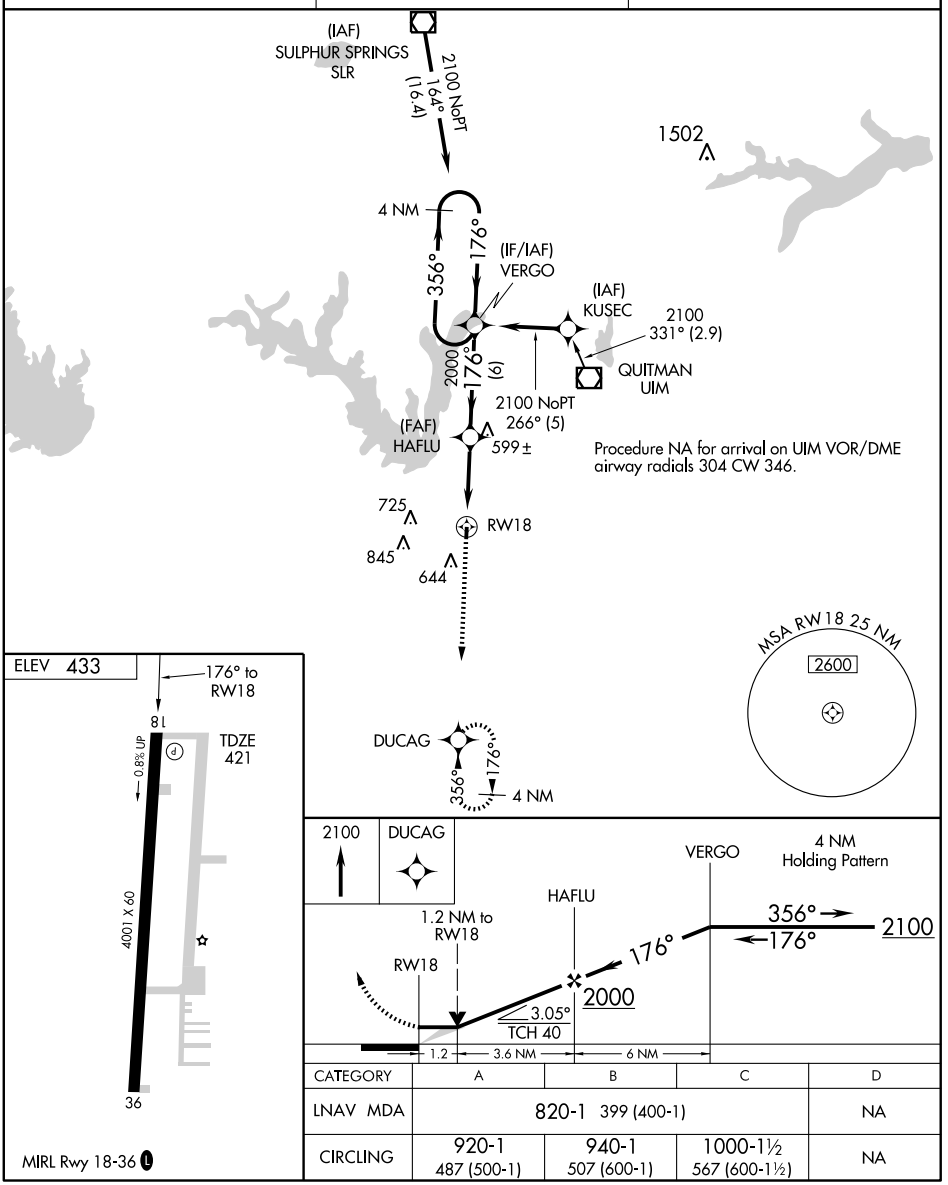
MINEOLA/ WOOD COUNTY (JDD)

APP CRS	Rwy Idg	4001
176°	TDZE	421
	Apt Elev	433

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct DUCAG and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	820-1 399 (400-1)			NA
CIRCLING	920-1 487 (500-1)	940-1 507 (600-1)	1000-1½ 567 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
356°	TDZE	433
	Apt Elev	433

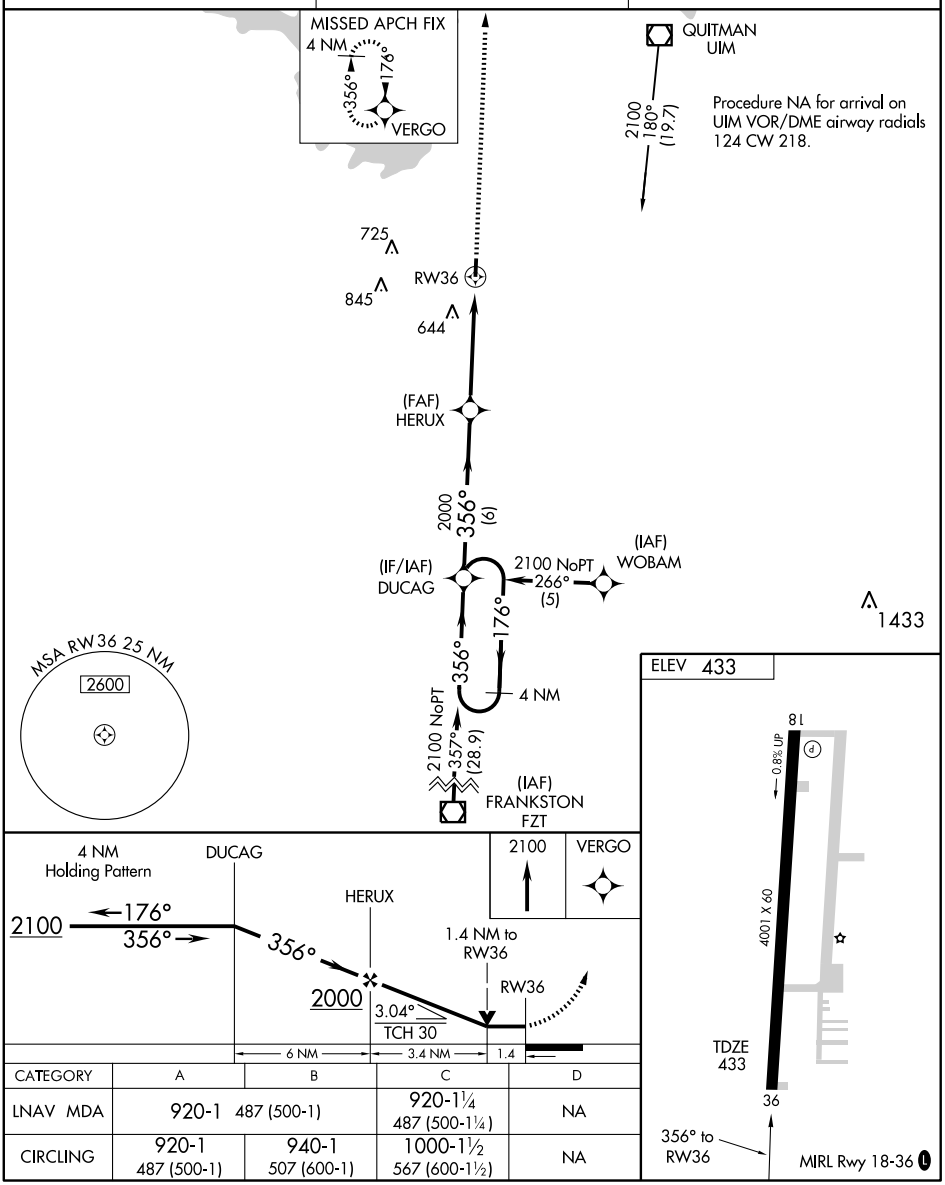
RNAV (GPS) RWY 36

MINEOLA/ WOOD COUNTY (JDD)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct VERGO and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	920-1 487 (500-1)		920-1¼ 487 (500-1¼)	NA
CIRCLING	920-1 487 (500-1)	940-1 507 (600-1)	1000-1½ 567 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME UIM 114.0 Chan 87	APP CRS 210°	Rwy Idg N/A TDZE N/A Apt Elev 433

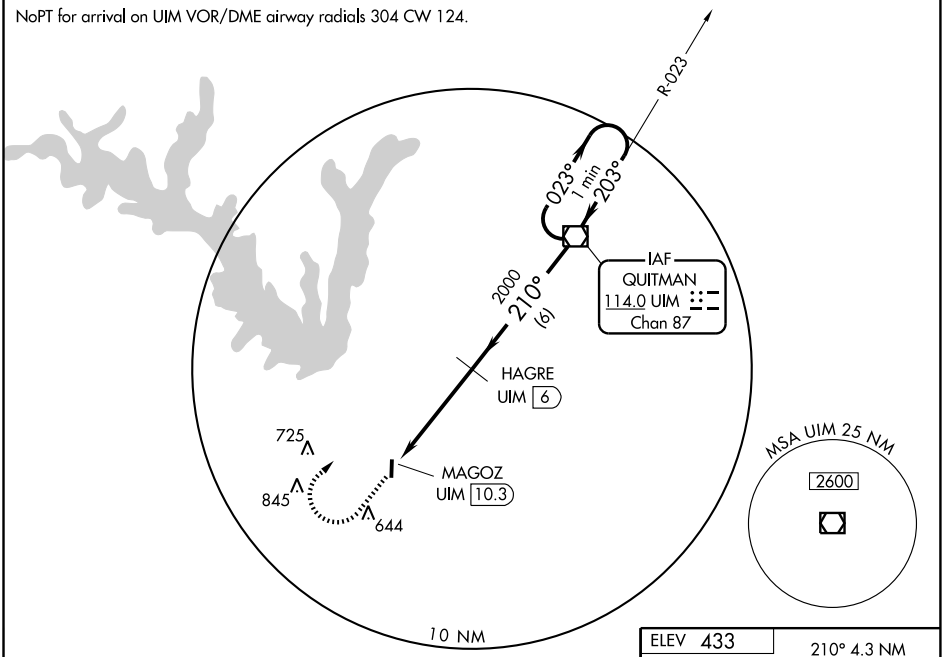
VOR/DME-B

MINEOLA/ WOOD COUNTY (JDD)

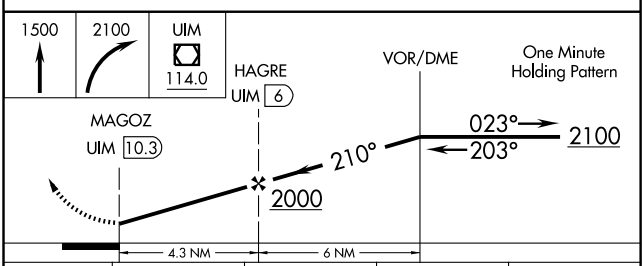
MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct UIM VOR/DME and hold.

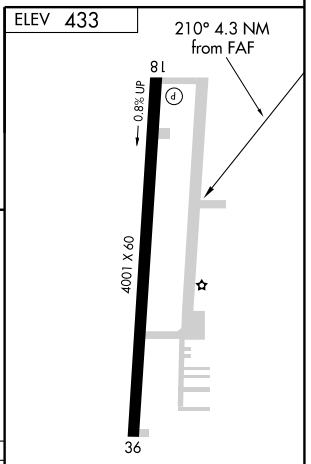
AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L

NoPT for arrival on UIM VOR/DME airway radials 304 CW 124.



1078





CATEGORY	A	B	C	D
CIRCLING	980-1 547 (600-1)		1000-1½ 567 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

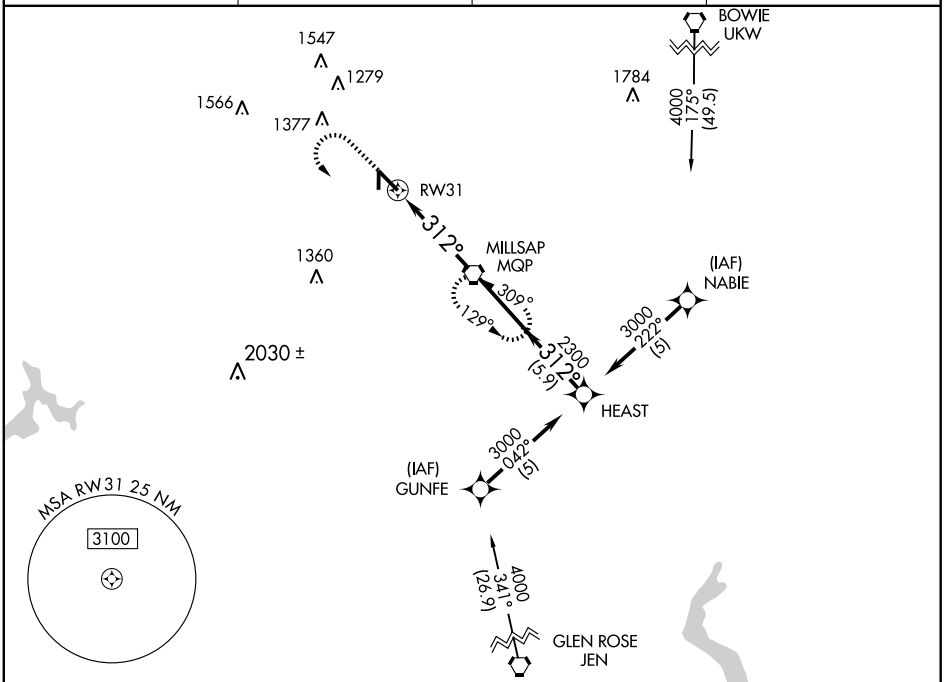
APP CRS	Rwy Idg	5596
312°	TDZE	974
	Apt Elev	974

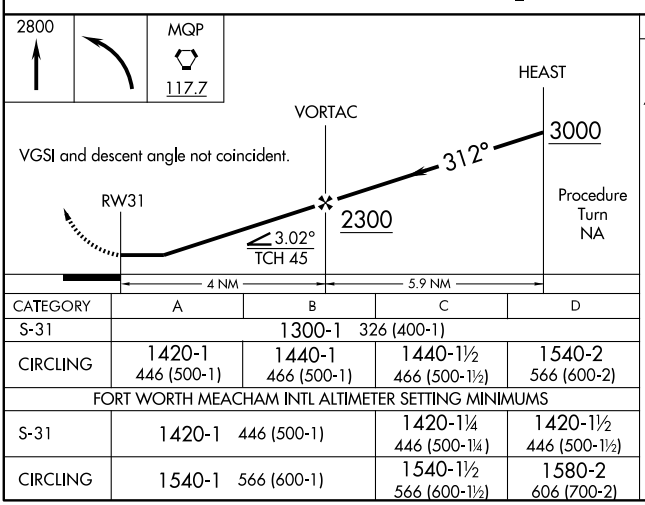
GPS RWY 31
MINERAL WELLS (MWL)

Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

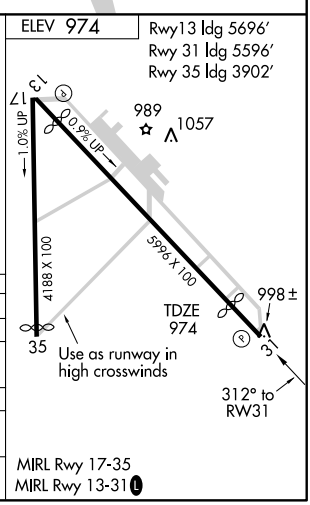
MISSED APPROACH: Climb to 2800, then left turn direct MQP VORTAC and hold.

ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF)





CATEGORY	A	B	C	D
S-31	1300-1 326 (400-1)			
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)
FORT WORTH MEACHAM INTL ALTIMETER SETTING MINIMUMS				
S-31	1420-1 446 (500-1)		1420-1¼ 446 (500-1¼)	1420-1½ 446 (500-1½)
CIRCLING	1540-1 566 (600-1)		1540-1½ 566 (600-1½)	1580-2 606 (700-2)



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

AL-658 (FAA)

LOC/DME I-VMH	APP CRS	Rwy Idg	5596
109.55	310°	TDZE	974
Chan 32 (Y)		Apt Elev	974

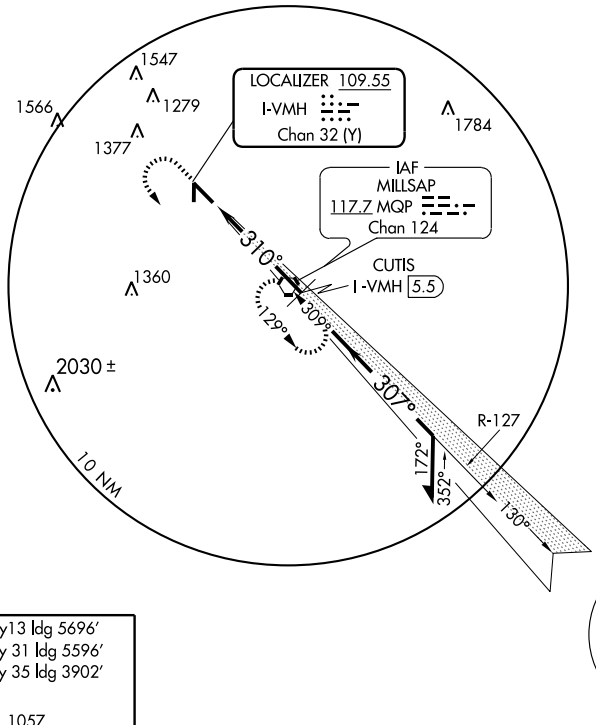
ILS or LOC/DME RWY 31

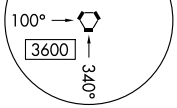
MINERAL WELLS (MWL)

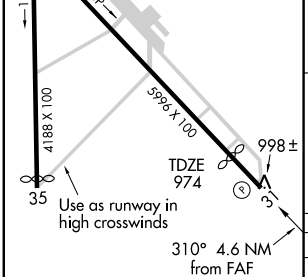
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct MQP VORTAC and hold.

ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF) L

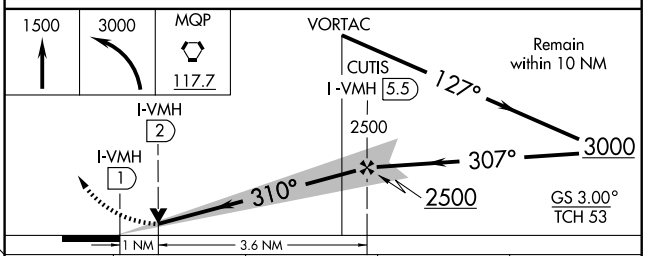






MIRL Rwy 17-35
MIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-ILS 31	1174-¾ 200 (200-¾)			
S-LOC 31	1340-1 366 (400-1)			1340-1¼ 366 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

32° 47′ N - 98° 04′ W

MINERAL WELLS (MWL)
ILS or LOC/DME RWY 31

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MQP	APP CRS	Rwy Idg	5596
117.7	309°	TDZE	974
Chan 124		Apt Elev	974

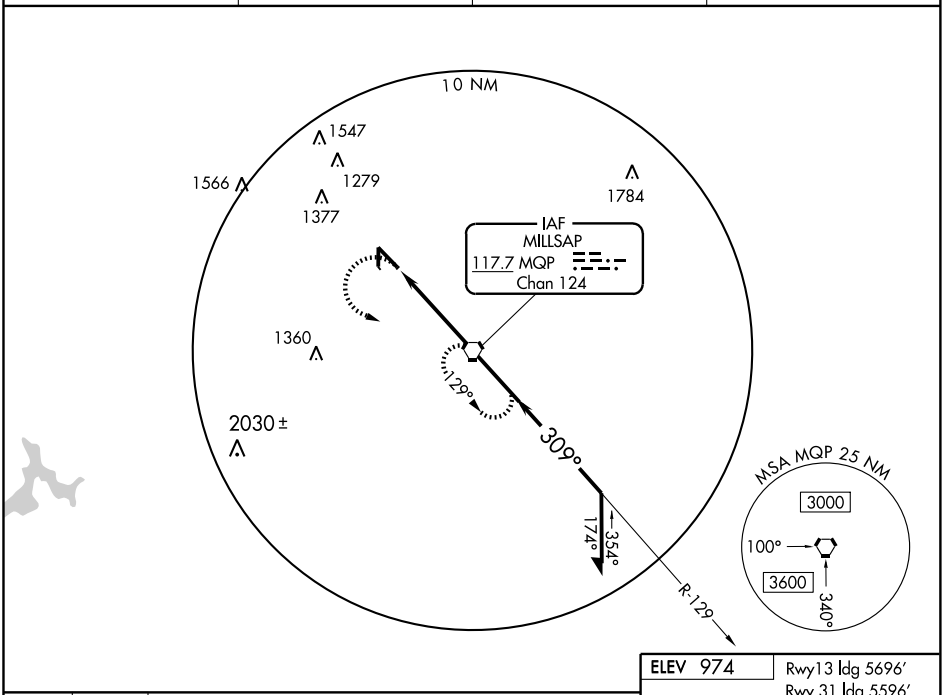
VOR RWY 31
MINERAL WELLS (MWL)

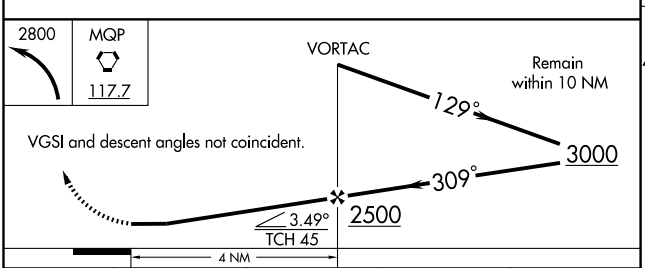
Obtain local altimeter settting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

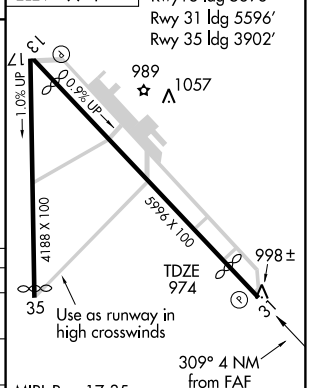
NA

MISSED APPROACH: Climbing left turn to 2800 direct MQP VORTAC and hold.

ASOS	FORT WORTH CENTER	GCO	UNICOM
135.075	127.0 360.6	121.725	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-31	1340-1 366 (400-1)			1340-1¼ 366 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)
FORT WORTH MEACHAM INTL ALTIMETER SETTING MINIMUMS				
S-31	1460-1 486 (500-1)		1460-1¼ 486 (500-1¼)	1460-1½ 486 (500-1½)
CIRCLING	1540-1 566 (600-1)		1540-1½ 566 (600-1½)	1580-2 606 (700-2)

MIRL Rwy 17-35
MIRL Rwy 13-31 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4268
118°	TDZE	2609
	Apt Elev	2615

GPS RWY 12

MONAHANS/ROY HURD MEMORIAL (EØ1)

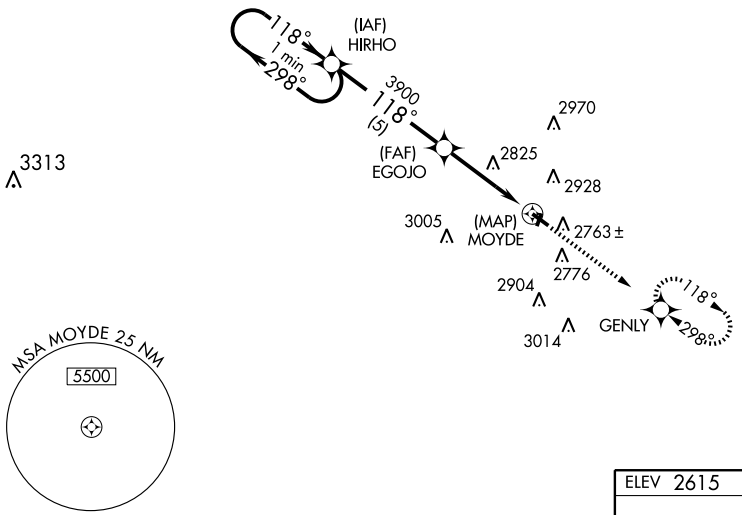
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

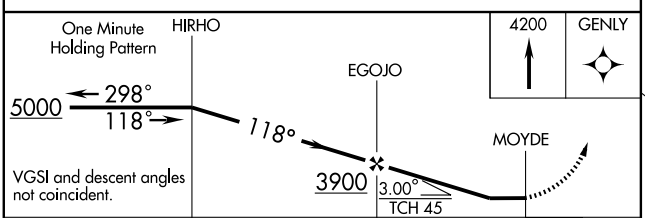
NA

MISSED APPROACH: Climb to 4200 direct GENLY WP and hold.

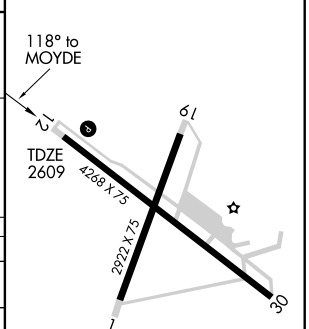
FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L

SC-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-12	3140-1 531 (600-1)		3140-1½ 531 (600-1½)	NA
CIRCLING	3300-1 685 (700-1)		3300-2 685 (700-2)	NA
	WINK ALTIMETER SETTING MINIMUMS			
S-12	3200-1 591 (600-1)		3200-1½ 591 (600-1½)	NA
CIRCLING	3360-1 745 (800-1)	3360-1¼ 745 (800-1¼)	3360-2¼ 745 (800-2¼)	NA



MIRL Rwys 1-19 and 12-30 L

APP CRS	Rwy Idg	4268
298°	TDZE	2613
	Apt Elev	2615

GPS RWY 30

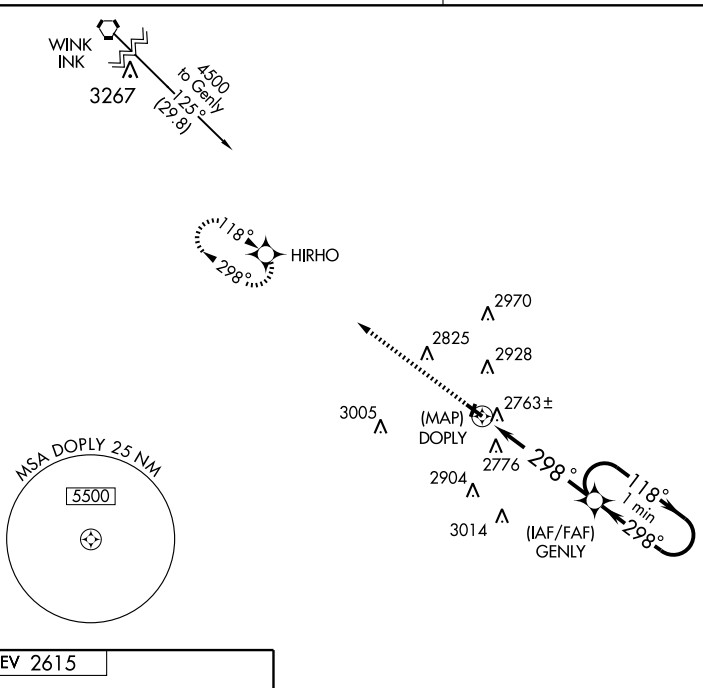
MONAHANS/ROY HURD MEMORIAL (EØ1)

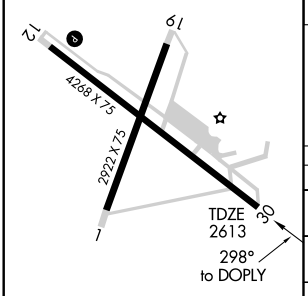
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

NA

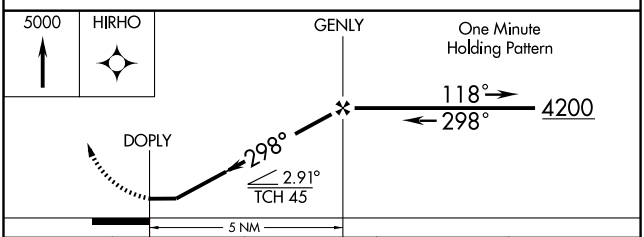
MISSED APPROACH: Climb to 5000 direct HIRHO WP and hold.

FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L





MIRL Rwys 1-19 and 12-30 L



CATEGORY	A	B	C	D
S-30	3080-1 467 (500-1)		3080-1¼ 467 (500-1¼)	NA
CIRCLING	3300-1 685 (700-1)		3300-2 685 (700-2)	NA
	WINK ALTIMETER SETTING MINIMUMS			
S-30	3140-1 527 (600-1)		3140-1½ 527 (600-1½)	NA
CIRCLING	3360-1 745 (800-1)	3360-1¼ 745 (800-1¼)	3360-2¼ 745 (800-2¼)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC INK 112.1 Chan 58	APP CRS 125°	Rwy Idg 4268 TDZE 2609 Apt Elev 2615

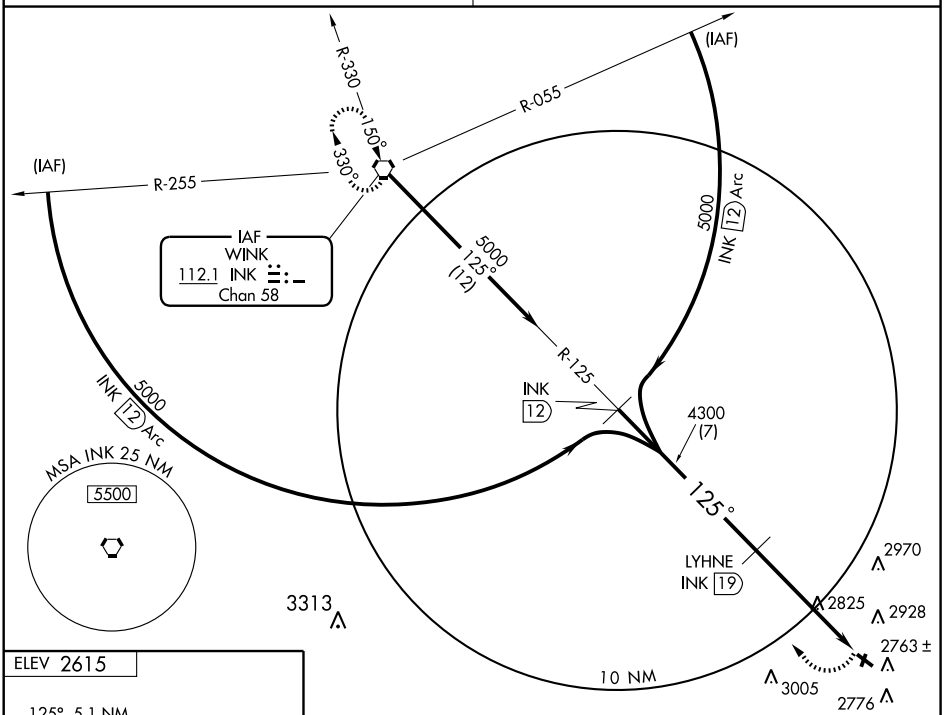
VOR/DME RWY 12

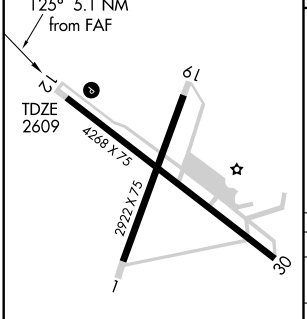
MONAHANS/ROY HURD MEMORIAL (EØ1)

NA Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

MISSED APPROACH: Climbing right turn to 5000 direct INK VORTAC and hold.

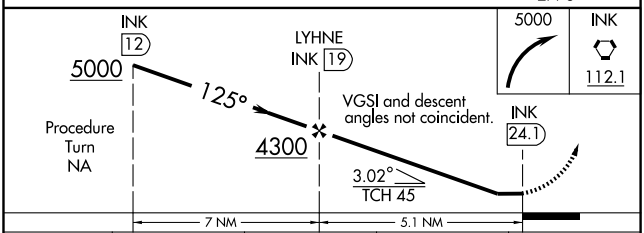
FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L





MIRL Rwys 1-19 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-12	3340-1 731 (800-1)	3340-1¼ 731 (800-1¼)	3340-2 731 (800-2)	NA
CIRCLING	3340-1 725 (800-1)	3340-1¼ 725 (800-1¼)	3340-2 725 (800-2)	NA
WINK ALTIMETER SETTING MINIMUMS				
S-12	3400-1 791 (800-1)	3400-1¼ 791 (800-1¼)	3400-2¼ 791 (800-2¼)	NA
CIRCLING	3400-1 785 (800-1)	3400-1¼ 785 (800-1¼)	3400-2¼ 785 (800-2¼)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6003
168°	TDZE	364
	Apt Elev	364

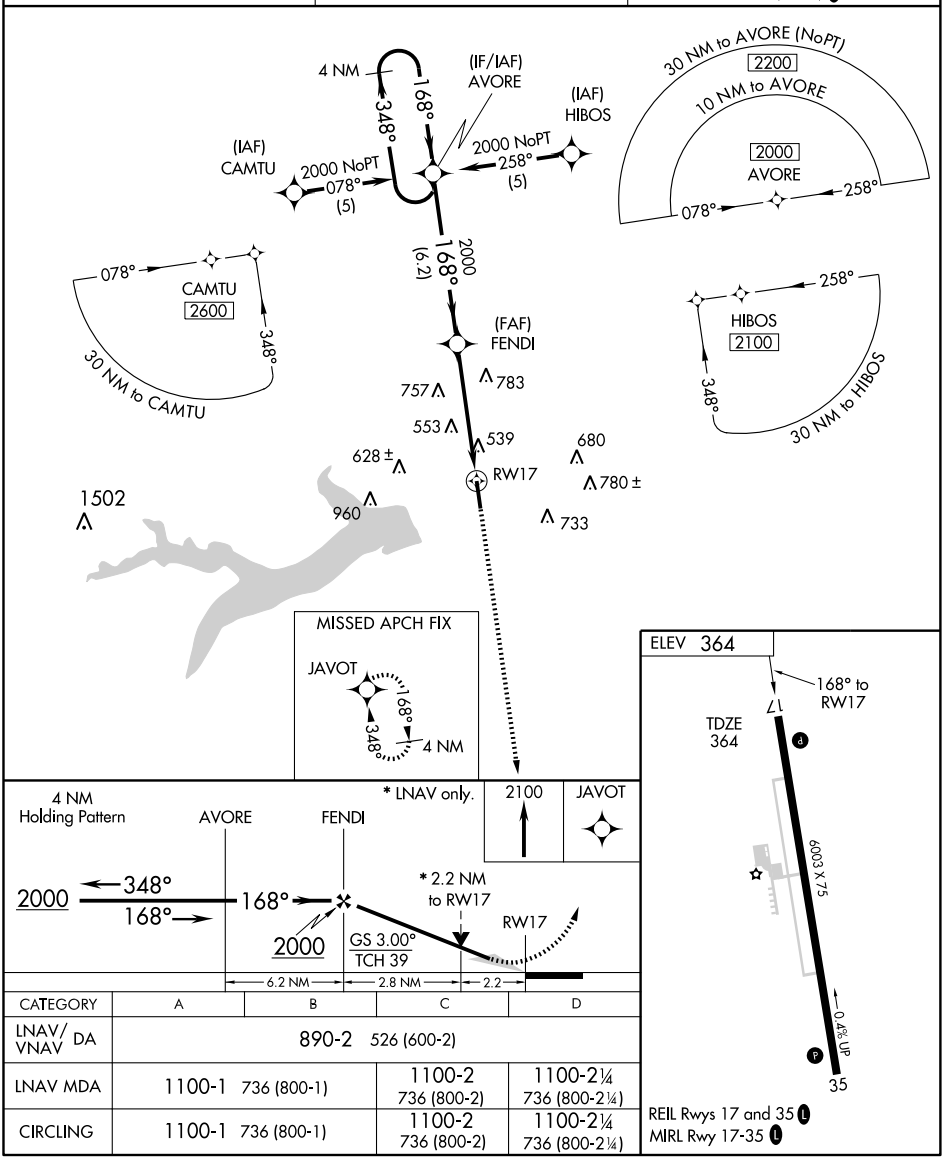
RNAV (GPS) RWY 17

MOUNT PLEASANT RGNL (OSA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ¼ mile all Cats, LNAV visibilities ½ mile all Cats, and circling visibilities ½ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2100 direct JAVOT and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV/ VNAV DA	890-2 526 (600-2)			
LNAV MDA	1100-1 736 (800-1)		1100-2 736 (800-2)	1100-2¼ 736 (800-2¼)
CIRCLING	1100-1 736 (800-1)		1100-2 736 (800-2)	1100-2¼ 736 (800-2¼)

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

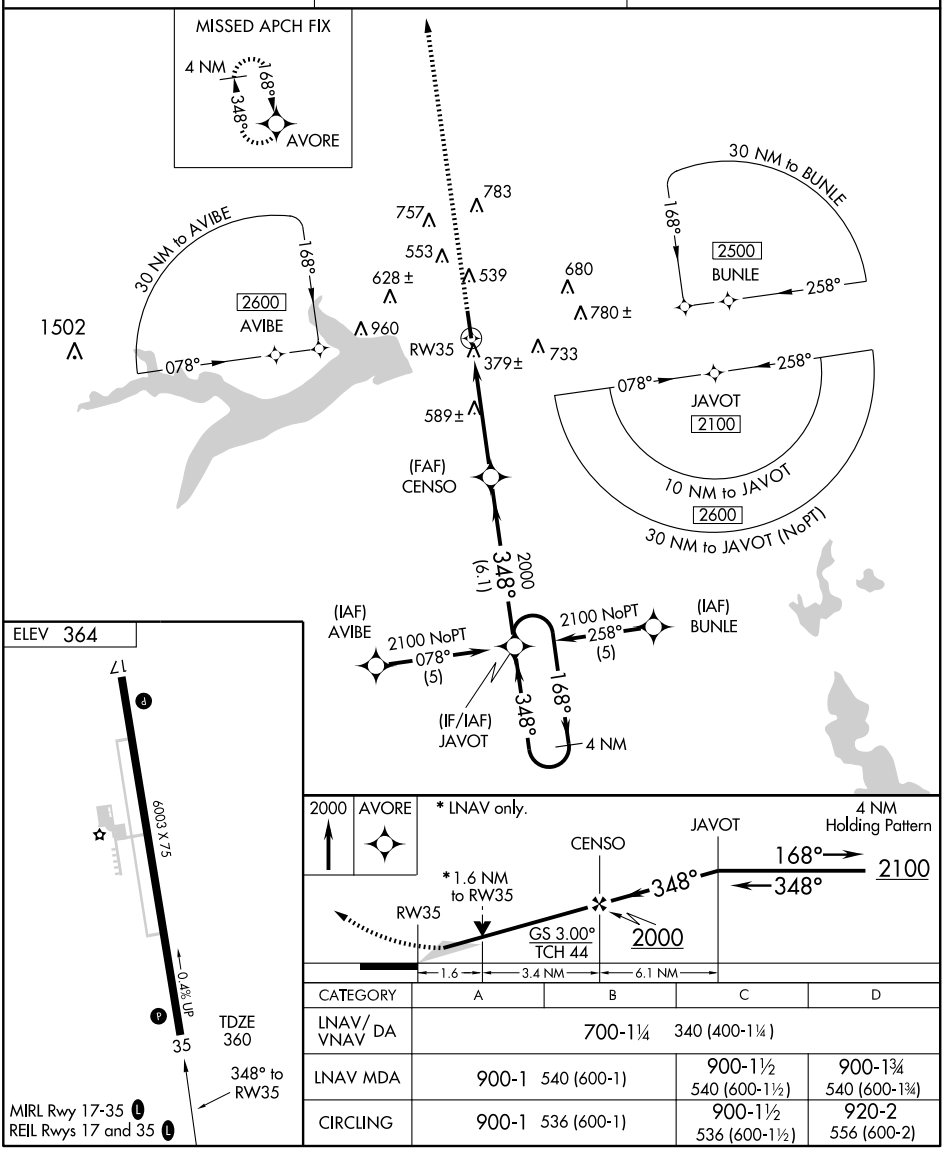
APP CRS	Rwy Idg	6003
348°	TDZE	360
	Apt Elev	364

RNAV (GPS) RWY 35
MOUNT PLEASANT RGNL (OSA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ½ mile all Cats, LNAV visibilities ¼ mile all Cats and circling visibilities ¼ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2000 direct AVORE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV/VNAV DA	700-1¼ 340 (400-1¼)			
LNAV MDA	900-1 540 (600-1)		900-1½ 540 (600-1½)	900-1¾ 540 (600-1¾)
CIRCLING	900-1 536 (600-1)		900-1½ 536 (600-1½)	920-2 556 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME UIM	APP CRS	Rwy Idg	N/A
114.0	050°	TDZE	N/A
Chan 87		Apt Elev	364

VOR/DME-A

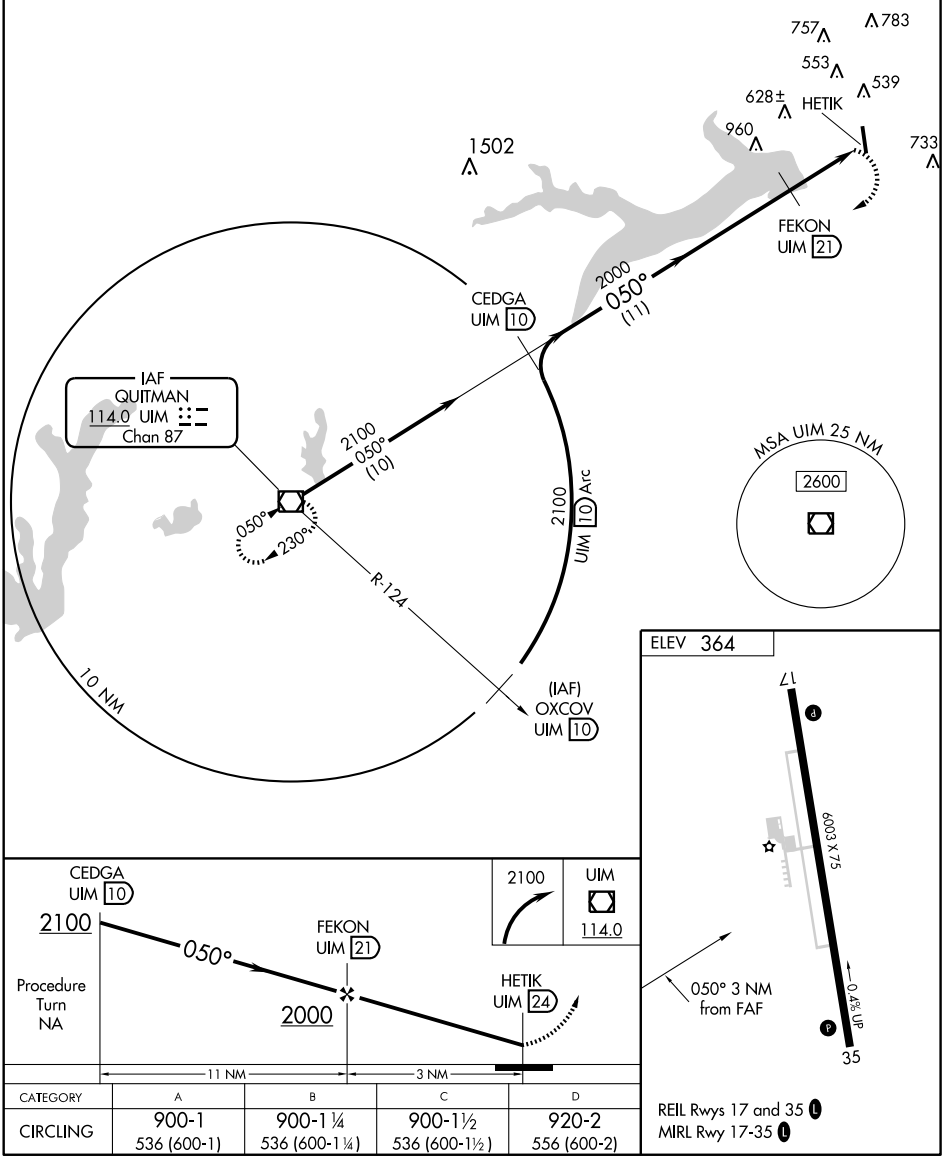
MOUNT PLEASANT RGNL (OSA)

NA

When local altimeter setting not received, use Paris altimeter setting and increase MDA 120 feet, increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2100 direct UIM VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.85 360.75	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	900-1 536 (600-1)	900-1 ¼ 536 (600-1¼)	900-1½ 536 (600-1½)	920-2 556 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

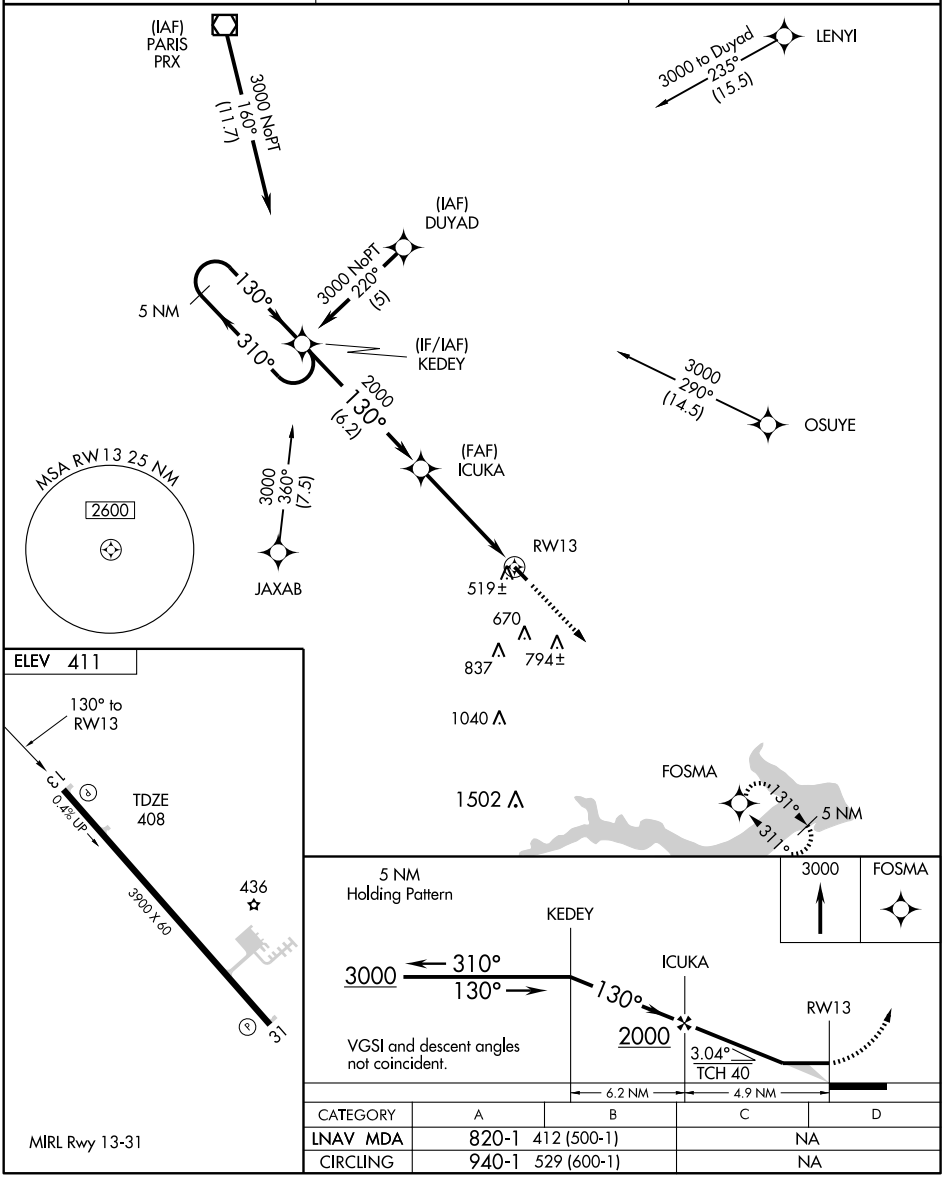
MOUNT VERNON/ FRANKLIN COUNTY (F53)

APP CRS	Rwy Idg	3900
130°	TDZE	408
	Apt Elev	411

⚠ NA — DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct FOSMA and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
MOUNT PLEASANT RGNL	132.85 360.75	123.0 (CTAF)
119.775		



MIRL Rwy 13-31

CATEGORY	A	B	C	D
LNAV MDA	820-1	412 (500-1)	NA	
CIRCLING	940-1	529 (600-1)	NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

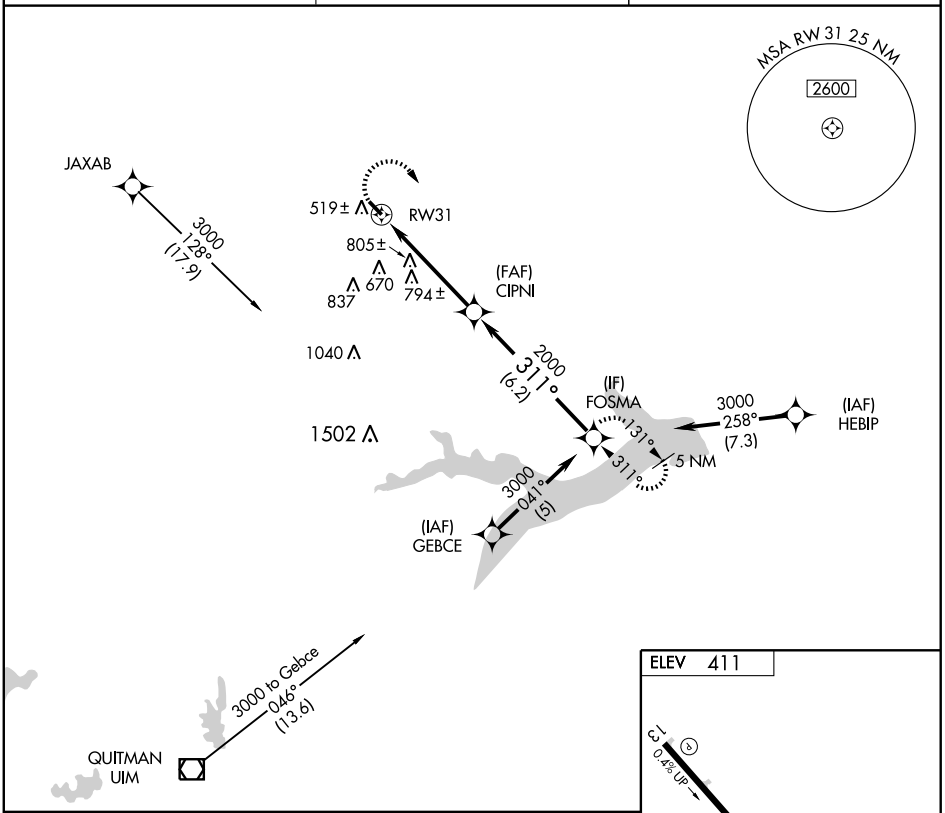
APP CRS	Rwy Idg	3900
311°	TDZE	411
	Apt Elev	411

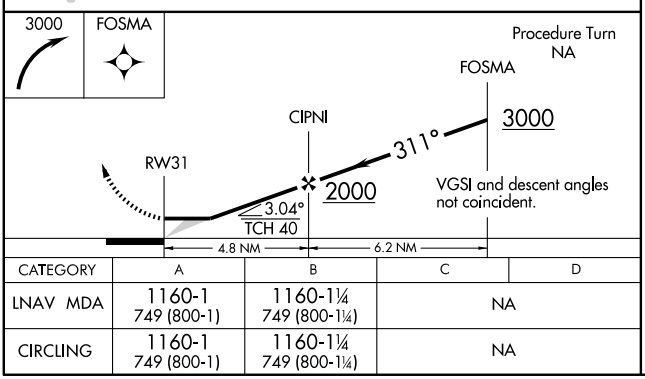
RNAV (GPS) RWY 31

MOUNT VERNON/ FRANKLIN COUNTY (F53)

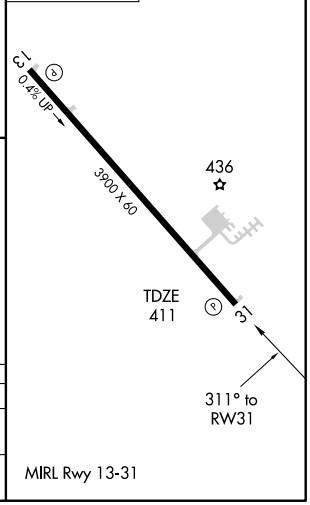
⚠ NA	DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 3000 direct FOSMA and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
MOUNT PLEASANT RGNL	132.85 360.75	123.0 (CTAF)
119.775		





CATEGORY	A	B	C	D
LNAV MDA	1160-1 749 (800-1)	1160-1¼ 749 (800-1¼)	NA	
CIRCLING	1160-1 749 (800-1)	1160-1¼ 749 (800-1¼)	NA	



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS)-B

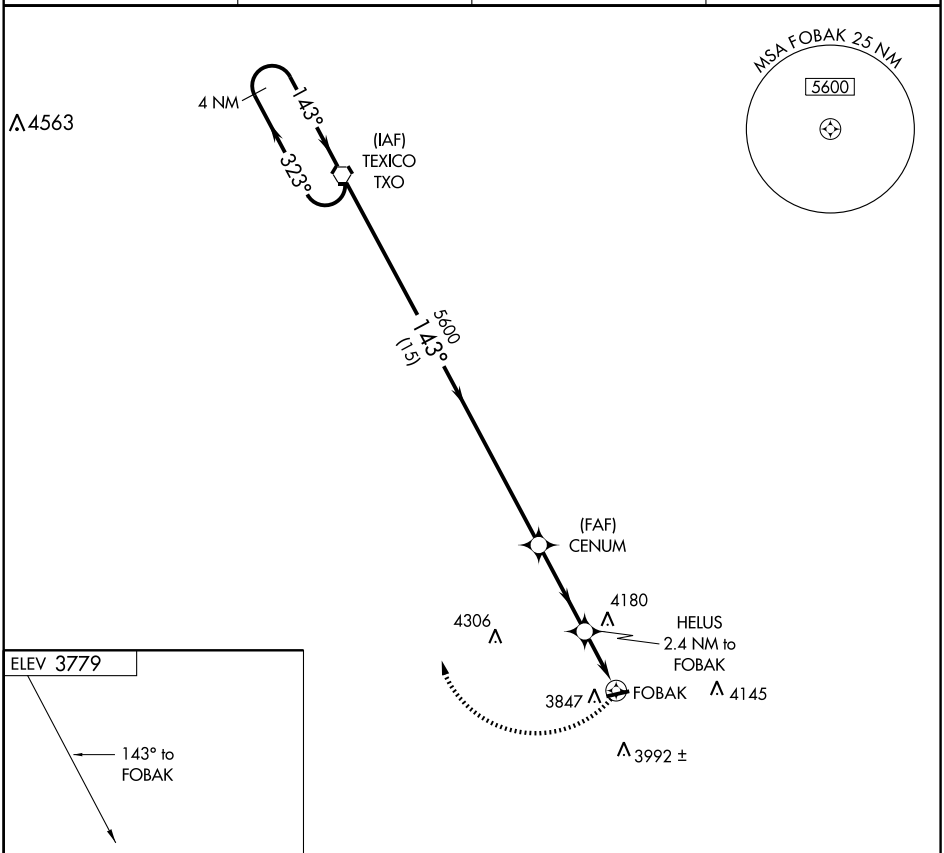
MULESHOE MUNI (2T1)

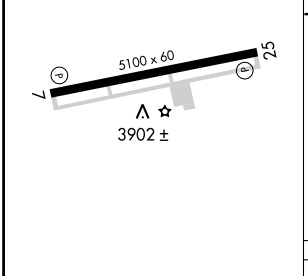
APP CRS	Rwy Idg	N/A
143°	TDZE	N/A
	Apt Elev	3779

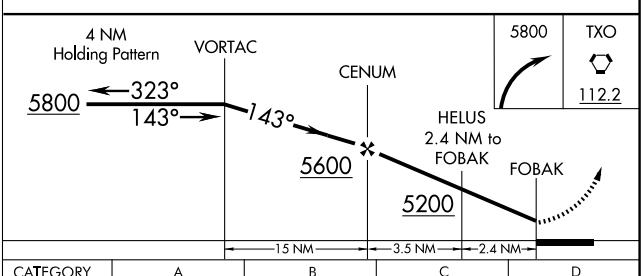
NA — Use Clovis Municipal altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

CLOVIS MUNI AWOS-3	FORT WORTH CENTER	CTAF	
135.375	126.45 316.1	122.9	122.8 L







CATEGORY	A	B	C	D
CIRCLING	4360-1 581 (600-1)	4380-1 601 (700-1)	4380-1¾ 601 (700-1¾)	NA

MIRL Rwy 7-25 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TXO	APP CRS	Rwy Idg	N/A
112.2	141°	TDZE	N/A
Chan 59		Apt Elev	3779

VOR/DME-A

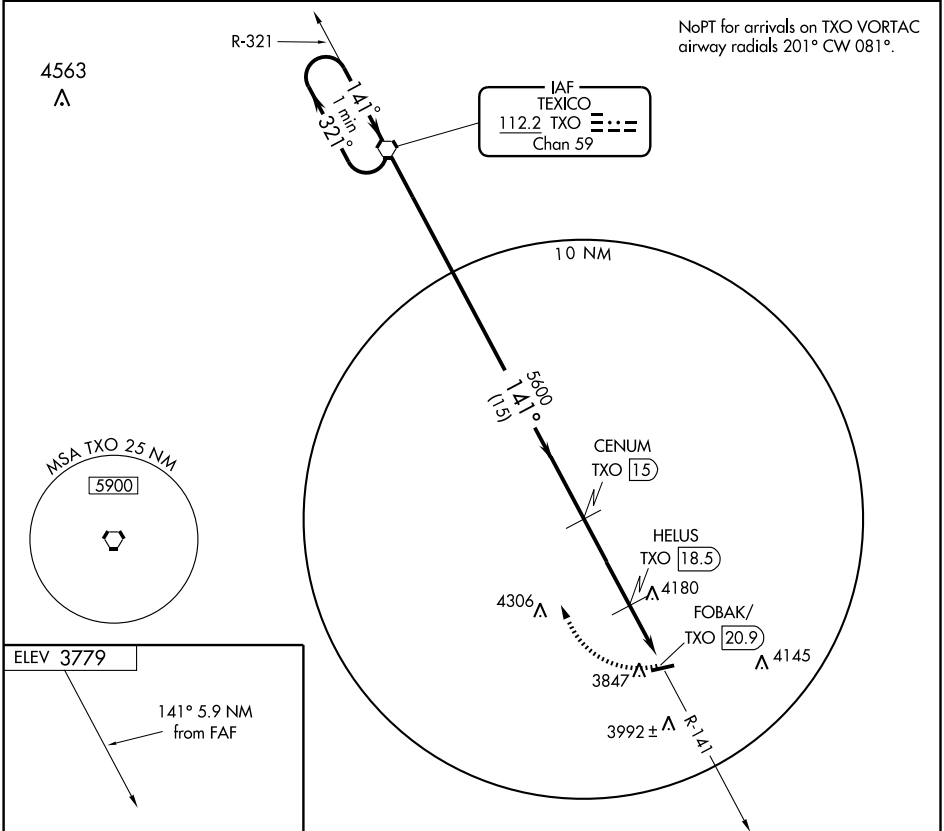
MULESHOE MUNI (2T1)

NA Use Clovis Muni altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

CLOVIS MUNI AWOS-3	FORT WORTH CENTER	CTAF	
135.375	126.45 316.1	122.9	122.8 L

NoPT for arrivals on TXO VORTAC airway radials 201° CW 081°.



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	4360-1 581 (600-1)	4380-1 601 (700-1)	4380-1¾ 601 (700-1¾)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
356°	TDZE	343
	Apt Elev	355

GPS RWY 36

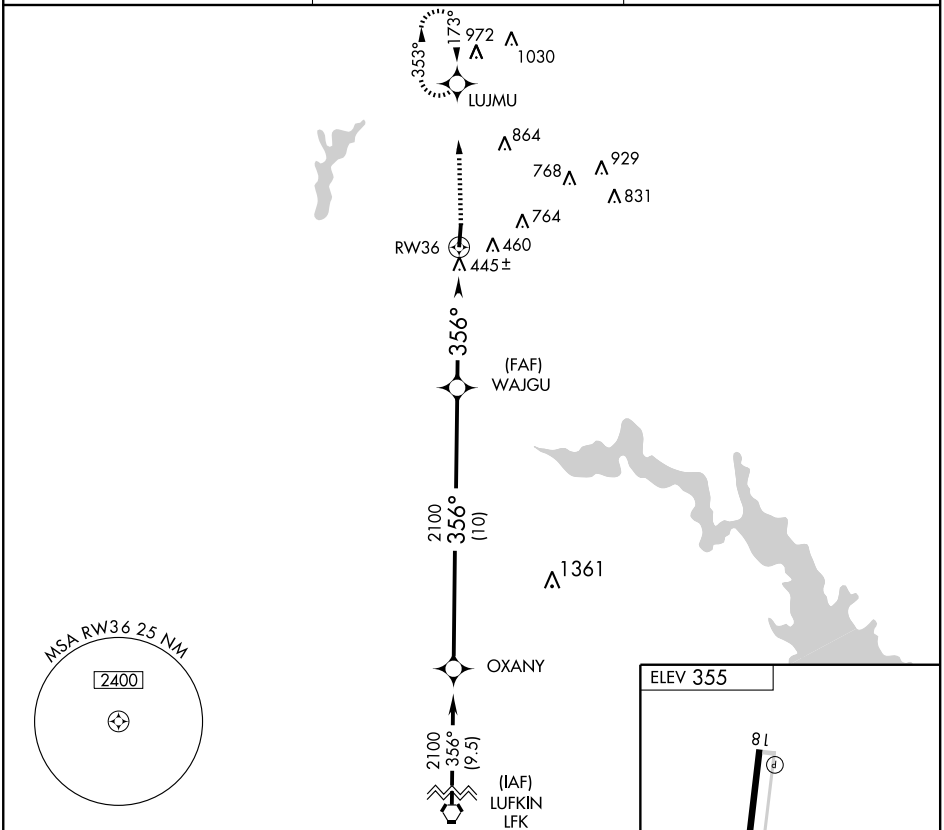
NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

NA

MALSR

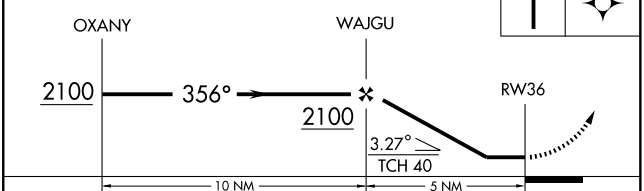
MISSED APPROACH: Climb to 2400 direct LUJMU and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.175 285.575	123.0 (CTAF) L



Procedure Turn
NA

2400 LUJMU



CATEGORY	A	B	C	D
S-36	700-1 357 (400-1)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OCH	APP CRS	Rwy ldg	5000
111.5	359°	TDZE	343
Chan 52		Apt Elev	355

ILS or LOC RWY 36

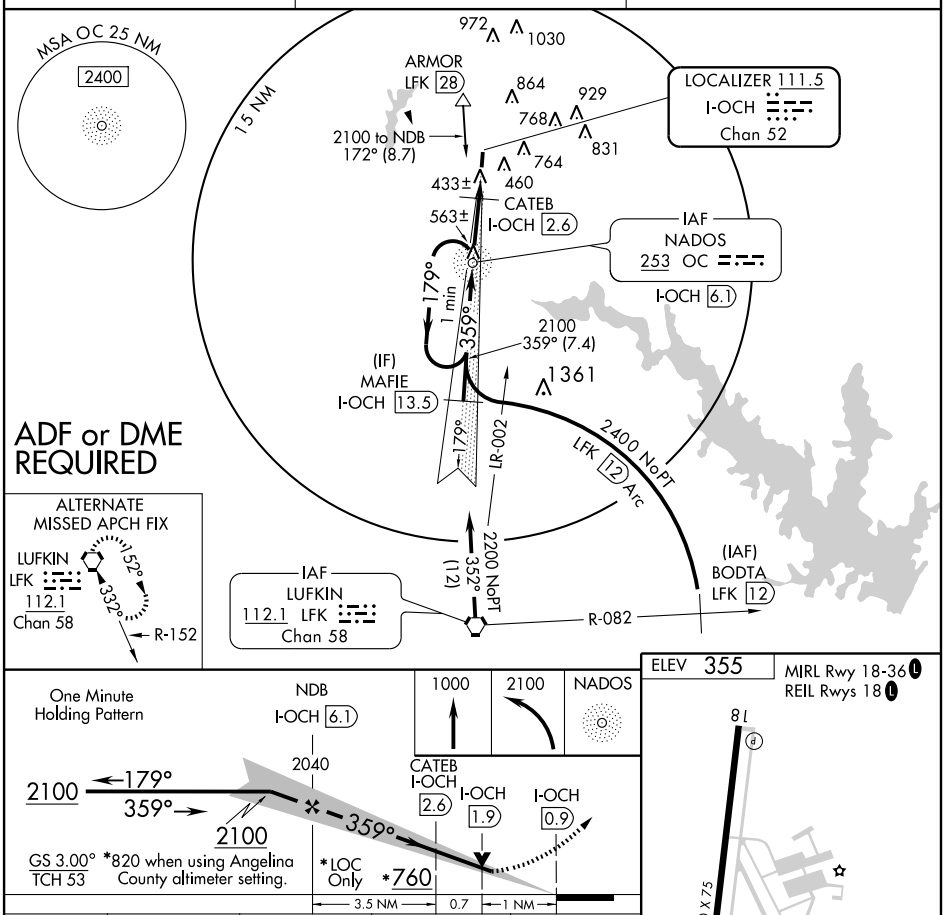
NACOGDOCHES/A. L. MANGHAM JR. RGNL (OCH)

T A NA ADF required. If local altimeter setting not received, use Angelina County altimeter setting and increase all DAs/MDAs 60 feet. VDP NA when using Angelina County altimeter setting.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct NADOS NDB/I-OCH 6.1 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.175 285.575	123.0 (CTAF) L



SC-5, 21 OCT 2010 to 18 NOV 2010

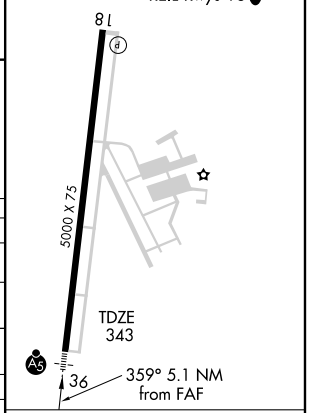
SC-5, 21 OCT 2010 to 18 NOV 2010

CATEGORY	A	B	C	D
S-ILS 36	543-½ 200 (200-½)			NA
S-LOC 36	760-½ 417 (500-½)		760-¾ 417 (500-¾)	NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA
DME MINIMUMS				
S-LOC 36	700-½ 357 (400-½)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA

ELEV 355

MIRL Rwy 18-36 L

REIL Rwys 18 L



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NDB GXD 391	APP CRS 178°	Rwy Idg 5000 TDZE 343 Apt Elev 355

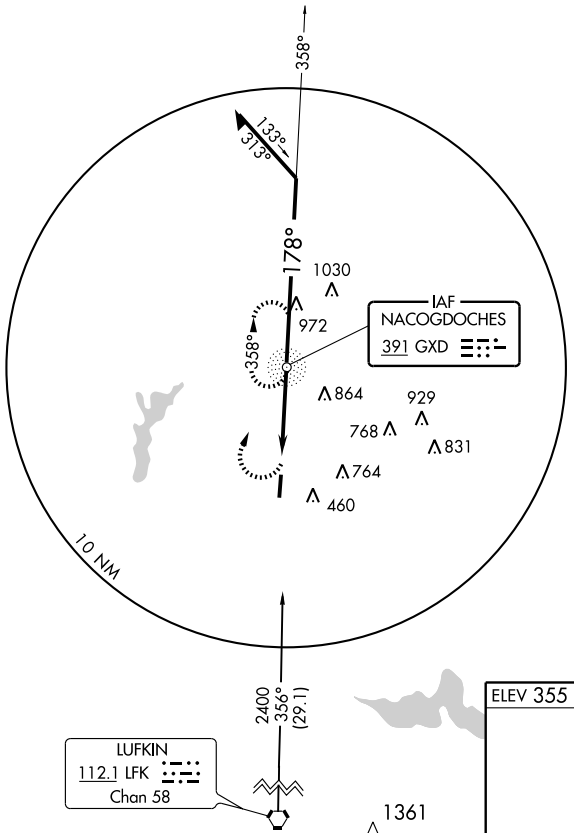
NDB RWY 18

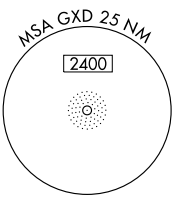
NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

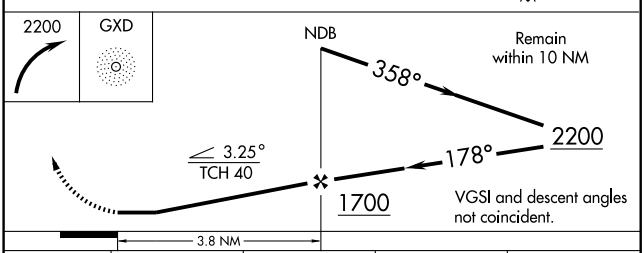
NA

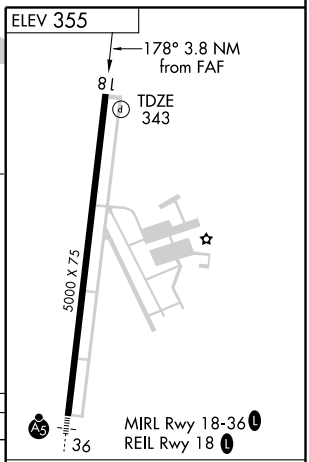
MISSED APPROACH: Climbing right turn to 2200 direct GXD NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.175 285.575	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-18	880-1	537 (600-1)	880-1½ 537 (600-1½)	NA
CIRCLING	880-1	525 (600-1)	880-1½ 525 (600-1½)	NA

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

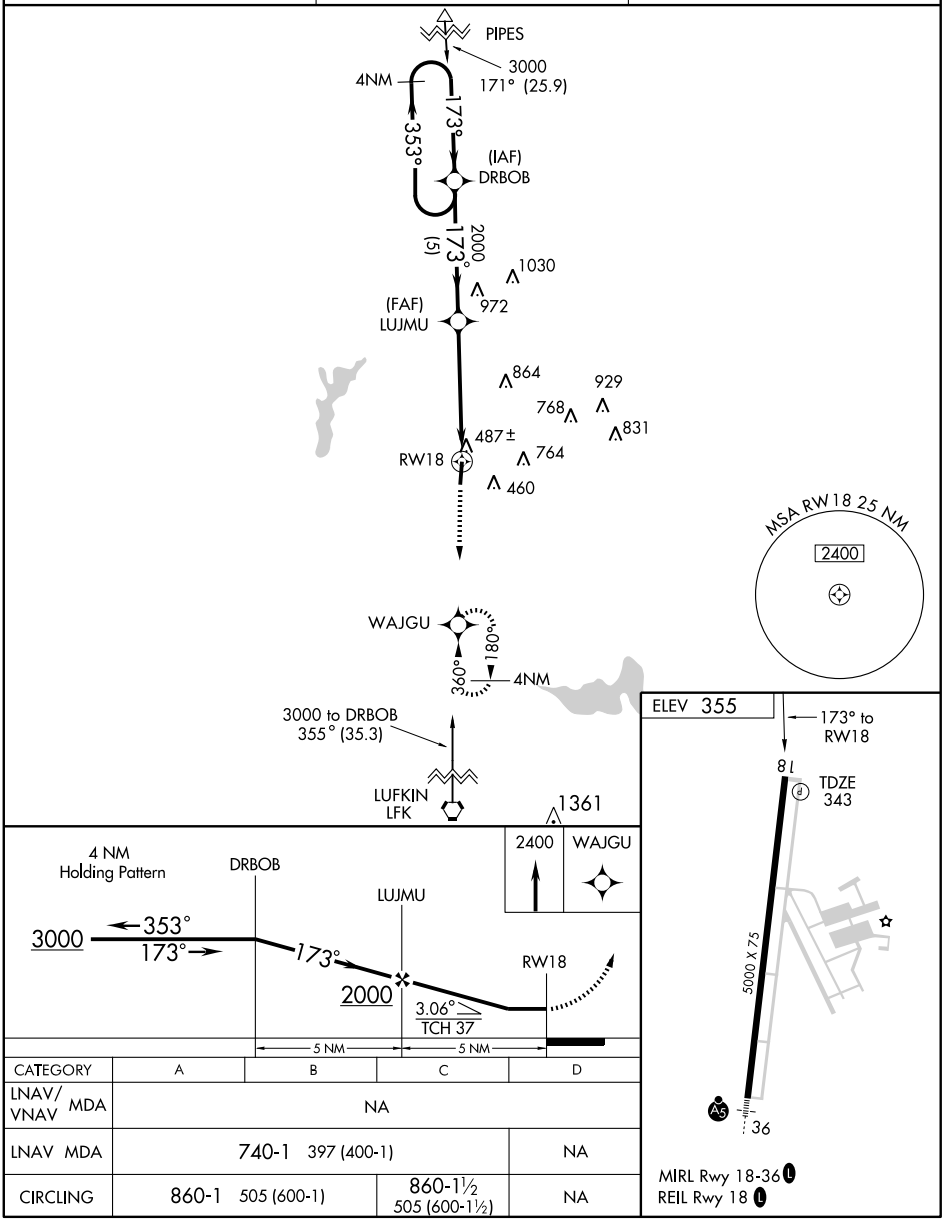
NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

APP CRS	Rwy ldg	5000
173°	TDZE	343
	Apt Elev	355

NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2400 direct WAJGU and hold.

AWOS-3	HOUSTON CENTER	UNICOM
135.625	125.175 285.575	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV/ VNAV MDA	NA			
LNAV MDA	740-1 397 (400-1)			NA
CIRCLING	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA

MIRL Rwy 18-36 L
REIL Rwy 18 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR TNV 115.9 Chan 106	APP CRS 322°	Rwy Idg N/A TDZE N/A Apt Elev 227

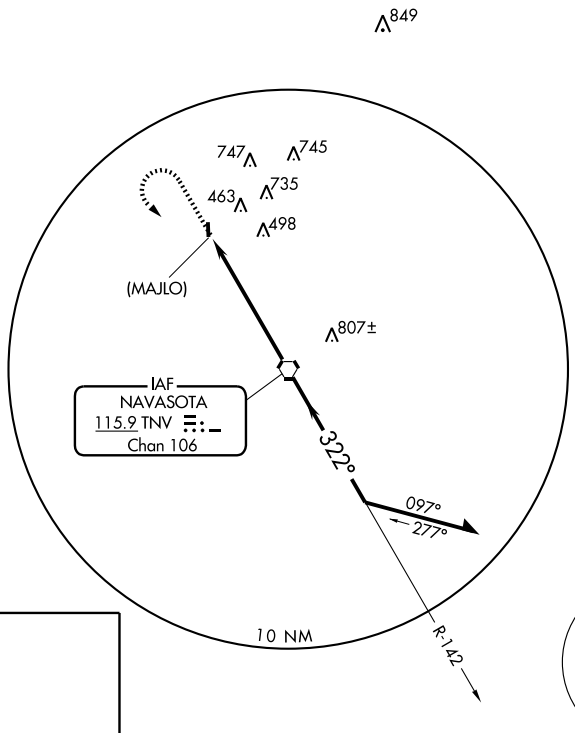
VOR or GPS-A
NAVASOTA MUNI (6Ø1R)

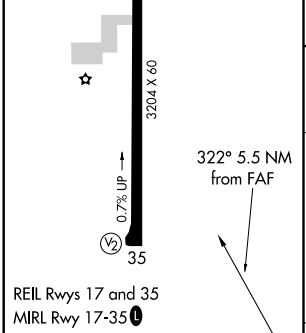
NA

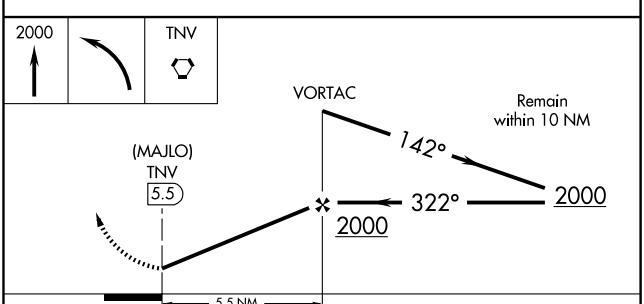
Use College Station, TX altimeter setting.

MISSED APPROACH: Climb to 2000, then left turn direct TNV VORTAC.

HOUSTON APP CON	CTAF	
134.3 360.85	122.9	123.3 L







FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

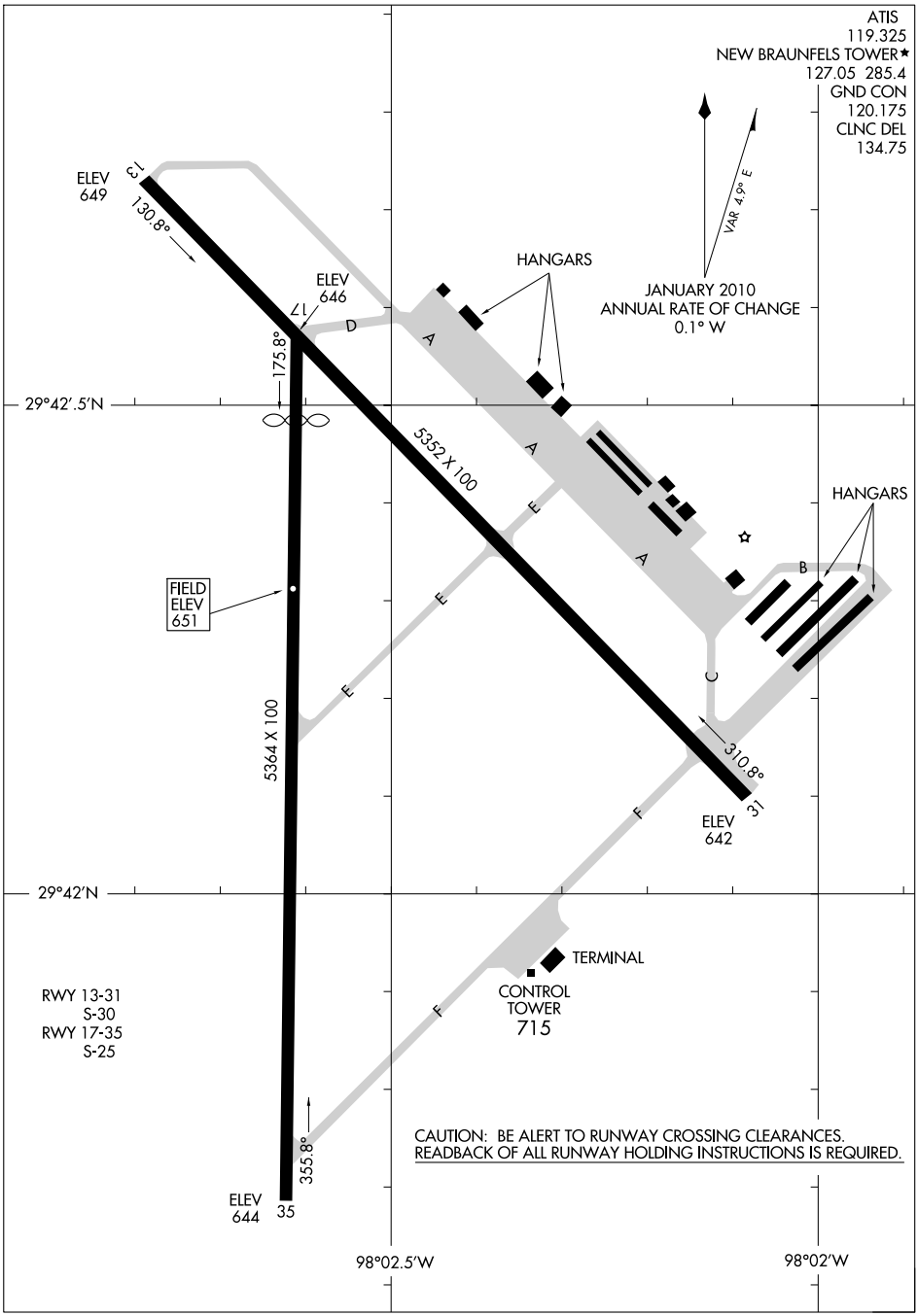
CATEGORY	A	B	C	D
CIRCLING	820-1 593 (600-1)		820-1½ 593 (600-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6080 (FAA)

NEW BRAUNFELS MUNI (BAZ)
NEW BRAUNFELS, TEXAS



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5352
128°	TDZE	649
	Apt Elev	651

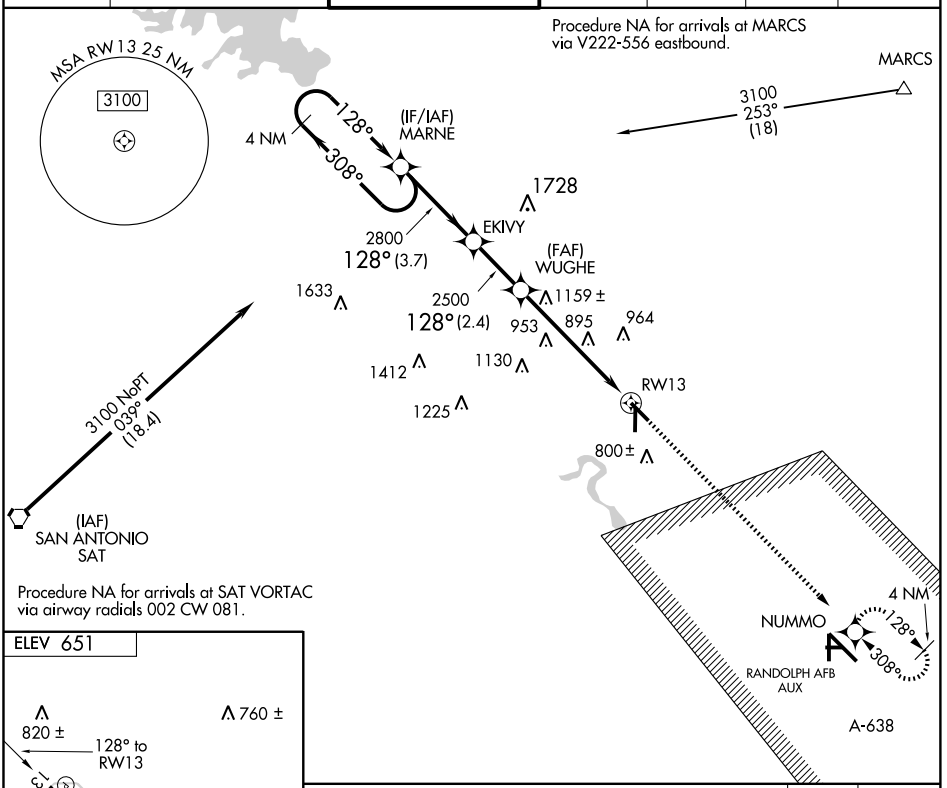
RNAV (GPS) RWY 13

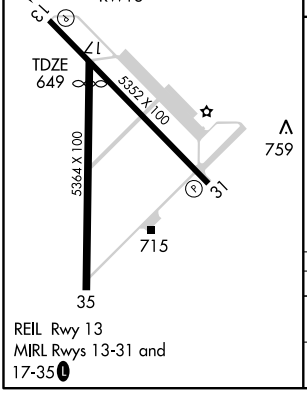
NEW BRAUNFELS MUNI (BAZ)

When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

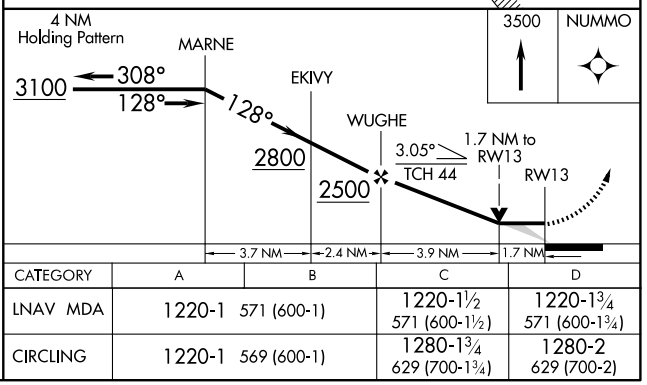
MISSED APPROACH: Climb to 3500 direct NUMMO and hold.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L





REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 571 (600-1)		1220-1½ 571 (600-1½)	1220-1¾ 571 (600-1¾)
CIRCLING	1220-1 569 (600-1)		1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

NEW BRAUNFELS MUNI (BAZ)

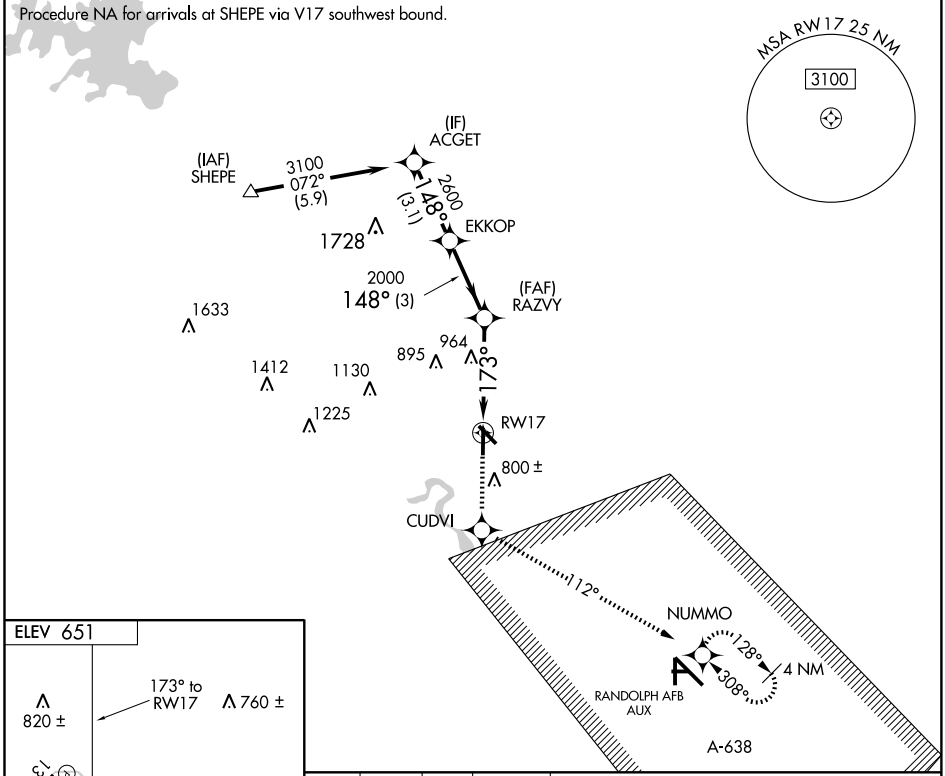
APP CRS	Rwy Idg	4842
173°	TDZE	651
	Apt Elev	651

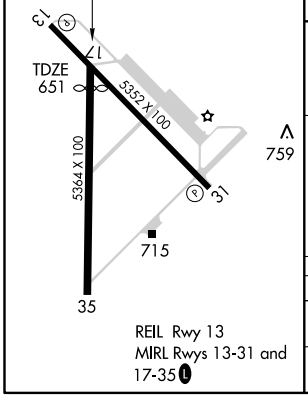
▼ When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile.
▲ VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

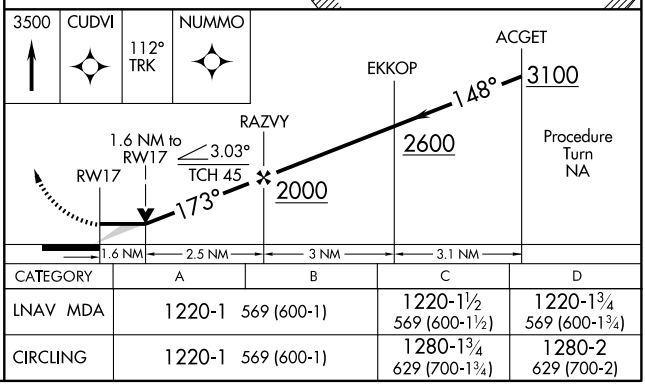
MISSED APPROACH: Climb to 3500 direct CUDVI and via 112° track to NUMMO and hold, continue climb-in-hold to 3500.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 Ⓛ

Procedure NA for arrivals at SHEPE via V17 southwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1220-1 569 (600-1)		1220-1½ 569 (600-1½)	1220-1¾ 569 (600-1¾)
CIRCLING	1220-1 569 (600-1)		1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5352
308°	TDZE	646
	Apt Elev	651

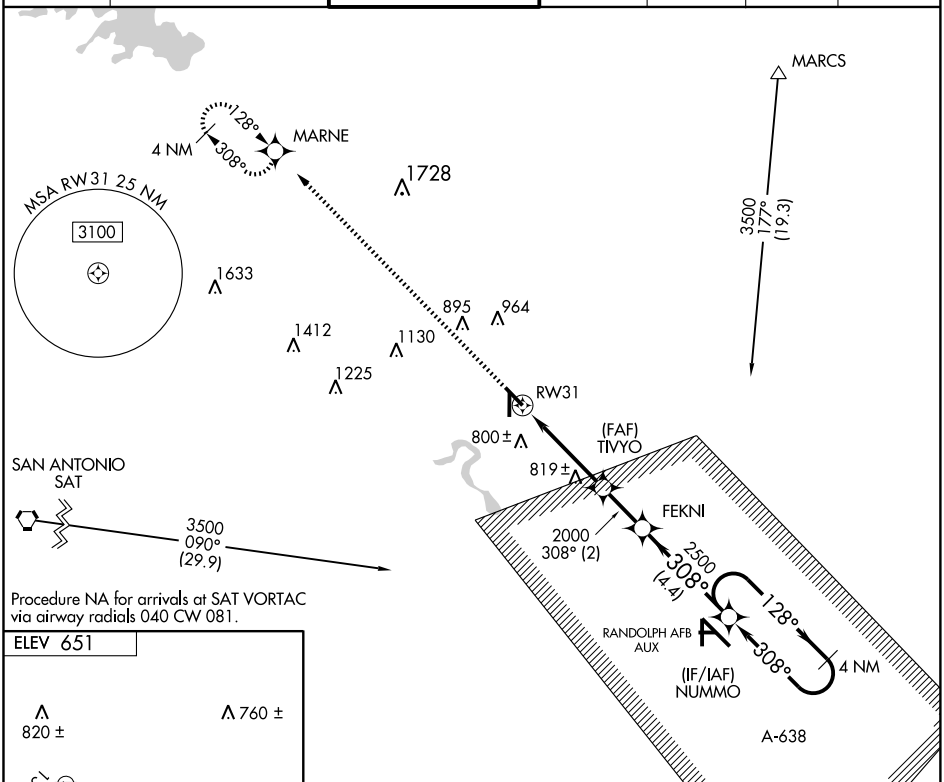
RNAV (GPS) RWY 31

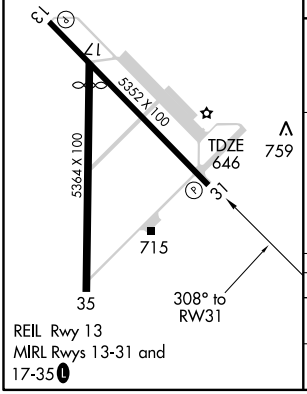
NEW BRAUNFELS MUNI (BAZ)

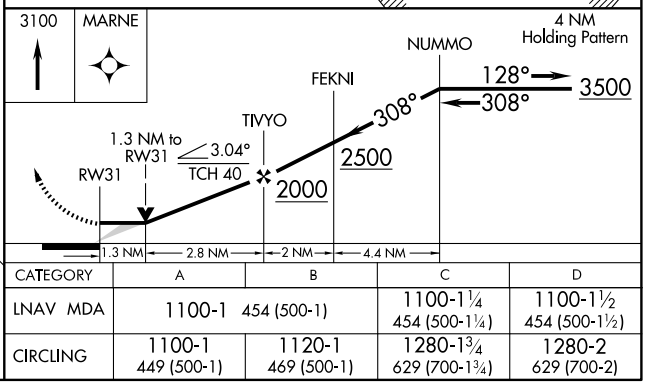
▼ When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile.
▲ VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct MARNE and hold.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 454 (500-1)		1100-1¼ 454 (500-1¼)	1100-1½ 454 (500-1½)
CIRCLING	1100-1 449 (500-1)	1120-1 469 (500-1)	1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5364
CH 93900	353°	TDZE	650
W35A		Apt Elev	651

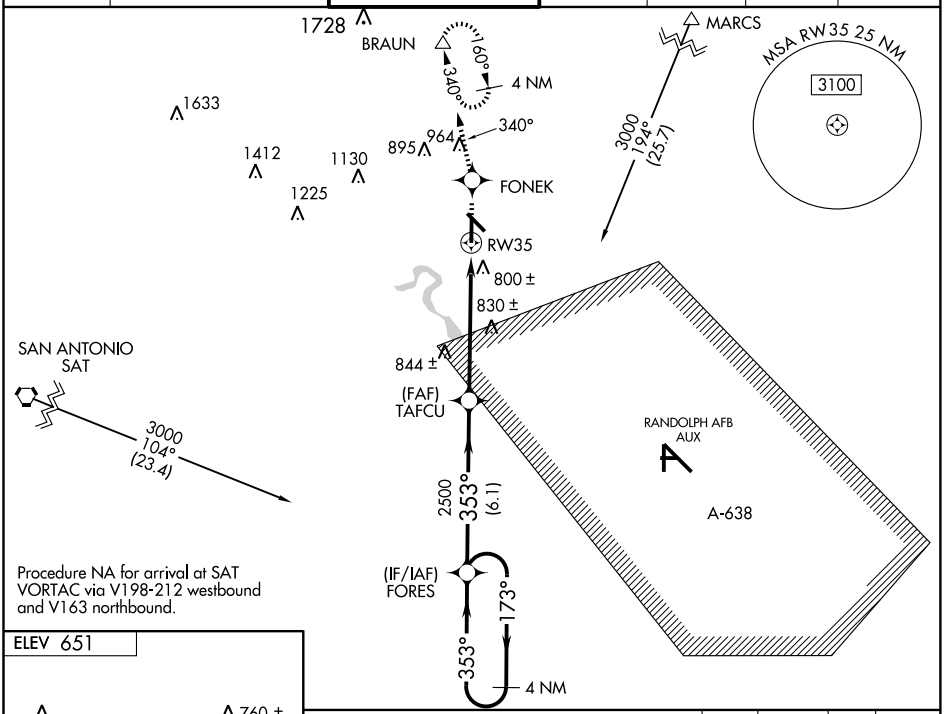
RNAV (GPS) RWY 35

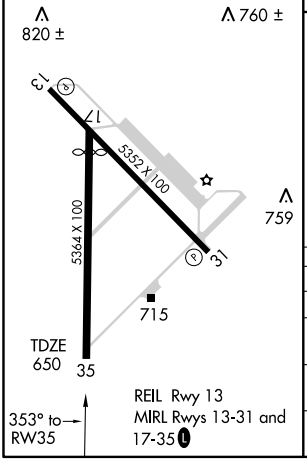
NEW BRAUNFELS MUNI (BAZ)

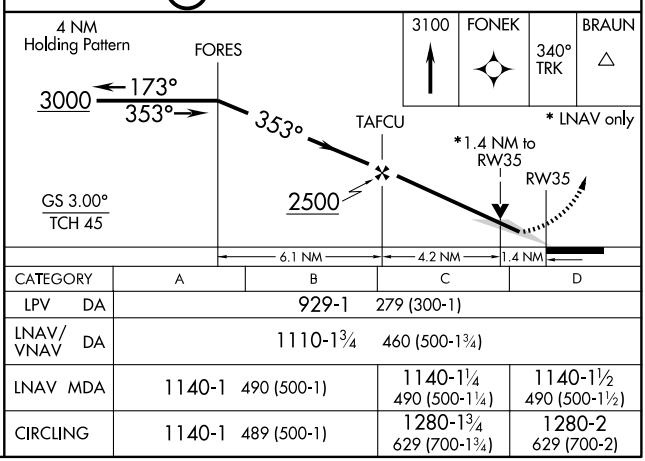
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all DAs 42 feet LPV visibility ¼ all Cats, increase all MDAs 60 feet LNAV and circling visibility Cat C and D ¼. VDP and Baro-VNAV NA when using San Marcos Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct FONEK and via 340° track to BRAUN and hold, continue climb-in-hold to 3100.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05







CATEGORY	A	B	C	D
LPV DA	929-1	279 (300-1)		
LNAV/VNAV DA	1110-1¾	460 (500-1¾)		
LNAV MDA	1140-1	490 (500-1)	1140-1¼ 490 (500-1¼)	1140-1½ 490 (500-1½)
CIRCLING	1140-1	489 (500-1)	1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

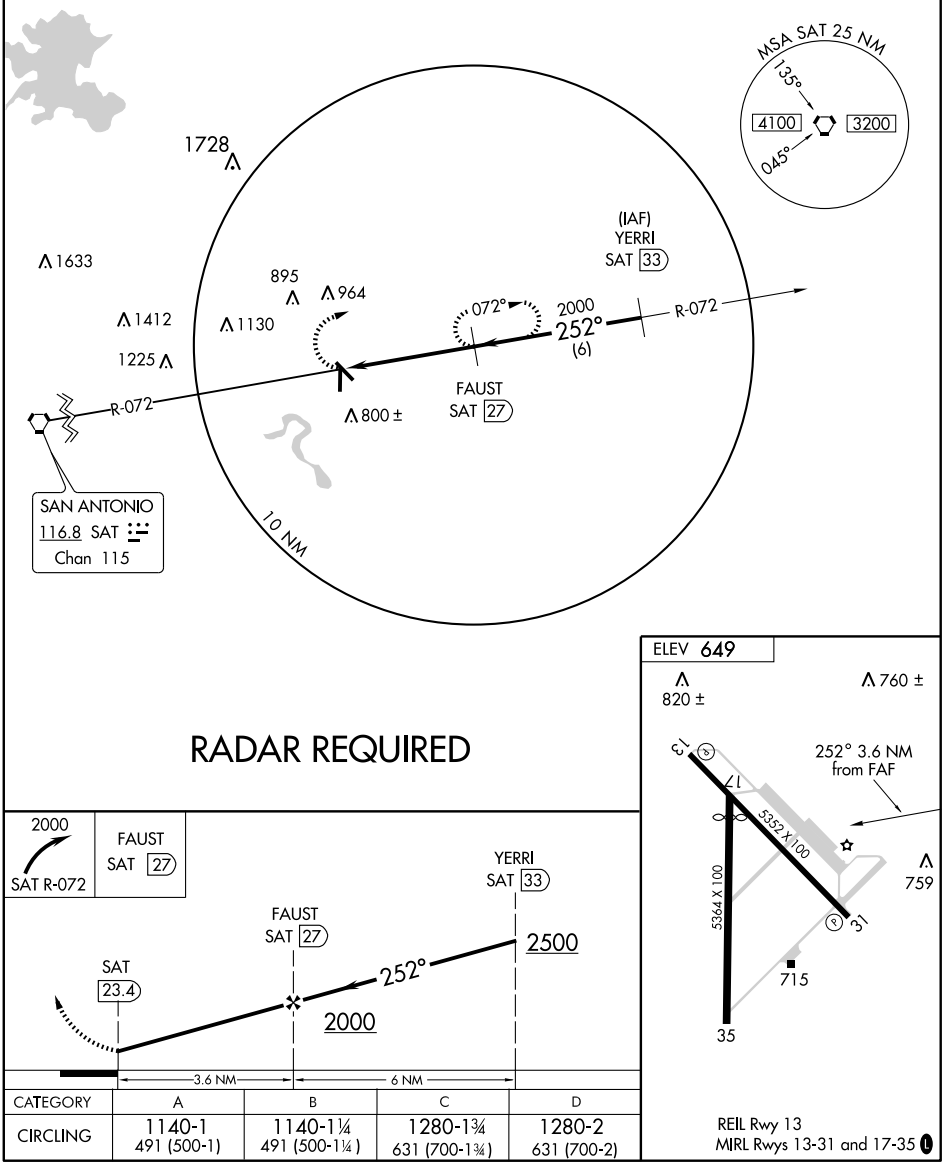
VORTAC SAT	APP CRS	Rwy Idg / TDZE / Apt Elev
116.8 Chan 115	252°	N/A / N/A / 649

VOR/DME-A

NEW BRAUNFELS MUNI (BAZ)

MISSED APPROACH: Climbing right turn to 2000 via SAT R-072 to FAUST/SAT 27 DME and hold.

ATIS	SAN ANTONIO APP CON	NEW BRAUNFELS TOWER ★	GND CON	CLNC DEL	UNICOM	CTAF
119.325	124.45 335.625	127.05 285.4	120.175	134.75	122.7	127.05 L



CATEGORY	A	B	C	D
CIRCLING	1140-1 491 (500-1)	1140-1¼ 491 (500-1¼)	1280-1¾ 631 (700-1¾)	1280-2 631 (700-2)

REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOM MA	APP CRS	Rwy Idg	5703
326	211°	TDZE	3004
		Apt Elev	3004

AL-5689 (FAA)

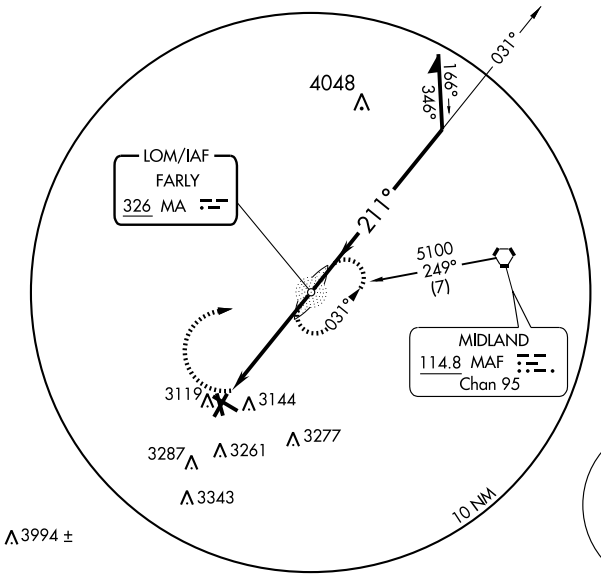
NDB RWY 20

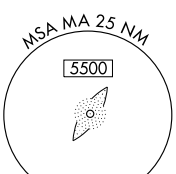
ODESSA-SCHLEMEYER FIELD (ODO)

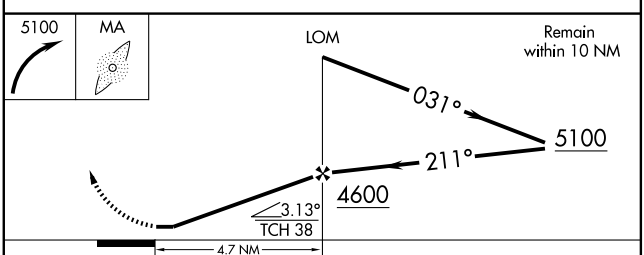
Circling NA south of Rwys 2 and 34. Visibility reduction by helicopters NA. When local altimeter setting not received use Midland Intl altimeter setting and increase all MDA 60 feet.

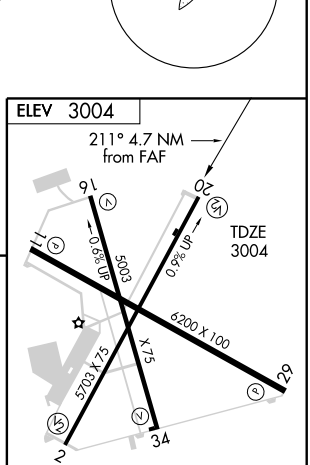
MISSED APPROACH: Climbing right turn to 5100 direct FARLY LOM and hold.

ASOS	MIDLAND APP CON★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-20	3520-1	516 (600-1)	3520-1½ 516 (600-1½)	3520-1¾ 516 (600-1¾)
CIRCLING	3520-1	516 (600-1)	3520-1½ 516 (600-1½)	3560-2 556 (600-2)

MIRL Rwys 2-20, 11-29, and 16-34 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6200
CH 45618	113°	TDZE	2976
W11A		Apt Elev	3004

AL-5689 (FAA)

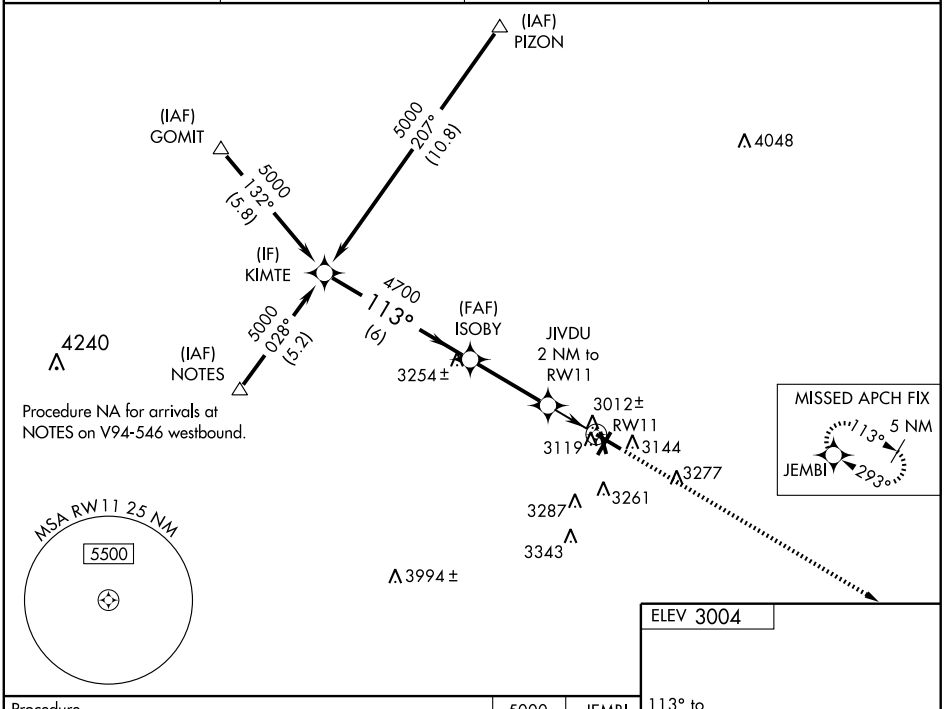
RNAV (GPS) RWY 11

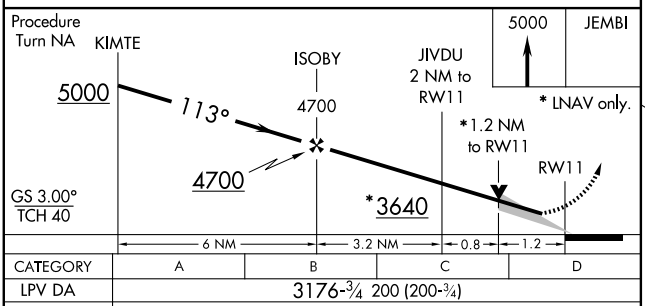
ODESSA-SCHLEMEYER FIELD (ODO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). Circling NA south of Rwys 2 and 34. DME/DME RNP -0.3 NA. When local altimeter setting not received use Midland Intl altimeter setting and increase all DA 41 feet and all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. VDP NA with Midland Intl altimeter setting. Baro-VNAV NA when using Midland Intl altimeter setting.

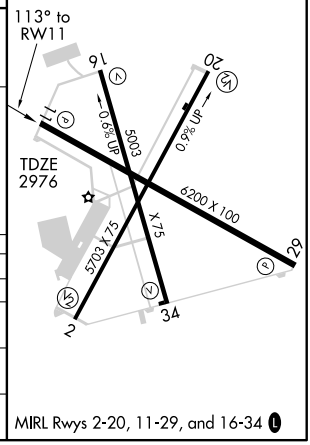
MISSED APPROACH: Climb to 5000 direct JEMBI and hold.

ASOS	MIDLAND APP CON ★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3176-¾ 200 (200-¾)			
LNAV/VNAV DA	3327-1¼ 351 (400-1¼)			
LNAV MDA	3380-1 404 (400-1)		3380-1¼ 404 (400-1¼)	
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)



MIRL Rwys 2-20, 11-29, and 16-34 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5703
202°	TDZE	3004
	Apt Elev	3004

RNAV (GPS) RWY 20

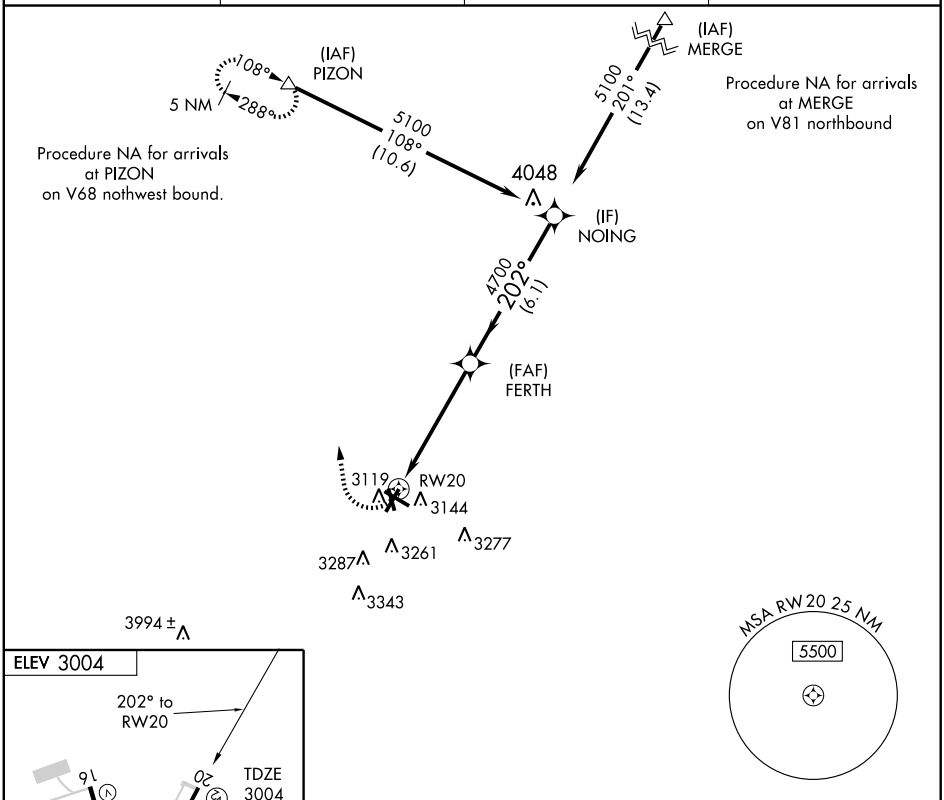
AL-5689 (FAA)

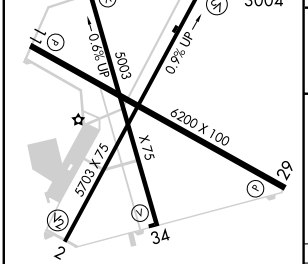
ODESSA-SCHLEMEYER FIELD (ODO)

Circling NA south of Rwys 2 and 34. DME/DME RNP-0.3 NA. When local altimeter setting not received use Midland Intl altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility ¼ mile. Visibility reduction by helicopters NA.

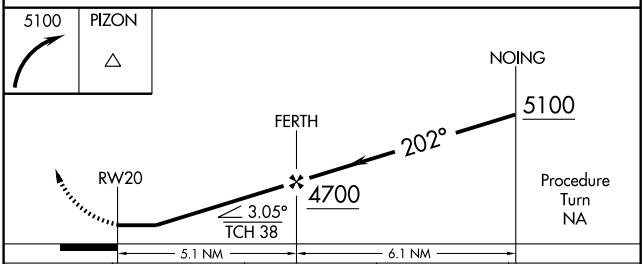
MISSED APPROACH: Climbing right turn to 5100 direct PIZON and hold.

ASOS	MIDLAND APP CON ★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L





MIRL Rwys 2-20, 11-29, and 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	3460-1 456 (500-1)		3460-1¼ 456 (500-1¼)	3460-1½ 456 (500-1½)
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6200
CH 86318	293°	TDZE	2980
W29A		Apt Elev	3004

AL-5689 (FAA)

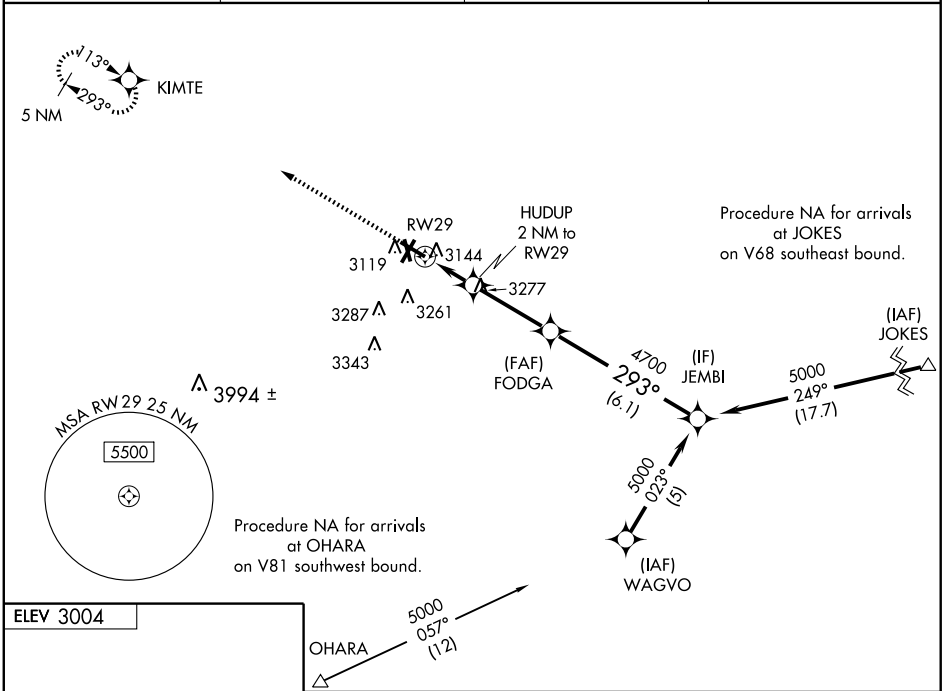
RNAV (GPS) RWY 29

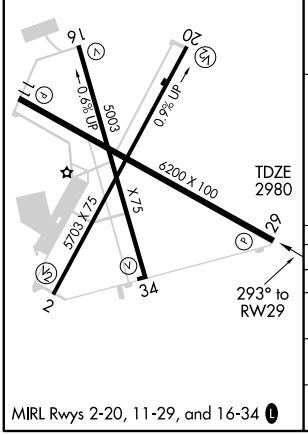
ODESSA-SCHLEMEYER FIELD (ODO)

Baro-VNAV NA when using Midland Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F) Circling NA south of Rwys 2 and 34. DME/DME RNP -0.3 NA. When local altimeter setting not received use Midland Intl altimeter setting and increase all DA 41 feet and all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. VDP NA with Midland Intl altimeter setting.

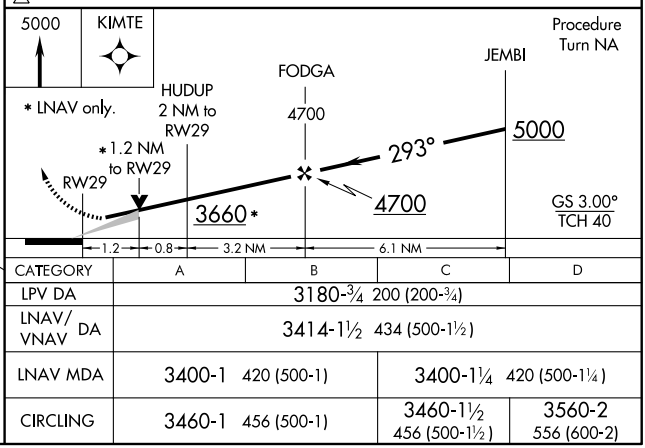
MISSED APPROACH: Climb to 5000 direct KIMTE and hold.

ASOS	MIDLAND APP CON ★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF) L





MIRL Rwys 2-20, 11-29, and 16-34 L



CATEGORY	A	B	C	D
LPV DA	3180-¾ 200 (200-¾)			
LNAV/VNAV DA	3414-1½ 434 (500-1½)			
LNAV MDA	3400-1 420 (500-1)		3400-1¼ 420 (500-1¼)	
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAF	APP CRS	Rwy Idg	N/A
114.8	231°	TDZE	N/A
Chan 95		Apt Elev	3004

AL-5689 (FAA)

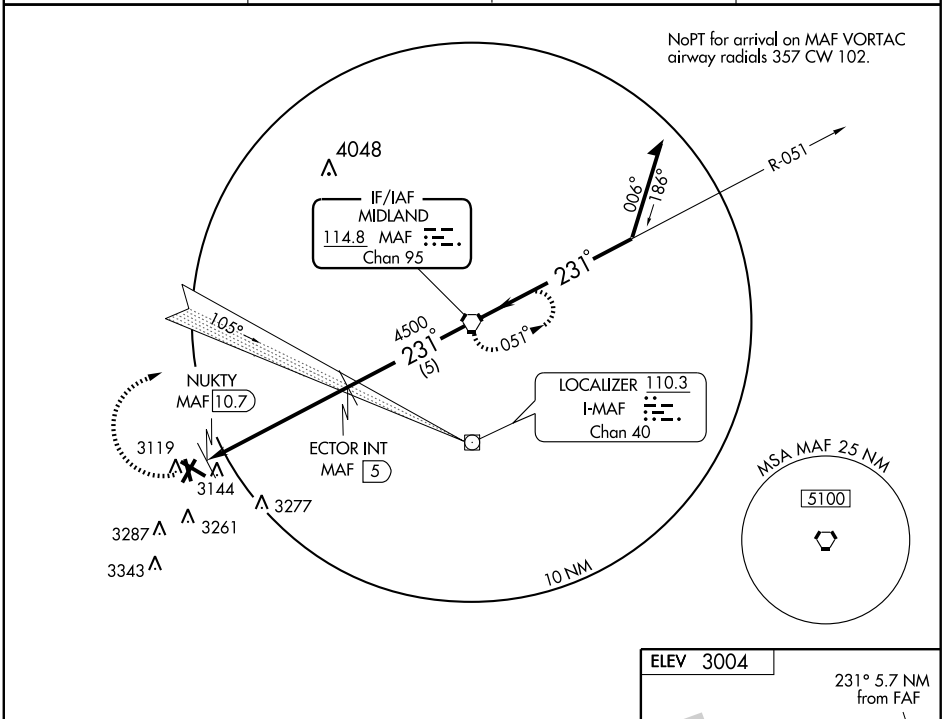
VOR-A

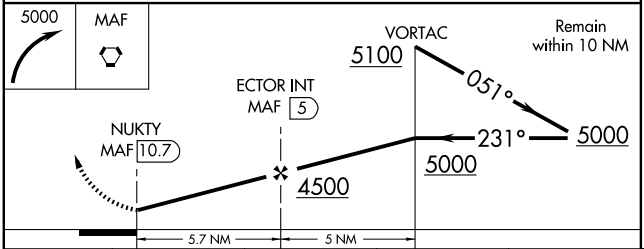
ODESSA-SCHLEMEYER FIELD (ODO)

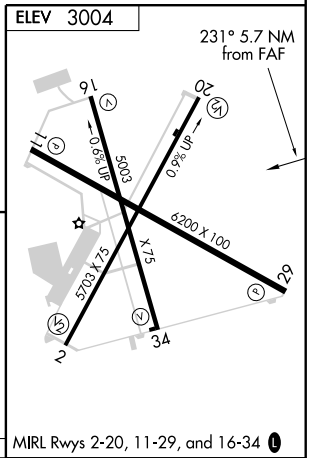
Circling NA south of Rwys 2 and 34.
When local altimeter setting not received used Midland Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 5000 direct MAF VORTAC and hold.

ASOS	MIDLAND APP CON★	CLNC DEL	UNICOM
119.275	124.6 256.875	121.7	123.0 (CTAF)







MIRL Rwys 2-20, 11-29, and 16-34

CATEGORY	A	B	C	D
CIRCLING	3460-1 456 (500-1)		3460-1½ 456 (500-1½)	3560-2 556 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5101
173°	TDZE	1275
	Apt Elev	1275

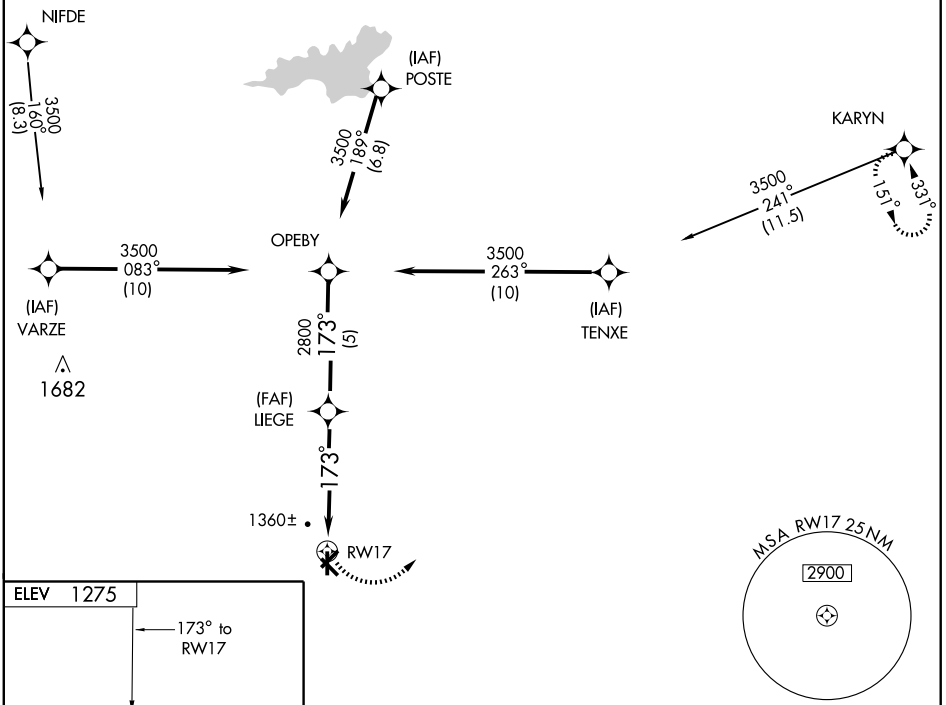
GPS RWY 17

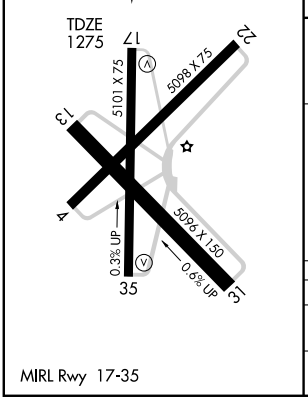
OLNEY MUNI (ONY)

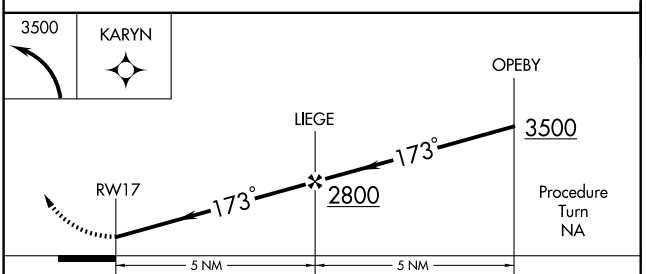
Use Sheppard AFB/Wichita Falls Altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3500 direct KARYN WP and hold.

FORT WORTH CENTER	UNICOM
133.5 350.35	122.8 (CTAF)

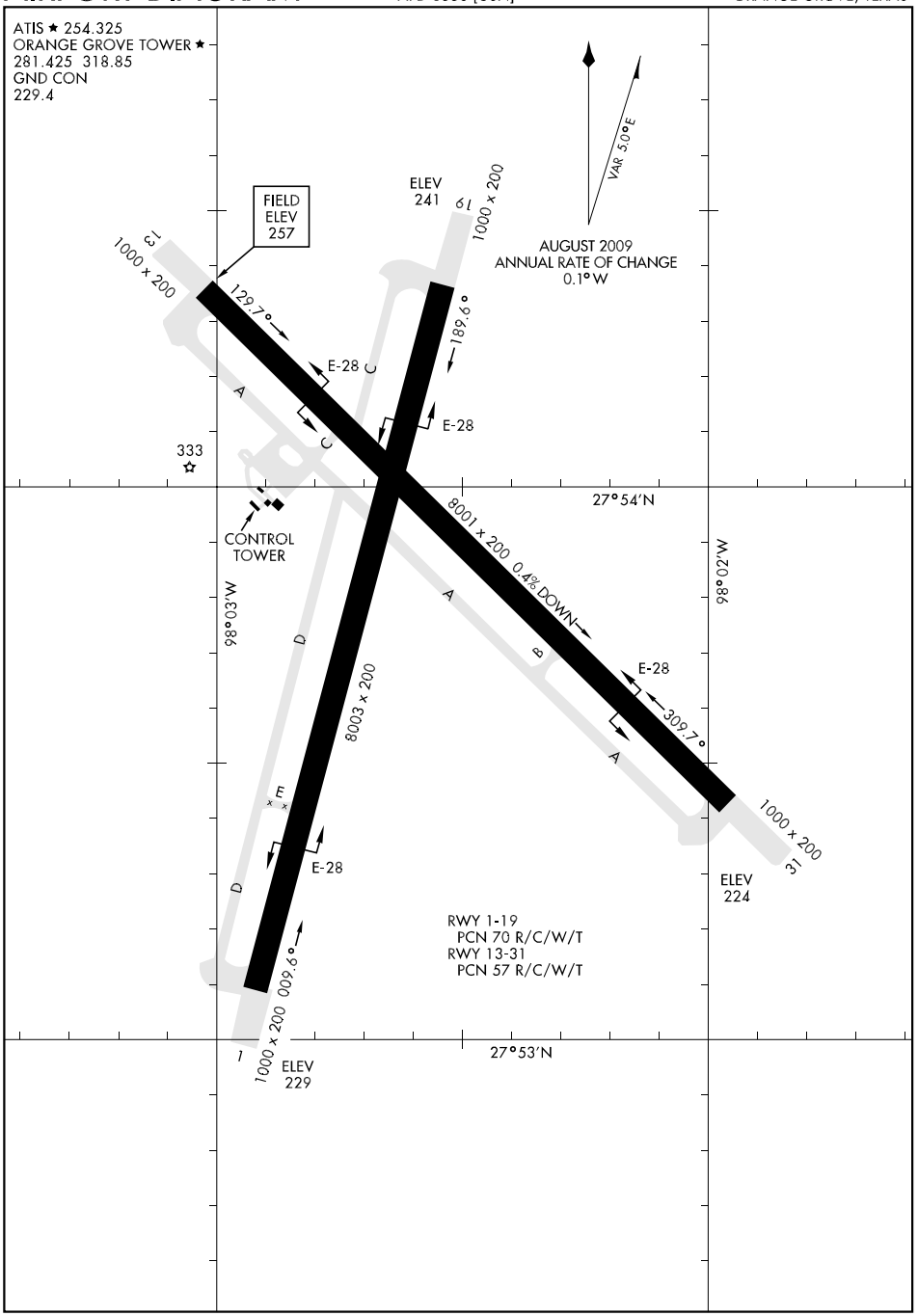






CATEGORY	A	B	C	D
S-17	1820-1	545 (600-1)	1820-1½ 545 (600-1½)	NA
CIRCLING	1820-1	545 (600-1)	1820-1½ 545 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010



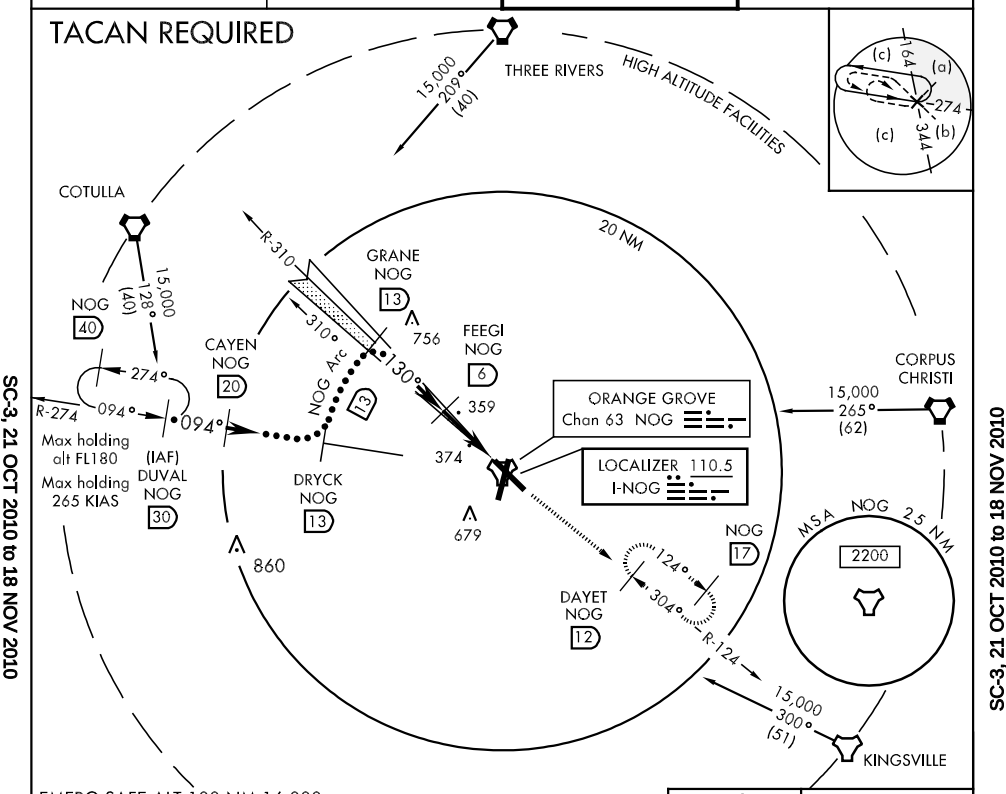
SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-NOG 110.5	APCH CRS 130°	Rwy ldg 8001 TDZE 257 Arpt Elev 257	JAL-6553 [USN]	ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-124 to DAYET and hold.

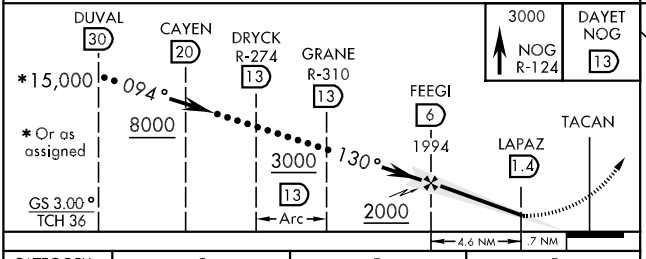
ATIS ★ 254.325	KINGSVILLE APP CON 119.90 290.45	ORANGE GROVE TOWER ★ 281.425 318.85	GND CON 229.4

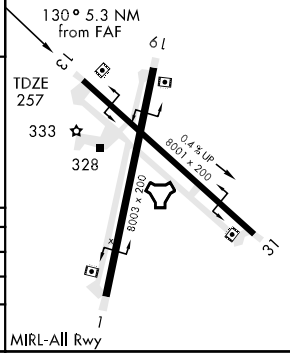
TACAN REQUIRED



EMERG SAFE ALT 100 NM 16,000

ELEV 257





CATEGORY	C	D	E
S-ILS 13	457-¾ 200 (200-¾)		
S-LOC 13	600-1 343 (400-1)	600-1¼ 343 (400-1¼)	
CIRCLING	720-1½ 463 (500-1½)	820-2 563 (600-2)	980-2½ 723 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

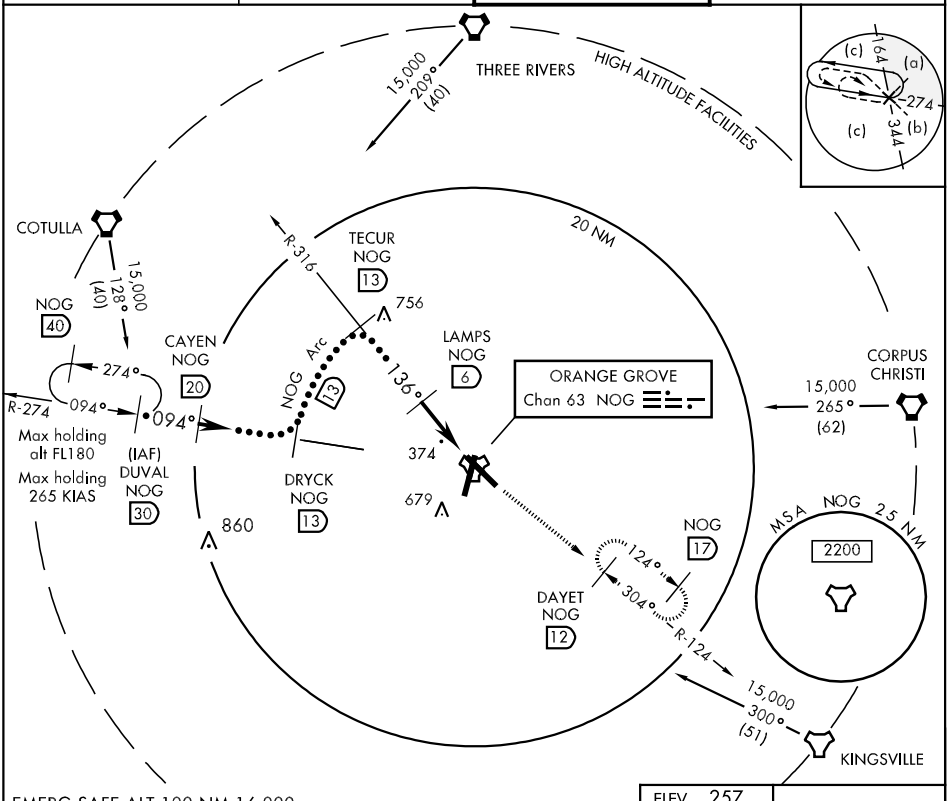
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NOG Chan 63	136°	8001	257	257

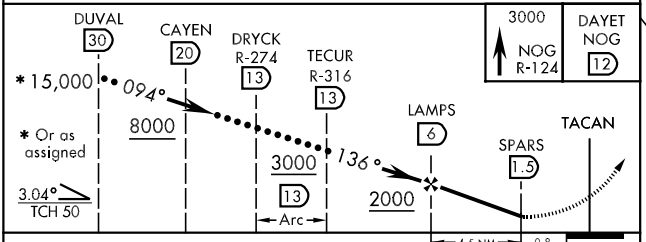
JAL-6553 [USN]

ORANGE GROVE NALF (KNOG)

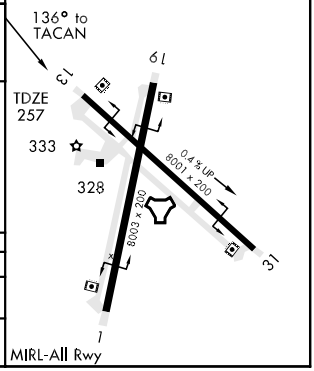
MISSED APPROACH: Climb to 3000 via NOG TACAN R-316 to NOG and NOG R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4





CATEGORY	C	D	E
S-13	640-1 383 (400-1)	640-1¼ 383 (400-1¼)	
CIRCLING	720-1½ 463 (500-1½)	820-2 563 (600-2)	980-2½ 723 (800-2½)



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 13

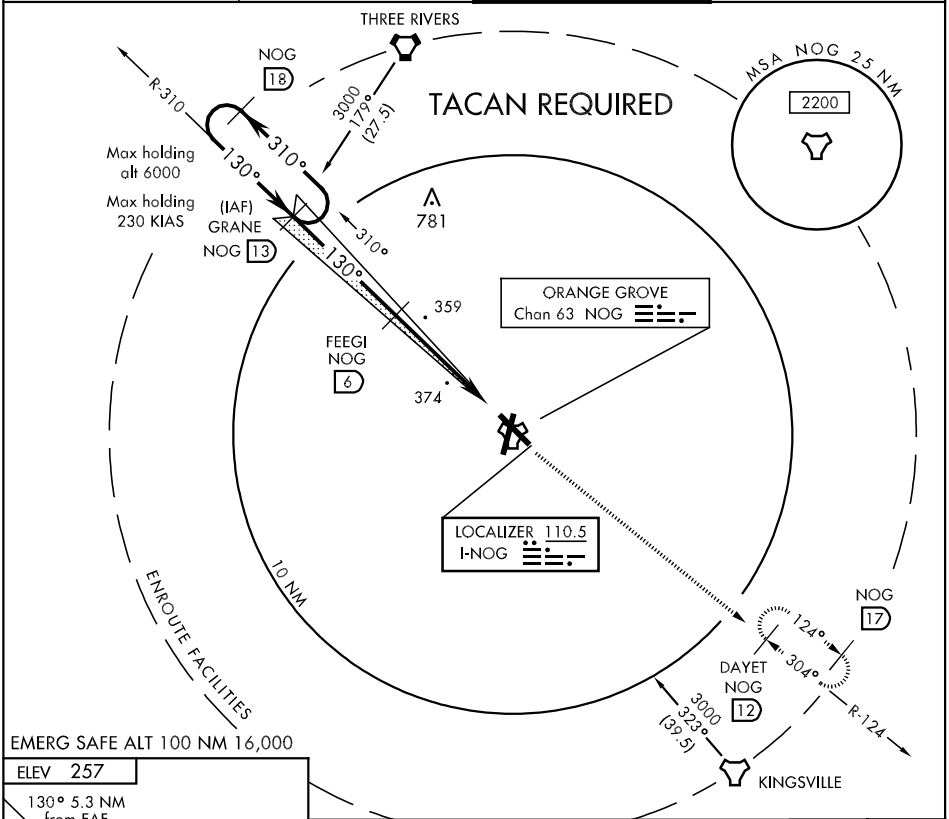
LOC I-NOG	APCH CRS	Rwy Idg / TDZE / Arpt Elev
110.5	130°	8001 / 257 / 257

AL-6553 [USN]

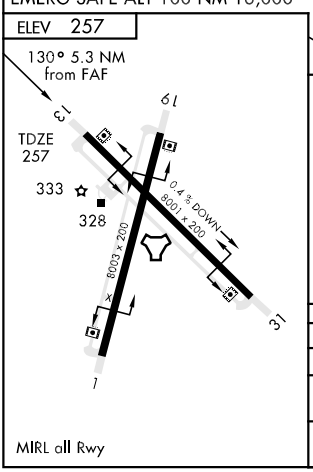
ORANGE GROVE NALF (KNOG)

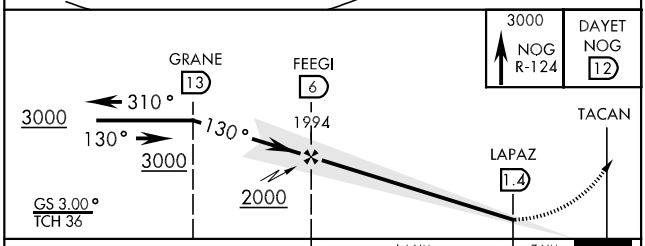
MISSED APPROACH: Climb to 3000 via NOG TACAN R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4



EMERG SAFE ALT 100 NM 16,000





CATEGORY	A	B	C	D
S-ILS 13	457-¾ 200 (200-¾)			
S-LOC 13	600-1 343 (400-1)			600-1¼ 343 (400-1¼)
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

MIRL all Rwy

ILS or LOC/DME RWY 13

SC-3, 21 OCT 2010 to 18 NOV 2010

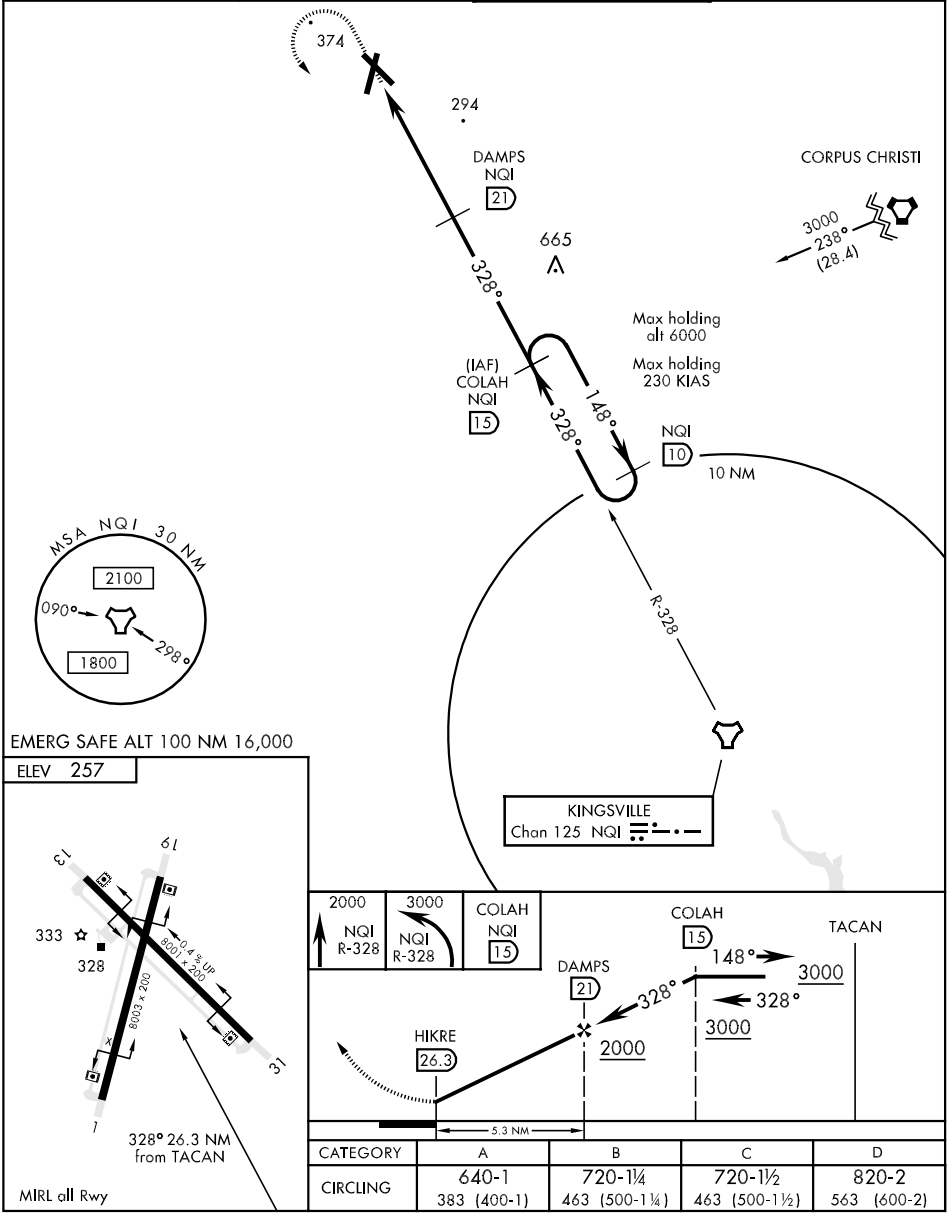
SC-3, 21 OCT 2010 to 18 NOV 2010

TACAN-A

TACAN	APCH CRS	Rwy Idg	AL-6553 [USN]	ORANGE GROVE NALF (KNOG)
NQI Chan 125	328°	TDZE N/A Arpt Elev 257		

MISSED APPROACH: Climb to 2000 via NQI TACAN R-328, then climbing left turn to 3000 via NQI R-328 to COLAH and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4



CATEGORY	A	B	C	D
CIRCLING	640-1 383 (400-1)	720-1¼ 463 (500-1¼)	720-1½ 463 (500-1½)	820-2 563 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 13

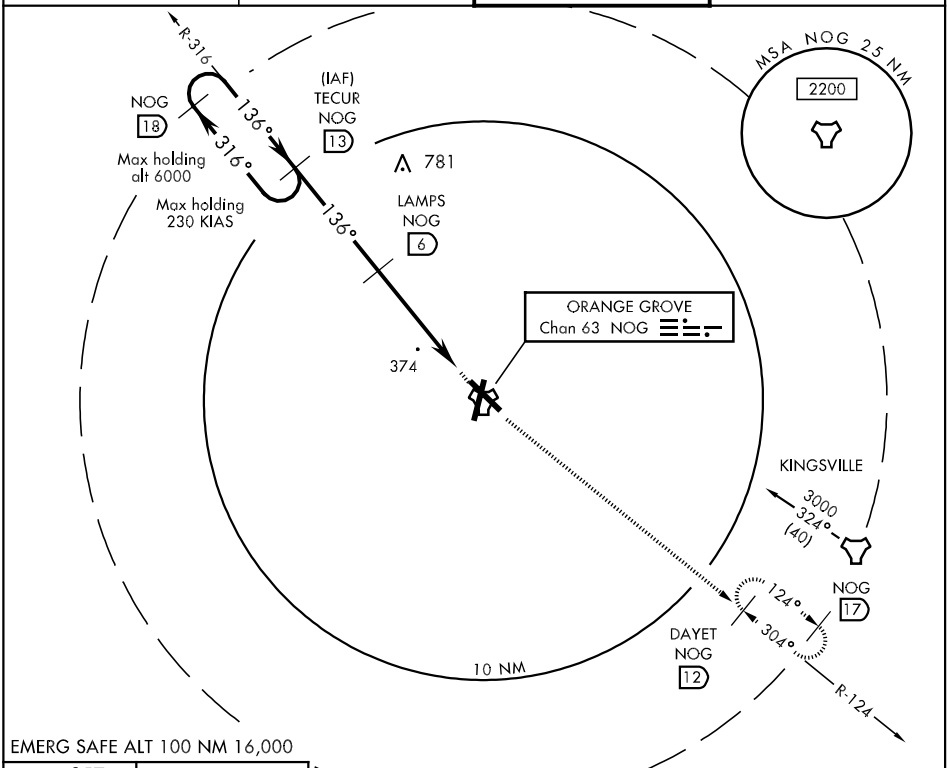
TACAN	APCH CRS	Rwy Idg	8001
Chan 63 NOG	136°	TDZE	257
		Arpt Elev	257

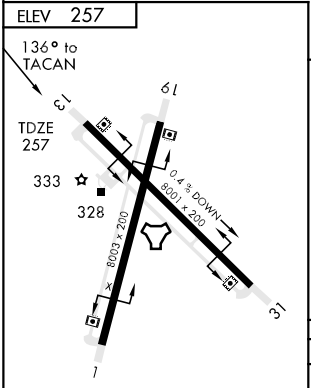
AL-6553 [USN]

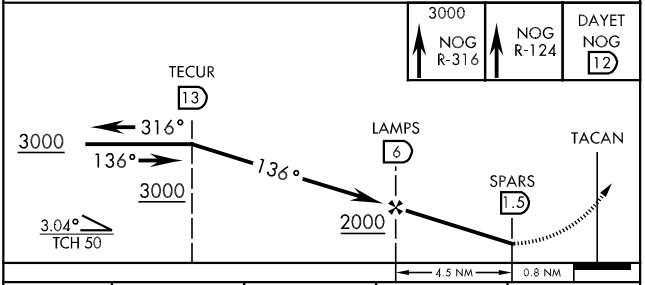
ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-316 to NOG and NOG R-124 to DAYET and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4







CATEGORY	A	B	C	D
S-13	640-1 383 (400-1)			640-1¼ 383 (400-1¼)
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 31

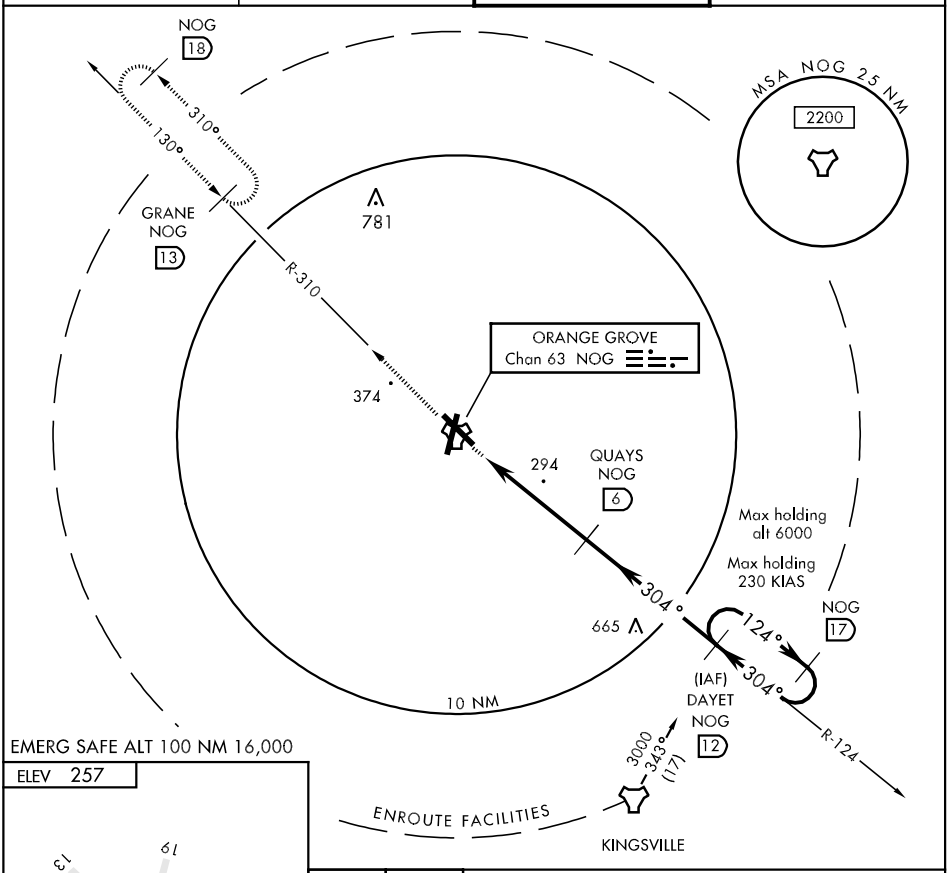
TACAN	APCH CRS	Rwy Idg	8001
NOG Chan 63	304°	TDZE	230
		Arpt Elev	257

AL-6553 [USN]

ORANGE GROVE NALF (KNOG)

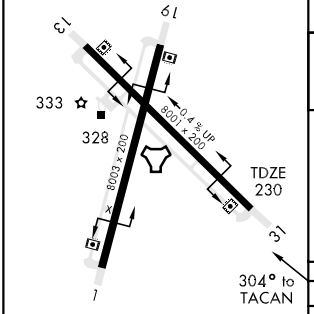
MISSED APPROACH: Climb to 3000 via NOG TACAN R-310 to GRANE and hold.

ATIS ★	KINGSVILLE APP CON	ORANGE GROVE TOWER ★	GND CON
254.325	119.90 290.45	281.425 318.85	229.4

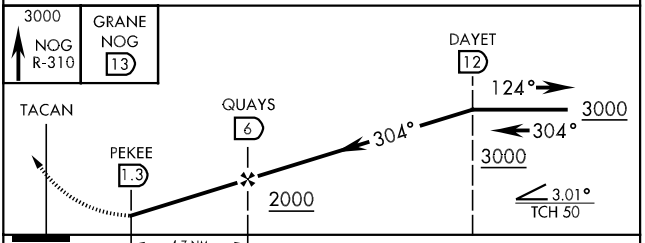


EMERG SAFE ALT 100 NM 16,000

ELEV 257



MIRL all Rwy



CATEGORY	A	B	C	D
S-31	560-1 330 (400-1)			
CIRCLING	640-1 383 (400-1)	720-1 463 (500-1)	720-1½ 463 (500-1½)	820-2 563 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

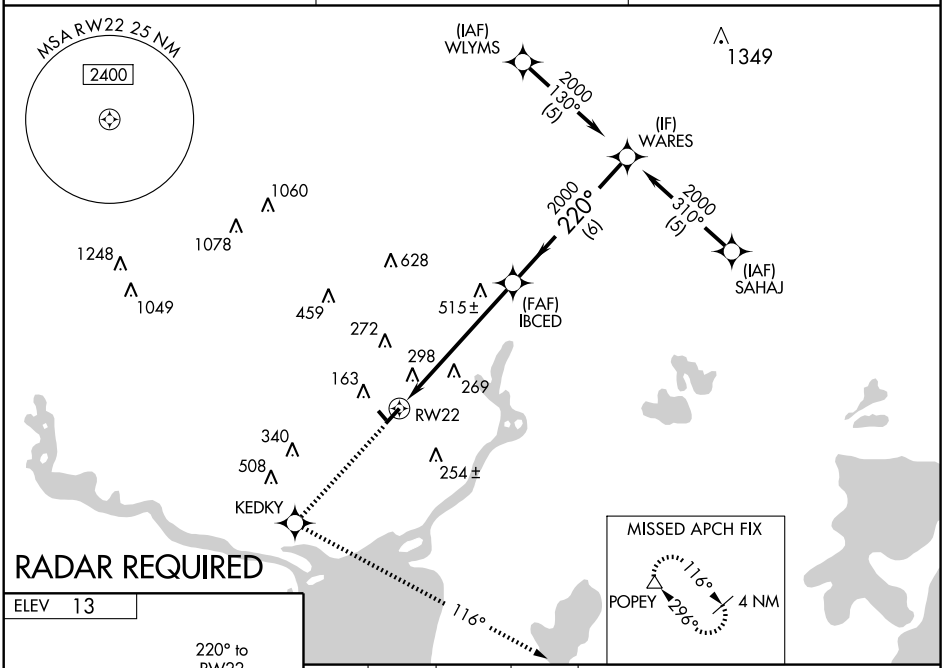
WAAS	APP CRS	Rwy Idg	5500
CH 56614	220°	TDZE	13
W22A		Apt Elev	13

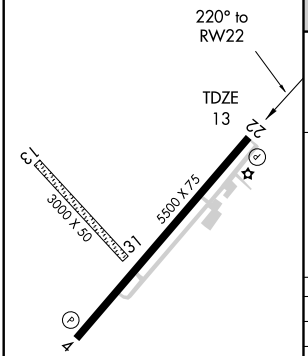
RNAV (GPS) RWY 22
ORANGE COUNTY (ORG)

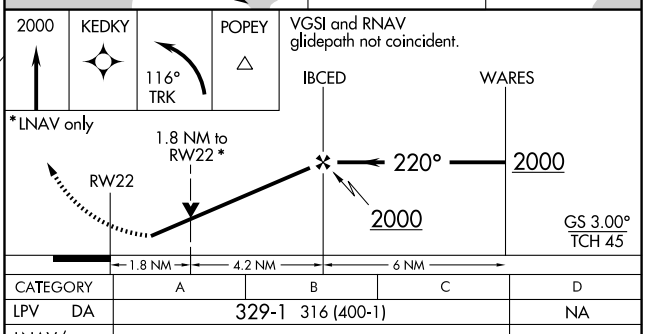
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15C° (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southeast Texas Rgnl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, and LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Southeast Texas Rgnl altimeter setting. Circling NA to Rwy 13/31.

MISSED APPROACH: Climb to 2000 direct KEDKY and left turn via track 116° to POPEY and hold.

AWOS-3	HOUSTON APP CON	UNICOM
118.975	121.3 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	329-1 316 (400-1)			NA
LNAV/VNAV DA	674-2 ¼ 661 (700-2¼)			NA
LNAV MDA	600-1 587 (600-1)		600-1½ 587 (600-1½)	NA
CIRCLING	660-1 647 (700-1)		660-1¾ 647 (700-1¾)	NA

MIRL Rwy 4-22 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME BPT	APP CRS	Rwy Idg	5500
114.5	229°	TDZE	13
Chan 92		Apt Elev	13

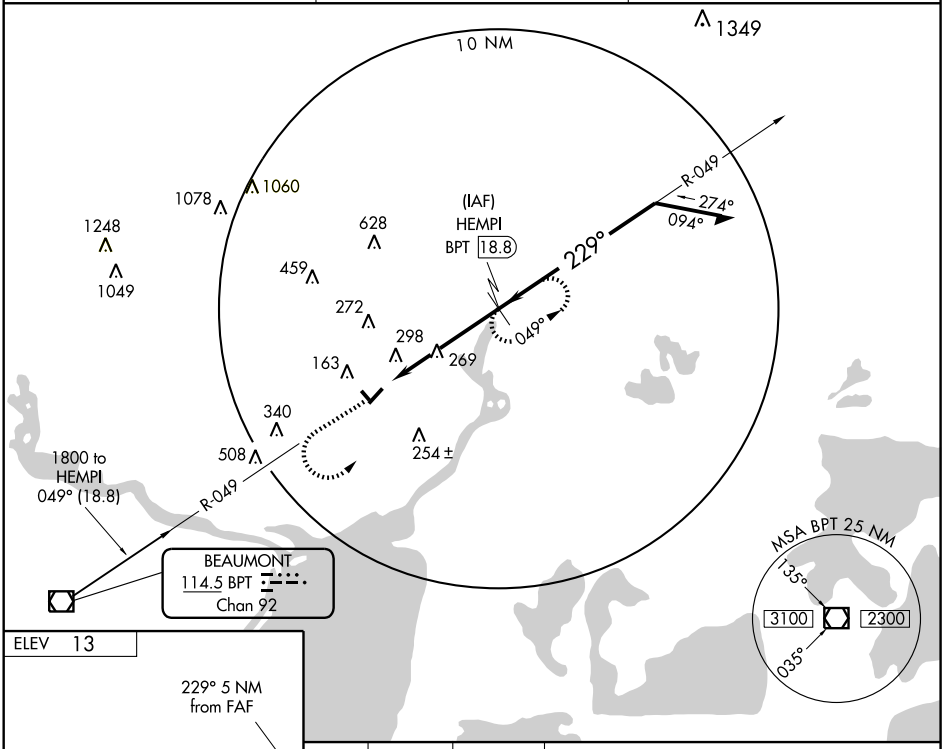
VOR/DME RWY 22

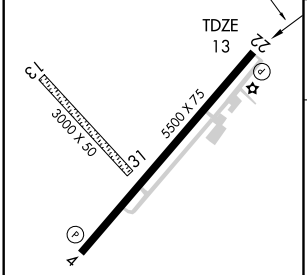
ORANGE COUNTY (ORG)

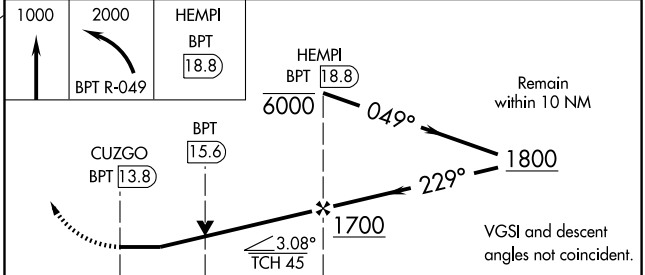
▼ Visibility reduction by helicopters NA. Circling NA to Rwy 13/31.
▲ VDP NA when using Southeast Texas Rgnl altimeter setting.
When local altimeter setting not received, use Southeast Texas Rgnl altimeter setting and increase all MDA 40 feet and increase S-22 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via BPT R-049 to HEMPI/18.8 DME and hold.

AWOS-3	HOUSTON APP CON	UNICOM
118.975	121.3 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	600-1	587 (600-1)	600-1½ 587 (600-1½)	NA
CIRCLING	660-1	647 (700-1)	660-1¾ 647 (700-1¾)	NA

MIRL Rwy 4-22 L

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

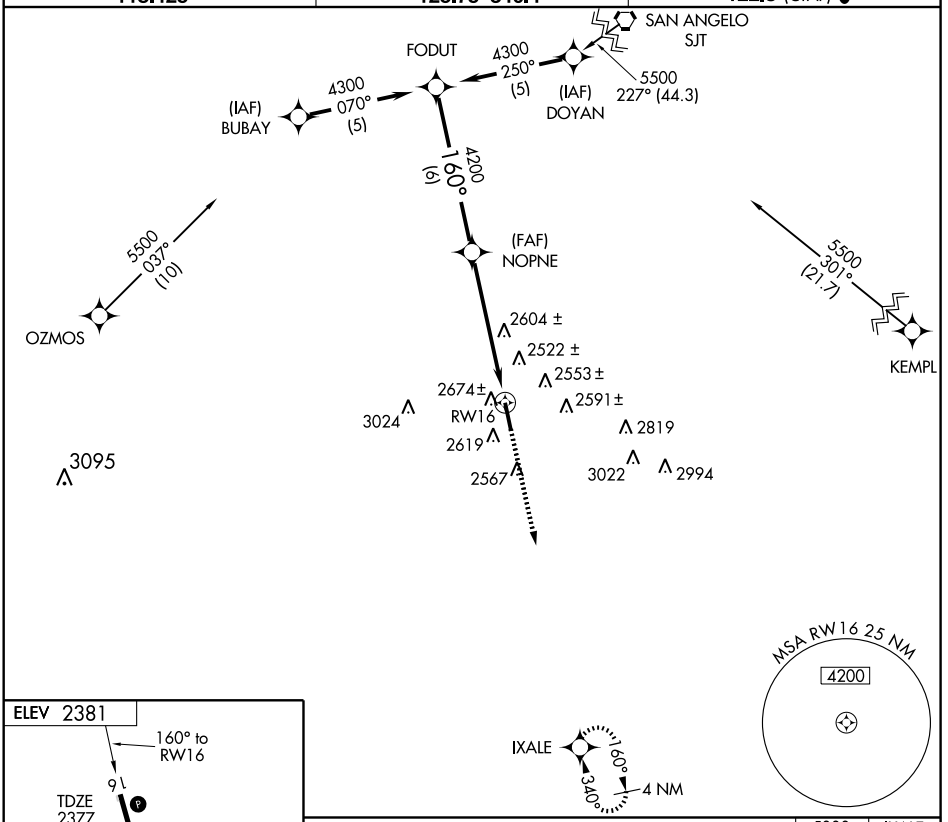
OZONA MUNI (OZA)

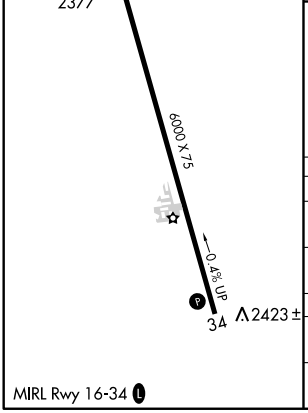
APP CRS	Rwy Idg	6000
160°	TDZE	2377
	Apt Elev	2381

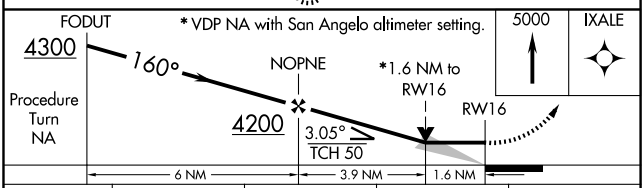
T NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter on CTAF; when not received, use San Angelo altimeter setting.

MISSED APPROACH: Climb to 5000 direct IXALE WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.425	125.75 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2940-1¼	563 (600-1¼)	2940-1½ 563 (600-1½)	NA
CIRCLING	2980-1¼	599 (600-1¼)	2980-1½ 599 (600-1½)	NA
SAN ANGELO ALTIMETER SETTING MINIMUMS				
LNAV MDA	3180-1¼	803 (800-1¼)	3180-2¼ 803 (800-2¼)	NA
CIRCLING	3220-1¼	839 (900-1¼)	3220-2½ 839 (900-2½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC GTH	APP CRS	Rwy Idg	3186
114.5	360°	TDZE	1857
Chan 92		Apt Elev	1858

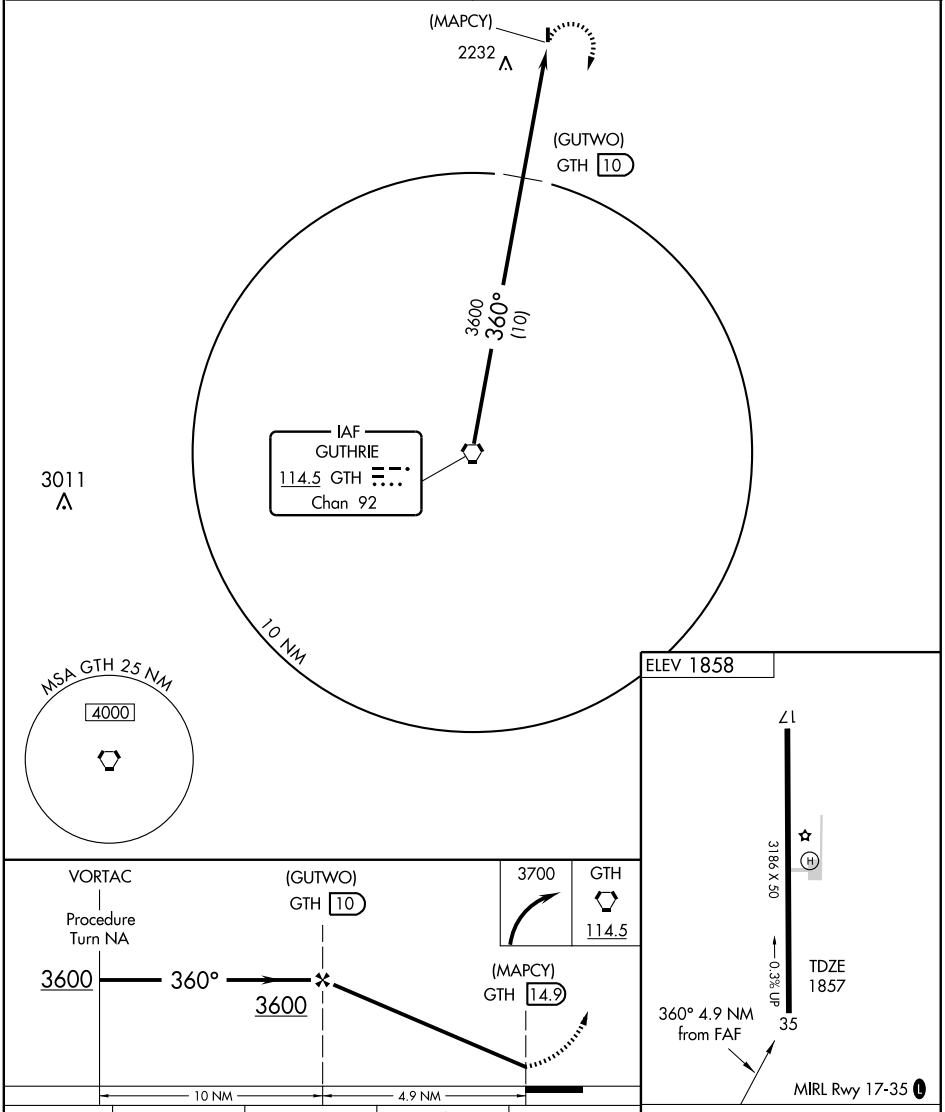
VOR/DME or GPS RWY 35

PADUCAH/DAN E. RICHARDS MUNI (3F6)

NA Use Childress altimeter setting. When not available use Altus AFB altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climbing right turn to 3700 direct to GTH VORTAC.

FORT WORTH CENTER	CTAF
133.5 350.35	122.9 (L)



CATEGORY	A	B	C	D
S-35	2580-1	723 (800-1)	NA	
CIRCLING	2580-1	723 (800-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

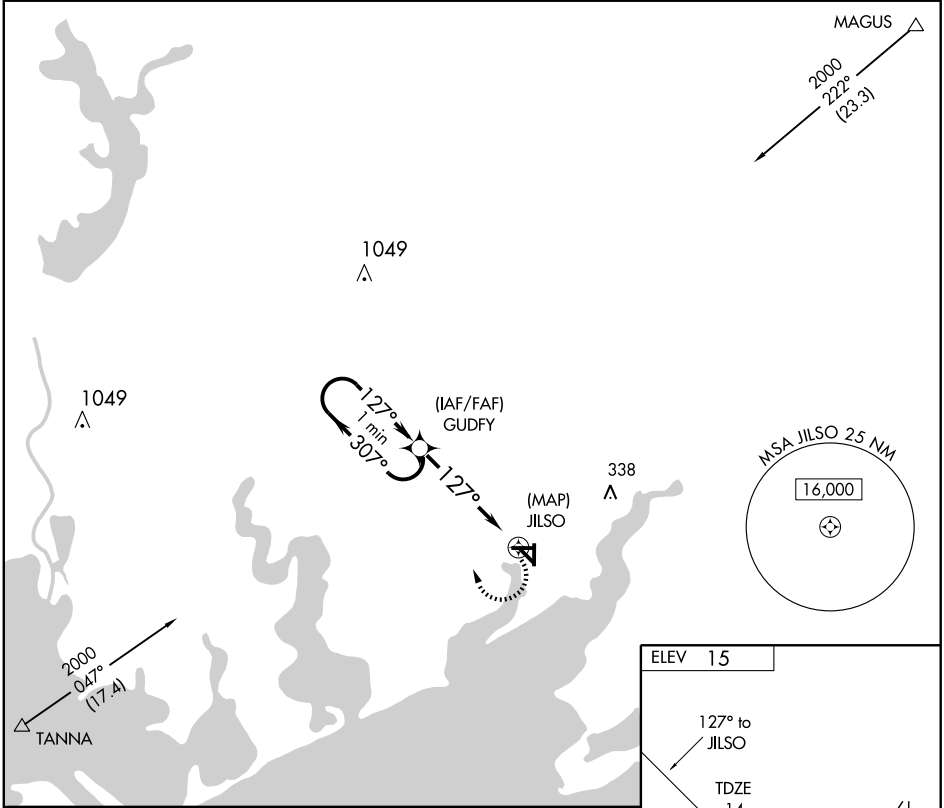
APP CRS	Rwy Idg	5001
127°	TDZE	14
	Apt Elev	15

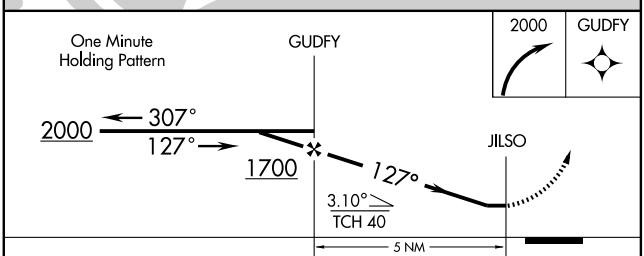
GPS RWY 13
PALACIOS MUNI (PSX)

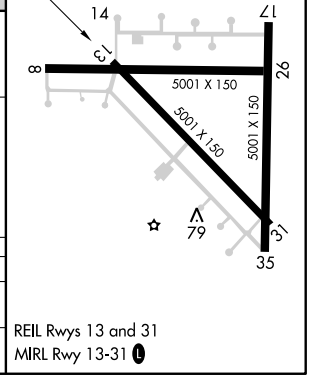
NA

MISSED APPROACH: Climbing right turn to 2000 direct GUDFY WP and hold.

ASOS	HOUSTON CENTER	UNICOM
118.025	128.6 360.8	122.8 (CTAF) L







REIL Rwys 13 and 31
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

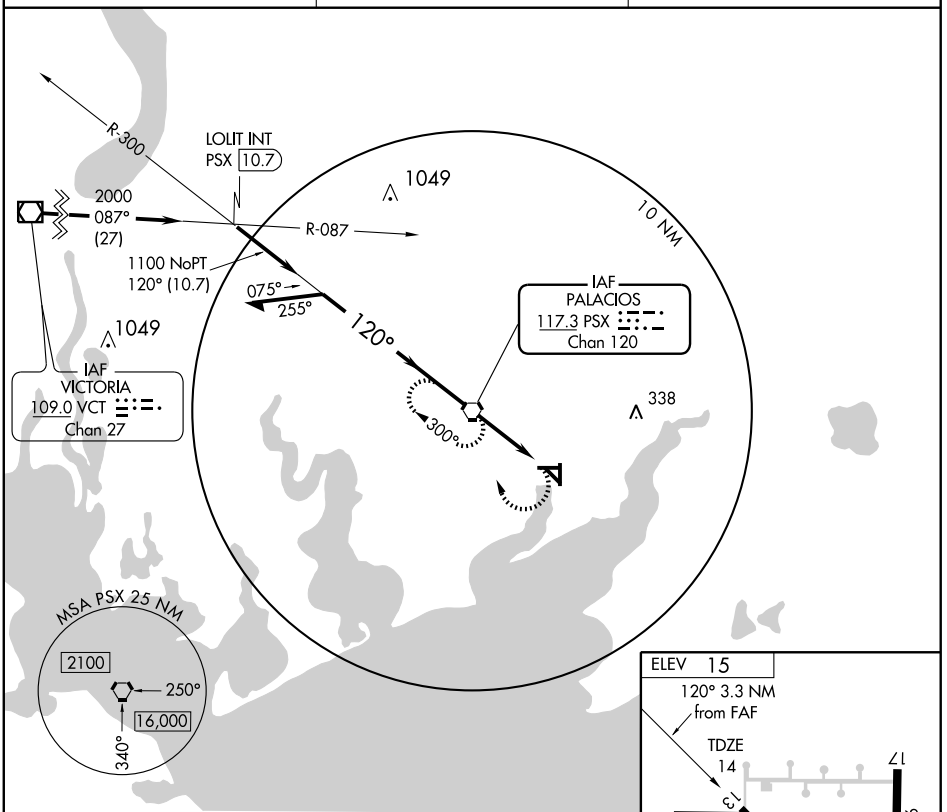
SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

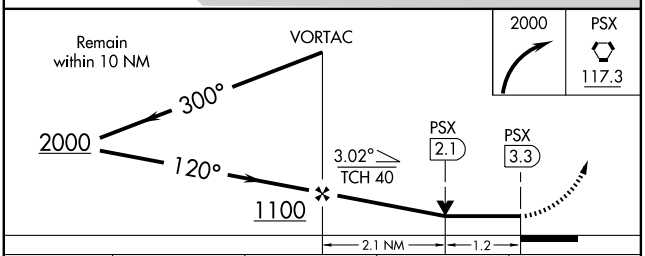
VOR PSX 117.3 Chan 120	APP CRS 120°	Rwy Idg 5001 TDZE 14 Apt Elev 15

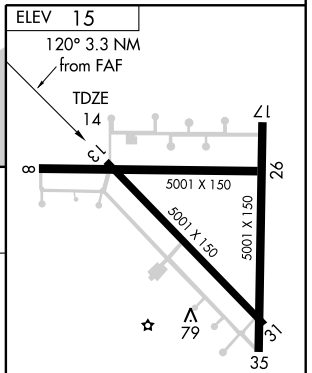
VOR RWY 13
PALACIOS MUNI (PSX)

MISSED APPROACH: Climbing right turn to 2000 direct PSX VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
118.025	128.6 360.8	122.8 (CTAF) L







REIL Rwys 13 and 31
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-5, 21 OCT 2010 to 18 NOV 2010

NDB PSN	APP CRS	Rwy Idg	5005
375	015°	TDZE	415
		Apt Elev	423

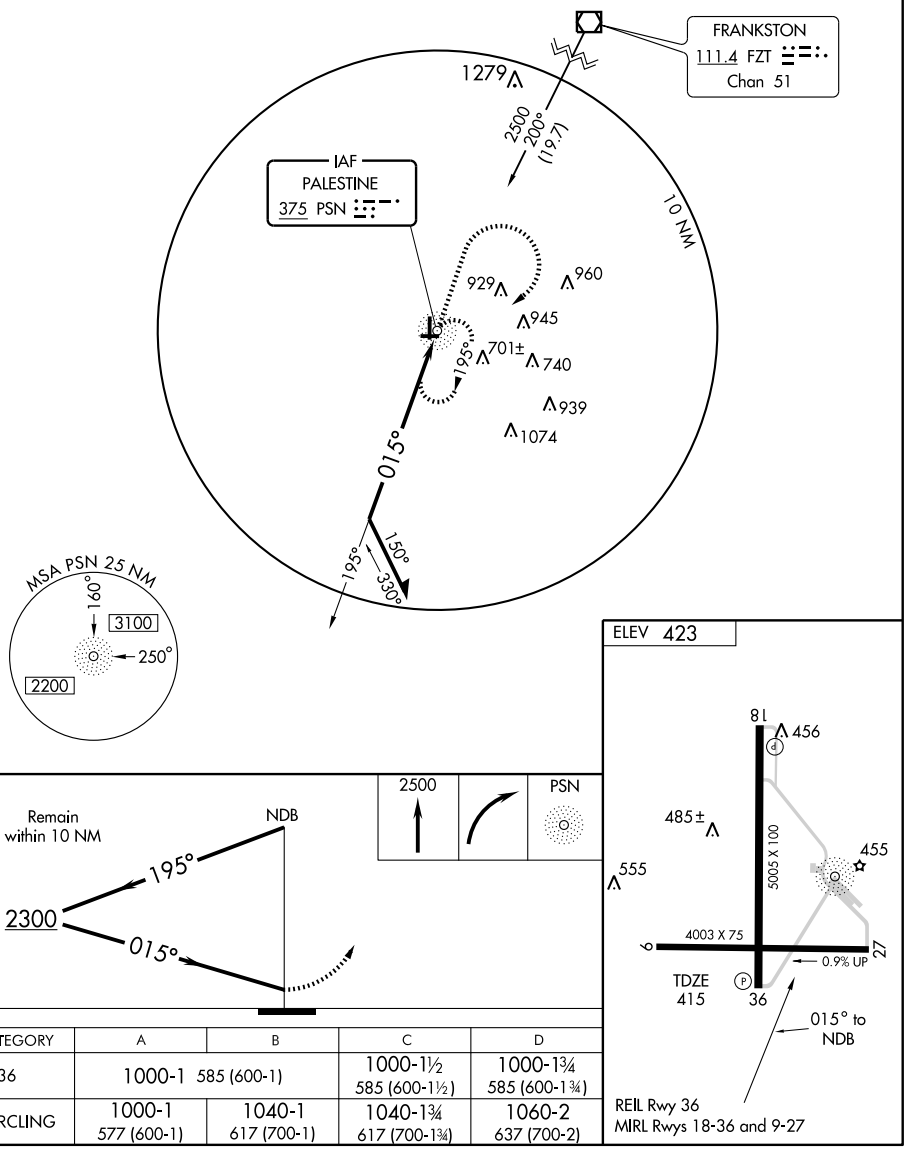
NDB RWY 36
PALESTINE MUNI (PSN)

If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

NA

MISSED APPROACH: Climb to 2500 then right turn direct PSN NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)



CATEGORY	A	B	C	D
S-36	1000-1 585 (600-1)		1000-1½ 585 (600-1½)	1000-1¾ 585 (600-1¾)
CIRCLING	1000-1 577 (600-1)	1040-1 617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5005
177°	TDZE	416
	Apt Elev	423

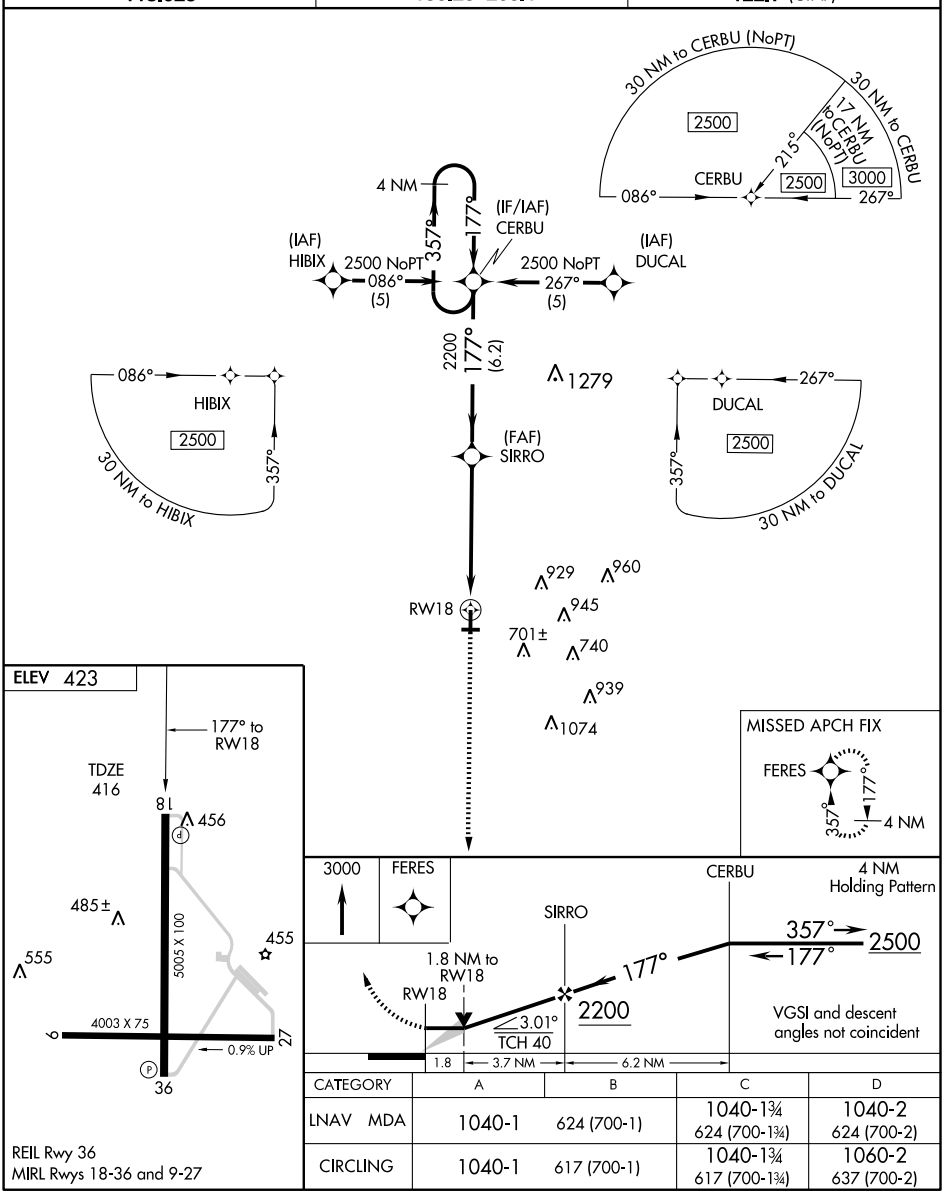
RNAV (GPS) RWY 18

PALESTINE MUNI (PSN)

VDP NA with C. David Campbell Field-Corsicana Muni altimeter setting. DME/DME RNP-0.3 NA. Circling to Rwy 9-27, NA at night. If local weather not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 direct FERES and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1040-1	624 (700-1)	1040-1¾ 624 (700-1¾)	1040-2 624 (700-2)
CIRCLING	1040-1	617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)

REIL Rwy 36
MIRL Rwys 18-36 and 9-27

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5005
357°	TDZE	415
	Apt Elev	423

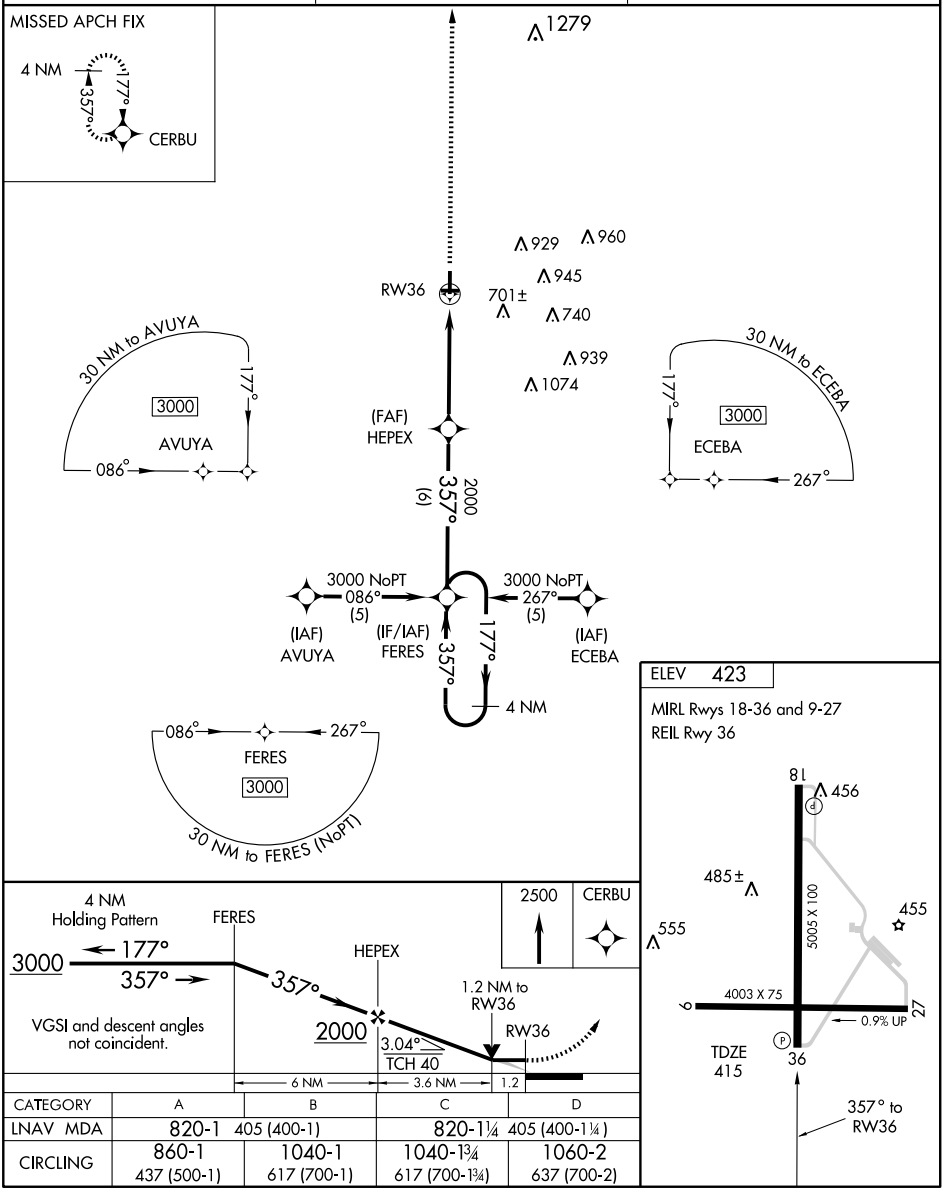
RNAV (GPS) RWY 36

PALESTINE MUNI (PSN)

VDP NA with C. David Campbell Field-Corsicana Muni altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2500 direct CERBU WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	820-1 405 (400-1)		820-1¼ 405 (400-1¼)	
CIRCLING	860-1 437 (500-1)	1040-1 617 (700-1)	1040-1¾ 617 (700-1¾)	1060-2 637 (700-2)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME FZT	APP CRS	Rwy Idg	5005
111.4	201°	TDZE	416
Chan 51		Apt Elev	423

VOR/DME RWY 18

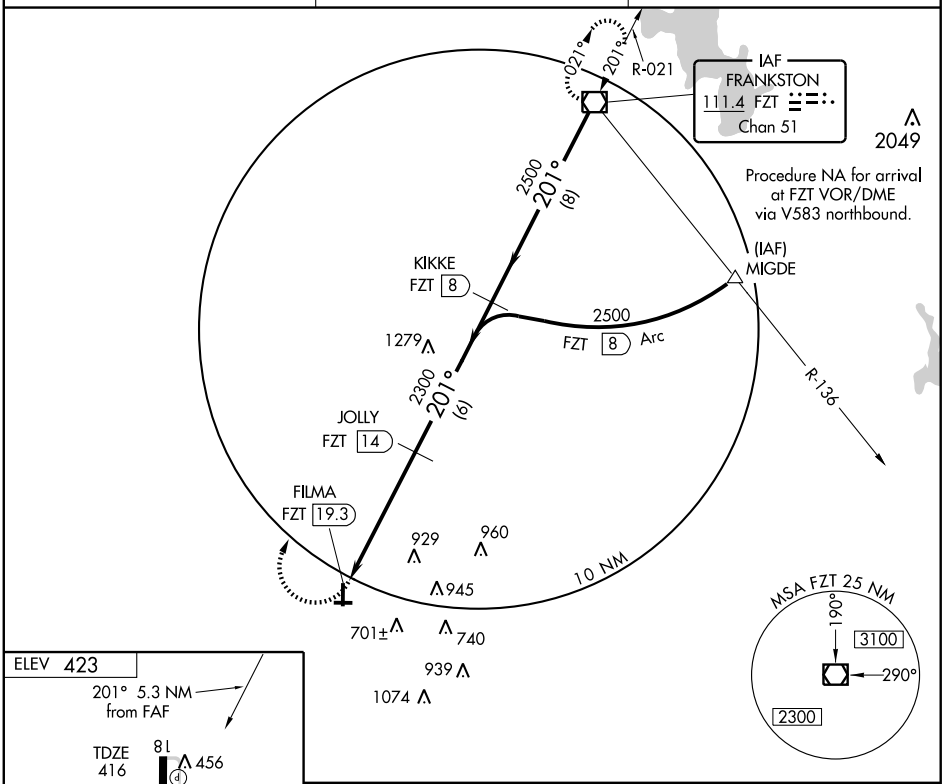
PALESTINE MUNI (PSN)

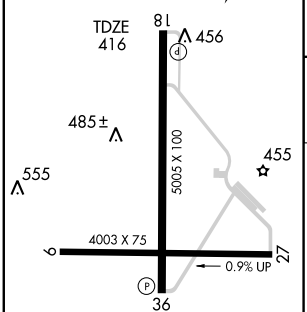
T
NA

If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

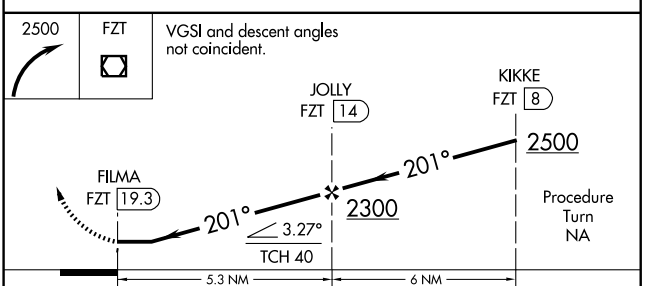
MISSING APPROACH: Climbing right turn to 2500 direct FZT VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.025	135.25 265.1	122.7 (CTAF)





REIL Rwy 36
MIRL Rwys 18-36 and 9-27



CATEGORY	A	B	C	D
S-18	1240-1 824 (900-1)	1240-1¼ 824 (900-1¼)	1240-2½ 824 (900-2½)	1240-2¾ 824 (900-2¾)
CIRCLING	1240-1 817 (900-1)	1240-1¼ 817 (900-1¼)	1240-2½ 817 (900-2½)	1240-2¾ 817 (900-2¾)

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

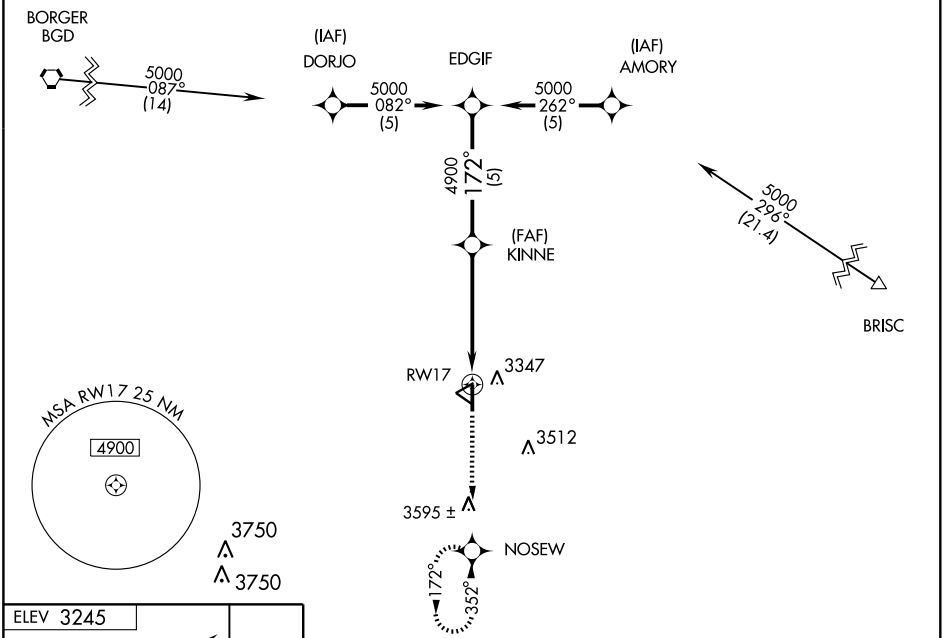
APP CRS	Rwy Idg	5862
172°	TDZE	3244
	Apt Elev	3245

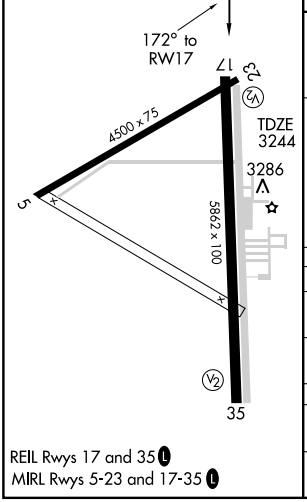
GPS RWY 17

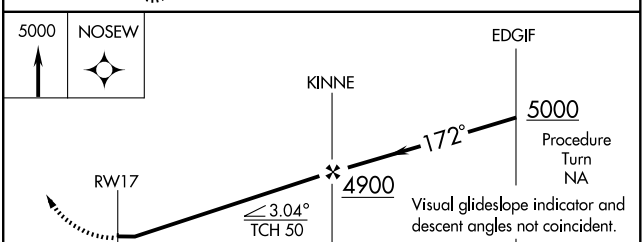
PAMPA/ PERRY LEFORS FIELD (PPA)

NA	Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.	MISSED APPROACH: Climb to 5000 direct NOSEW WP and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-17	3600-1 356 (400-1)			3600-1 ¼ 356 (400-1¼)
CIRCLING	3660-1 415 (500-1)	3700-1 455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTING MINIMUMS				
S-17	3680-1 436 (500-1)		3680-1 ¼ 436 (500-1¼)	3680-1½ 436 (500-1½)
CIRCLING	3720-1 475 (500-1)		3720-1½ 475 (500-1½)	3800-2 555 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

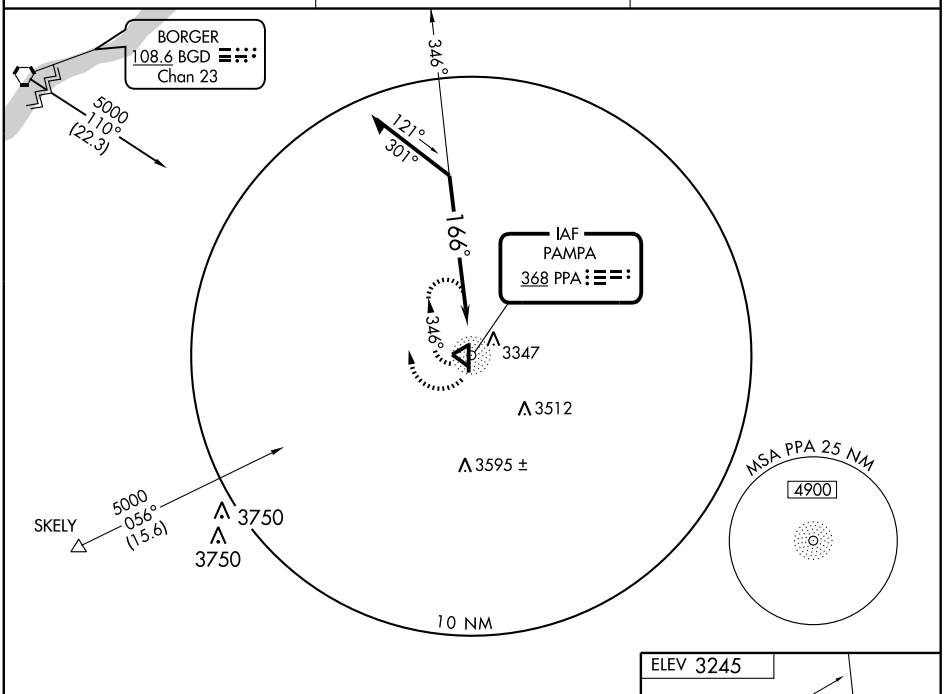
NDB PPA	APP CRS		
368	166°	Rwy Idg	5862
		TDZE	3244
		Apt Elev	3245

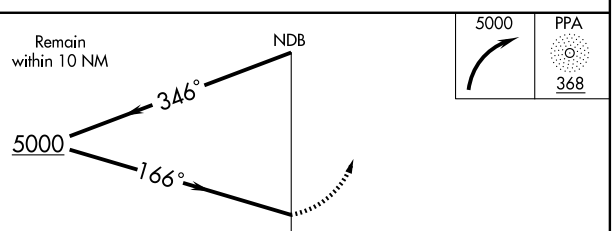
NDB RWY 17

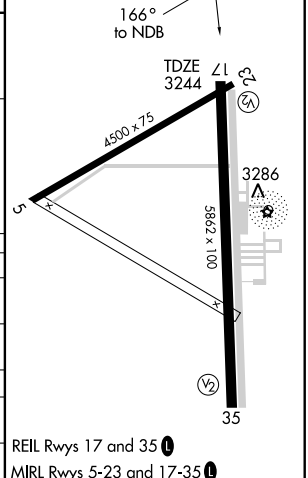
PAMPA/ PERRY LEFORS FIELD (PPA)

NA	Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.	MISSED APPROACH: Climbing right turn to 5000 in PPA NDB holding pattern.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-17	3700-1	456 (500-1)	3700-1¼ 456 (500-1¼)	3700-1½ 456 (500-1½)
CIRCLING	3700-1	455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTINGS MINIMUMS				
S-17	3780-1	536 (600-1)	3780-1½ 536 (600-1½)	3780-1¾ 536 (600-1¾)
CIRCLING	3780-1	535 (600-1)	3780-1½ 535 (600-1½)	3800-2 555 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BGD 108.6 Chan 23	APP CRS 110°	Rwy Idg N/A TDZE N/A Apt Elev 3245

VOR/DME-A

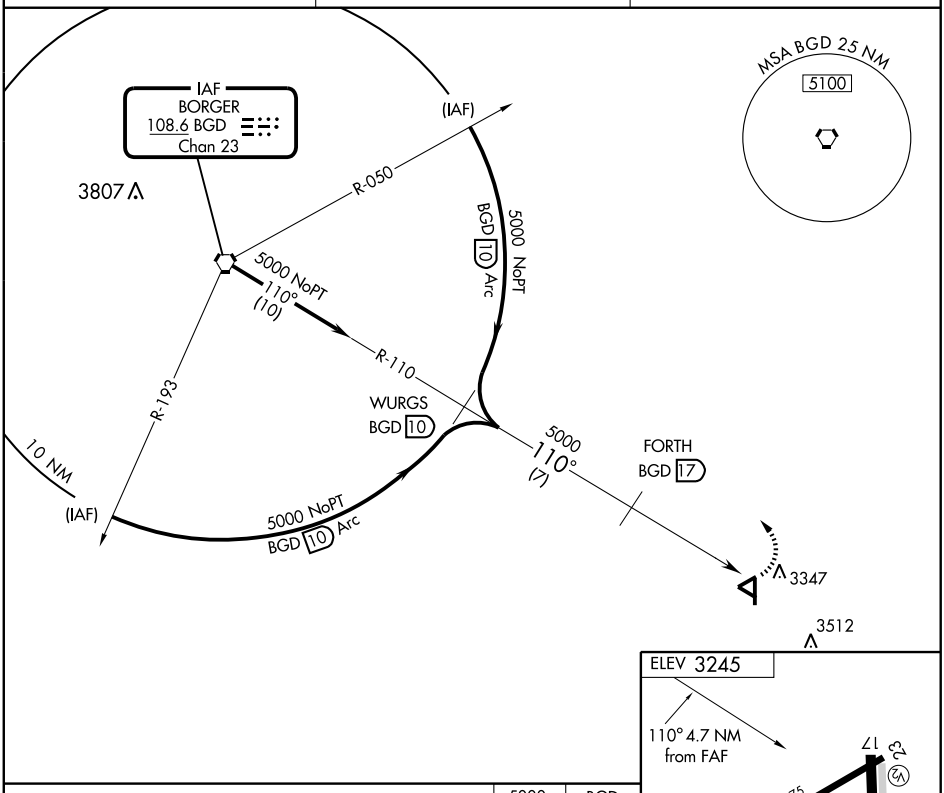
PAMPA/ PERRY LEFORS FIELD (PPA)

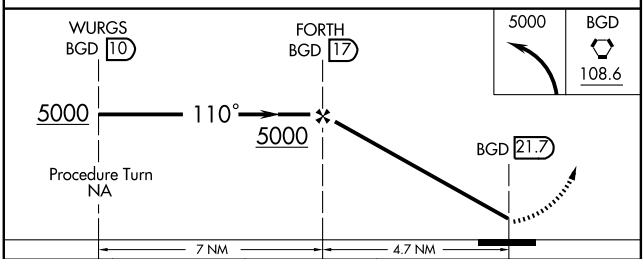
NA

Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.

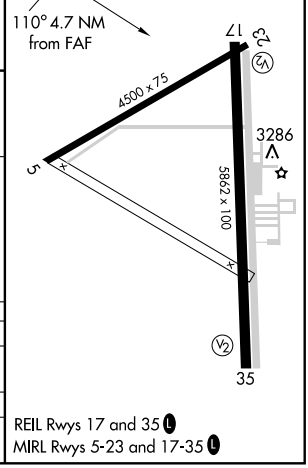
MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	3660-1 415 (500-1)	3700-1 455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)
BORGER ALTIMETER SETTINGS MINIMUMS				
CIRCLING	3720-1 475 (500-1)		3720-1½ 475 (500-1½)	3800-2 555 (600-2)



REIL Rwys 17 and 35 L

MIRL Rwys 5-23 and 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4405
352°	TDZE	3452
	Apt Elev	3452

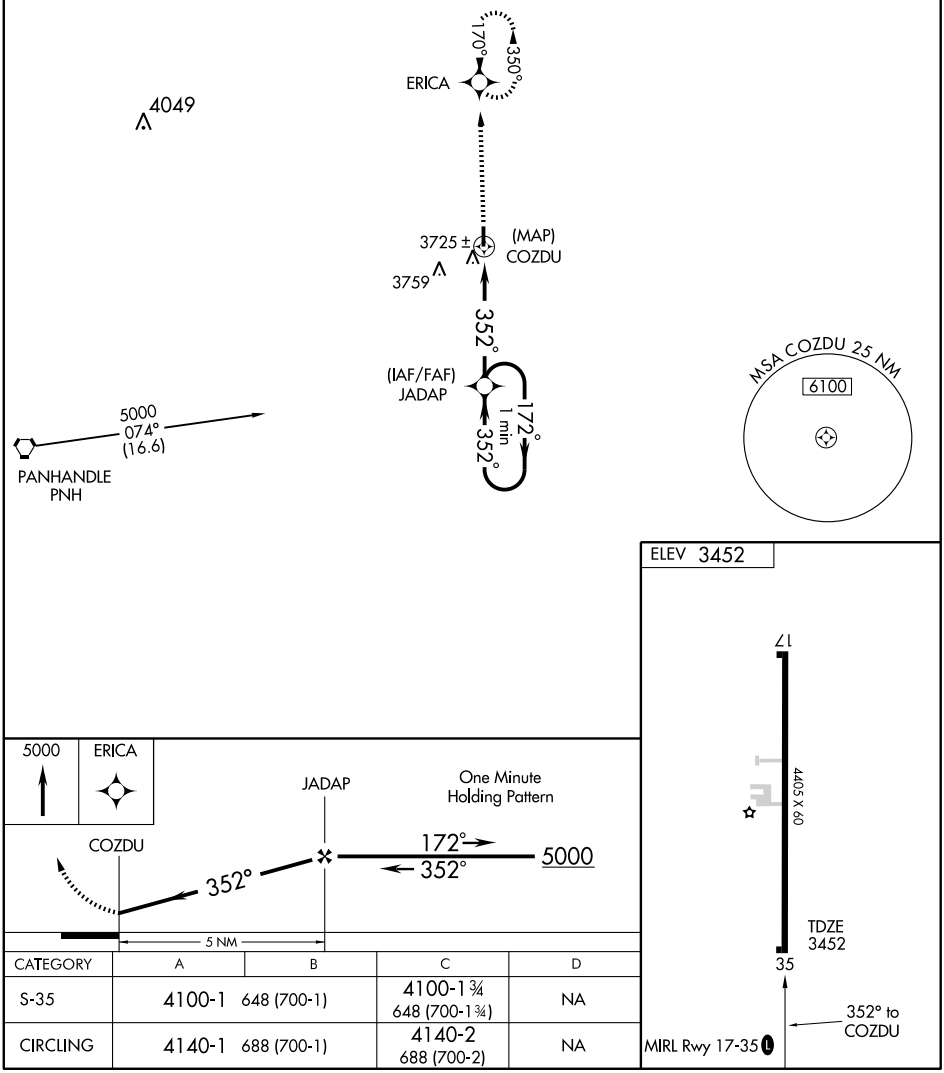
GPS RWY 35

PANHANDLE-CARSON COUNTY (T45)

NA Use Rick Husband Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 5000 direct ERICA WP and hold.

AMARILLO APP CON ★	UNICOM	
119.5 307.0	122.7 (CTAF)	123.5 L



CATEGORY	A	B	C	D
S-35	4100-1	648 (700-1)	4100-1¾ 648 (700-1¾)	NA
CIRCLING	4140-1	688 (700-1)	4140-2 688 (700-2)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BGD	APP CRS	Rwy Idg	4405
108.6	167°	TDZE	3450
Chan 23		Apt Elev	3452

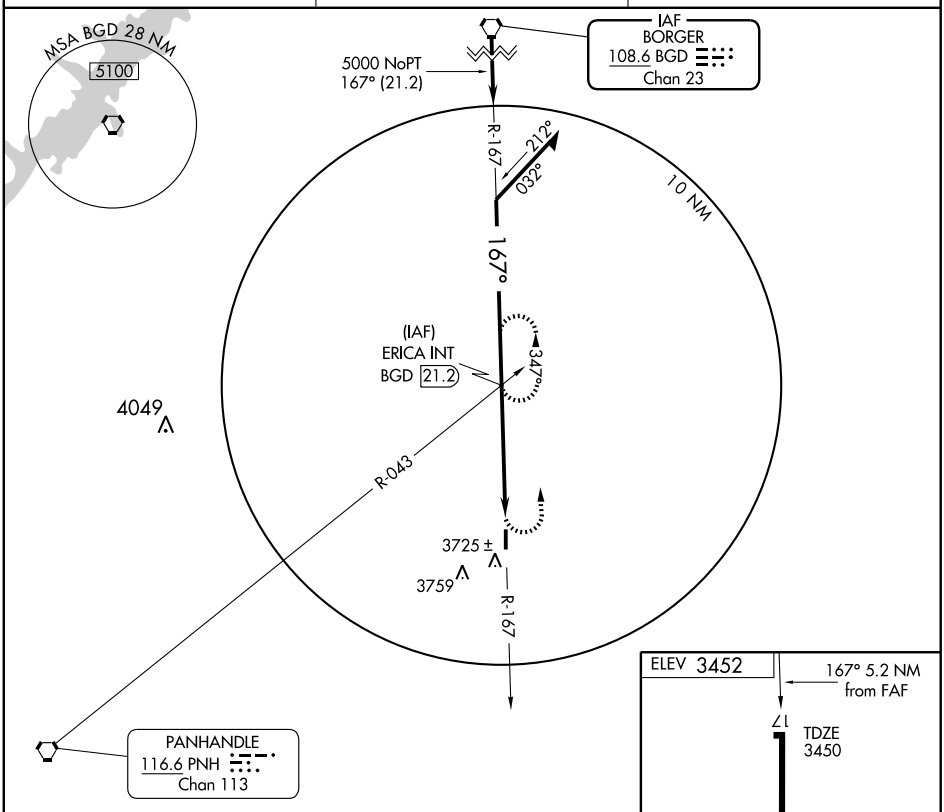
VOR RWY 17

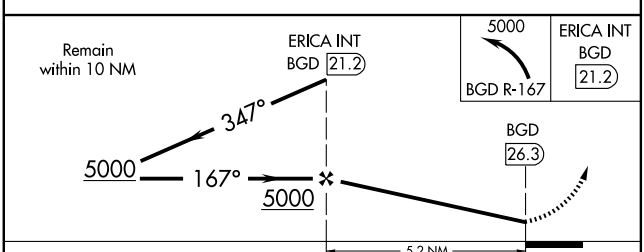
PANHANDLE-CARSON COUNTY (T45)

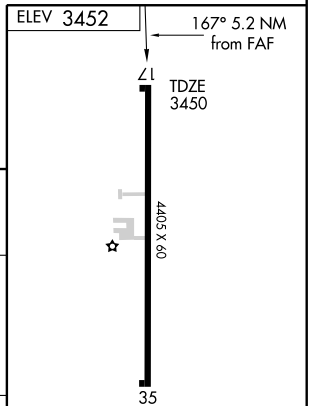
NA Use Rick Husband Amarillo Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 5000 via BGD R-167 to ERICA Int 21.2 DME and hold.

AMARILLO APP CON ★	UNICOM	
119.5 307.0	122.7 (CTAF)	123.5 L







CATEGORY	A	B	C	D
S-17	3900-1 450 (500-1)	3900-1¼ 450 (500-1¼)	3900-1½ 450 (500-1½)	NA
CIRCLING	4140-1 688 (700-1)	4140-1¼ 688 (700-1¼)	4140-2 688 (700-2)	NA

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6002
CH 69401	175°	TDZE	541
W17A		Apt Elev	548

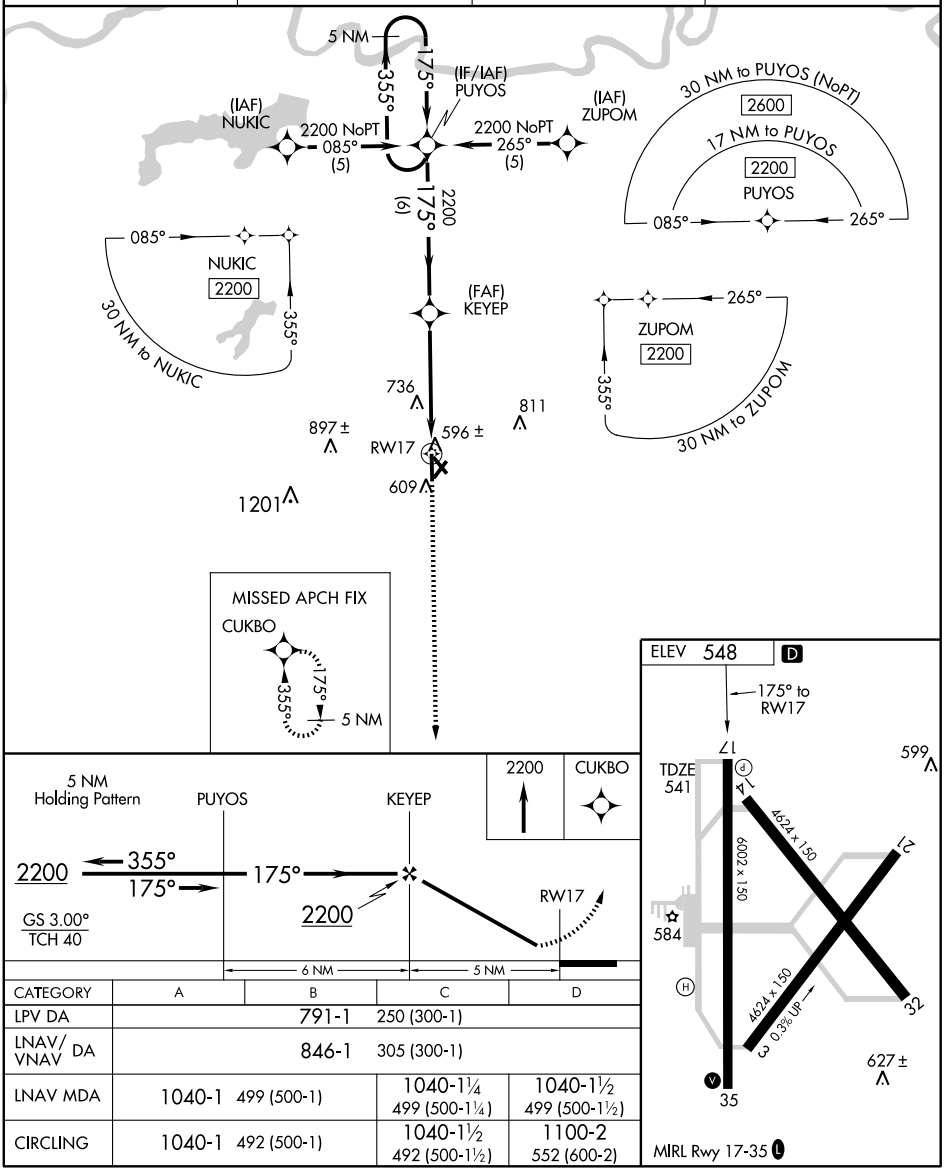
RNAV (GPS) RWY 17

PARIS/ COX FIELD (PRX)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.
▲ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). BARO-VNAV NA when using Sulphur Springs altimeter setting.

MISSED APPROACH: Climb to 2200 direct CUKBO and hold.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA		791-1	250 (300-1)	
LNAV/ VNAV DA		846-1	305 (300-1)	
LNAV MDA	1040-1	499 (500-1)	1040-1¼ 499 (500-1¼)	1040-1½ 499 (500-1½)
CIRCLING	1040-1	492 (500-1)	1040-1½ 492 (500-1½)	1100-2 552 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 63001 W35A	APP CRS 355°	Rwy Idg 6002 TDZE 532 Apt Elev 548

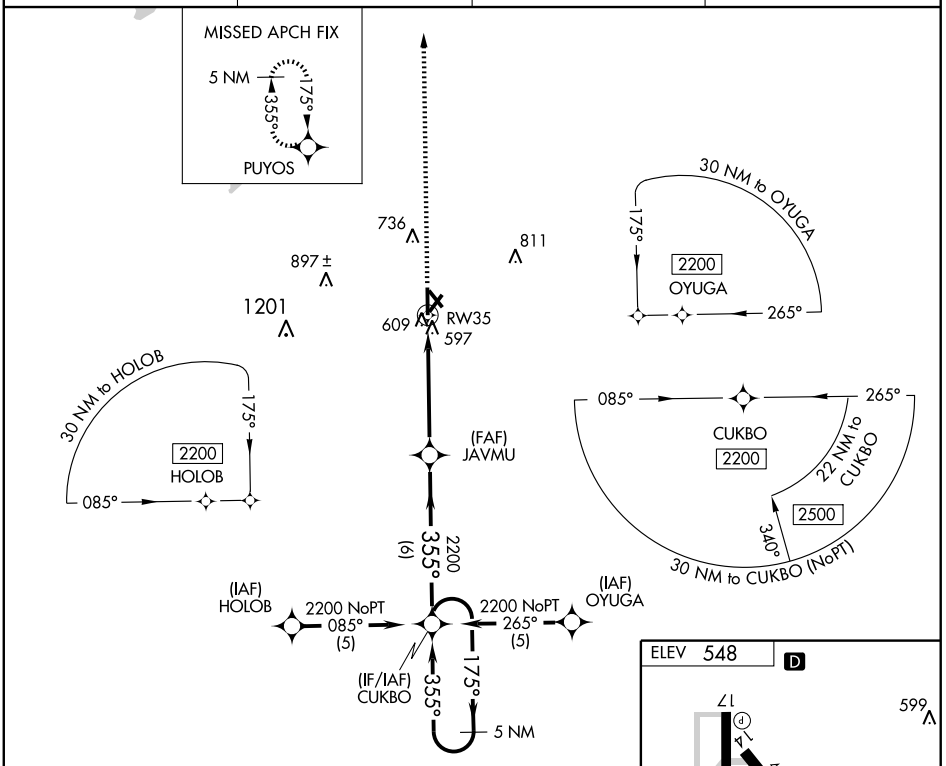
RNAV (GPS) RWY 35

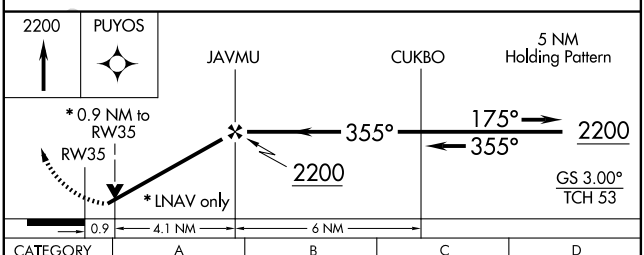
PARIS/ COX FIELD (PRX)

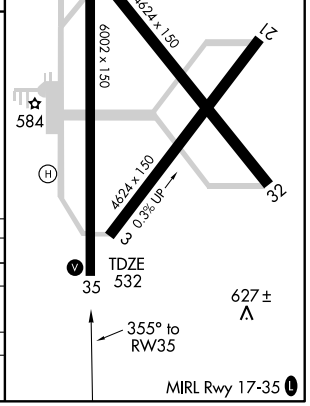
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). BARO-VNAV and VDP NA when using Sulphur Springs altimeter setting.

MISSED APPROACH: Climb to 2200 direct PUYOS and hold.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	782-¾ 250 (300-¾)			
LNAV/ VNAV DA	925-1¼ 393 (400-1¼)			
LNAV MDA	860-1 328 (400-1)			
CIRCLING	960-1¼ 412 (500-1¼)	1000-1¼ 452 (500-1¼)	1000-1½ 452 (500-1½)	1100-2 552 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME PRX	APP CRS	Rwy Idg	6002
113.6	350°	TDZE	532
Chan 83		Apt Elev	548

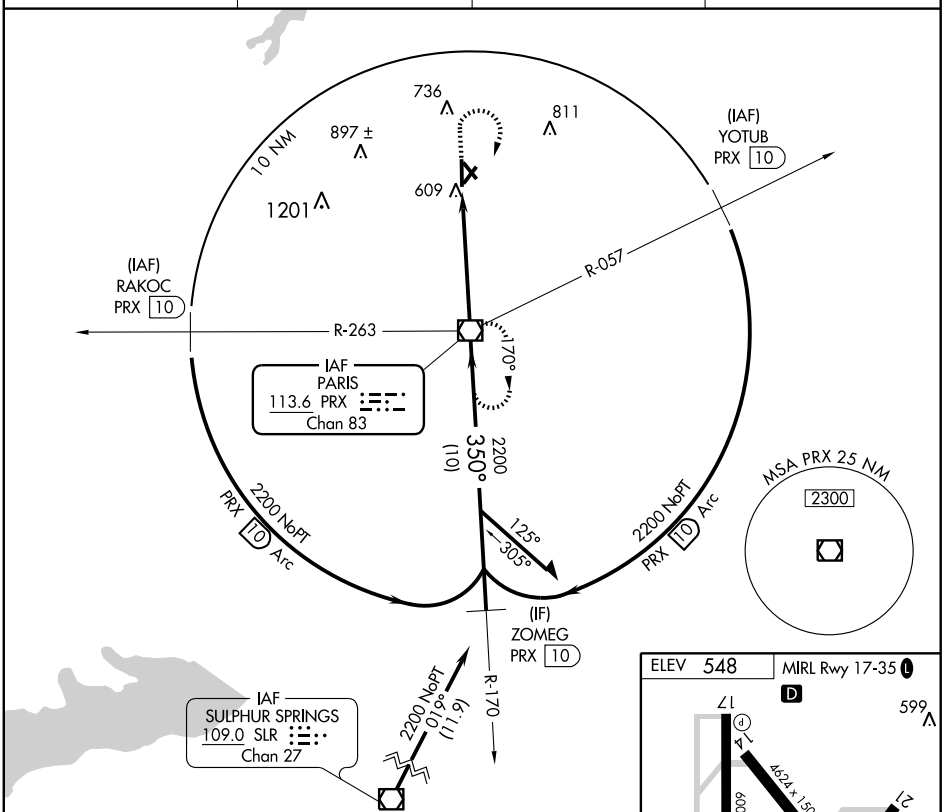
VOR RWY 35

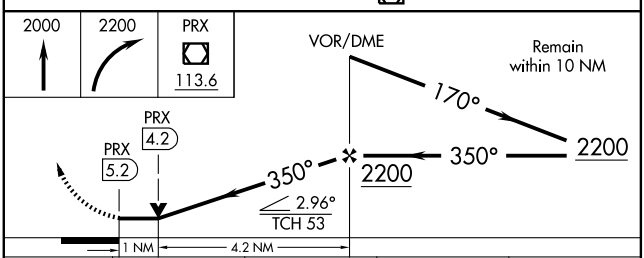
PARIS/COX FIELD (PRX)

If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. VDP NA when using Sulphur Springs altimeter setting.

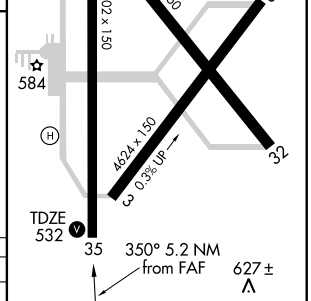
MISSED APPROACH: Climb to 2000 then climbing right turn to 2200 direct PRX VOR/DME.

AWOS-3	FORT WORTH CENTER	FORT WORTH RADIO	UNICOM
119.675	124.875	122.25	122.975 (CTAF) L





CATEGORY	A	B	C	D
S-35	880-1 348 (400-1)			880-1¼ 348 (400-1¼)
CIRCLING	960-1 412 (500-1)	1000-1 452 (500-1)	1000-1½ 452 (500-1½)	1100-2 552 (600-2)



FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

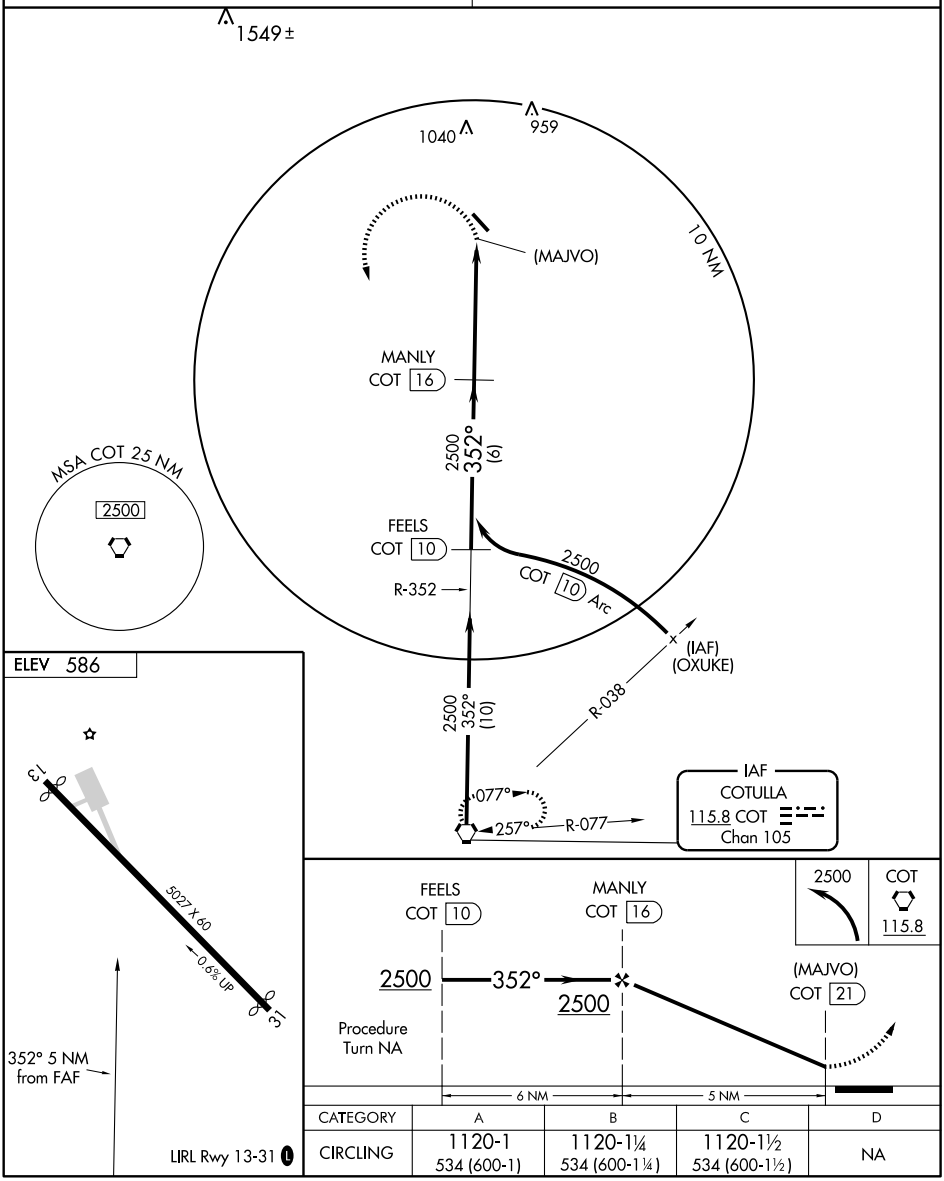
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC COT 115.8 Chan 105	APP CRS 352°	Rwy Idg N/A TDZE N/A Apt Elev 586

VOR/DME or GPS-A

PEARSALL/MC KINLEY FIELD (T30)

NA	Use Cotulla altimeter setting.	MISSED APPROACH: Climbing left turn to 2500 direct COT VORTAC and hold.
HOUSTON CENTER 134.6 322.5		UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1120-1 534 (600-1)	1120-1¼ 534 (600-1¼)	1120-1½ 534 (600-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

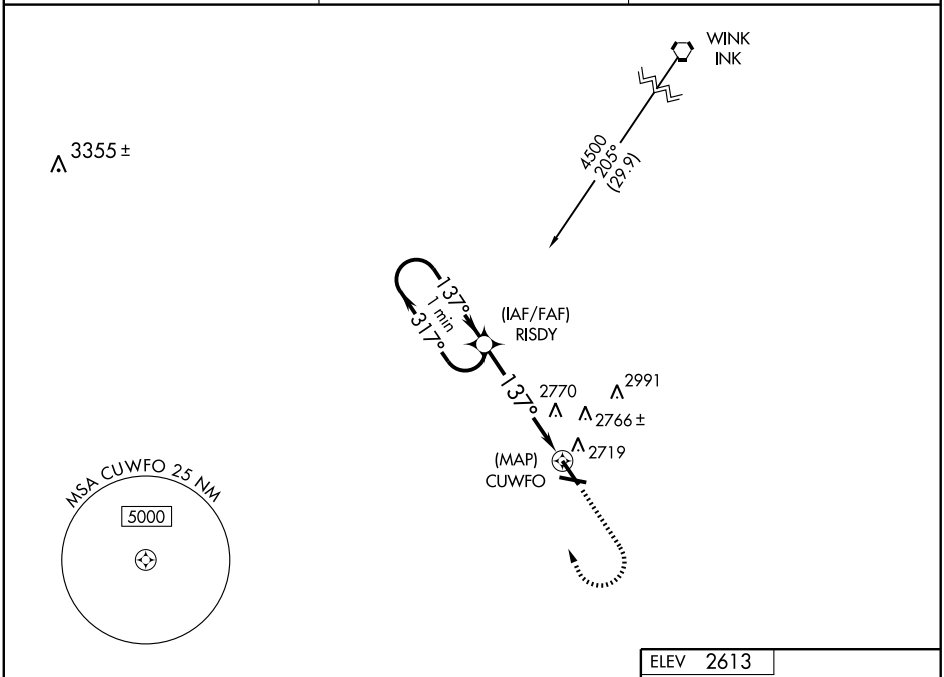
APP CRS	Rwy Idg	6236
137°	TDZE	2608
	Apt Elev	2613

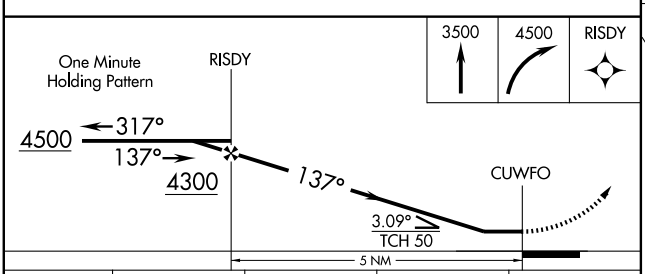
GPS RWY 14
PECOS MUNI (PEQ)

NA — Obtain local altimeter on CTAF; if not received, use Wink altimeter setting. If neither received, procedure not authorized.

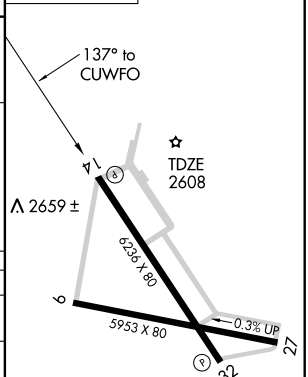
MISSED APPROACH: Climb to 3500 then climbing right turn 4500 direct RISDY and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.175	135.875 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	3080-1	472 (500-1)	3080-1¼ 472 (500-1¼)	3080-1½ 472 (500-1½)
CIRCLING	3080-1	467 (500-1)	3120-1½ 507 (600-1½)	3180-2 567 (600-2)
WINK ALTIMETER SETTING MINIMUMS				
S-14	3180-1	572 (600-1)	3180-1½ 572 (600-1½)	3180-1¾ 572 (600-1¾)
CIRCLING	3180-1	567 (600-1)	3220-1¾ 607 (700-1¾)	3240-2 627 (700-2)



MIRL Rwys 9-27 and 14-32 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

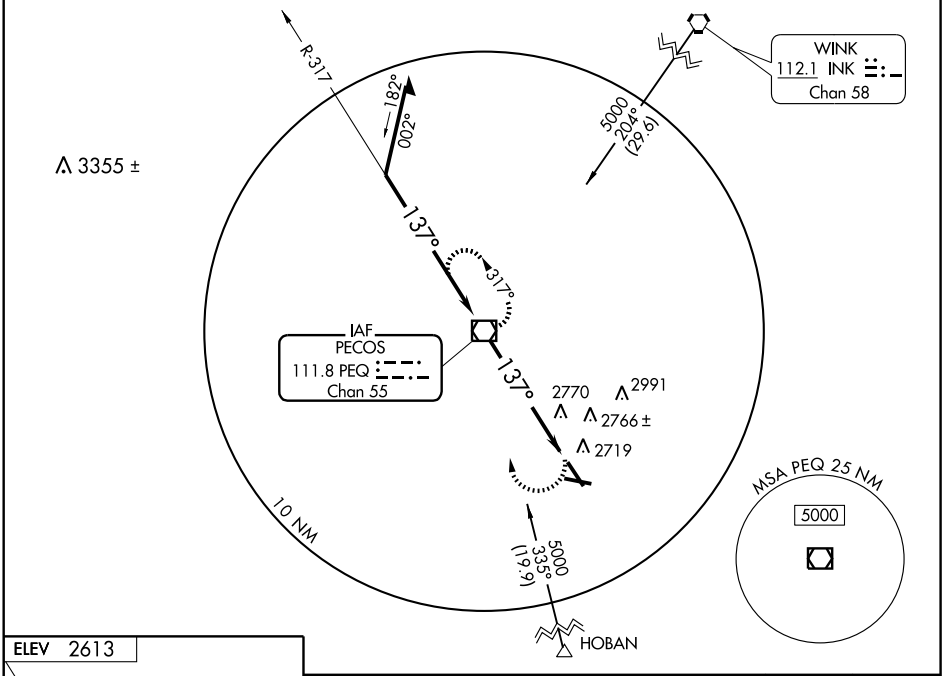
VOR/DME PEQ	APP CRS	Rwy Idg	6236
111.8	137°	TDZE	2608
Chan 55		Apt Elev	2613

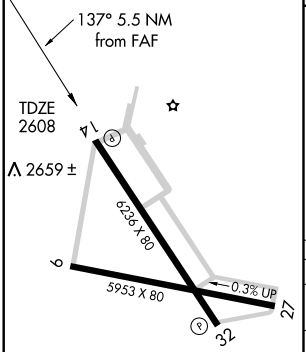
VOR RWY 14
PECOS MUNI (PEQ)

NA Obtain local altimeter on CTAF; if not received, use Wink altimeter setting.
If neither received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4500 direct PEQ VOR/DME and hold.

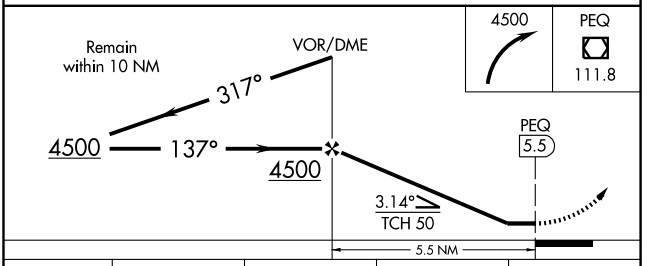
AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.175	135.875 292.15	122.8 (CTAF) L





MIRL Rwys 9-27 and 14-32 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-14	3080-1	472 (500-1)	3080-1¼ 472 (500-1¼)	3080-1½ 472 (500-1½)
CIRCLING	3080-1	467 (500-1)	3120-1½ 507 (600-1½)	3180-2 567 (600-2)
WINK ALTIMETER SETTING MINIMUMS				
S-14	3180-1	572 (600-1)	3180-1½ 572 (600-1½)	3180-1¾ 572 (600-1¾)
CIRCLING	3180-1	567 (600-1)	3220-1¾ 607 (700-1¾)	3240-2 627 (700-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB PYX 266	APP CRS 270°	Rwy Idg N/A TDZE N/A Apt Elev 2919

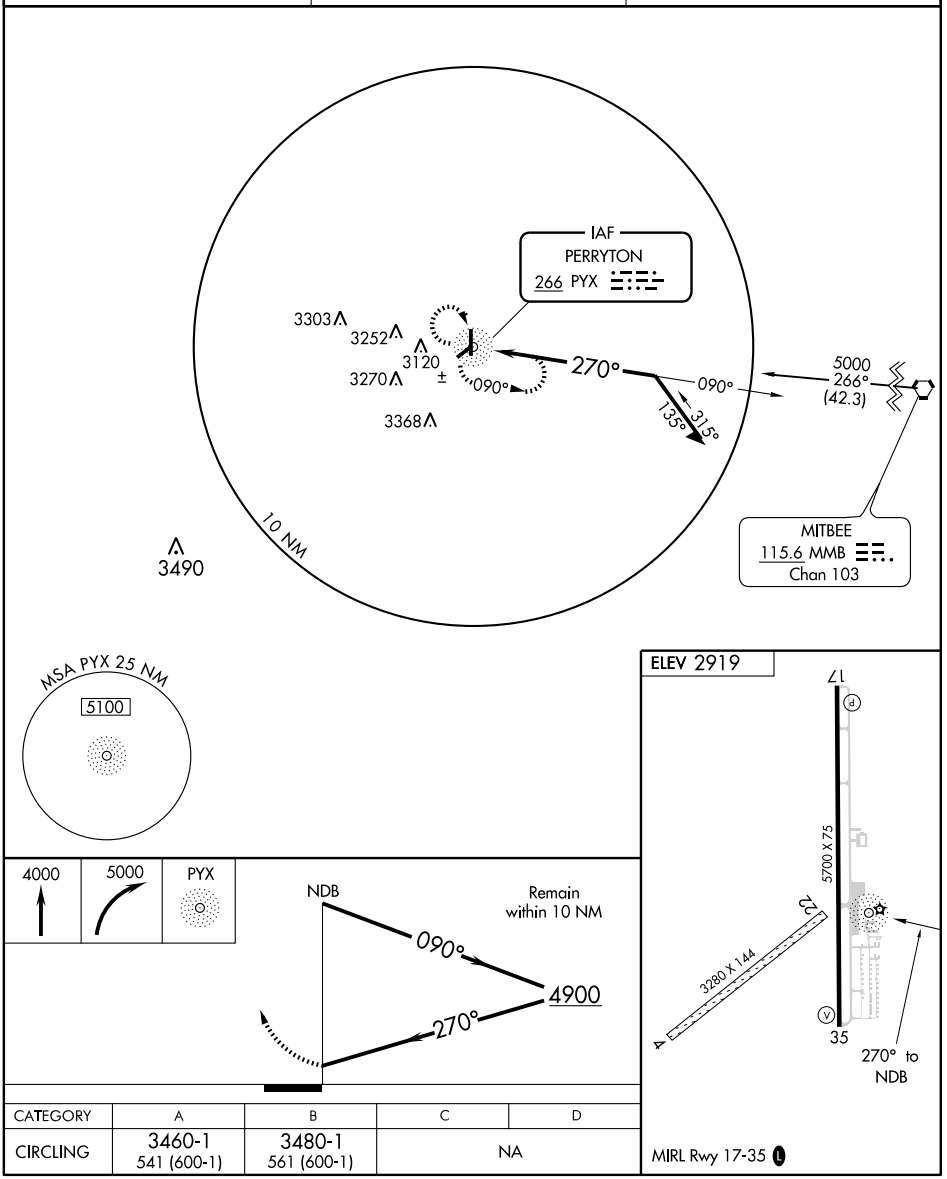
NDB-A

PERRYTON OCHILTREE COUNTY (PYX)

When local altimeter setting not received, use Gage altimeter setting and increase all MDA 220 feet and Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct PYX NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	126.95 379.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3460-1 541 (600-1)	3480-1 561 (600-1)	NA	

MIRL Rwy 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5700
353°	TDZE	2918
	Apt Elev	2919

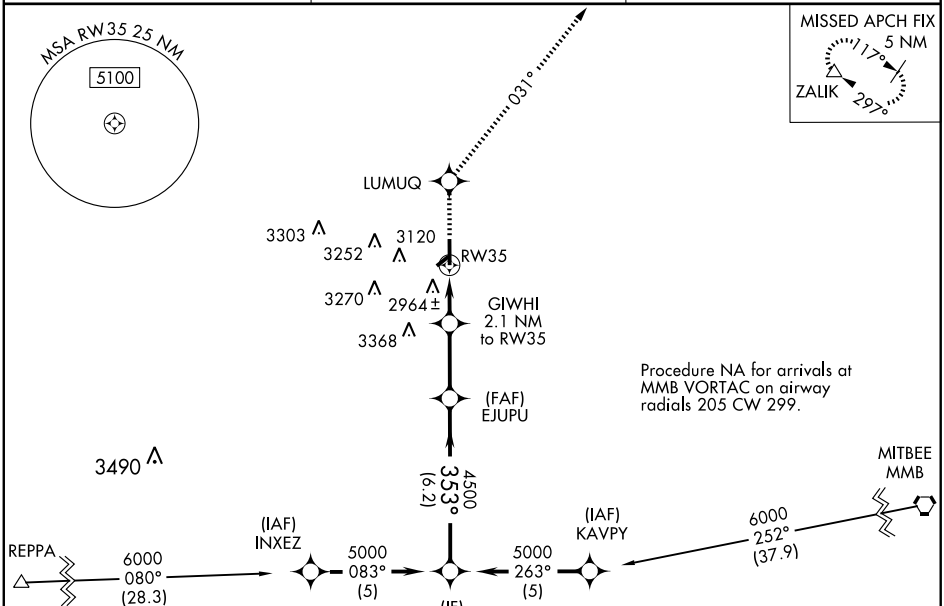
RNAV (GPS) RWY 35

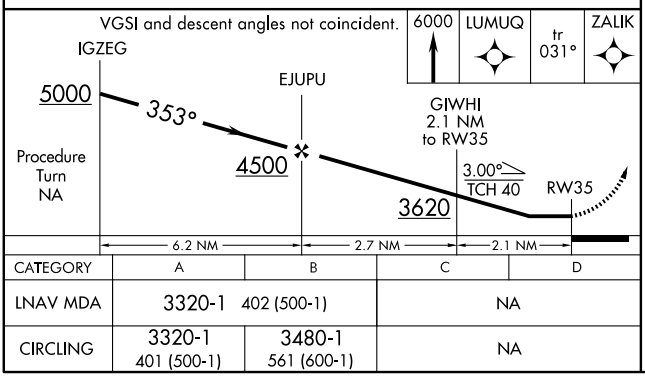
PERRYTON OCHILTREE COUNTY (PYX)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 220 feet, and circling Cat B visibility ¼ mile.

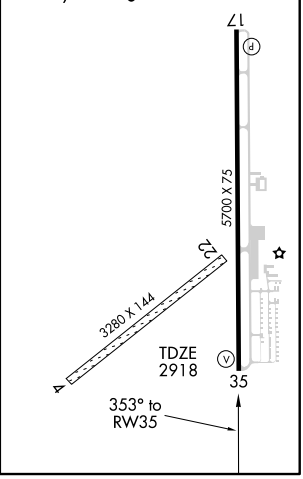
MISSED APPROACH: Climb to 6000 direct LUMUQ and on track 031° to ZALIK and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	126.95 379.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3320-1 402 (500-1)		NA	
CIRCLING	3320-1 401 (500-1)	3480-1 561 (600-1)	NA	



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
033°	TDZE	3684
	Apt Elev	3704

RNAV (GPS) RWY 3

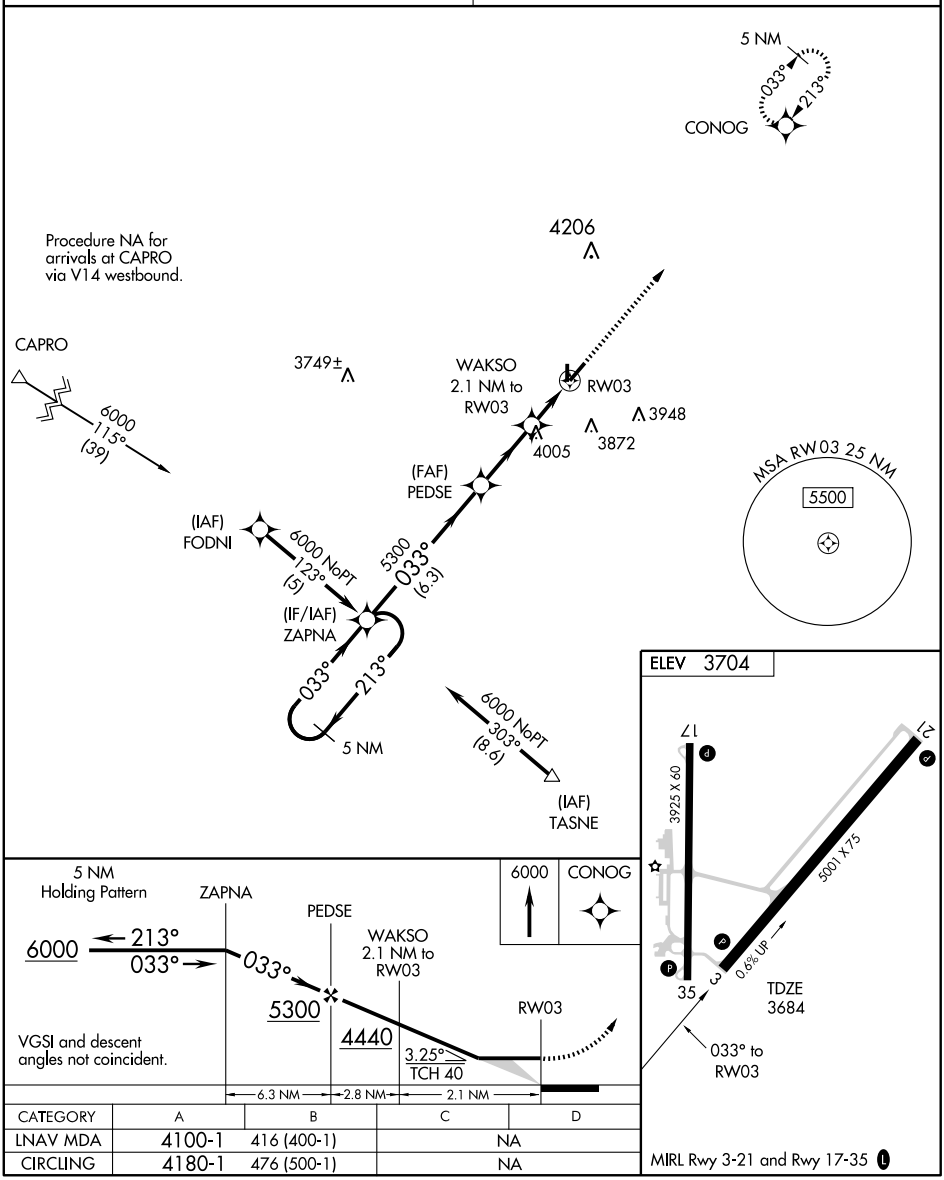
PLAINS/ YOAKUM COUNTY (F98)

DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, use Seminole altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 6000 direct CONOG and hold.

FORT WORTH CENTER	CTAF
132.6 269.05	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	4100-1	416 (400-1)	NA	
CIRCLING	4180-1	476 (500-1)	NA	

MIRL Rwy 3-21 and Rwy 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
213°	TDZE	3704
	Apt Elev	3704

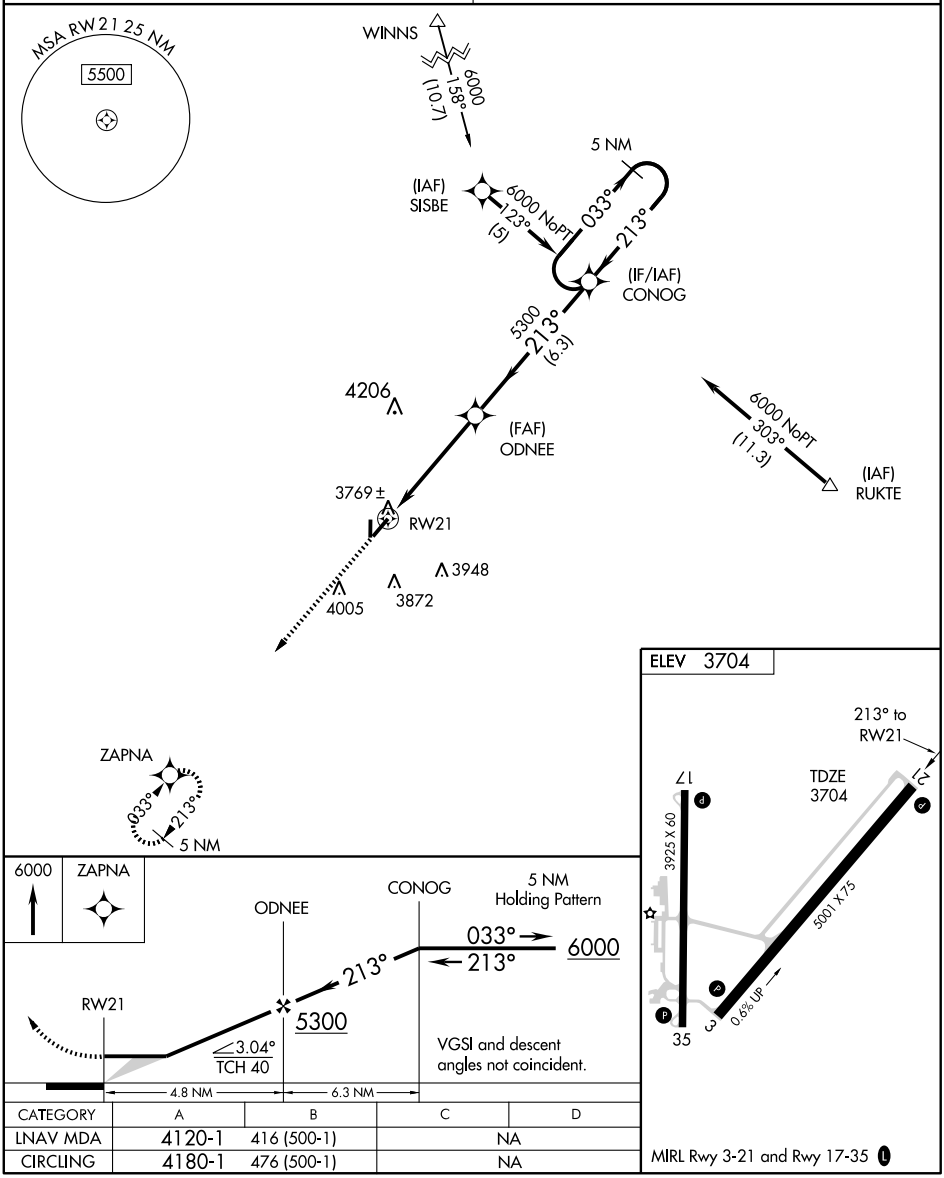
RNAV (GPS) RWY 21

PLAINS/ YOAKUM COUNTY (F98)

DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, use Seminole altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 6000 direct ZAPNA and hold.

FORT WORTH CENTER	CTAF
132.6 269.05	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	4120-1	416 (500-1)	NA	
CIRCLING	4180-1	476 (500-1)	NA	

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53302 W04A	APP CRS 042°	Rwy Idg 5997 TDZE 3374 Apt Elev 3374

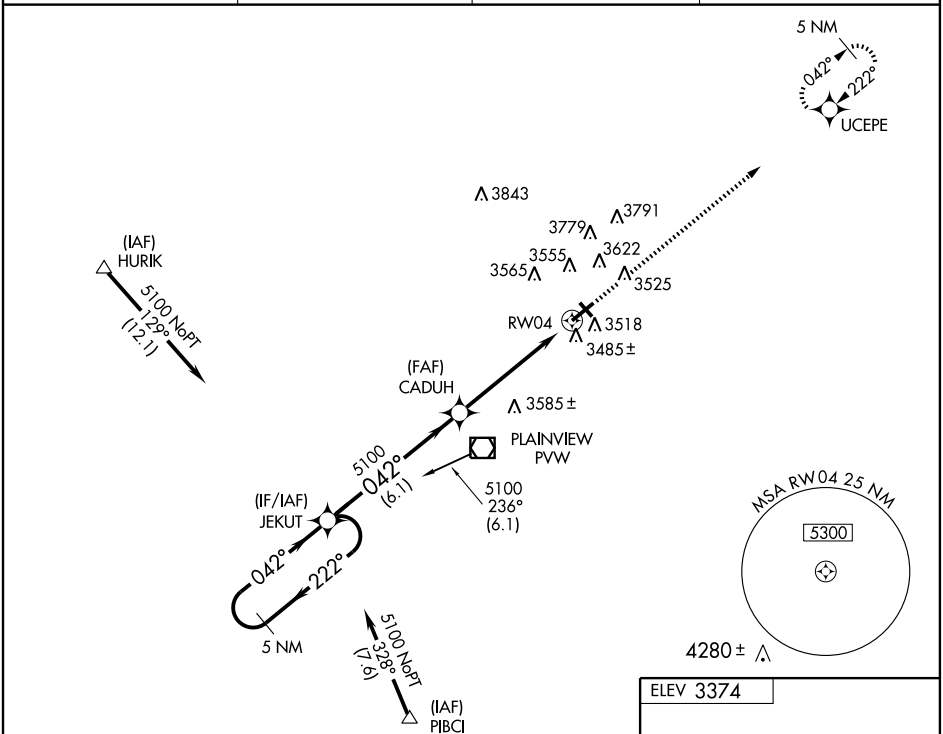
RNAV (GPS) RWY 4

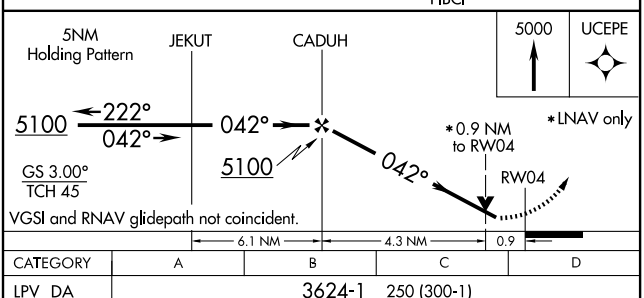
PLAINVIEW/ HALE COUNTY (PVW)

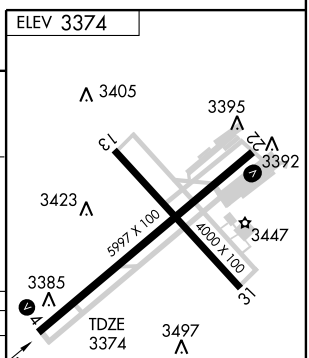
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (108°F). Visibility reduction by helicopters NA. If local altimeter setting not received, use Lubbock altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Lubbock altimeter setting.

MISSED APPROACH: Climb to 5000, direct UCEPE and hold.

ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3624-1 250 (300-1)			
LNAV/ VNAV DA	3730-1¼ 356 (400-1¼)			
LNAV MDA	3760-1 386 (400-1)			3760-1¼ 386 (400-1¼)
CIRCLING	3920-1¼ 546 (600-1¼)	3940-1¼ 566 (600-1¼)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

LIRL Rwy 13-31 L and 4-22
REIL Rwys 4 and 22

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5997
222°	TDZE	3373
	Apt Elev	3374

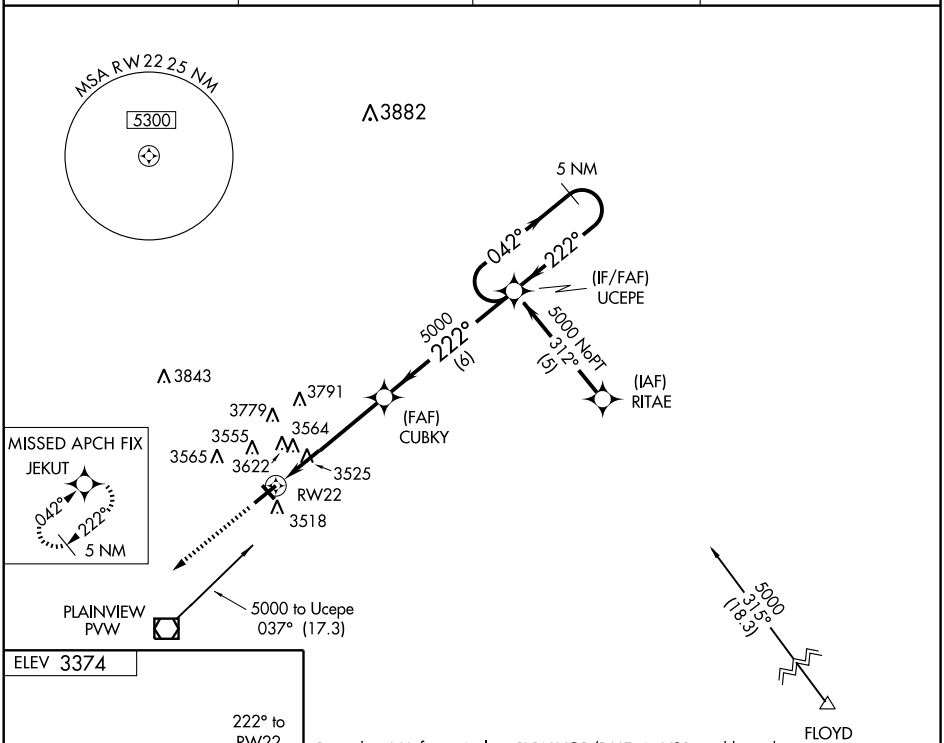
RNAV (GPS) RWY 22

PLAINVIEW/HALE COUNTY (PVW)

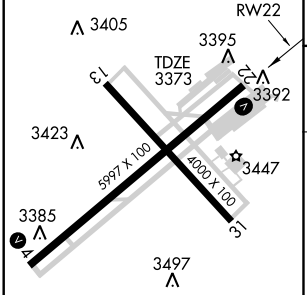
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lubbock altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5100 direct JEKUT and hold.

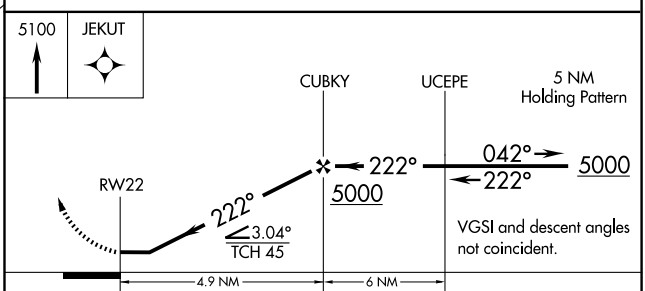
ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF) L



Procedure NA for arrivals at PVW VOR/DME via V81 southbound.



LIRL Rwy 13-31 L and 4-22
REIL Rwys 4 and 22



CATEGORY	A	B	C	D
LNAV MDA	3820-1 447 (500-1)		3820-1¼ 447 (500-1¼)	3820-1½ 447 (500-1½)
CIRCLING	3920-1 546 (600-1)	3940-1 566 (600-1)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME PVW 112.9 Chan 76	APP CRS 024°	Rwy Idg 5997 TDZE 3374 Apt Elev 3374

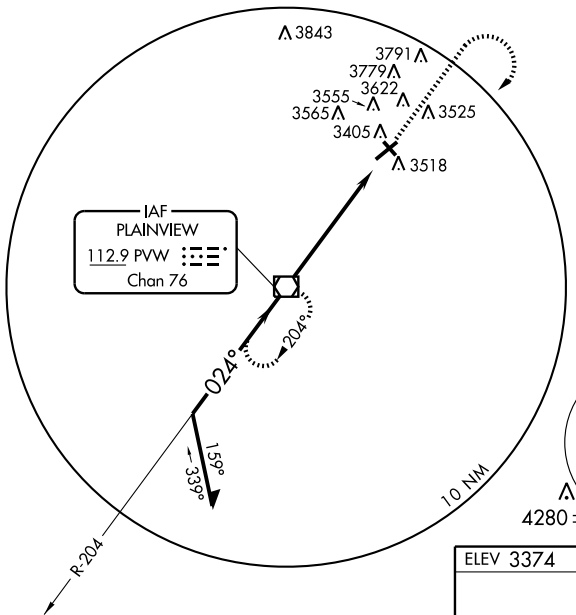
VOR RWY 4

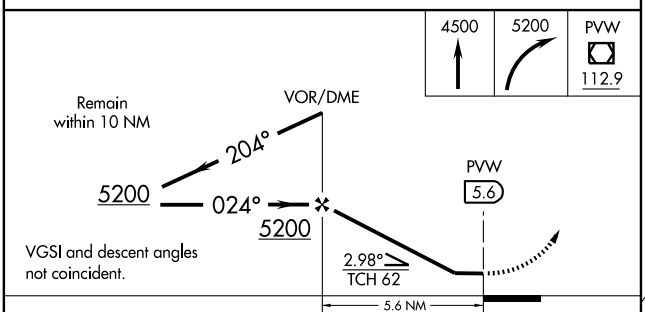
PLAINVIEW/ HALE COUNTY (PVW)

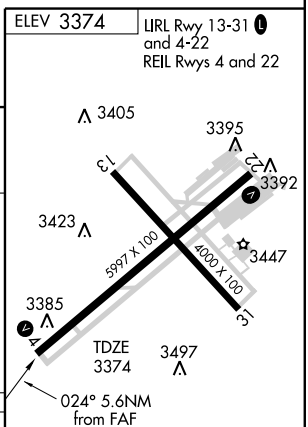
NA

MISSED APPROACH: Climb to 4500, then climbing right turn to 5200 direct PVW VOR/DME and hold.

ASOS	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	121.7	123.0 (CTAF)







CATEGORY	A	B	C	D
S-4	3840-1 466 (500-1)		3840-1¼ 466 (500-1¼)	3840-1½ 466 (500-1½)
CIRCLING	3860-1 486 (500-1)	3940-1 566 (600-1)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
337°	TDZE	425
	Apt Elev	430

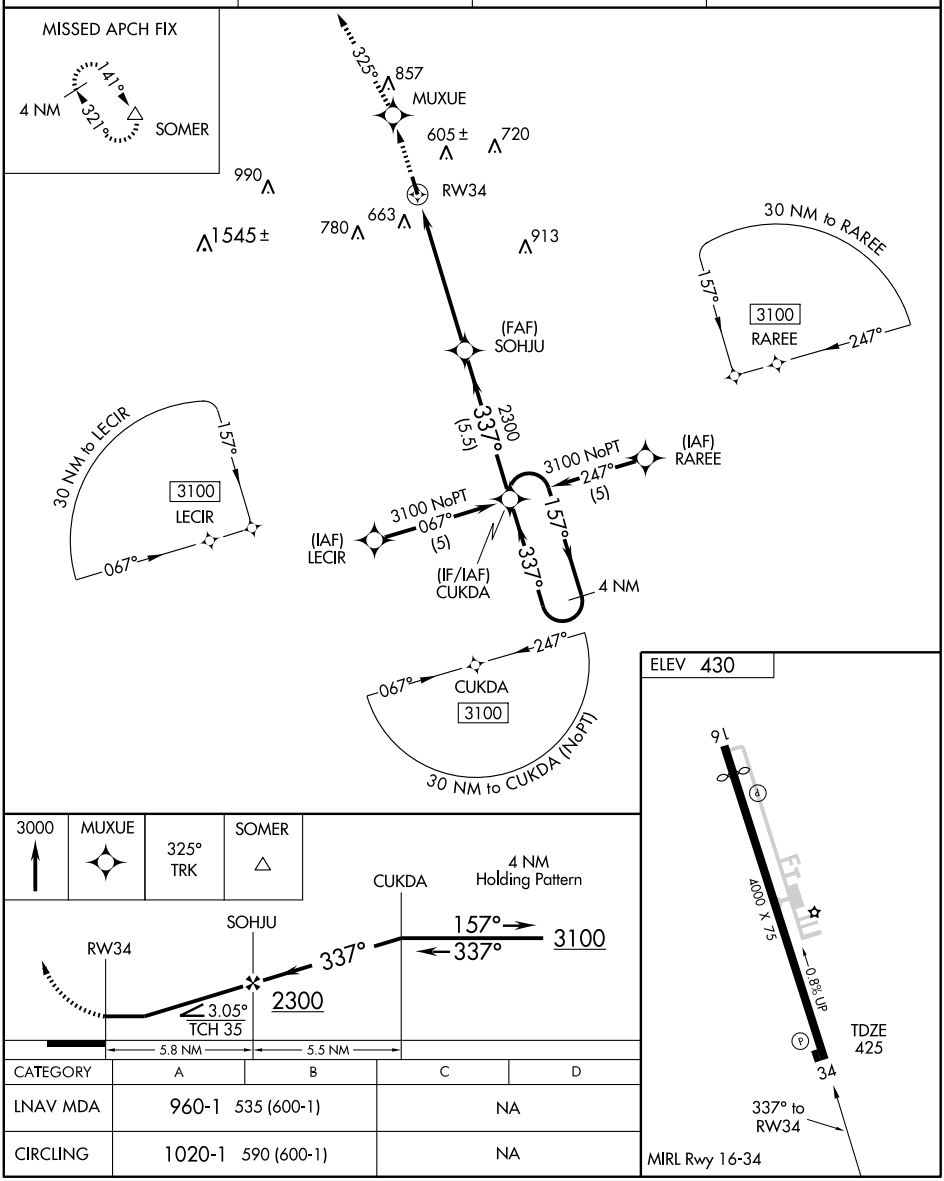
RNAV (GPS) RWY 34

PLEASANTON MUNI (PEZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lackland AFB altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 3000 direct MUXUE and via 325° track to SOMER and hold.

AWOS-3	SAN ANTONIO APP CON	CLNC DEL	UNICOM
118.575	118.05 353.5	126.55	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	960-1 535 (600-1)		NA	
CIRCLING	1020-1 590 (600-1)		NA	

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3482
CH 99500	120°	TDZE	5
W12A		Apt Elev	5

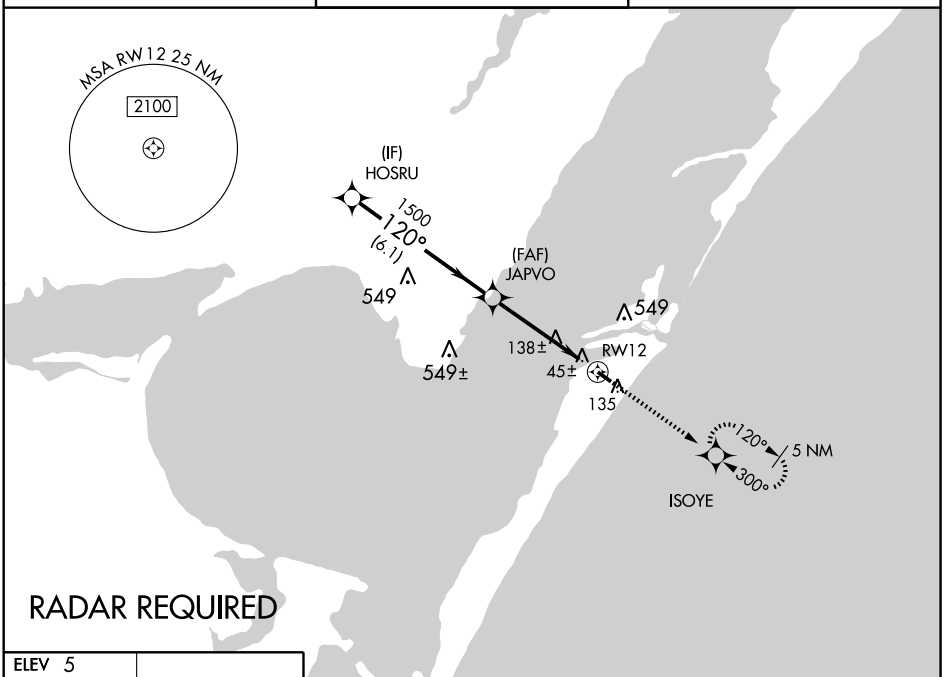
RNAV (GPS) RWY 12

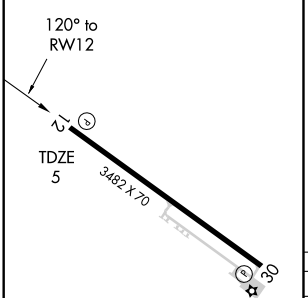
PORT ARANSAS/MUSTANG BEACH (RAS)

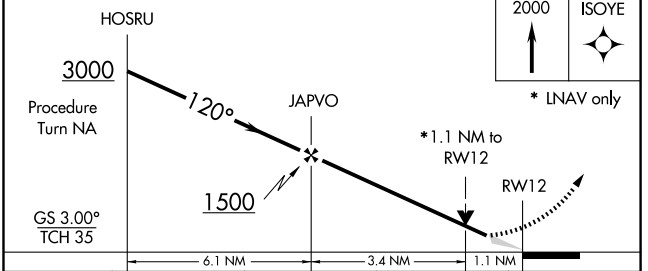
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 154°C (310°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct ISOYE and hold.

AWOS-3	CORPUS CHRISTI APP CON	CTAF
118.425	125.4 307.9	122.9







CATEGORY	A	B	C	D
LPV DA	276-1	271 (300-1)	NA	
LNAV/VNAV DA	435-1½	430 (500-1½)	NA	
LNAV MDA	400-1	395 (400-1)	NA	
CIRCLING	500-1½	495 (500-1½)	NA	

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3482
CH 63000	300°	TDZE	5
W30A		Apt Elev	5

RNAV (GPS) RWY 30

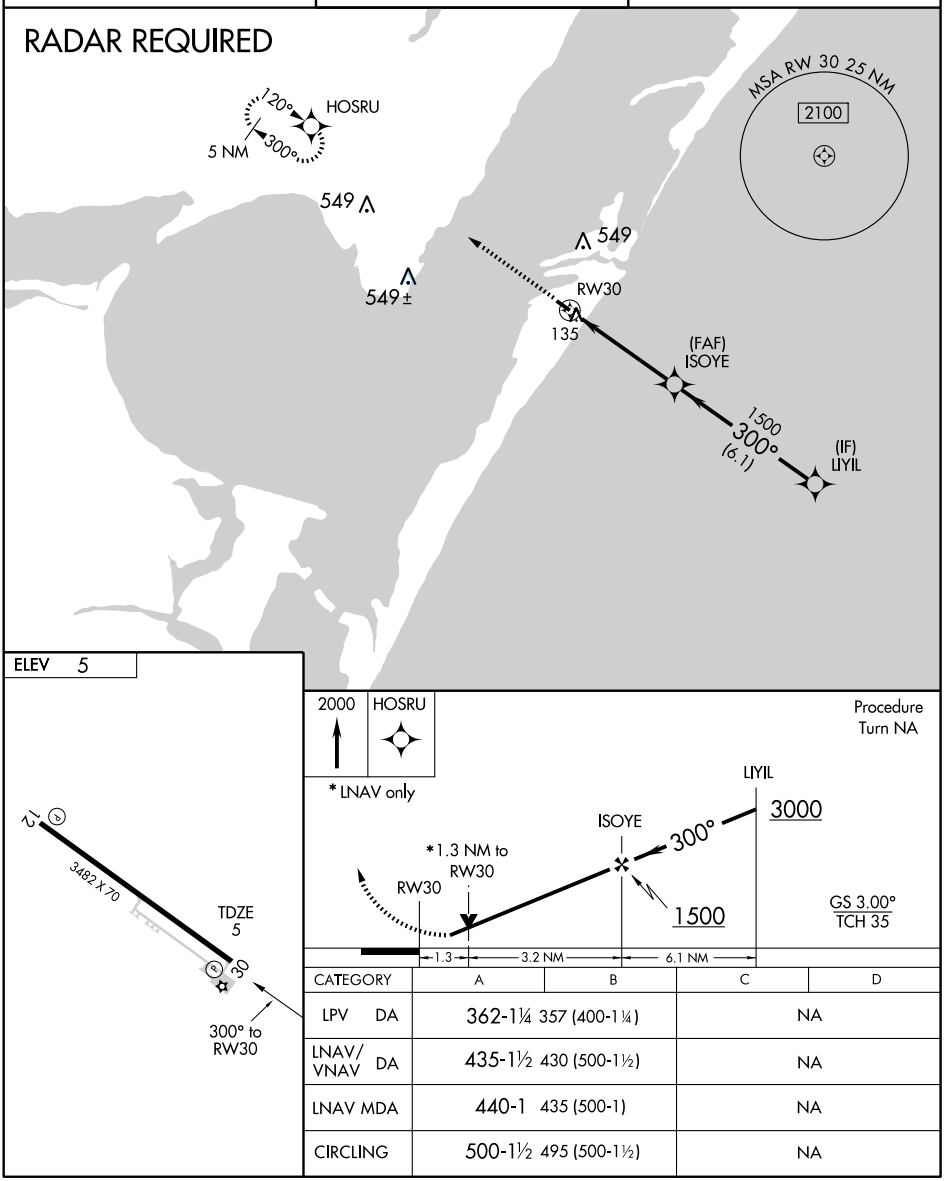
PORT ARANSAS/MUSTANG BEACH (RAS)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 154°C (310°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HOSRU and hold.

AWOS-3	CORPUS CHRISTI APP CON	CTAF
118.425	125.4 307.9	122.9

SC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA	362-1¼ 357 (400-1¼)		NA	
LNAV/VNAV DA	435-1½ 430 (500-1½)		NA	
LNAV MDA	440-1 435 (500-1)		NA	
CIRCLING	500-1½ 495 (500-1½)		NA	

WAAS	APP CRS	Rwy Idg 8001
CH 53708	130°	TDZE 18
W13A		Apt Elev 19

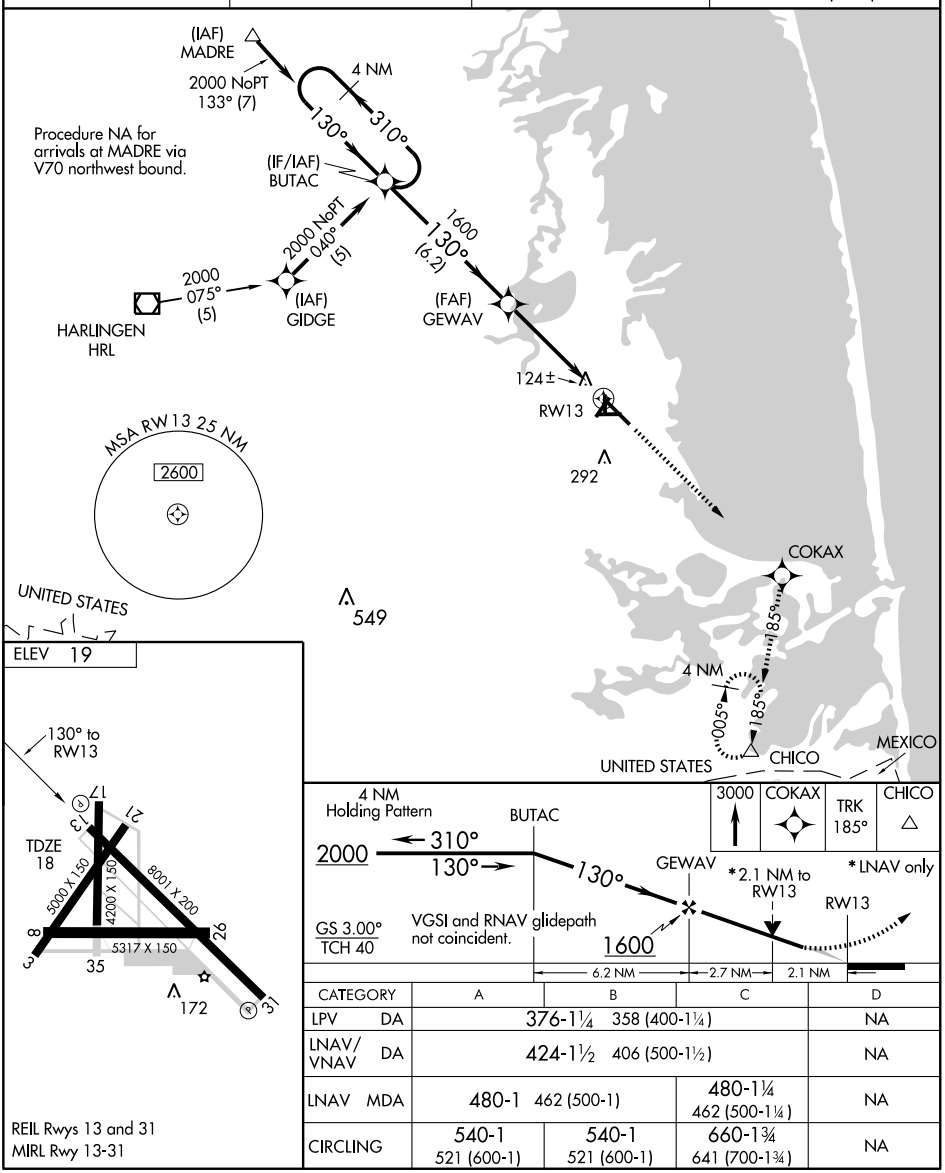
RNAV (GPS) RWY 13

PORT ISABEL-CAMERON COUNTY (PIL)

Baro-VNAV NA when using Brownsville altimeter setting . For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Brownsville altimeter setting. When local altimeter setting not received, use Brownsville altimeter setting and increase all DA 38 feet and all MDA 40 feet, increase LPV all Cats, LNAV Cat C, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COKAX and via 185° track to CHICO and hold.

ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	376-1¼ 358 (400-1¼)			NA
LNAV/VNAV DA	424-1½ 406 (500-1½)			NA
LNAV MDA	480-1 462 (500-1)		480-1¼ 462 (500-1¼)	NA
CIRCLING	540-1 521 (600-1)	540-1 521 (600-1)	660-1¾ 641 (700-1¾)	NA

REIL Rwys 13 and 31
MIRL Rwy 13-31

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BRO 116.3 Chan 110	APP CRS 357°	Rwy Idg N/A TDZE N/A Apt Elev 19

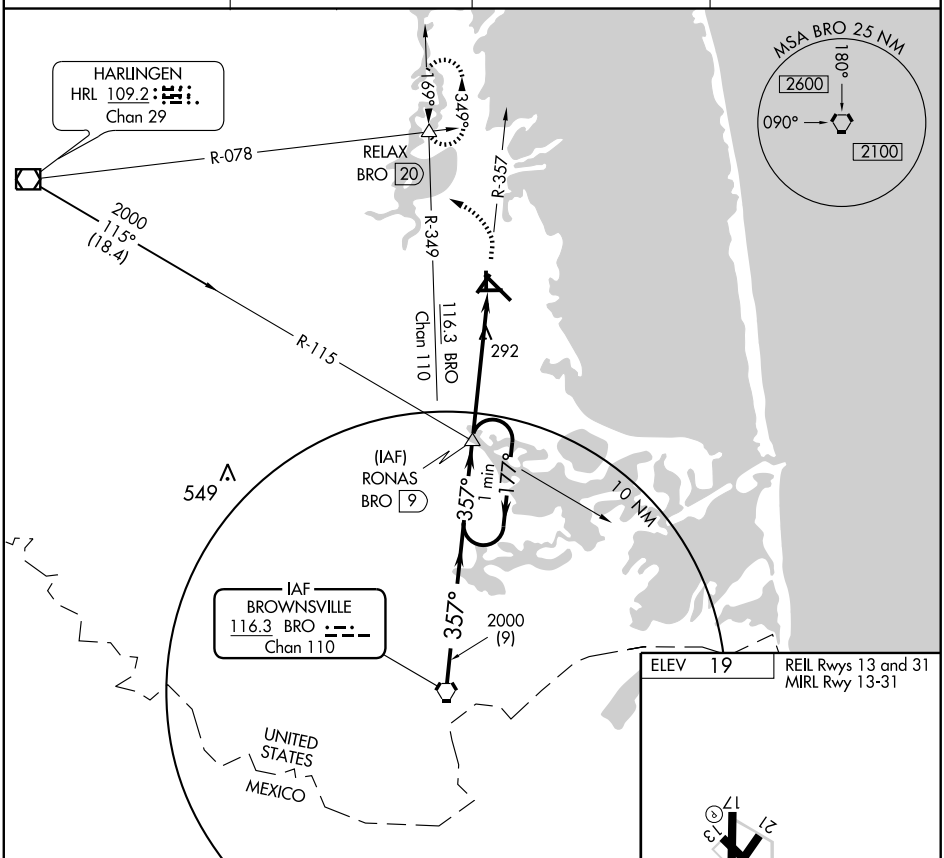
VOR-A

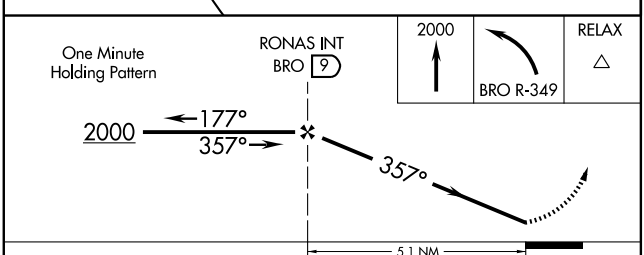
PORT ISABEL-CAMERON COUNTY (PIL)

NA

MISSED APPROACH: Climb to 2000 then turn left via BRO R-349 to RELAX Int/BRO 20 DME and hold.

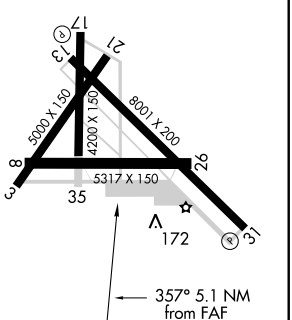
ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)





ELEV 19

REIL Rwys 13 and 31
MIRL Rwy 13-31



CATEGORY	A	B	C	D
CIRCLING	600-1	581 (600-1)	660-1¾ 641 (700-1¾)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BRO 116.3 Chan 110	APP CRS 176°	Rwy Idg N/A TDZE N/A Apt Elev 19

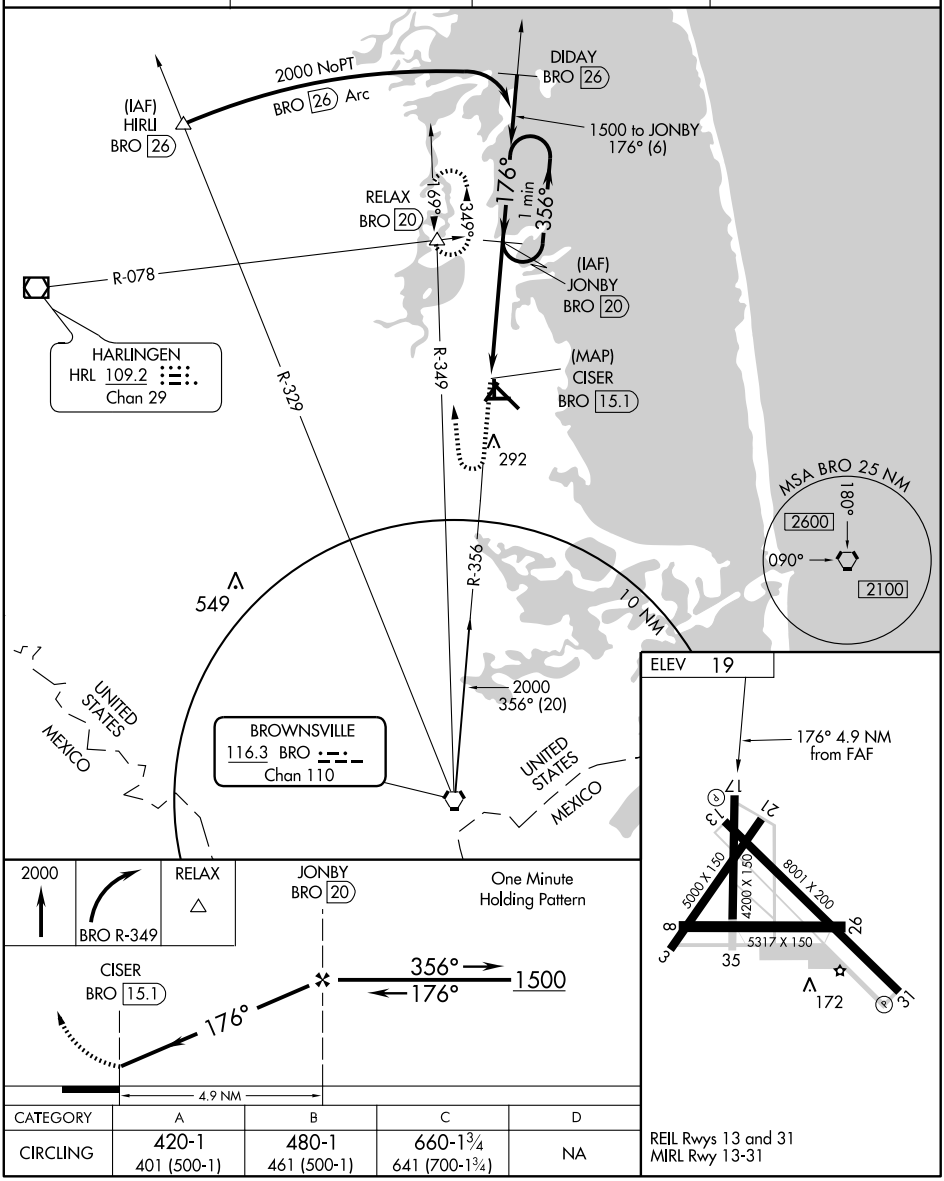
VOR/DME-B

PORT ISABEL-CAMERON COUNTY (PIL)

NA

MISSED APPROACH: Climb to 2000 then right turn via BRO R-349 to RELAX Int/BRO 20 DME and hold.

ASOS	VALLEY APP CON	CLNC DEL	UNICOM
118.525	119.5 257.6	119.2	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	420-1 401 (500-1)	480-1 461 (500-1)	660-1¾ 641 (700-1¾)	NA

REIL Rwys 13 and 31
MIRL Rwy 13-31

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5004
139°	TDZE	30
	Apt Elev	30

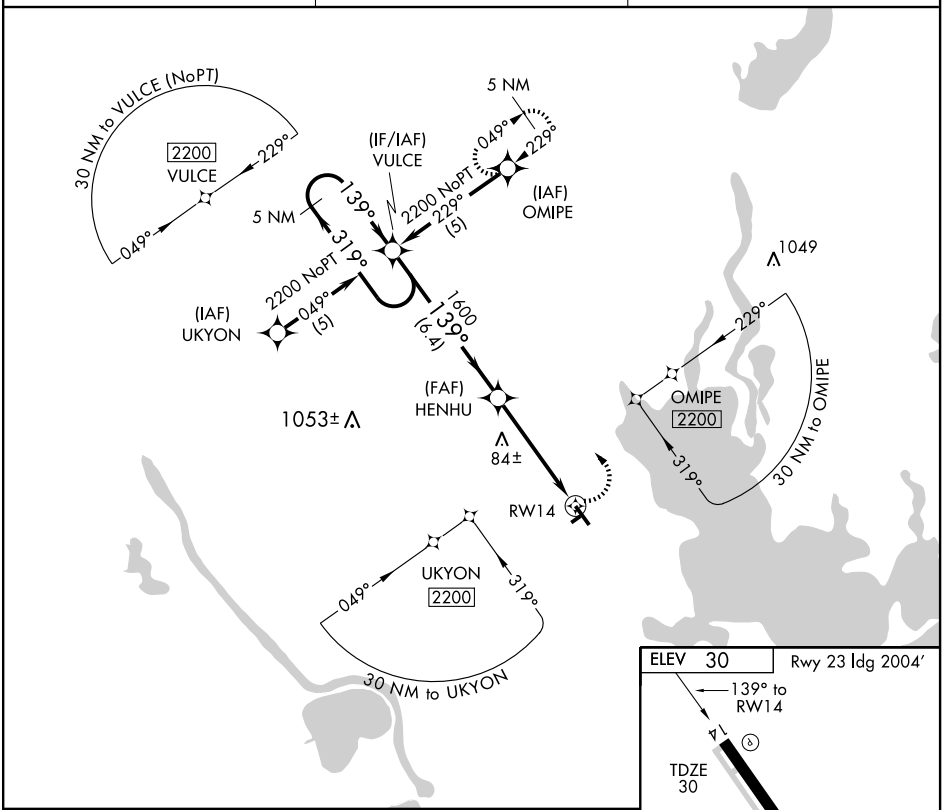
RNAV (GPS) RWY 14

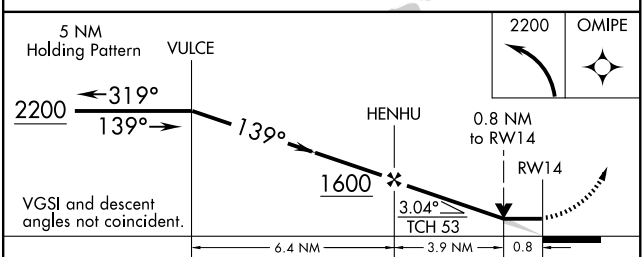
PORT LAVACA/CALHOUN COUNTY (PKV)

⚠ If local altimeter setting not received, use Victoria Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Victoria Rgnl altimeter setting. DME/DME RNP-0.3 NA.

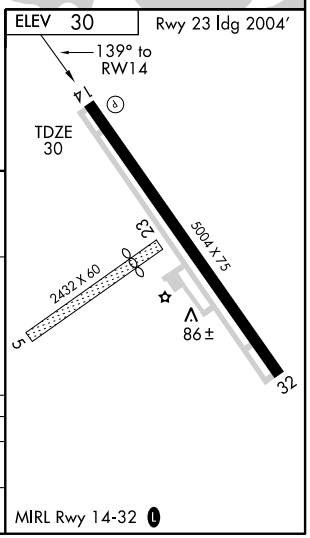
MISSED APPROACH: Climbing left turn to 2200 direct OMIPE and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.275	128.15 350.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1	410 (500-1)	440-1¼ 410 (500-1¼)	NA
CIRCLING	480-1	450 (500-1)	480-1½ 450 (500-1½)	NA



SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VORTAC PSX	APP CRS	Rwy Idg	N/A
117.3	244°	TDZE	N/A
Chan 120		Apt Elev	30

AL-5904 (FAA)

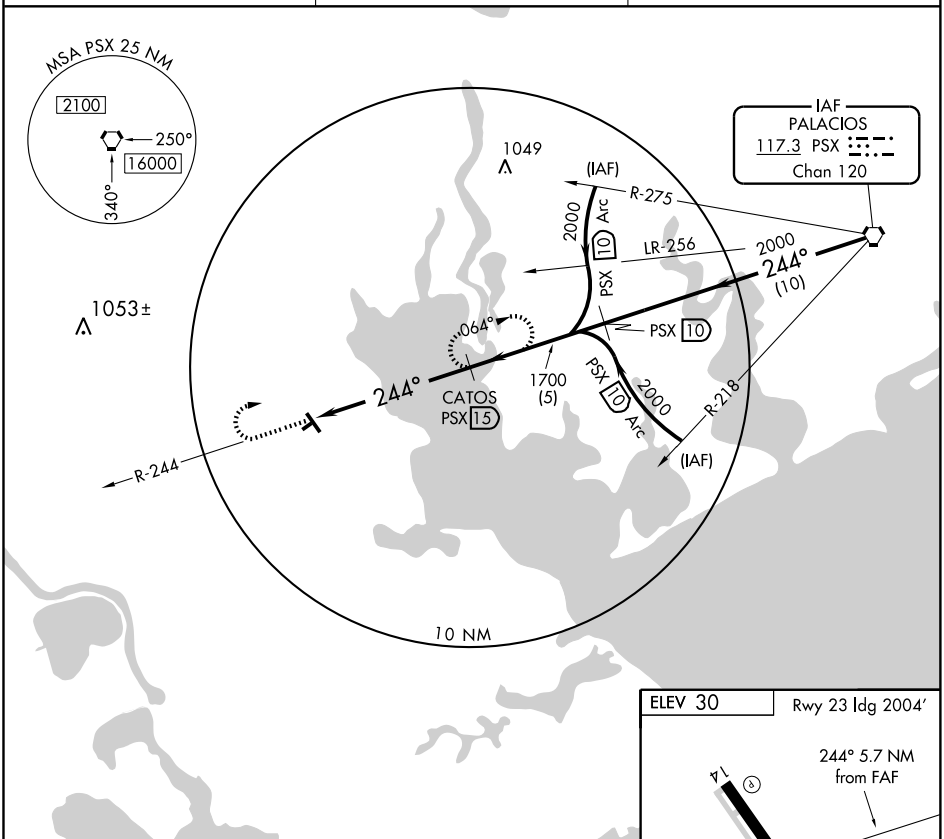
VOR/DME-A

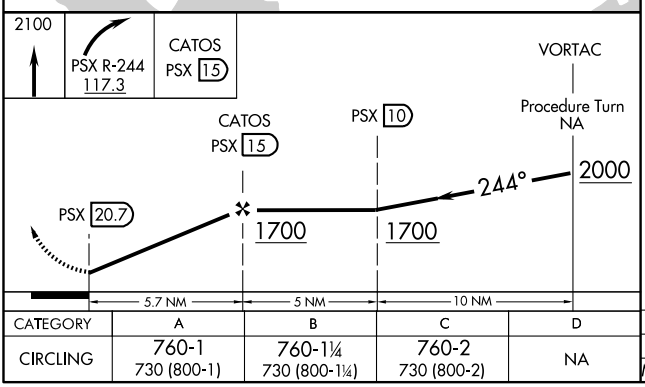
PORT LAVACA/CALHOUN COUNTY (PKV)

NA — Use Victoria Rgnl altimeter setting.

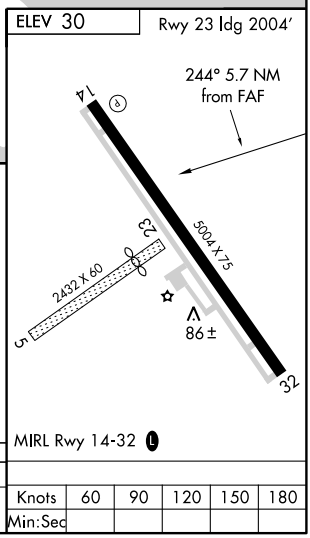
MISSED APPROACH: Climb to 2100, then right turn via PSX VORTAC R-244 to CATOS/PSX 15 DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.275	128.15 350.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	760-1 730 (800-1)	760-1¼ 730 (800-1¼)	760-2 730 (800-2)	NA



Knots	60	90	120	150	180
Min:Sec					

SC-5, 21 OCT 2010 to 18 NOV 2010

SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3700
129°	TDZE	79
	Apt Elev	79

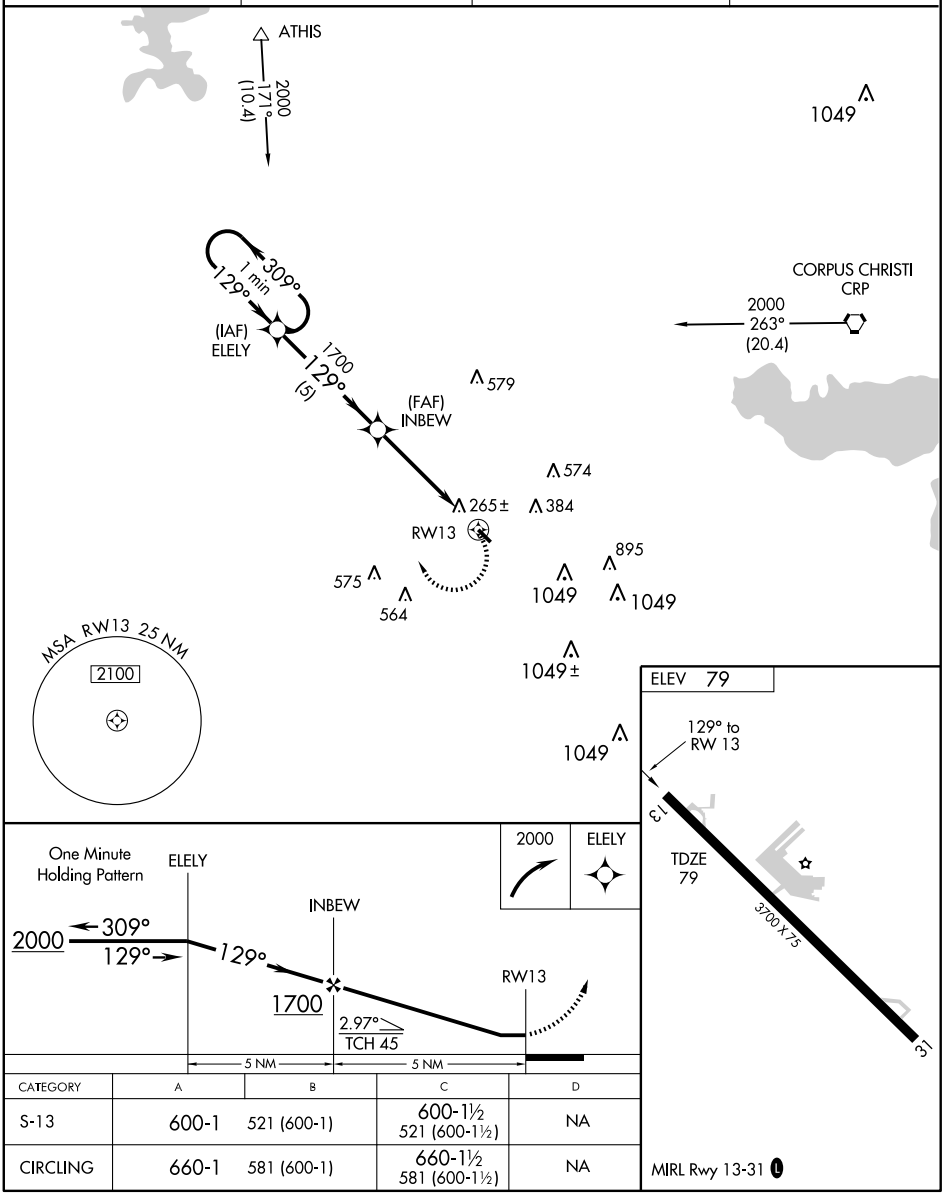
GPS RWY 13

ROBSTOWN/NUECES COUNTY (RBO)

Use Corpus Christi altimeter setting.
Circling not authorized northeast of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 2000 direct ELELY and hold.

AWOS-3	KINGSVILLE APP CON ★	CTAF	122.8 L
118.175	119.9 290.45	122.9	



CATEGORY	A	B	C	D
S-13	600-1	521 (600-1)	600-1½ 521 (600-1½)	NA
CIRCLING	660-1	581 (600-1)	660-1½ 581 (600-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CRP 115.5 Chan 102	APP CRS 051°	Rwy Idg N/A TDZE N/A Apt Elev 79

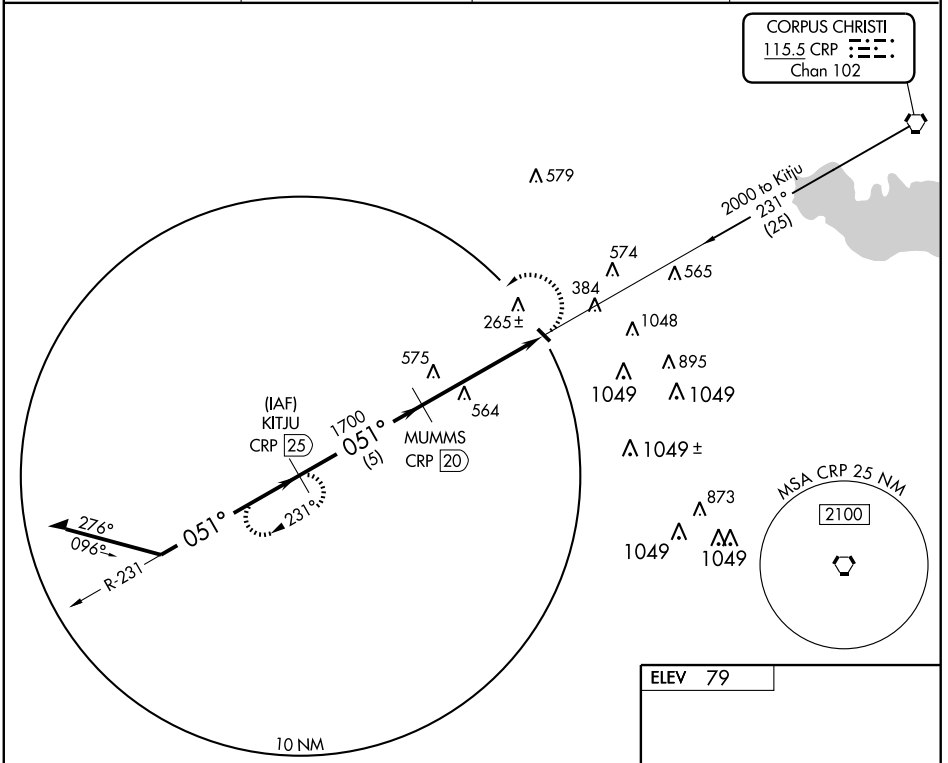
VOR/DME-A

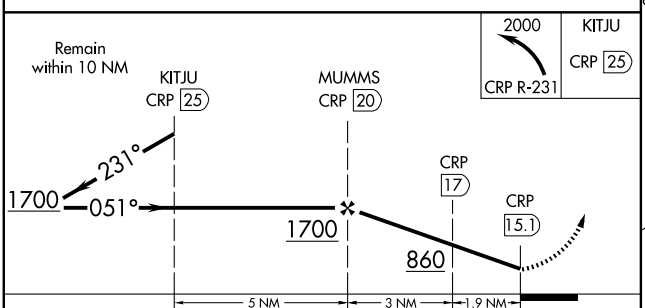
ROBSTOWN/NUECES COUNTY (RBO)

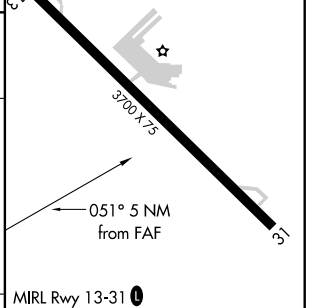
Use Corpus Christi altimeter setting.
NA Circling not authorized northeast of Rwy 13-31

MISSED APPROACH: Climbing left turn to 2000 via CRP R-231 to KITJU/CRP 25 DME and hold.

AWOS-3	KINGSVILLE APP CON ★	CTAF	122.8 L
118.175	119.9 290.45	122.9	







CATEGORY	A	B	C	D
CIRCLING	660-1	581 (600-1)	NA	NA

Knots	60	90	120	150	180
Min:Sec					

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB RKP	APP CRS	Rwy Idg	5608
391	128°	TDZE	21
		Apt Elev	24

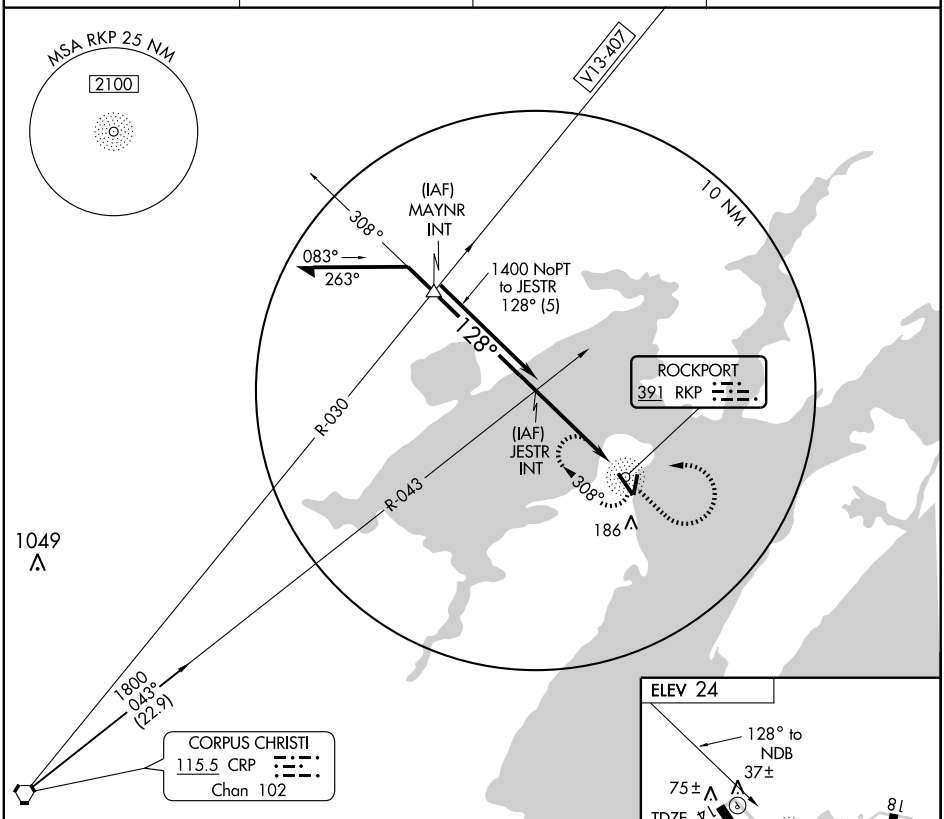
NDB RWY 14

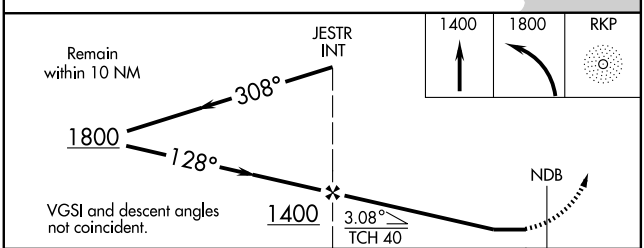
ROCKPORT/ARANSAS COUNTY (RKP)

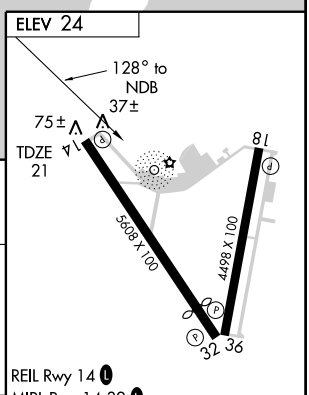
NA

MISSED APPROACH: Climb to 1400 then left climbing turn to 1800 direct RKP NDB and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

CATEGORY	A	B	C	D
S-14	420-1 399 (400-1)			NA
CIRCLING	520-1 496 (500-1)		520-1½ 496 (500-1½)	NA

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5608
CH 53617	139°	TDZE	21
W14A		Apt Elev	24

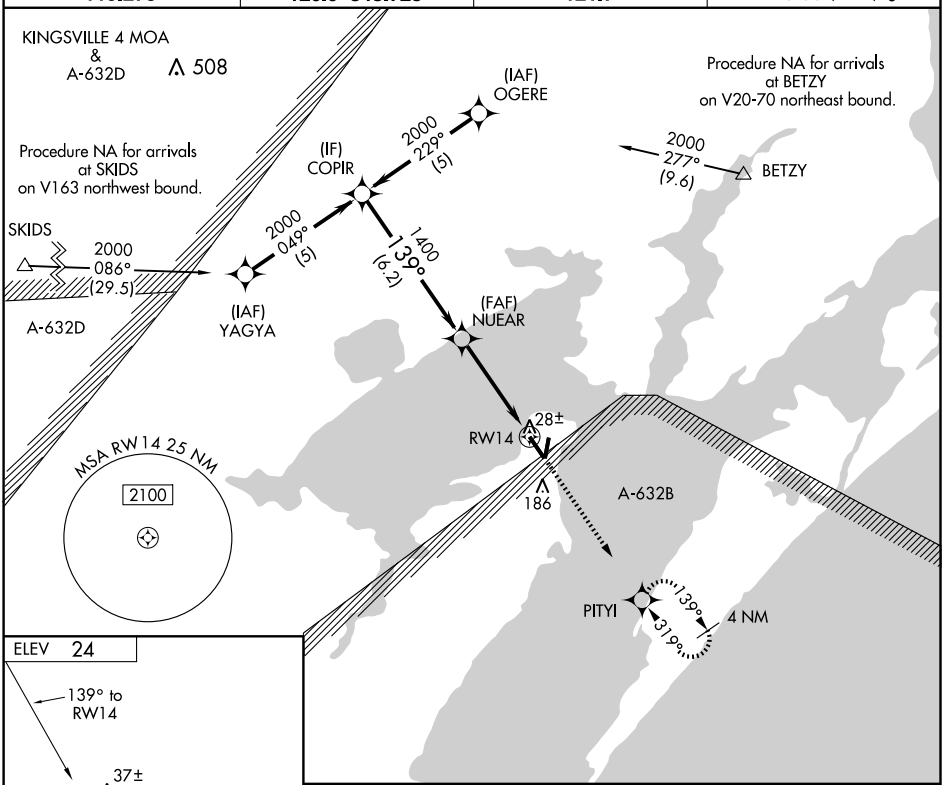
RNAV (GPS) RWY 14

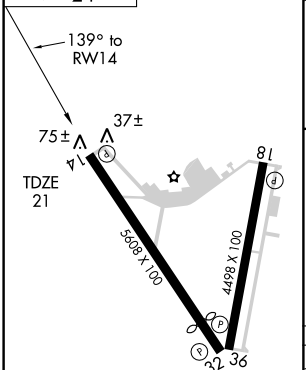
ROCKPORT/ARANSAS COUNTY (RKP)

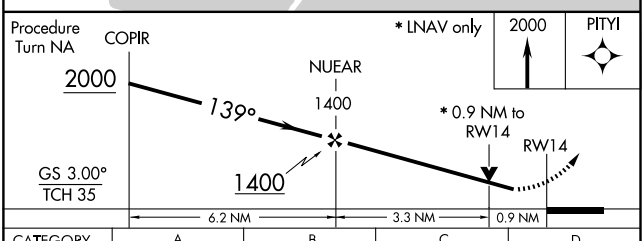
Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Ingleside altimeter setting.

MISSED APPROACH: Climb to 2000 direct PITYI and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	271-1 250 (300-1)			NA
LNAV/VNAV DA	298-1 277 (300-1)			NA
LNAV MDA	320-1 299 (300-1)			NA
CIRCLING	500-1 476 (500-1)		500-1½ 476 (500-1½)	NA

REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4498
CH 50517	184°	TDZE	22
W18A		Apt Elev	24

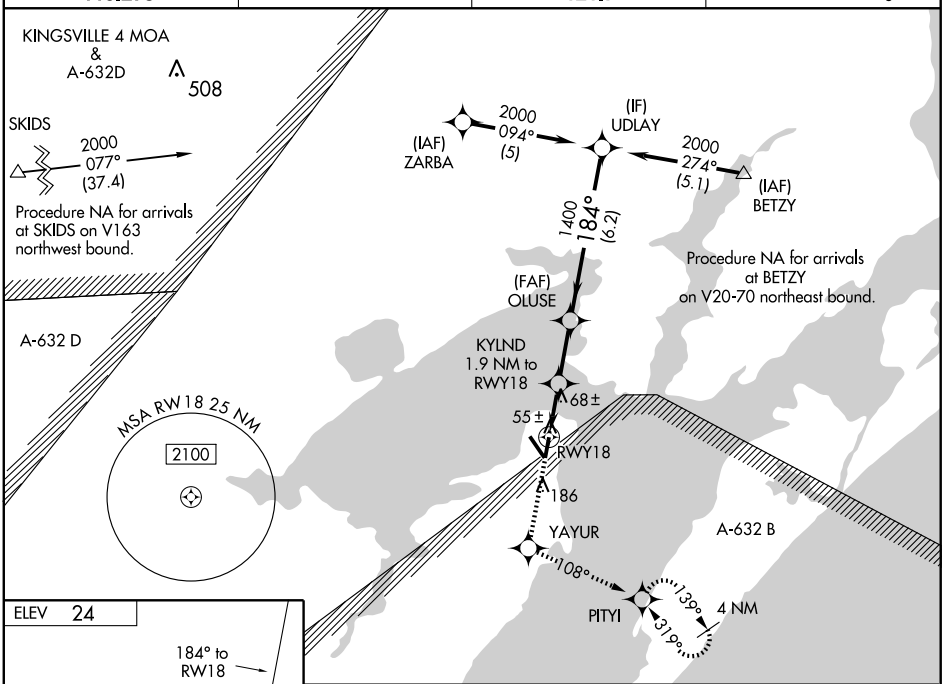
RNAV (GPS) RWY 18

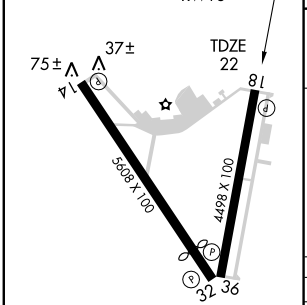
ROCKPORT/ARANSAS COUNTY (RKP)

Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats ¼ mile. VDP NA with Ingleside altimeter setting.

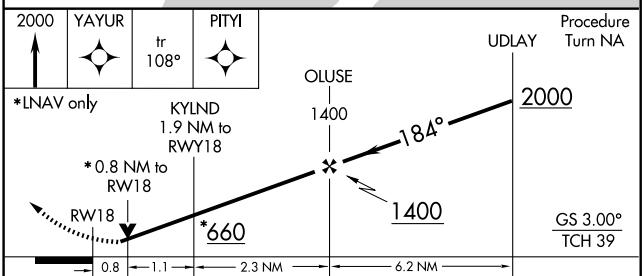
MISSED APPROACH: Climb to 2000 direct YAYUR and on track 108° to PITYI and hold, continue climb-in-hold to 2000.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF)





REIL Rwy 14 (L)
MIRL Rwy 14-32 (L)
MIRL Rwy 18-36



CATEGORY	A	B	C	D
LPV DA	272-1 250 (300-1)			NA
LNAV/VNAV DA	325-1 303 (400-1)			NA
LNAV MDA	320-1 298 (300-1)			NA
CIRCLING	500-1 476 (500-1)		500-1½ 476 (500-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5608
CH 45917	319°	TDZE	24
W32A		Apt Elev	24

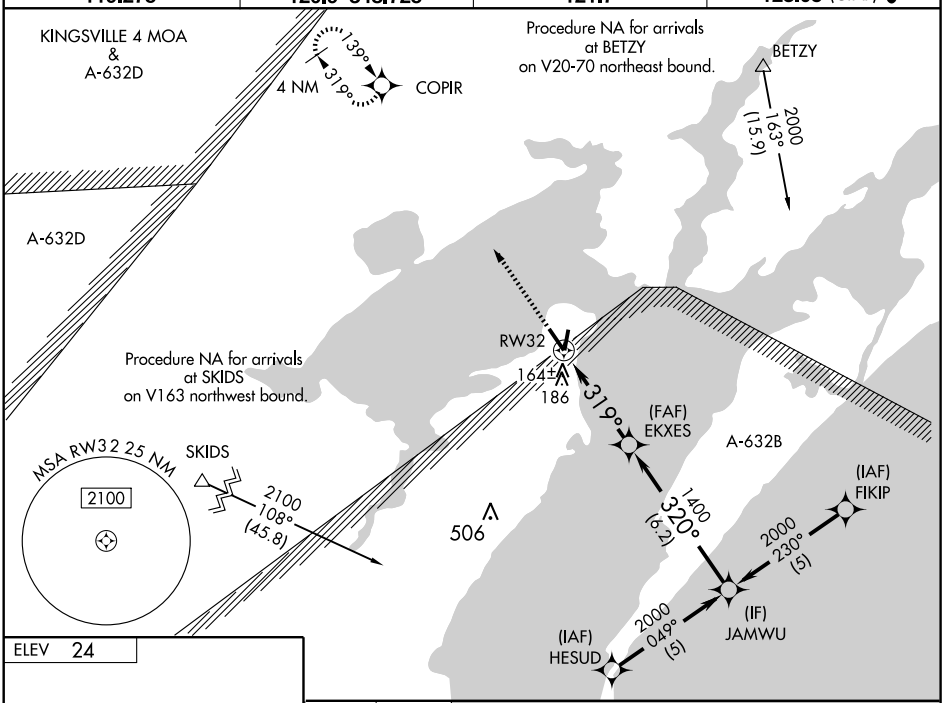
RNAV (GPS) RWY 32

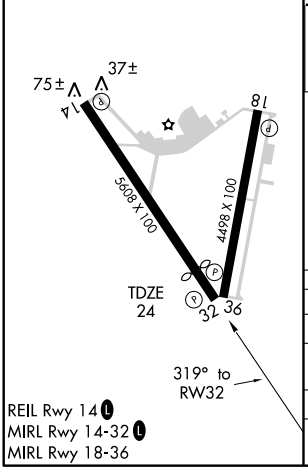
ROCKPORT/ARANSAS COUNTY (RKP)

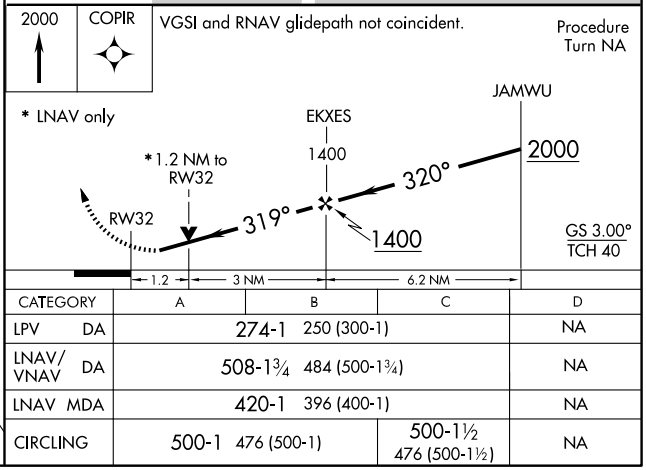
Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet, increase LNAV Cat C visibility ¼ mile. VDP NA with Ingleside altimeter setting.

MISSED APPROACH: Climb to 2000 direct COPIR and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	274-1 250 (300-1)			NA
LNAV/VNAV DA	508-1¾ 484 (500-1¾)			NA
LNAV MDA	420-1 396 (400-1)			NA
CIRCLING	500-1 476 (500-1)		500-1½ 476 (500-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4498
CH 61317	004°	TDZE	23
W36A		Apt Elev	24

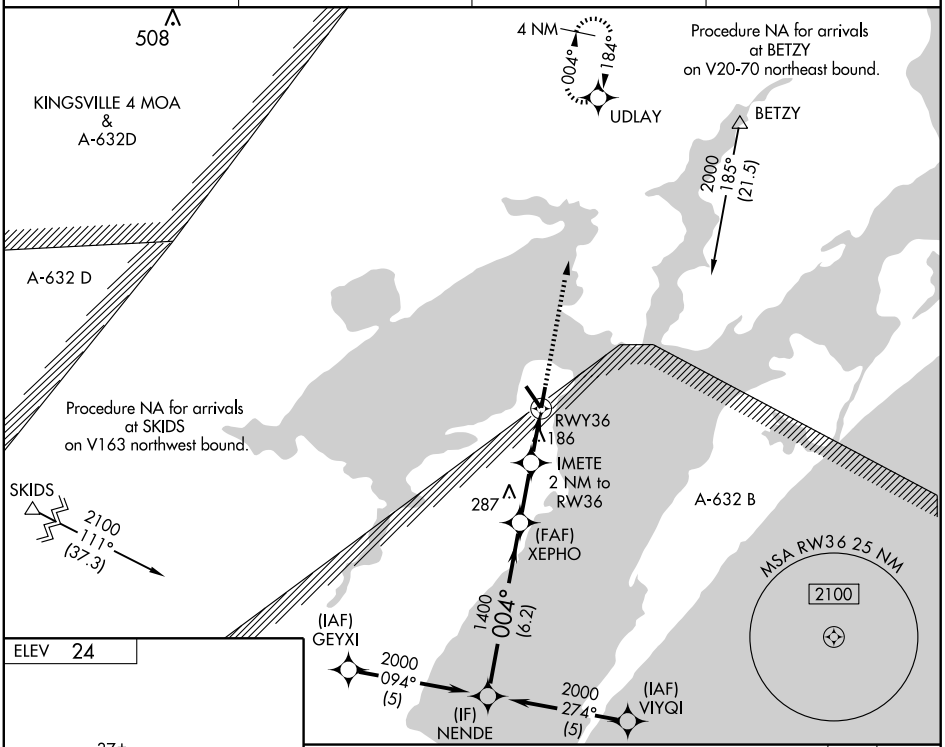
RNAV (GPS) RWY 36

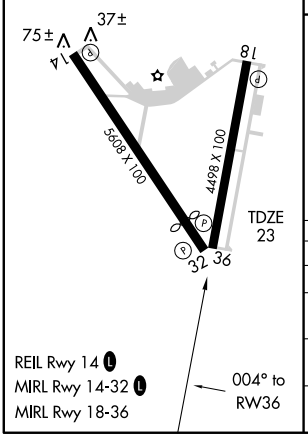
ROCKPORT/ARANSAS COUNTY (RKP)

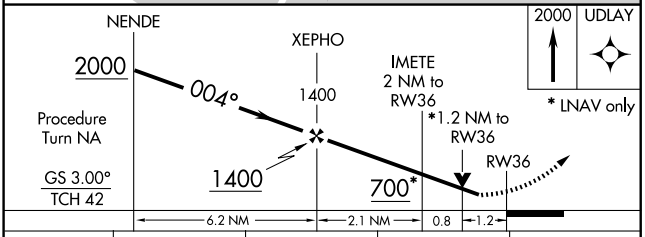
Baro-VNAV NA when using Ingleside altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ingleside altimeter setting and increase all DA 33 feet and all MDA 40 feet. VDP NA with Ingleside altimeter setting.

MISSED APPROACH: Climb to 2000 direct UDLAY and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	273-1	250 (300-1)		NA
LNAV/VNAV DA	498-1¾	475 (500-1¾)		NA
LNAV MDA	440-1	417 (500-1)	440-1¼ 417 (500-1¼)	NA
CIRCLING	500-1	476 (500-1)	500-1½ 476 (500-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

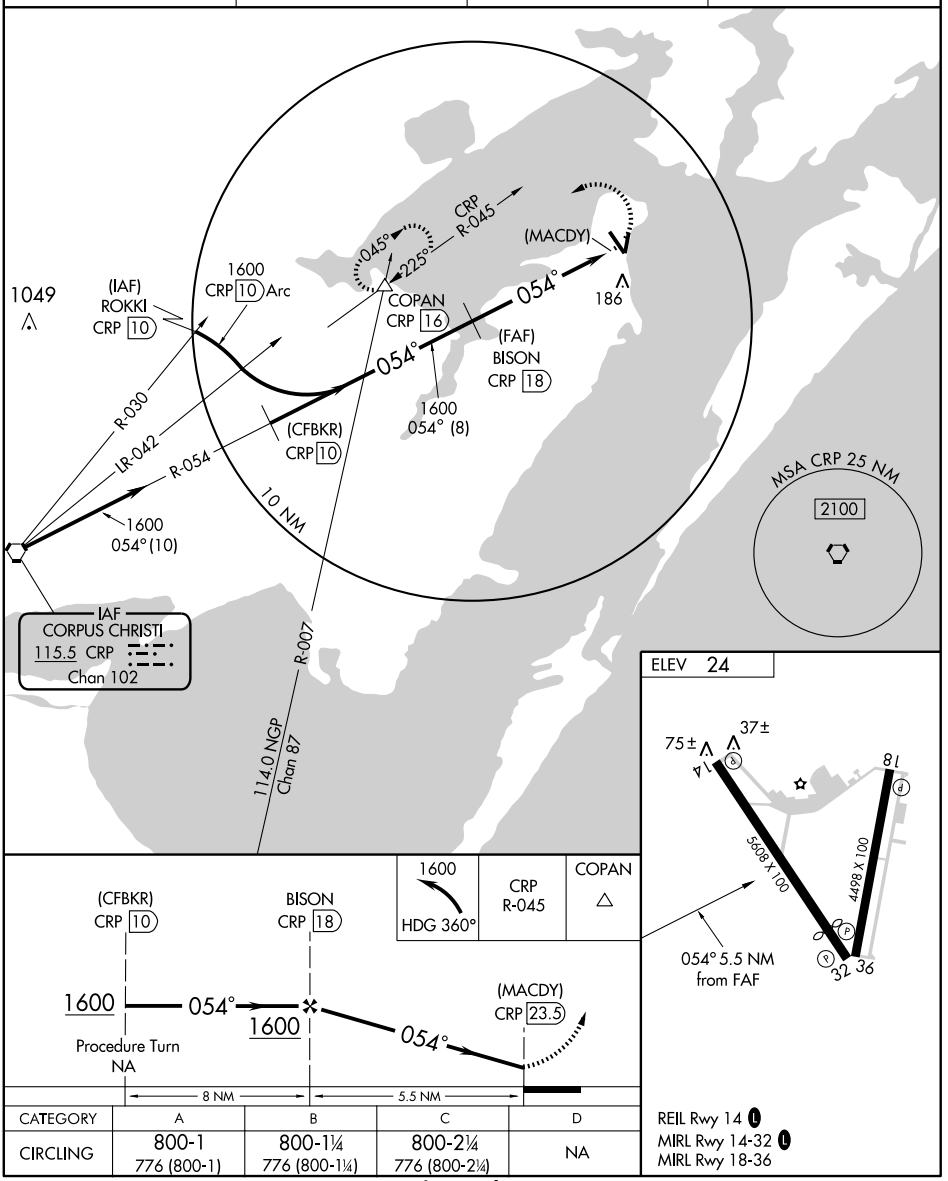
VORTAC CRP 115.5 Chan 102	APP CRS 054°	Rwy Idg N/A TDZE N/A Apt Elev 24

VOR/DME or TACAN-A

ROCKPORT/ ARANSAS COUNTY (RKP)

MISSED APPROACH: Climbing left turn to 1600 via heading 360° and CRP R-045 to COPAN Int/16 DME and hold.

ASOS	CORPUS APP CON	CLNC DEL	UNICOM
119.275	120.9 348.725	121.7	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	800-1 776 (800-1)	800-1¼ 776 (800-1¼)	800-2¼ 776 (800-2¼)	NA

REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3772
138°	TDZE	2372
	Apt Elev	2372

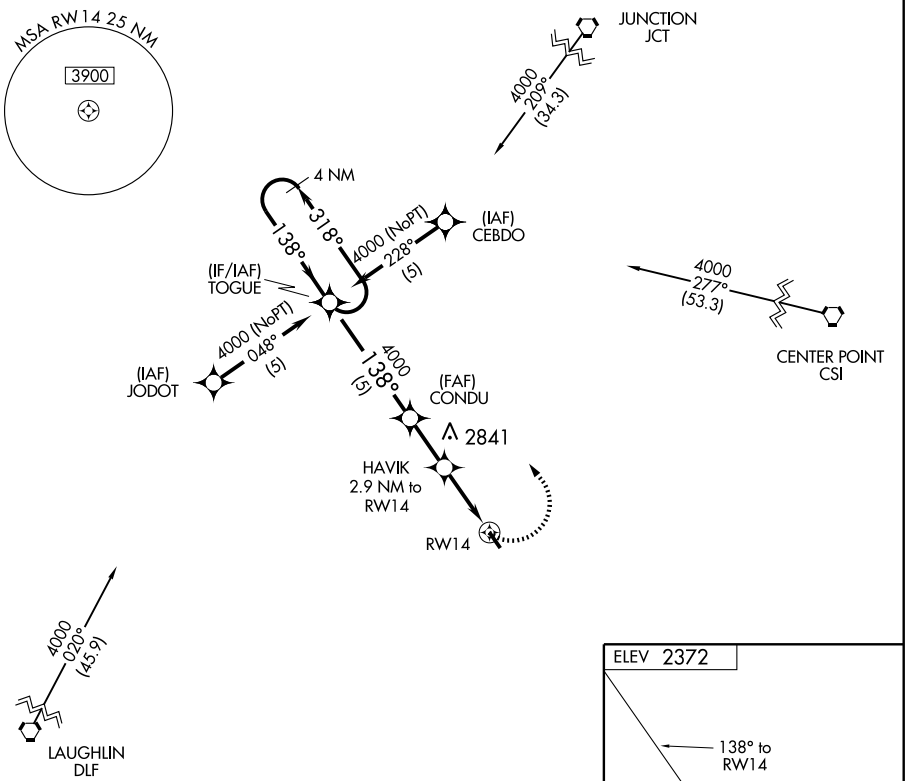
RNAV (GPS) RWY 14

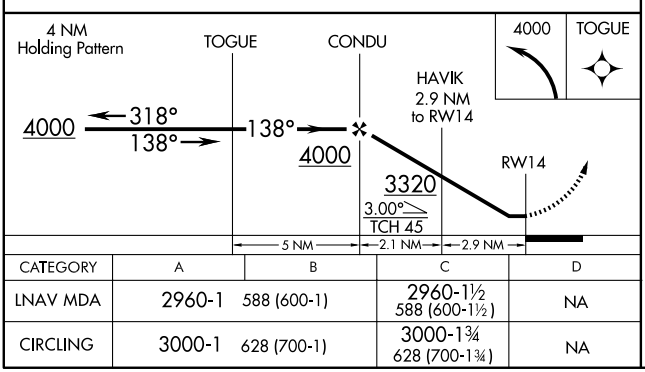
ROCKSPRINGS/ EDWARDS COUNTY (ECU)

Use Kimble Co. altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Procedure NA at night.

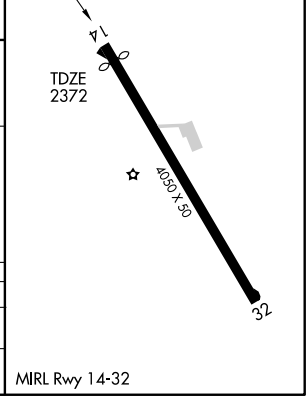
MISSED APPROACH: Climbing left turn to 4000 direct TOGUE and hold.

AWOS-3	DEL RIO APP CON ★	CTAF
118.175	119.6 259.1	122.9





CATEGORY	A	B	C	D
LNAV MDA	2960-1	588 (600-1)	2960-1½ 588 (600-1½)	NA
CIRCLING	3000-1	628 (700-1)	3000-1¾ 628 (700-1¾)	NA



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC RSG 111.2 Chan 49	APP CRS 111°	Rwy Idg 3772 TDZE 2372 Apt Elev 2372

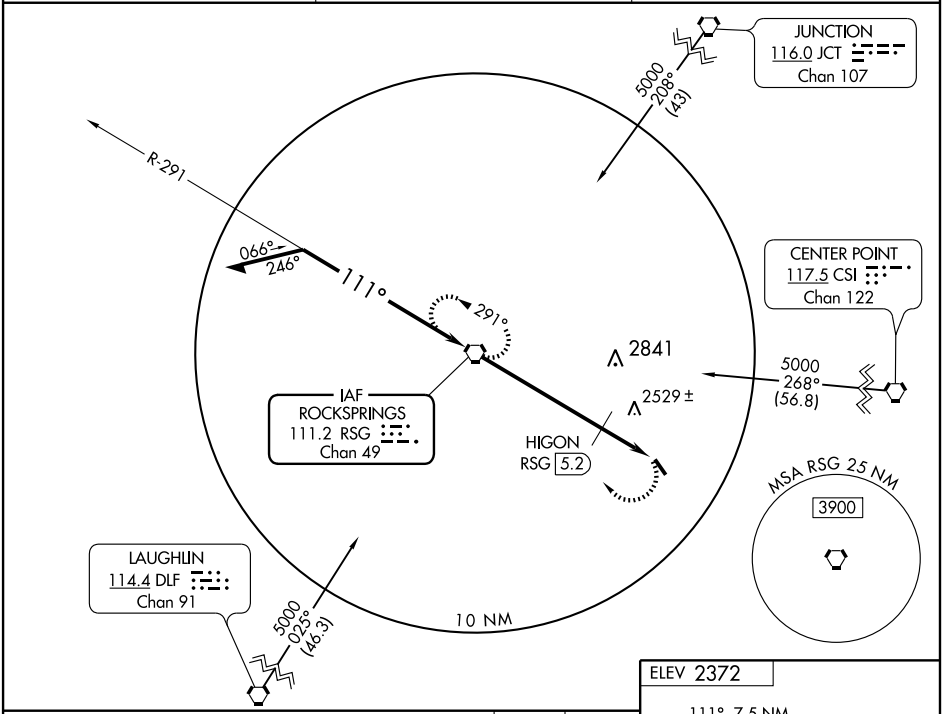
VOR RWY 14

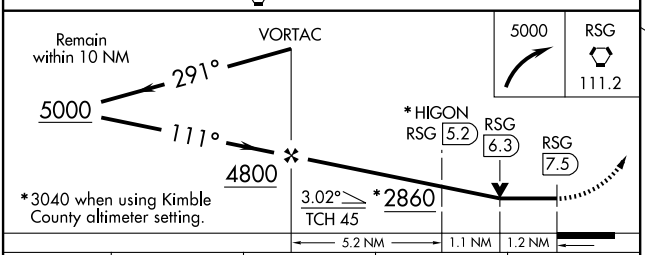
ROCKSPRINGS/ EDWARDS COUNTY (ECU)

If local altimeter setting not received, use Kimble County altimeter setting and increase all MDAs 180 feet. VDP NA when using Kimble County altimeter setting. Visibility reduction by helicopters NA.

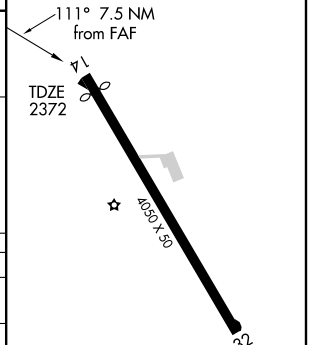
MISSED APPROACH: Climbing right turn to 5000 direct RSG VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	DEL RIO APP CON ★	CTAF
118.175	119.6 259.1	122.9





CATEGORY	A	B	C	D
S-14	2860-1 488 (500-1)		2860-1¼ 488 (500-1¼)	NA
CIRCLING	2860-1 488 (500-1)		2860-1½ 488 (500-1½)	NA
HIGON FIX MINIMUMS				
S-14	2780-1 408 (500-1)		2780-1¼ 408 (500-1¼)	NA
CIRCLING	2800-1 428 (500-1)	2840-1 468 (500-1)	2840-1½ 468 (500-1½)	NA



MIRL Rwy 14-32

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB PQF 248	APP CRS 027°	Rwy Idg N/A TDZE N/A Apt Elev 574

NDB-A
ROCKWALL MUNI (F46)

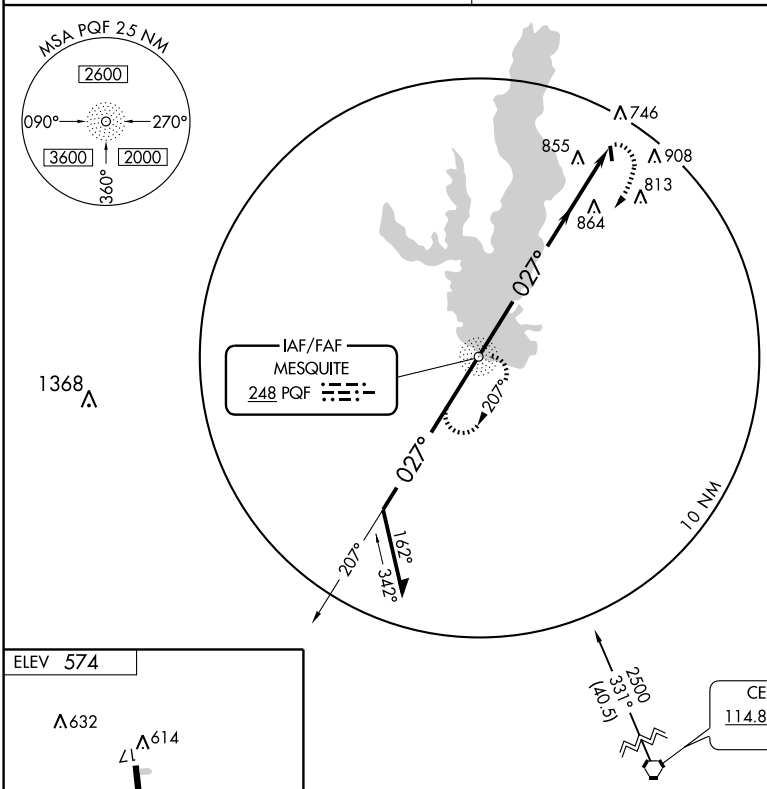
NA

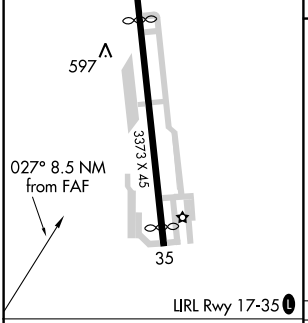
Use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct PQF NDB and hold.

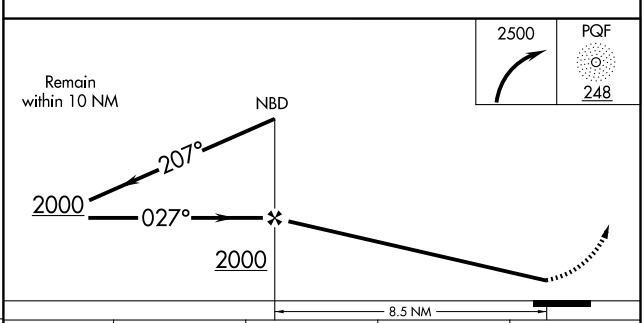
REGIONAL APP CON
124.3 282.275

UNICOM
122.8 (CTAF) L





LIRL Rwy 17-35 L



FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

CATEGORY	A	B	C	D
CIRCLING	1400-1 826 (900-1)	1400-1¼ 826 (900-1¼)	1400-2½ 826 (900-2½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

ROCKWALL MUNI (F46)

APP CRS	Rwy Idg	2901
167°	TDZE	574
	Apt Elev	574

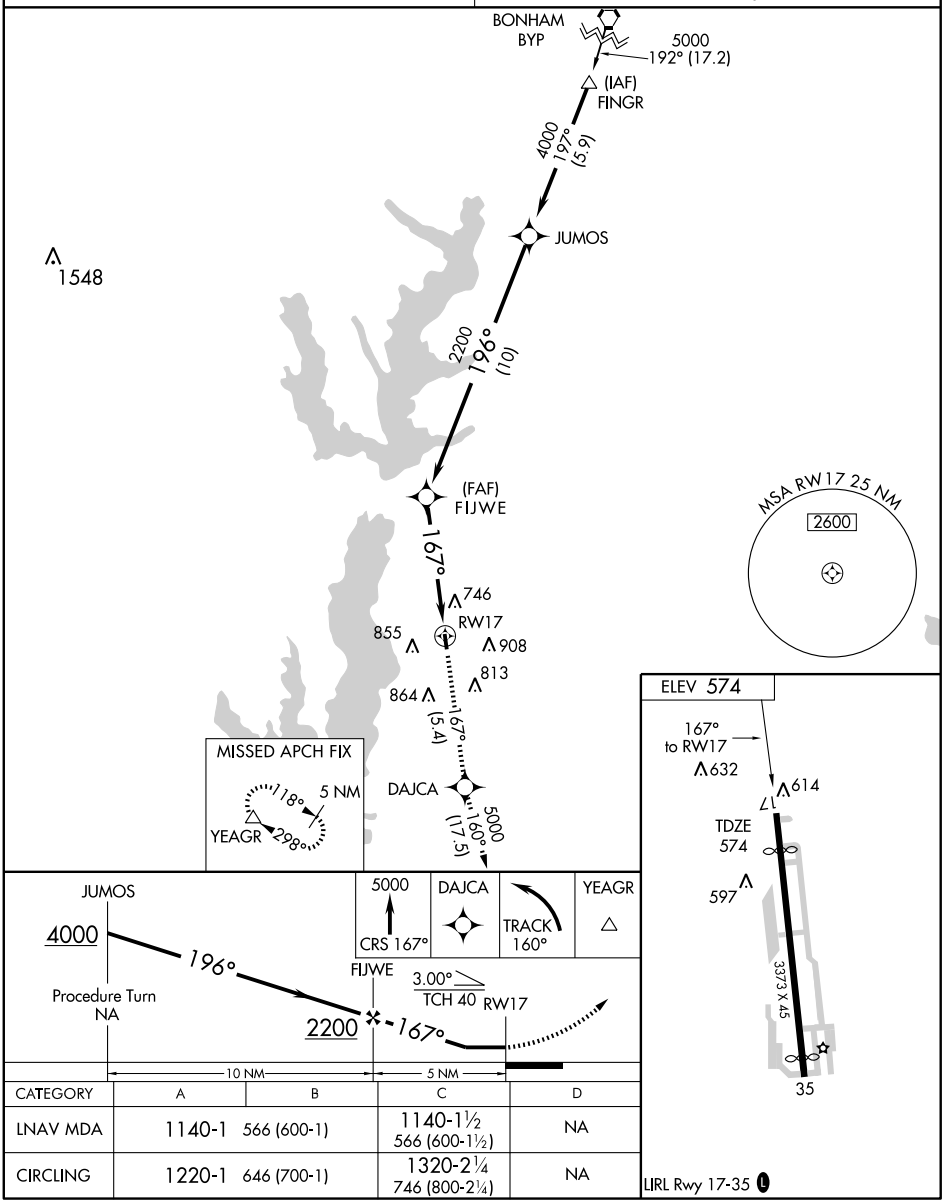
T
A NA

DME/DME RNP-0.3 NA.
Use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 5000 via 167° course to DAJCA and left turn via 160° track to YEAGR and hold.

REGIONAL APP CON
124.3 282.275

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1	566 (600-1)	1140-1½ 566 (600-1½)	NA
CIRCLING	1220-1	646 (700-1)	1320-2¼ 746 (800-2¼)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3084
347°	TDZE	574
	Apt Elev	574

RNAV (GPS) RWY 35

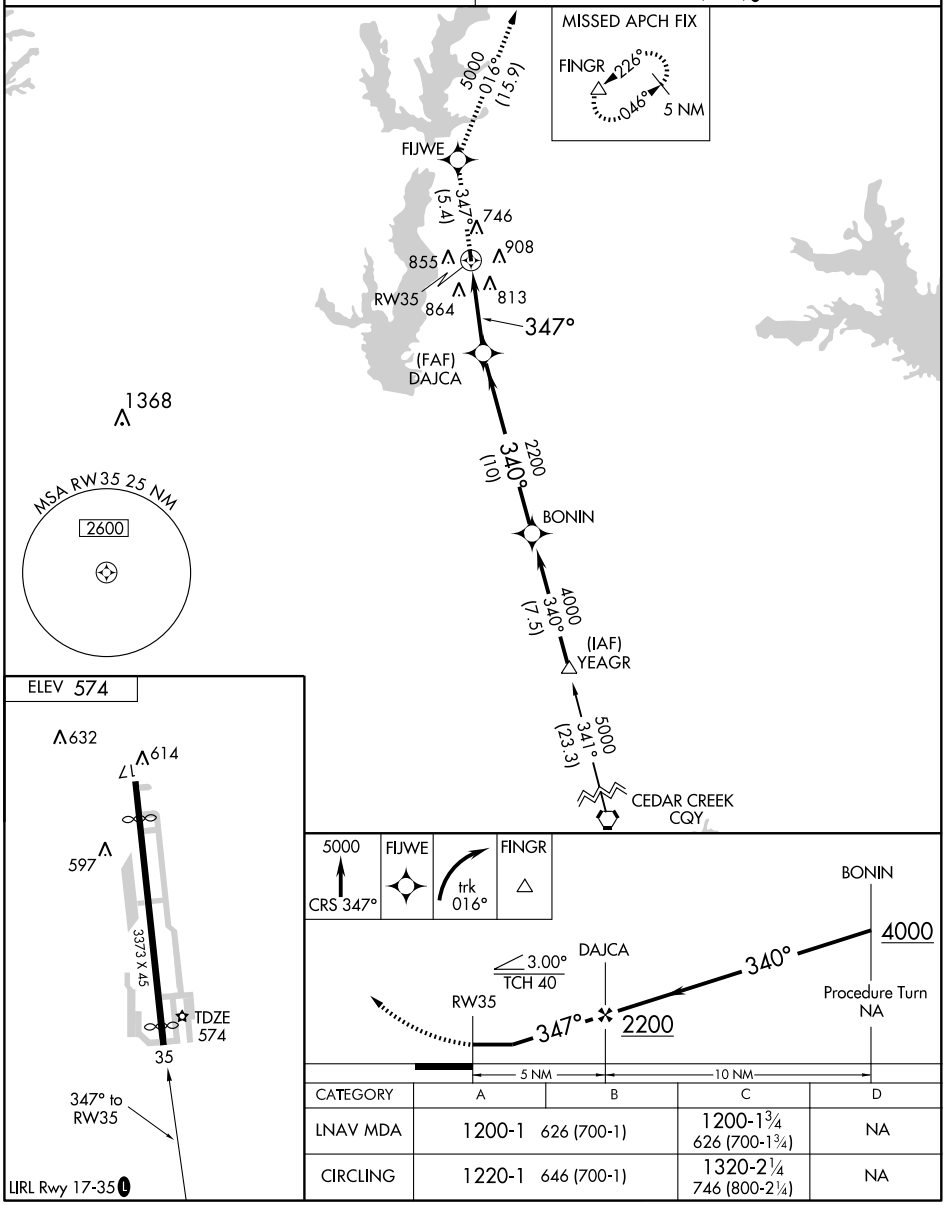
ROCKWALL MUNI (F46)

DME/DME RNP-0.3 NA.
Use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 5000 via 347° course to FIJWE and right turn via 016° track to FINGR and hold.

REGIONAL APP CON
124.3 282.275

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1200-1 626 (700-1)		1200-1¾ 626 (700-1¾)	NA
CIRCLING	1220-1 646 (700-1)		1320-2¼ 746 (800-2¼)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SAN ANGELO RGNL/ MATHIS FIELD (SJT)

AL-367 (FAA)

SAN ANGELO, TEXAS

ATIS
128.45 319.0
MATHIS TOWER ★
118.3 284.7
GND CON
121.9 348.6

D

18 ELEV 1897

181.1°

VAR 6.2° E

31° 22′ N

1916

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

U.S. CUSTOMS

ELEV 1903

6

4402 X 75

091.3°

271.3°

27

21 ELEV 1893

217.0°

ELEV 1899

CONTROL TOWER

TERMINAL

31° 21.5′ N

5939 X 150

0.4% UP

8049 X 150

FBO

FBO

RWY 03-21
S-70, D-100, 2S-127
RWY 09-27
S-70, D-100, 2S-127
RWY 18-36
S-70, D-100, 2S-127

036.9°

31° 21′ N

ELEV 1917

GENERAL AVIATION PARKING

001.1°

FIELD ELEV 1919

36

100° 29.5′ W

100° 30′ W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-SJT	APCH CRS	Rwy ldg 5939
109.7	034°	TDZE 1917
Chan 34		Arpt Elev 1919

JAL-367 [USAF] SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

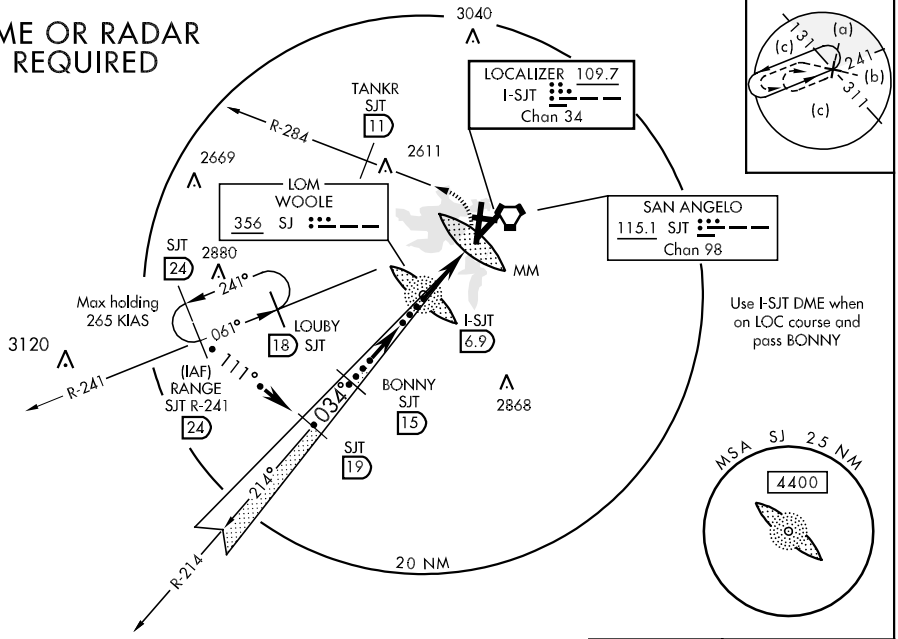
T * When ALS inop, increase vis ¼ mile
** When ALS inop, increase vis ½ mile
*** CAT E circling not authorized W of Rwy 18-36

MALSR

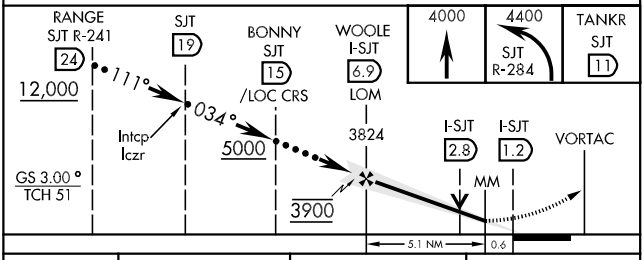
MISSED APPROACH: Climb to 4000 then climbing left turn to 4400 via SJT VORTAC R-284 to TANKR 11 DME

ATIS	SAN ANGELO APP CON	MATHIS TOWER ★	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 L (CTAF) 284.7	121.9 348.6	

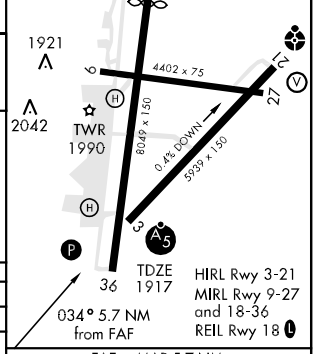
DME OR RADAR REQUIRED



EMERG SAFE ALT 100 NM 5100



CATEGORY	C	D	E
S-ILS 3 *	2117-½	200	(200-½)
S-LOC 3 **	2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING ***	2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2520-2¼ 603 (700-2¼)



FAF to MAP 5.7 NM

Knots	120	140	160	180	200
Min:Sec	2:51	2:27	2:08	1:54	1:43

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 3

VORTAC SJT	APCH CRS	Rwy ldg	5939
115.1	045°	TDZE	1917
Chan 98		Arpt Elev	1919

JAL-367 [USAF] SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

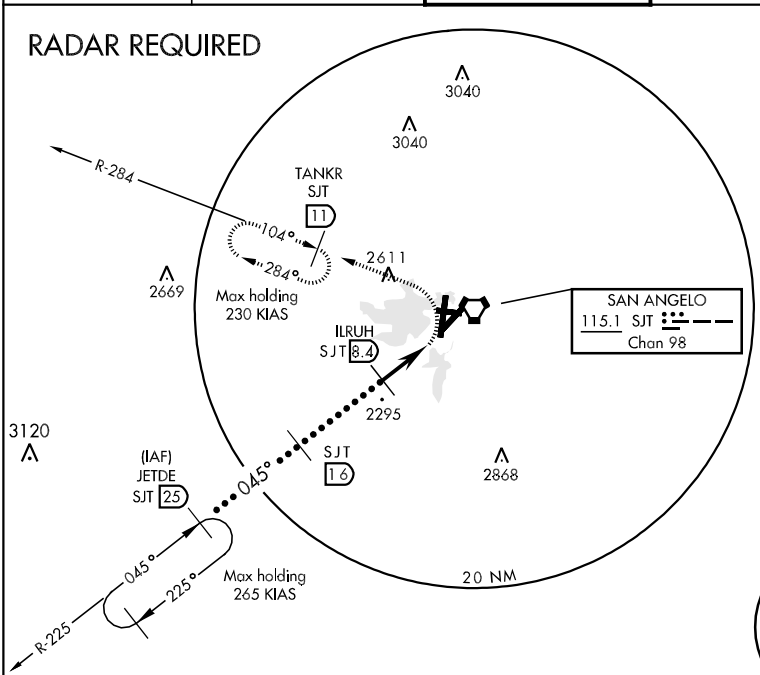
▼ * CAT E Circling not authorised W of Rwy 18-36

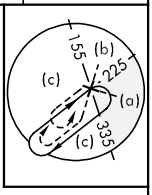
MALSR

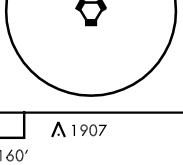
MISSED APPROACH: Climbing left turn to 4400 via SJT VORTAC R-284 to TANKR INT/11 DME and hold.

ATIS	SAN ANGELO APP CON	MATHIS TOWER ★	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 (L) (CTAF) 284.7	121.9 348.6	

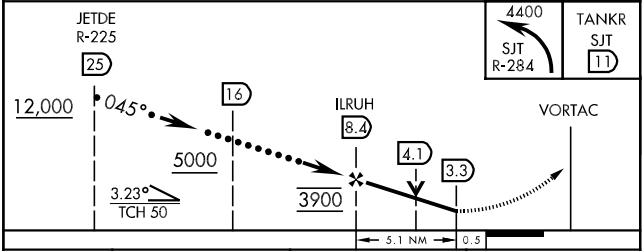
RADAR REQUIRED

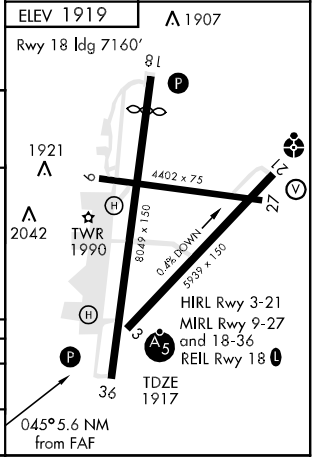






EMERG SAFE ALT 100 NM 5100





CATEGORY	C	D	E
S-3	2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING *	2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2520-2¼ 603 (700-2¼)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 21

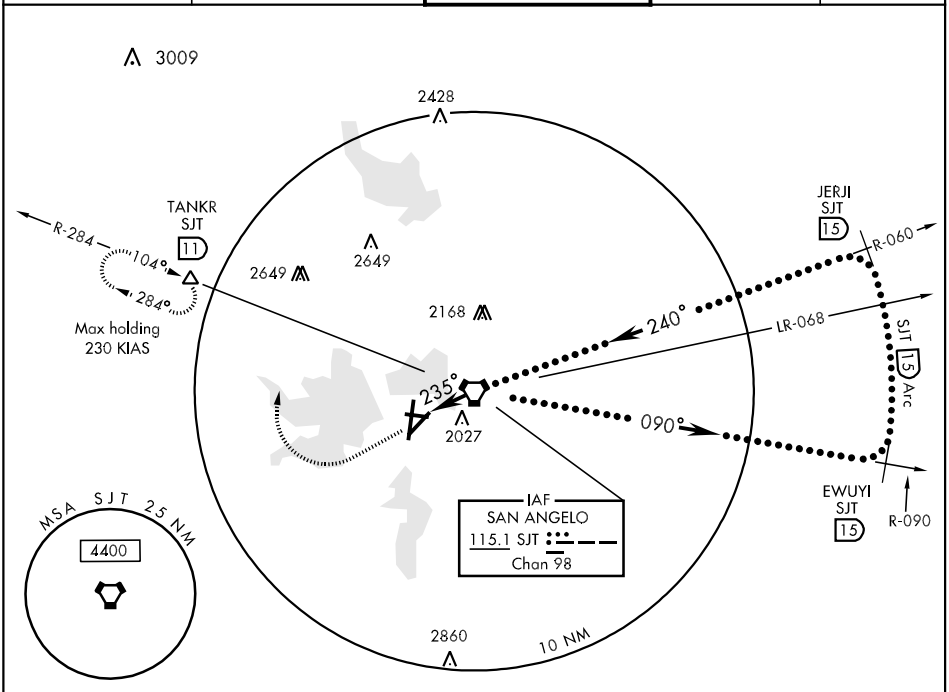
VORTAC SJT	APCH CRS	Rwy ldg 5939
115.1	235°	TDZE 1906
Chan 98		Arpt Elev 1919

JAL-367 [USAF]

SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

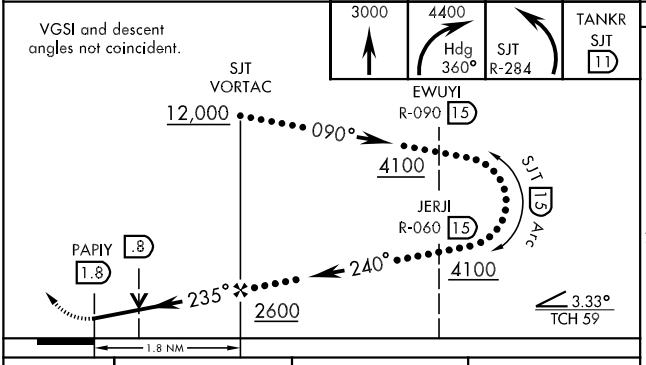
* CAT E circling NA W of Rwy 18-36	ODALS	MISSED APPROACH: Climb to 3000, then climbing right turn to 4400 via hdg 360° to intercept SJT VORTAC R-284 to TANKR INT/11 DME and hold.

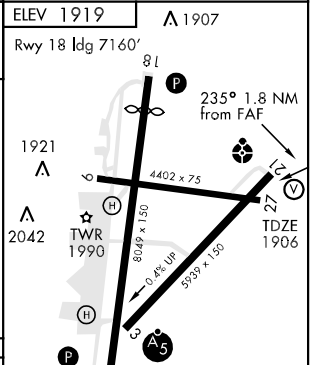
ATIS	SAN ANGELO APP CON	MATHIS TOWER ★	GND CON	ASR
128.45 319.0	125.35 354.1	118.3 (L) (CTAF) 284.7	121.9 348.6	



EMERG SAFE ALT 100 NM 5100

VGSI and descent angles not coincident.





CATEGORY	C	D	E
S-21	2280-¾ 374 (400-¾)	2280-1¼ 374 (400-1¼)	
CIRCLING *	2460-1½ 541 (600-1½)	2480-2 561 (600-2)	2520-2¼ 601 (700-2¼)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SJT	APP CRS	Rwy Idg	5939
109.7 Chan 34	034°	TDZE	1917
		Apt Elev	1917

ILS or LOC RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

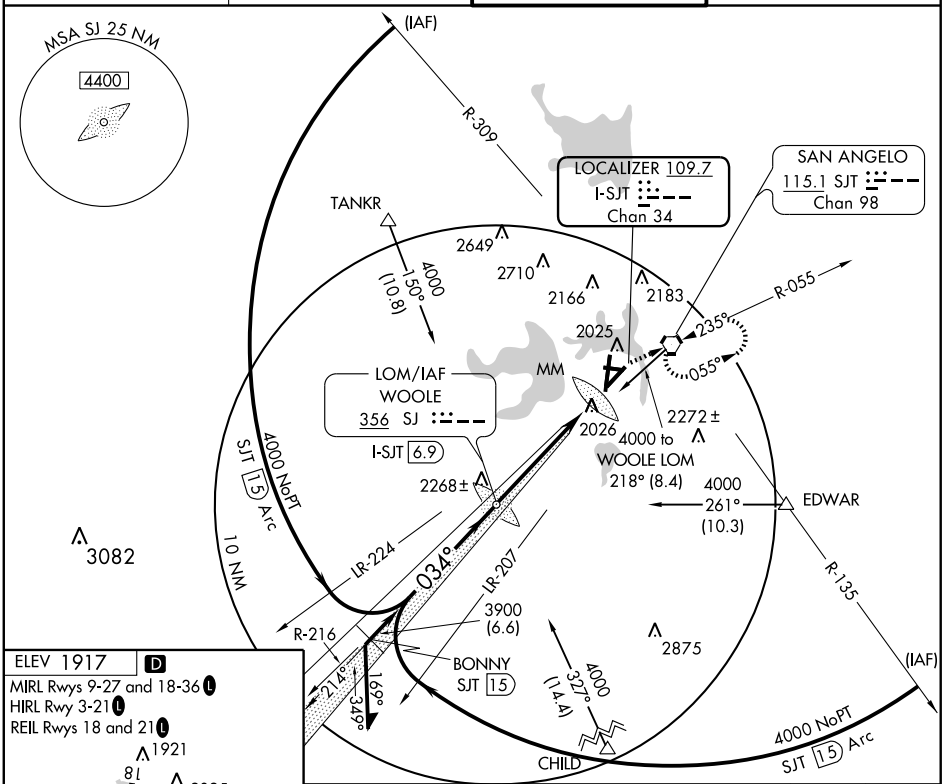
ASR

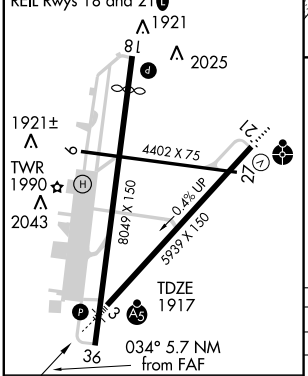
* Procedure Turn NA for Cat E.
Cat E Circling NA west of Rwy 18-36.

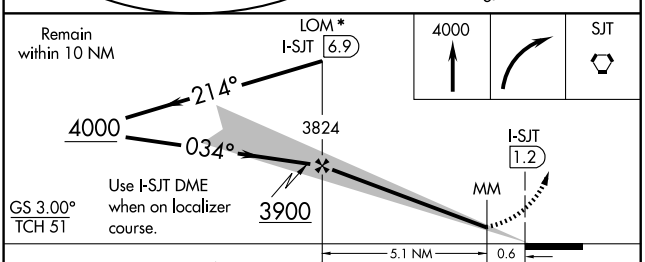
MALSR

MISSED APPROACH: Climb to 4000, then right turn direct SJT VORTAC and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) 284.7	121.9 348.6







FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D	E
S-ILS 3	2117-½ 200 (200-½)				
S-LOC 3	2420-½ 503 (600-½)		2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING	2460-1 543 (600-1)		2460-1½ 543 (600-1½)	2480-2 563 (600-2)	2640-2½ 721 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SJT	APP CRS	Rwy Idg	5939
109.7	214°	TDZE	1906
Chan 34		Apt Elev	1917

LOC BC RWY 21

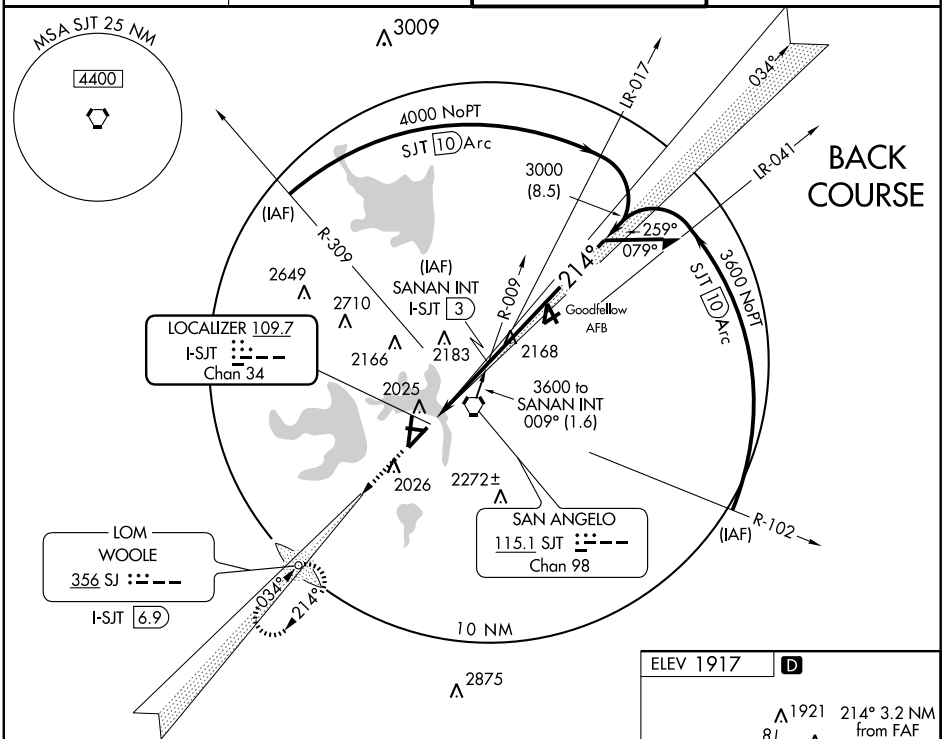
SAN ANGELO RGNL/MATHIS FIELD (SJT)

ASR

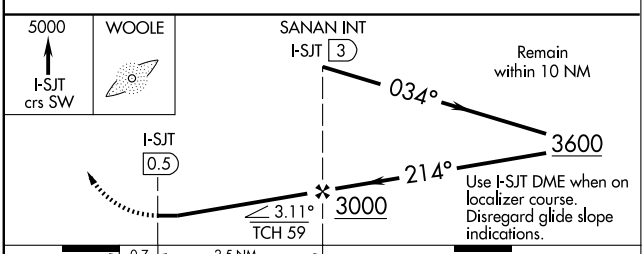
ODALS

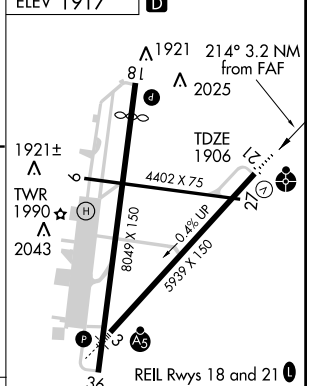
MISSED APPROACH: Climb to 5000 via I-SJT SW course to WOOLE LOM/I-SJT 6.9 DME and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3(CTAF)L 284.7	121.9 348.6



ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-21	2280-¾ 374 (400-¾)			2280-1¼ 374 (400-1¼)
CIRCLING	2460-1 543 (600-1)		2460-1½ 543 (600-1½)	2480-2 563 (600-2)

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOM SJ 356	APP CRS 034°	Rwy Idg 5939 TDZE 1917 Apt Elev 1917

NDB RWY 3

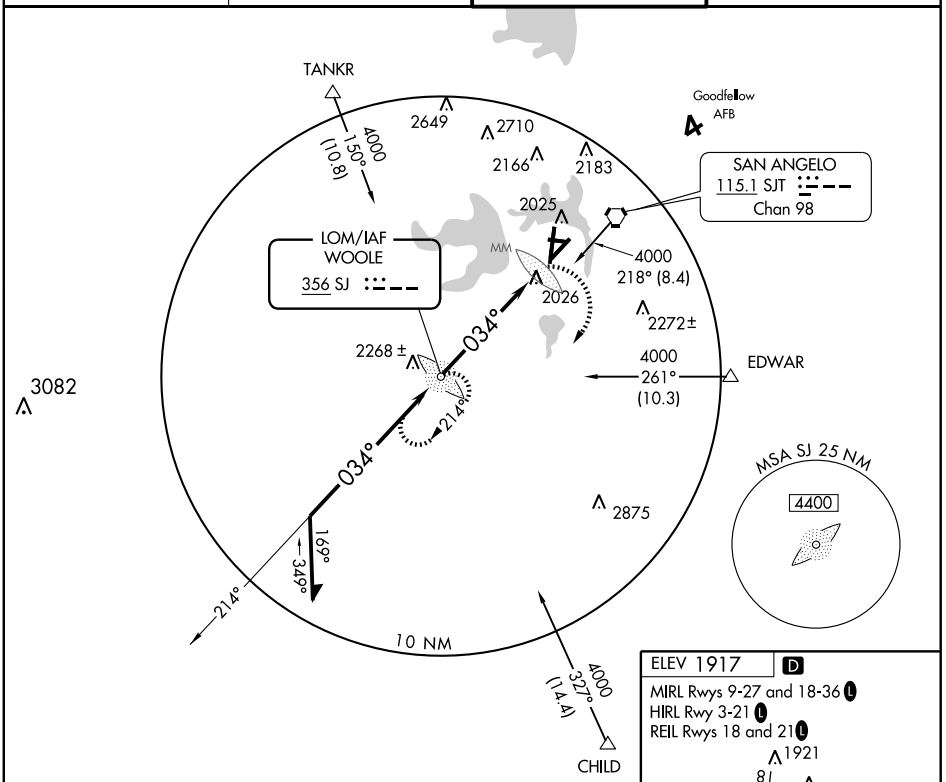
SAN ANGELO RGNL/MATHIS FIELD (SJT)

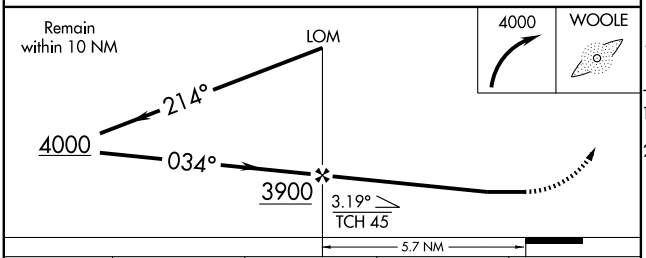
T A ASR

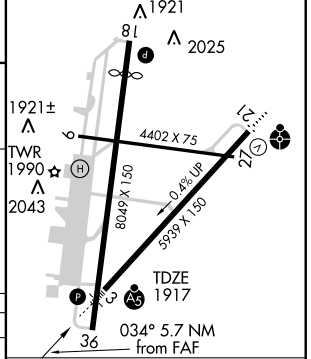
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct WOOLE LOM and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) L 284.7	121.9 348.6







CATEGORY	A	B	C	D
S-3	2460-¾	543 (600-¾)	2460-1 543 (600-1)	2460-1½ 543 (600-1½)
CIRCLING	2460-1	543 (600-1)	2460-1½ 543 (600-1½)	2480-2 563 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5939
CH 77517	034°	TDZE	1917
W03A		Apt Elev	1919

RNAV (GPS) RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

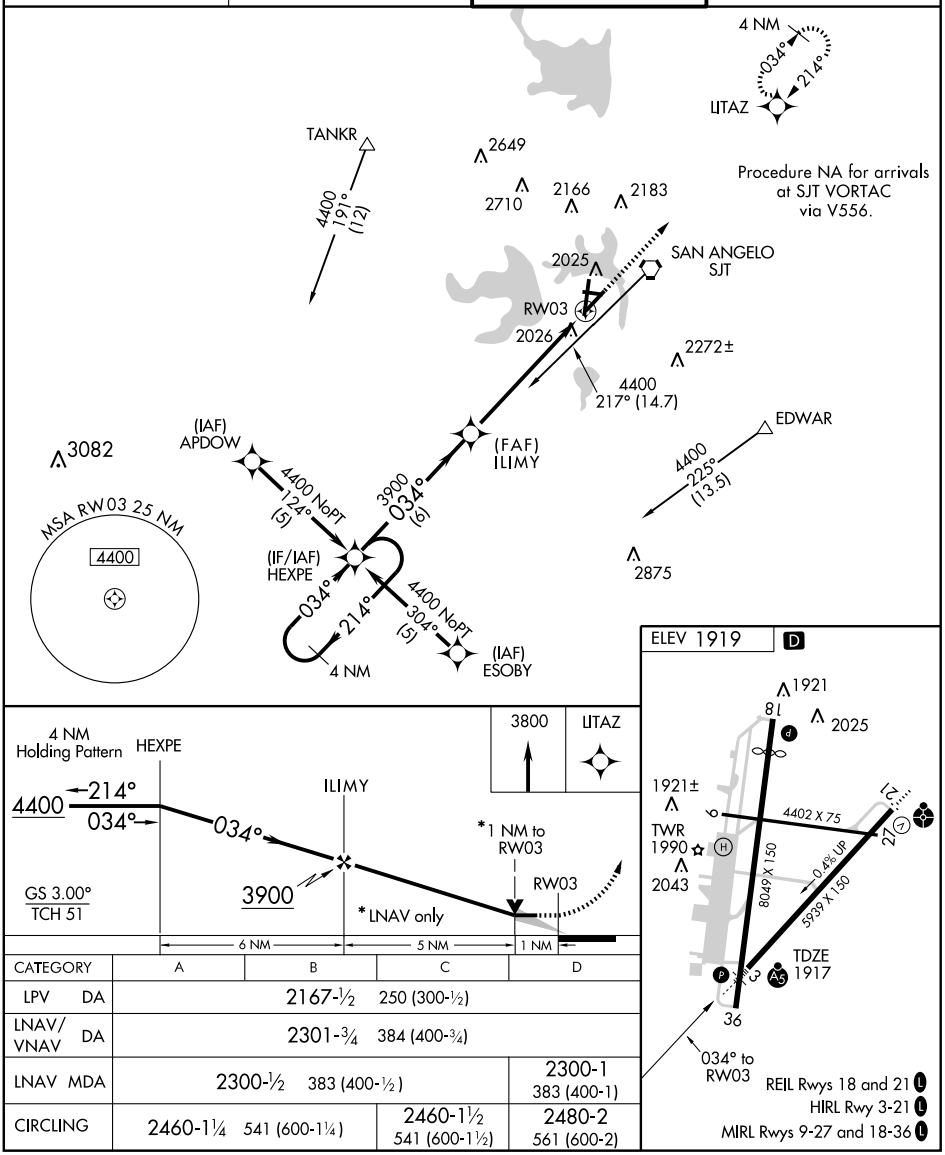
ASR

For inoperative MALSR, increase LPV visibility to ¾ mile all Cats and LNAV Cat D visibility to 1¼ mile. Baro VNAV NA below -18°C (0°F). Circling to Rwy 09 and 36 NA at night. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3800 direct LITAZ and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) L 284.7	121.9 348.6



CATEGORY	A	B	C	D
LPV DA	2167-½ 250 (300-½)			
LNAV/VNAV DA	2301-¾ 384 (400-¾)			
LNAV MDA	2300-½ 383 (400-½)			2300-1 383 (400-1)
CIRCLING	2460-1¼ 541 (600-1¼)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7160
CH 93801	178°	TDZE	1908
W18A		Apt Elev	1919

RNAV (GPS) RWY 18

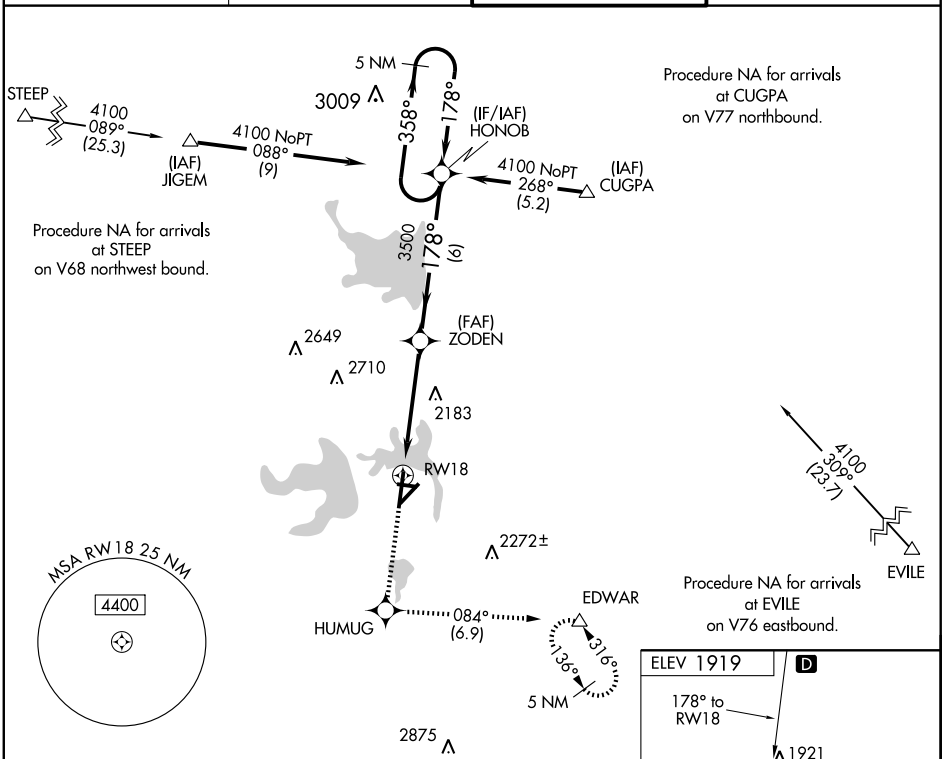
SAN ANGELO RGNL/MATHIS FIELD (SJT)

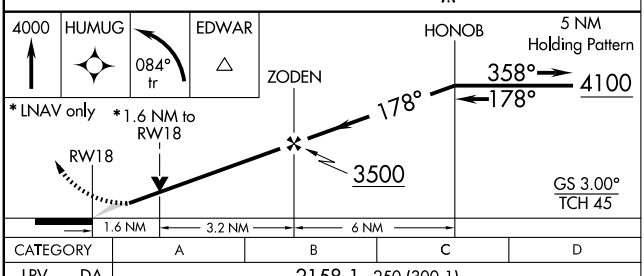
ASR

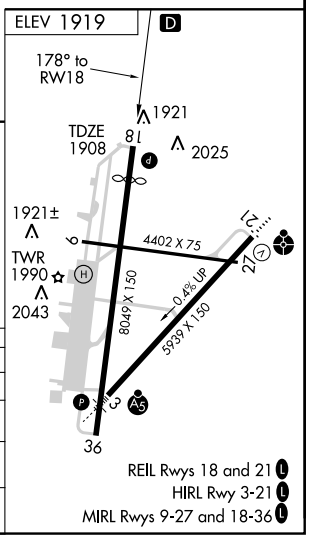
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).

MISSED APPROACH: Climb to 4000 direct HUMUG and left turn via 084° track to EDWAR and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) L 284.7	121.9 348.6







CATEGORY	A	B	C	D
LPV DA	2158-1 250 (300-1)			
LNAV/VNAV DA	2325-1½ 417 (500-1½)			
LNAV MDA	2440-1 532 (600-1)		2440-1½ 532 (600-1½)	2440-1¾ 532 (600-1¾)
CIRCLING	2460-1½ 541 (600-1½)			2480-2 561 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	5939
CH 81817	214°	TDZE	1906
W21A		Apt Elev	1919

RNAV (GPS) RWY 21

SAN ANGELO RGNL/MATHIS FIELD (SJT)

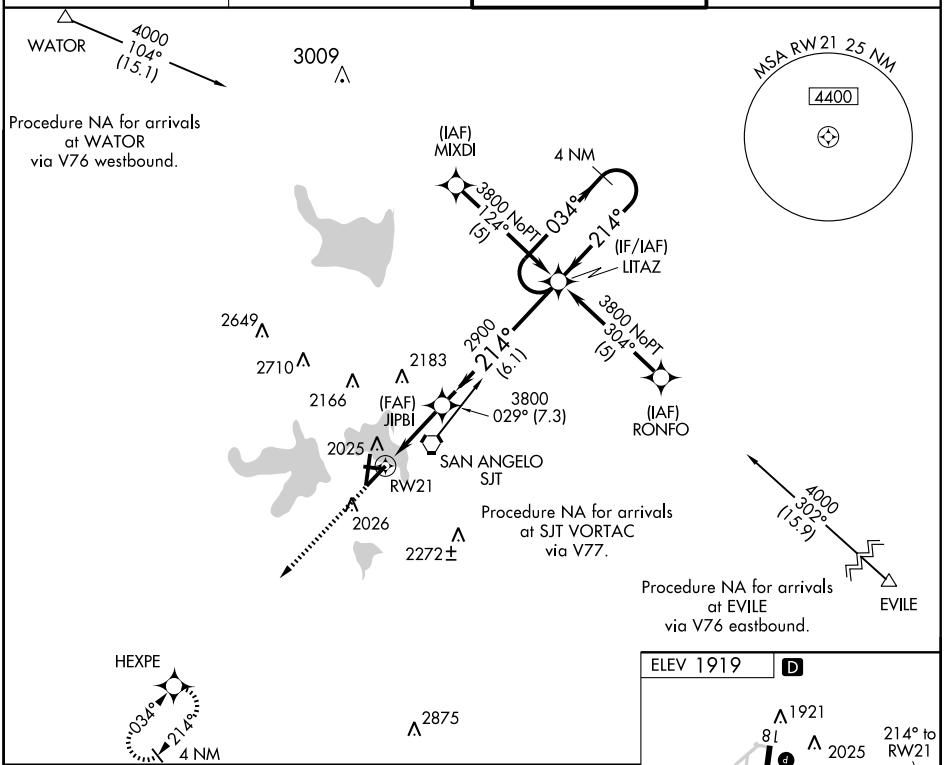
ASR

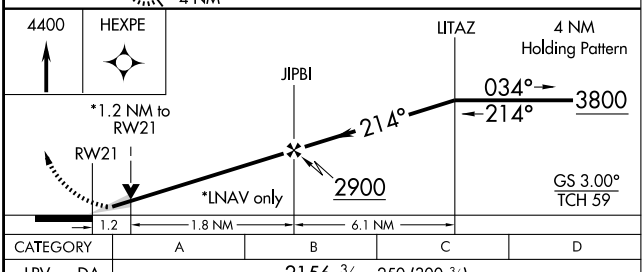
DME/DME RNP-0.3 NA. Baro VNAV NA below -18°C (0°F). Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cat C. Circling Rwy 9 and 36 NA at night.

ODALS

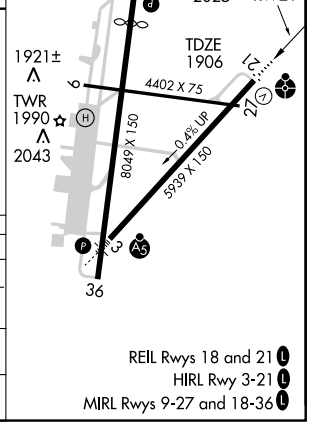
MISSED APPROACH: Climb to 4400 direct HEXPE and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) L 284.7	121.9 348.6





CATEGORY	A	B	C	D
LPV DA	2156-¾ 250 (300-¾)			
LNAV/VNAV DA	2325-1½ 419 (500-1½)			
LNAV MDA	2340-¾ 434 (500-¾)		2340-1¼ 434 (500-1¼)	2340-1½ 434 (500-1½)
CIRCLING	2460-1½ 541 (600-1½)			2480-2 561 (600-2)



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SJT 115.1 Chan 98	APP CRS 045°	Rwy Idg 5939 TDZE 1917 Apt Elev 1919

VOR/DME or TACAN RWY 3

SAN ANGELO RGNL/MATHIS FIELD (SJT)

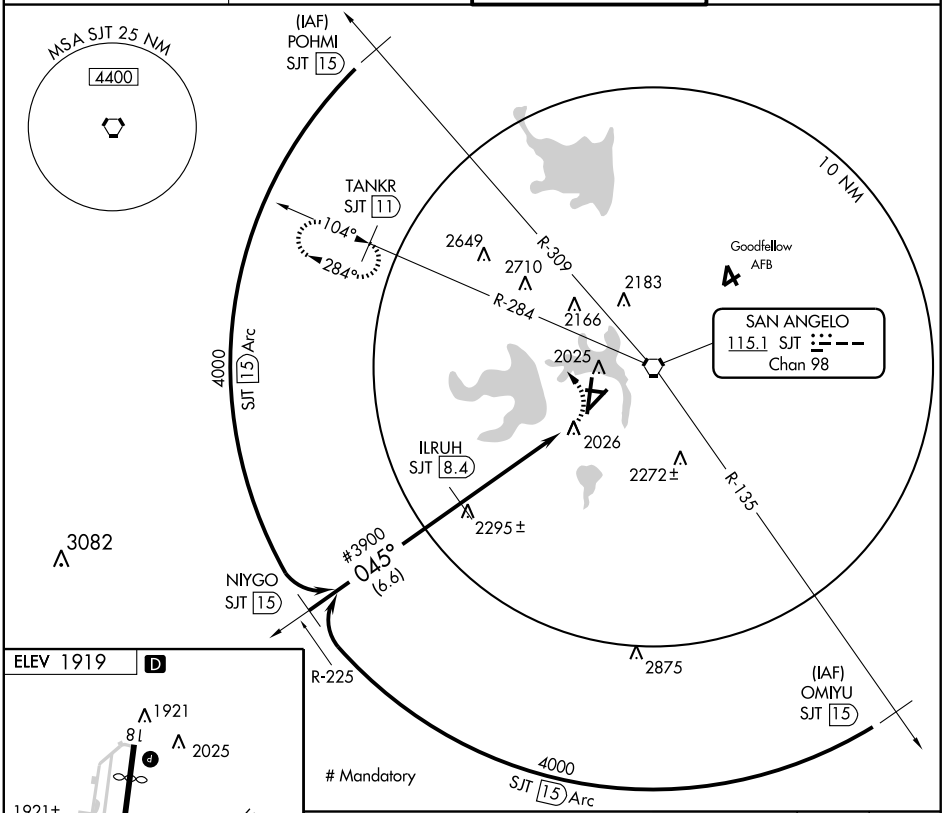
ASR

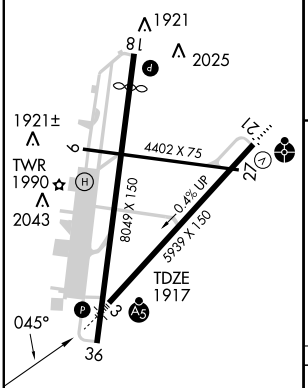
* Cat E Circling NA west of Rwy 18-36.

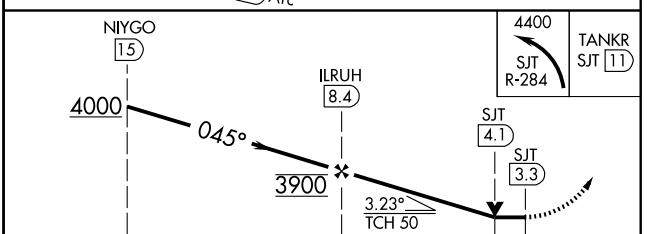
MALSR

MISSED APPROACH: Climbing left turn to 4400 via SJT R-284 to TANKR/11 DME and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) 284.7	121.9 348.6







REIL Rwys 18 and 21 L
HIRL Rwys 3-21 L
MIRL Rwys 9-27 and 18-36 L

CATEGORY	A	B	C	D	E
S-3	2420-½ 503 (600-½)		2420-1 503 (600-1)		2420-1¼ 503 (600-1¼)
CIRCLING*	2460-1 541 (600-1)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)	2640-2½ 721 (800-2½)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SJT	APP CRS	Rwy Idg	5939
115.1	235°	TDZE	1906
Chan 98		Apt Elev	1919

VOR RWY 21

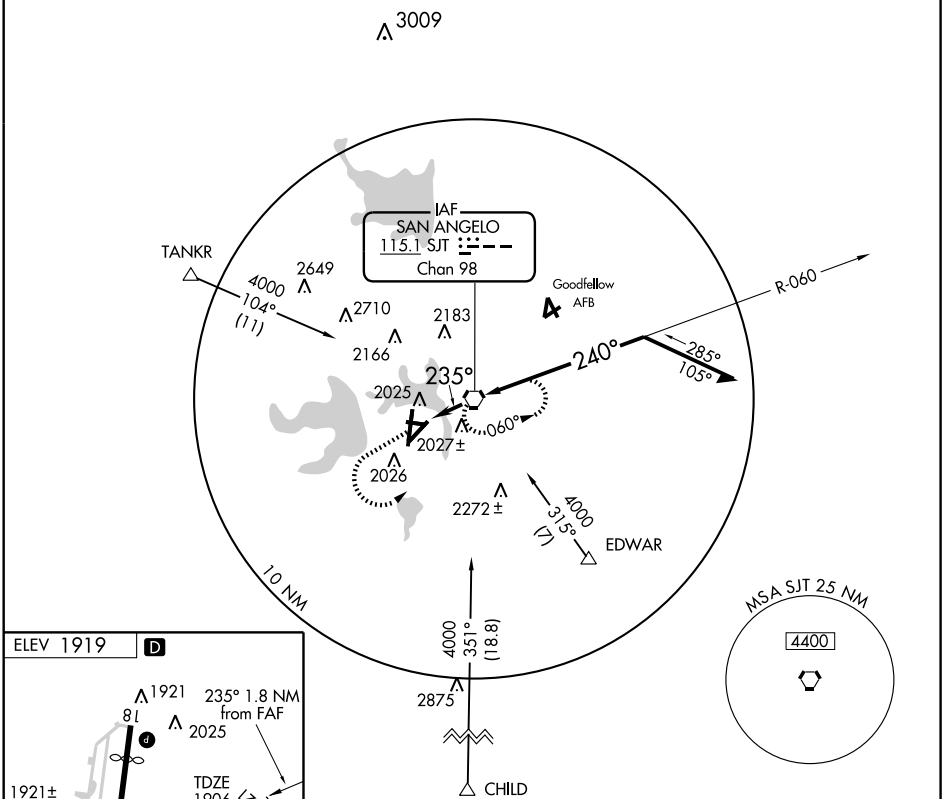
SAN ANGELO RGNL/MATHIS FIELD (SJT)

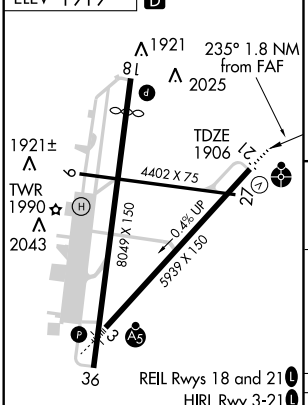
ASR

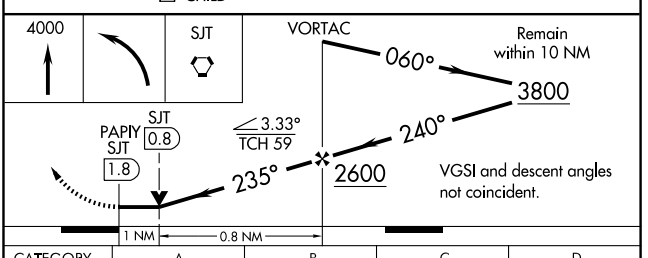
ODALS

MISSED APPROACH: Climb to 4000 then left turn direct SJT VORTAC and hold.

ATIS	SAN ANGELO APP CON ★	MATHIS TOWER ★	GND CON
128.45 319.0	125.35 354.1	118.3 (CTAF) 284.7	121.9 348.6







FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

CATEGORY	A	B	C	D
S-21	2280-¾ 374 (400-¾)			2280-1¼ 374 (400-1¼)
CIRCLING	2460-1 541 (600-1)		2460-1½ 541 (600-1½)	2480-2 561 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3785
166°	TDZE	1385
	Apt Elev	1385

RNAV (GPS) RWY 17

SAN ANTONIO/ BOERNE STAGE FIELD (5C1)

T
A NA

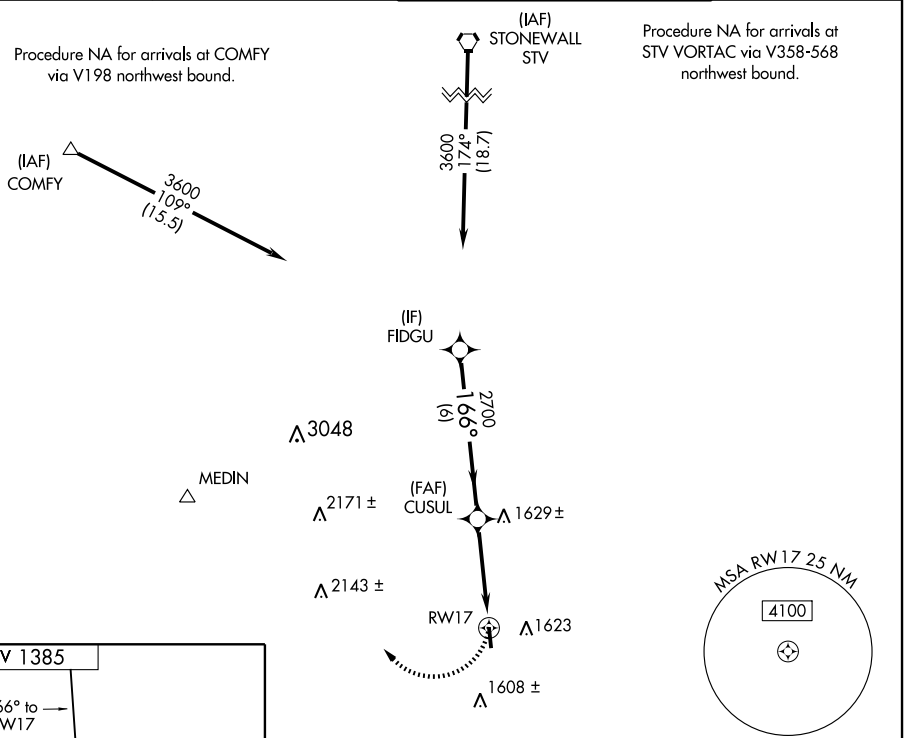
Circling NA east of Rwy 17-35. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use San Antonio Intl altimeter setting; if not received, procedure NA.

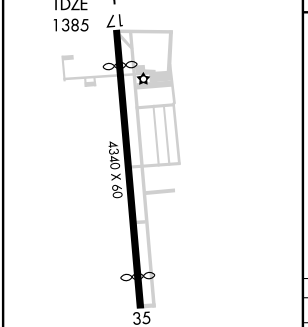
MISSED APPROACH: Climbing right turn to 4100 direct MEDIN.

AWOS-3	SAN ANTONIO INTL ATIS	SAN ANTONIO APP CON	UNICOM
118.725	118.9	125.1 307.0	123.0 (CTAF) L

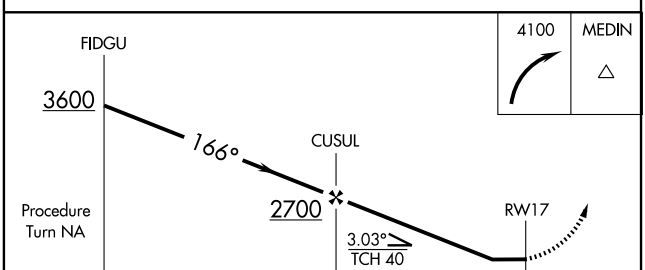
Procedure NA for arrivals at COMFY via V198 northwest bound.

Procedure NA for arrivals at STV VORTAC via V358-568 northwest bound.





LIRL RWY 17-35 L ★



CATEGORY	A	B	C	D
LNAV MDA	2000-1 615 (700-1)		NA	
CIRCLING	2080-1 695 (700-1)	2120-1 735 (800-1)	NA	

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3840
346°	TDZE	1385
	Apt Elev	1385

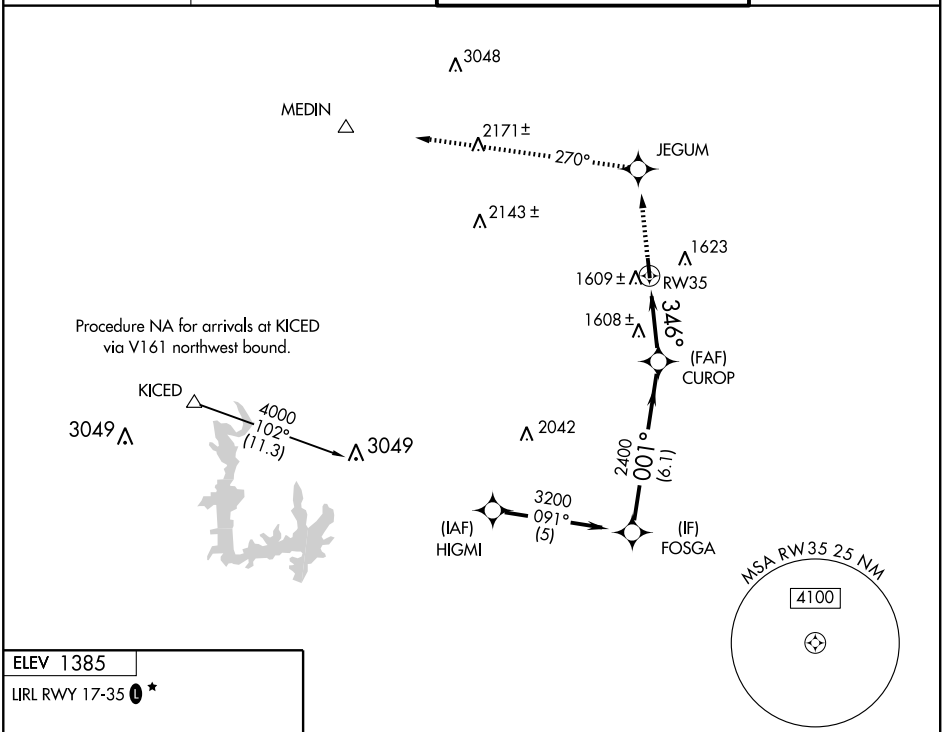
RNAV (GPS) RWY 35

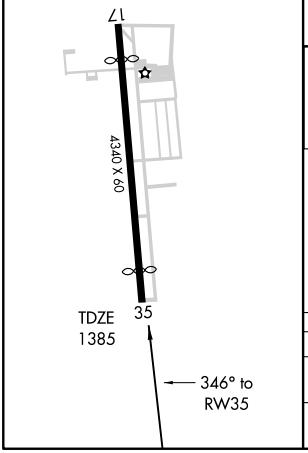
SAN ANTONIO/ BOERNE STAGE FIELD (5C1)

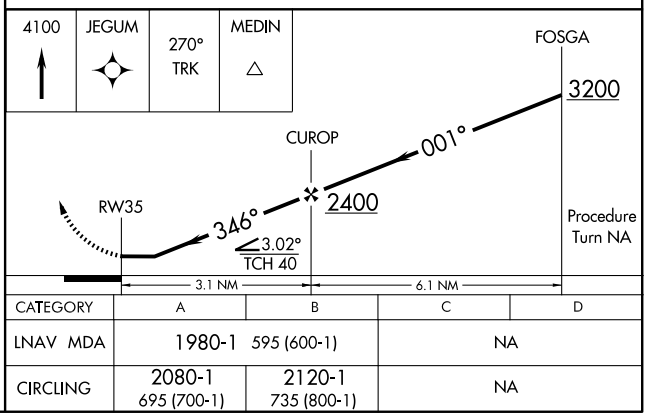
Circling to Rwy 17 NA at night. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use San Antonio Intl altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climb to 4100 direct JEGUM and via 270° track to MEDIN.

AWOS-3	SAN ANTONIO INTL ATIS	SAN ANTONIO APP CON	UNICOM
118.725	118.9	125.1 307.0	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1980-1 595 (600-1)		NA	
CIRCLING	2080-1 695 (700-1)	2120-1 735 (800-1)	NA	

SAN ANTONIO, TEXAS
Orig 10210

SAN ANTONIO/ BOERNE STAGE FIELD (5C1)
29°43'N-98°42'W
RNAV (GPS) RWY 35

SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

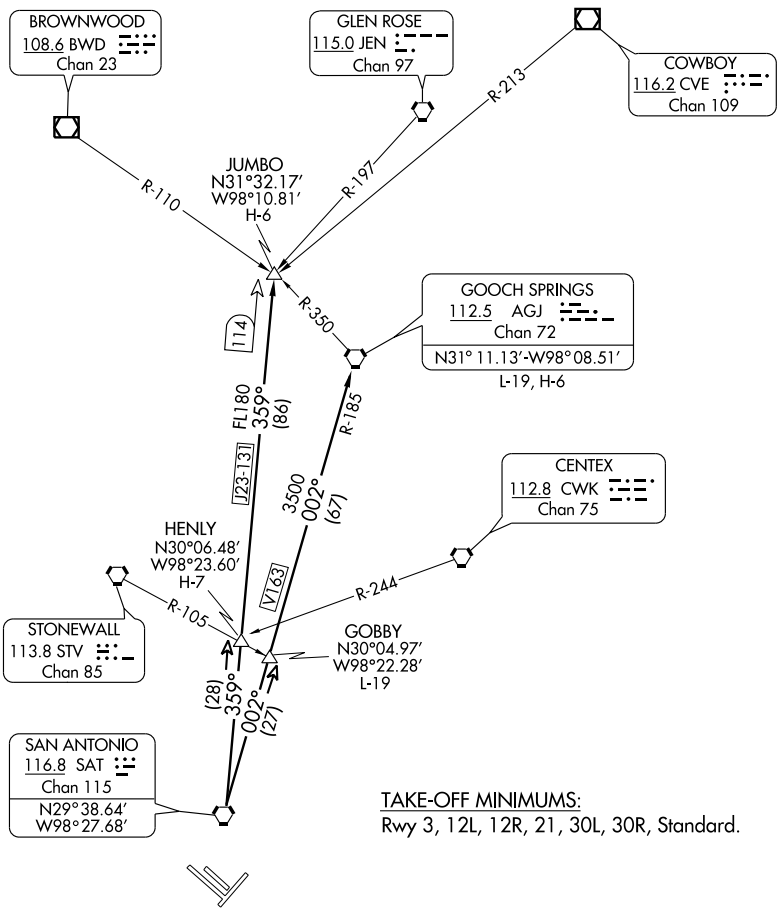
SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10266

SAN ANTONIO, TEXAS
SAN ANTONIO INTL (SAT)

ATIS 118.9
CLNC DEL
126.7
GND CON
121.9 348.6
SAN ANTONIO TOWER
119.8 257.8
SAN ANTONIO DEP CON
125.1 307.0
127.1 269.1



TAKE-OFF MINIMUMS:
Rwy 3, 12L, 12R, 21, 30L, 30R, Standard.

NOTE: RADAR Required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SAT VORTAC. Maintain 5000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

GOBBY TRANSITION (ALAMO8.GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.
GOOCH SPRINGS TRANSITION (ALAMO8.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via SAT R-002 and AGJ R-185 to AGJ VORTAC.
HENLY TRANSITION (ALAMO8.HENLY): From over SAT VORTAC via SAT R-359 to HENLY INT.
JUMBO TRANSITION (ALAMO8.JUMBO): From over SAT VORTAC via SAT R-359 to JUMBO INT.

TAKE-OFF OBSTACLES:

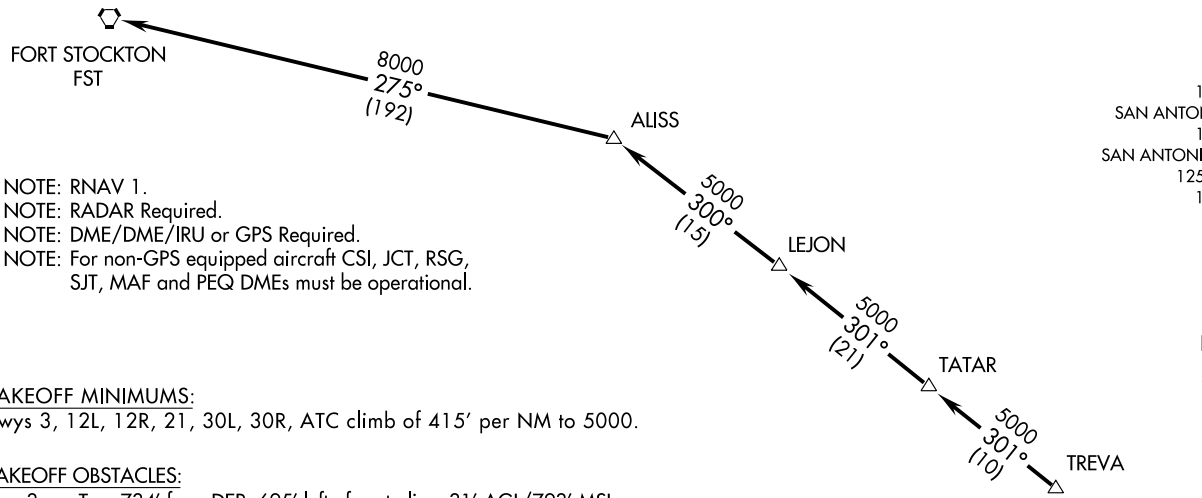
Rwy 3: Tree 734′ from DER, 695′ left of centerline, 31′ AGL/793′ MSL.
Rwy 12R: Antenna on tower 1034′ from DER, 723′ right of centerline, 42′ AGL/820′ MSL. Building and vent on building beginning 3801′ from DER, 1488′ right of centerline, 117′ AGL/881′ MSL.
Rwy 21: Antenna on hangar and flagpole beginning 1198′ from DER, 700′ right of centerline, up to 39′ AGL/825′ MSL. Sign 2713′ from DER, 1034′ right of centerline, 71′ AGL/857′ MSL.
Rwy 30L: Tower and poles beginning 1931′ from DER, 834′ left of centerline, up to 42′ AGL/892′ MSL. Sign 2435′ from DER, 1042′ right of centerline, 54′ AGL/873′ MSL.
Rwy 30R: Rod on obstruction light 1261′ from DER, 591′ left of centerline, 57′ AGL/854′ MSL.

ALISS ONE DEPARTURE (RNAV)

(ALISS1.ALISS) 10266

SAN ANTONIO, TEXAS

SAN ANTONIO INTL (SAT)



ATIS 118.9
CLNC DEL
126.7
GND CON
121.9 348.6
SAN ANTONIO TOWER
119.8 257.8
SAN ANTONIO DEP CON
125.7 290.225
125.1 307.0

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft CSI, JCT, RSG, SJT, MAF and PEQ DMEs must be operational.

TAKEOFF MINIMUMS:
Rwys 3, 12L, 12R, 21, 30L, 30R, ATC climb of 415′ per NM to 5000.

TAKEOFF OBSTACLES:
Rwy 3, Tree 734′ from DER, 695′ left of centerline, 31′ AGL/793′ MSL.
Rwy 12R, Antenna on tower 1034′ from DER, 723′ right of centerline, 42′ AGL/820′ MSL. Building and vent on building beginning 3801′ from DER, 1488′ right of centerline, 117′ AGL/881′ MSL.
Rwy 21, Antenna on hanger and flagpole beginning 1198′ from DER, 700′ right of centerline, up to 39′ AGL/825′ MSL. Sign 2713′ from DER, 1034′ right of centerline, 71′ AGL/857′ MSL.
Rwy 30L, Tower and poles beginning 1931′ from DER, 834′ left of centerline, up to 42′ AGL/892′ MSL. Sign 2435′ from DER, 1042′ right of centerline, 54′ AGL/873′ MSL.
Rwy 30R, Rod on obstruction light 1261′ from DER, 591′ left of centerline, 57′ AGL/854′ MSL.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to TREVA. Then via depicted route to FST VORTAC, maintain 5000. Expect filed altitude 10 minutes after departure.

NOTE: Chart not to scale

ALISS ONE DEPARTURE (RNAV)

(ALISS1.ALISS) 10266

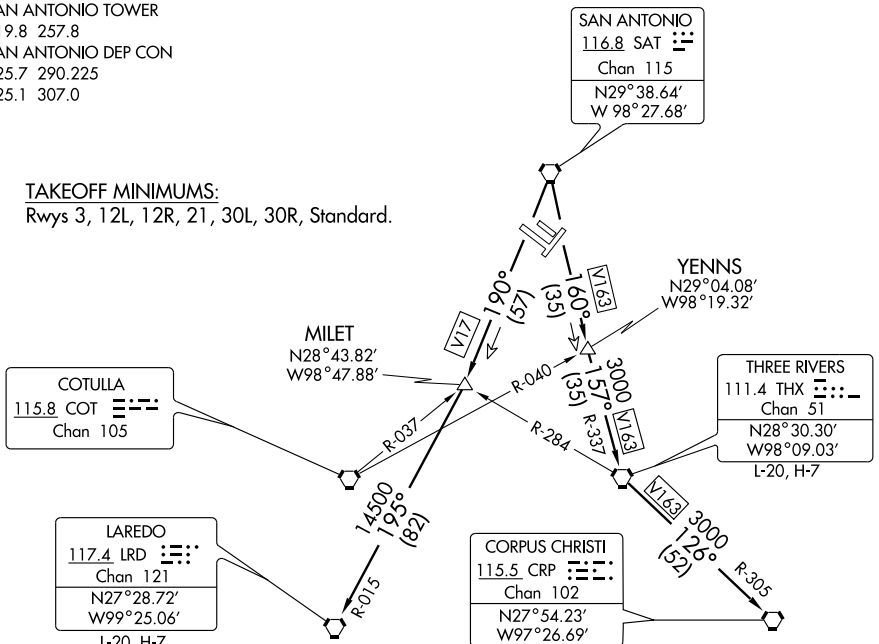
SL-369 (FAA)

SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS

ATIS 118.9
CLNC DEL 126.7
GND CON
121.9 348.6
SAN ANTONIO TOWER
119.8 257.8
SAN ANTONIO DEP CON
125.7 290.225
125.1 307.0

NOTE: RADAR Required.



TAKEOFF OBSTACLES:

Rwy 3: Tree 734′ from DER, 695′ left of centerline, 31′ AGL/793′MSL.
Rwy 12R: Antenna on Tower 1034′ from DER, 723′ right of centerline, 42′ AGL/820′MSL.
Building and vent on building beginning 3801′ from DER, 1488′ right of centerline, 117′ AGL/ 881′MSL.
Rwy 21: Antenna on hangar and flagpole beginning 1198′ from DER, 700′ right of centerline, up to 39′ AGL/825′MSL.
Sign 2713′ from DER, 1034′ right of centerline, 71′ AGL/857′MSL.
Rwy 30L: Tower and Poles beginning 1931′ from DER, 834′ left of centerline, up to 42′ AGL/892′MSL.
Sign 2435′ from DER, 1042′ right of centerline, 54′ AGL/873′MSL.
Rwy 30R: Rod on Obstruction Light 1261′ from DER, 591′ left of centerline, 57′ AGL/854′MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SAT VORTAC, maintain 5000, thence . . . . . (transition). Expect filed altitude 10 minutes after departure.

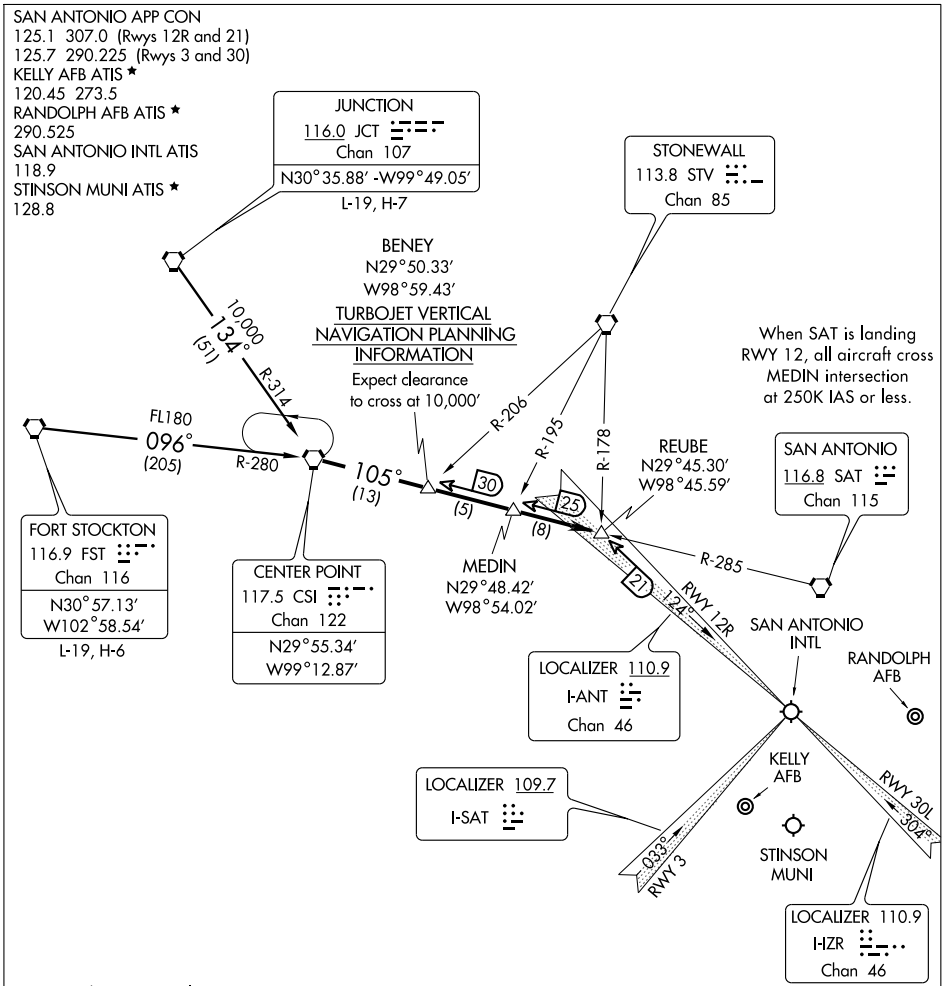
CORPUS CHRISTI TRANSITION (BOWIE4.CRP): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC, then via THX R-126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE4.LRD): From over SAT VORTAC via SAT R-190 to MILET INT, then via LRD R-015 to LRD VORTAC.

SC-3, 21 OCT 2010 to 18 NOV 2010

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 21 OCT 2010 to 18 NOV 2010

HUBEE ONE DEPARTURE (RNAV)

(HUBEE1.HUBEE) 10210

SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS

ATIS 118.9
CLNC DEL 126.7
GND CON
121.9 348.6
SAN ANTONIO TOWER
119.8 257.8
SAN ANTONIO DEP CON
128.05 318.1
127.1 269.1

N

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: HAMMU and HUMBLE TRANSITIONS: For non-GPS equipped aircraft, TNV, PSX, IDU, and ELA DMEs must be operational.
NOTE: HOBBY TRANSITION: For non-GPS equipped aircraft, TNV, PSX, IDU, ELA, and IAH DMEs must be operational.

DEPARTURE ROUTE DESCRIPTION

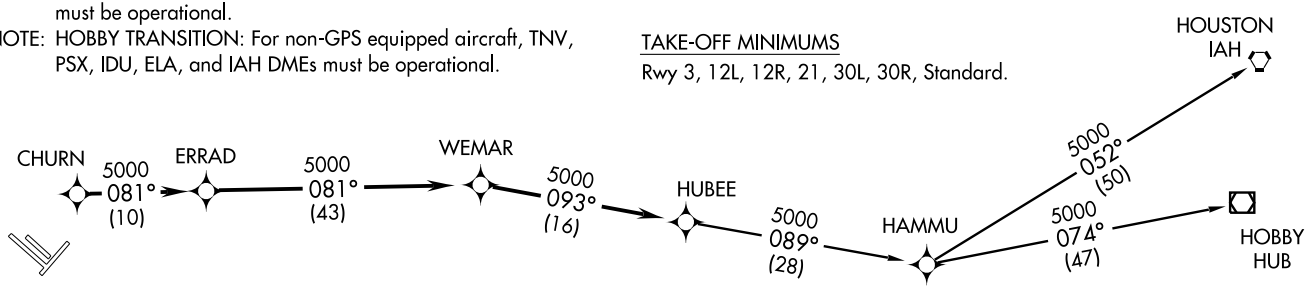
Climb on assigned heading for radar vectors to CHURN, then via depicted route to HUBEE, maintain 5000, Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

HAMMU TRANSITION (HUBEE1.HAMMU)
HOBBY TRANSITION (HUBEE1.HUB)
HUMBLE TRANSITION (HUBEE1.IAH)

TAKE-OFF MINIMUMS

Rwy 3, 12L, 12R, 21, 30L, 30R, Standard.



TAKE-OFF OBSTACLES:

Rwy 3: Tree 734' from DER, 695' left of centerline, 31' AGL/793' MSL.
Rwy 12R: Antenna on Tower, 1034' from DER, 723' right of centerline, 42' AGL/820' MSL.
Building and Vent on Building beginning 3801' from DER, 1488' right of centerline, 117' AGL/881' MSL.
Rwy 21: Antenna on Hangar and Flagpole beginning 1198' from DER, 700' right of centerline, up to 39' AGL/825' MSL.
Sign 2713' from DER, 1034' right of centerline, 71' AGL/857' MSL.
Rwy 30L: Tower and Poles beginning 1931' from DER, 834' left of centerline, up to 42' AGL/892' MSL.
Sign 2435' from DER, 1042' right of centerline, 54' AGL/873' MSL.
Rwy 30R: Rod on Obstruction Light 1261' from DER, 591' left of centerline, 57' AGL/854' MSL.

Note: Chart not to scale.

HUBEE ONE DEPARTURE (RNAV)
(HUBEE1.HUBEE) 10210
SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS

SL-369 (FAA)

LOC I-SAT	APP CRS	Rwy Idg	7505
109.7	033°	TDZE	786
		Apt Elev	809

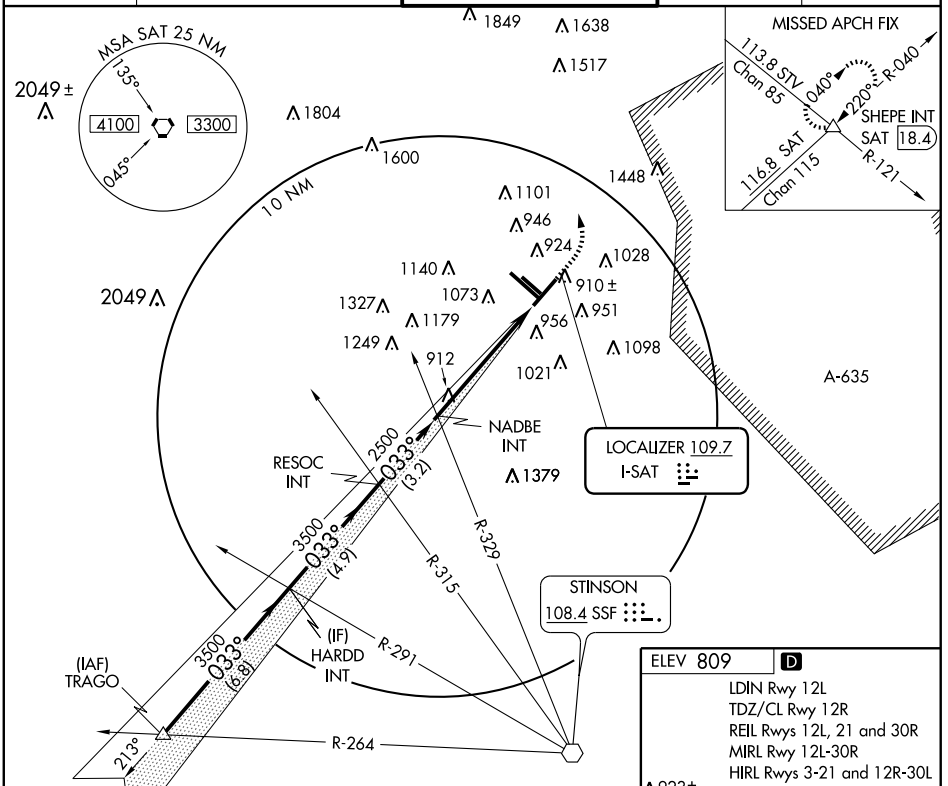
ILS or LOC RWY 3
SAN ANTONIO INTL (SAT)

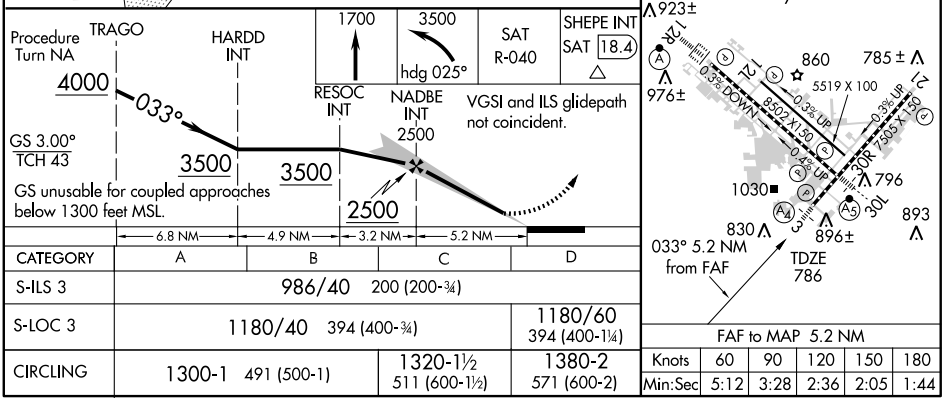
Circling NA southwest of Rwy 12R-30L.

MALS

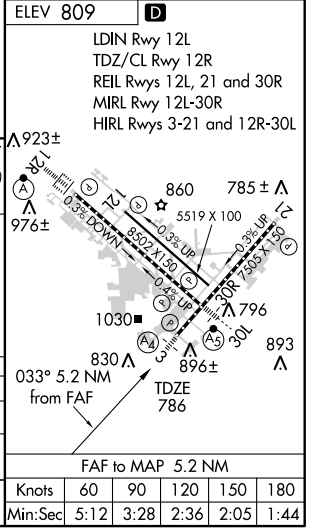
MISSED APPROACH: Climb to 1700 then climbing left turn to 3500 via heading 025° and SAT R-040 to SHEPE INT/SAT 18.4 DME and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7





CATEGORY	A	B	C	D
S-ILS 3	986/40 200 (200-¾)			
S-LOC 3	1180/40 394 (400-¾)			1180/60 394 (400-1¼)
CIRCLING	1300-1 491 (500-1)		1320-1½ 511 (600-1½)	1380-2 571 (600-2)



FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ANT	APP CRS	Rwy 12R ldg	Rwy 12L ldg
110.9	124°	8502	5519
Chan 46		TDZE 809	TDZE 797
		Apt Elev 809	Apt Elev 809

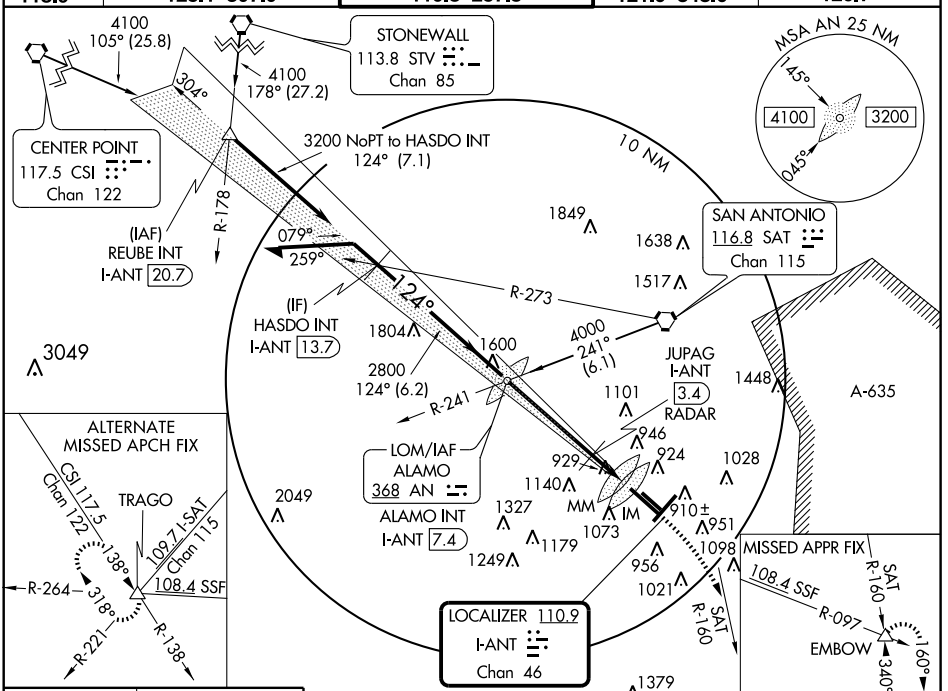
ILS or LOC RWY 12R
SAN ANTONIO INTL (SAT)

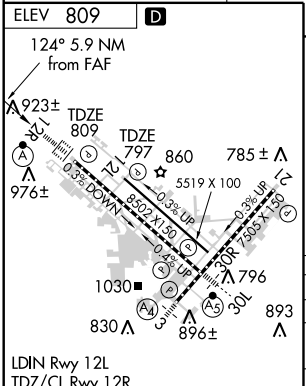
Circling NA southwest of Rwy 12R-30L.

ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

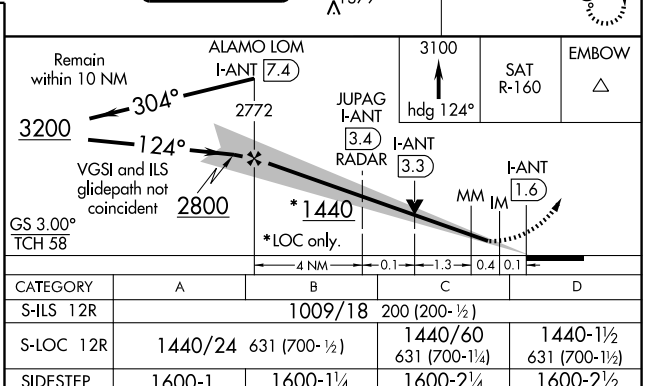
ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7





LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 12R	1009/18 200 (200-½)			
S-LOC 12R	1440/24 631 (700-½)		1440/60 631 (700-1¼)	1440-1½ 631 (700-1½)
SIDESTEP 12L	1600-1 803 (800-1)	1600-1¼ 803 (800-1¼)	1600-2¼ 803 (800-2¼)	1600-2½ 803 (800-2½)
CIRCLING	1440-1 631 (700-1)		1440-1¾ 631 (700-1¾)	1440-2 631 (700-2)
JUPAG FIX MINIMUMS				
S-LOC 12R	1240/24 431 (500-½)		1240/40 431 (500-¾)	1240/50 431 (500-1)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IZR	APP CRS	Rwy 30L ldg	8502	Rwy 30R ldg	5519
110.9	304°	TDZE	790	TDZE	788
Chan 46		Apt Elev	809	Apt Elev	809

ILS or LOC RWY 30L
SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwy 12R-30L. ADF required.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct ALAMO LOM and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7

SAN ANTONIO 116.8 SAT Chan 115

LOM ALAMO 368 AN

LOCALIZER 110.9 I-IZR Chan 46

CIBUS I-IZR 1.8 RADAR

WAKKS OM/INT I-IZR 5.2 RADAR

(IF/IAF) ROTTS INT I-IZR 12.9

MSA SAT 25 NM
135° 4100 3300 045°

A-635

ALTERNATE MISSED APCH FIX
CSI 117.5 Chan 122
TRAGO
109.7 I-SAT Chan 115
108.4 SSF
138° 318°
R-264 R-221 R-138

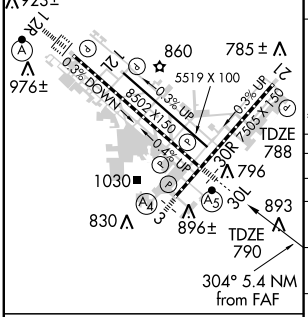
STINSON 108.4 SSF

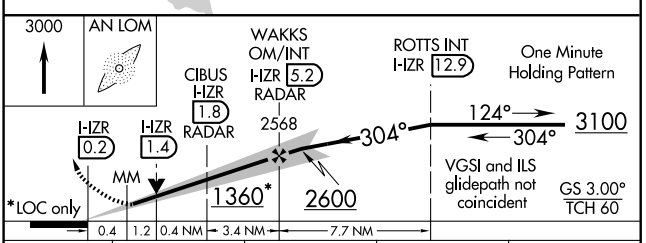
10 NM R-004 R-040

1 min 304° 124°

ELEV 809 D

LDIN Rwy 12L
REIL Rwys 12L, 21 and 30R
TDZ/CL Rwy 12R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R





CATEGORY	A	B	C	D
S-ILS 30L	# 990/24 200 (200-½)			
S-LOC 30L	1360/24 570 (600-½)		1360/50 570 (600-1)	1360/60 570 (600-1¼)
SIDESTEP Rwy 30R	1360-1 572 (600-1)		1360-1½ 572 (600-1½)	1360-2 572 (600-2)
CIRCLING	1360-1 551 (600-1)		1360-1½ 551 (600-1½)	1380-2 571 (600-2)
CIBUS FIX MINIMUMS				
S-LOC 30L	1200/24 410 (400-½)		1200/40 410 (400-¾)	

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ANT	APP CRS	Rwy 12R ldg	8502
110.9	124°	TDZE	809
Chan 46		Apt Elev	809

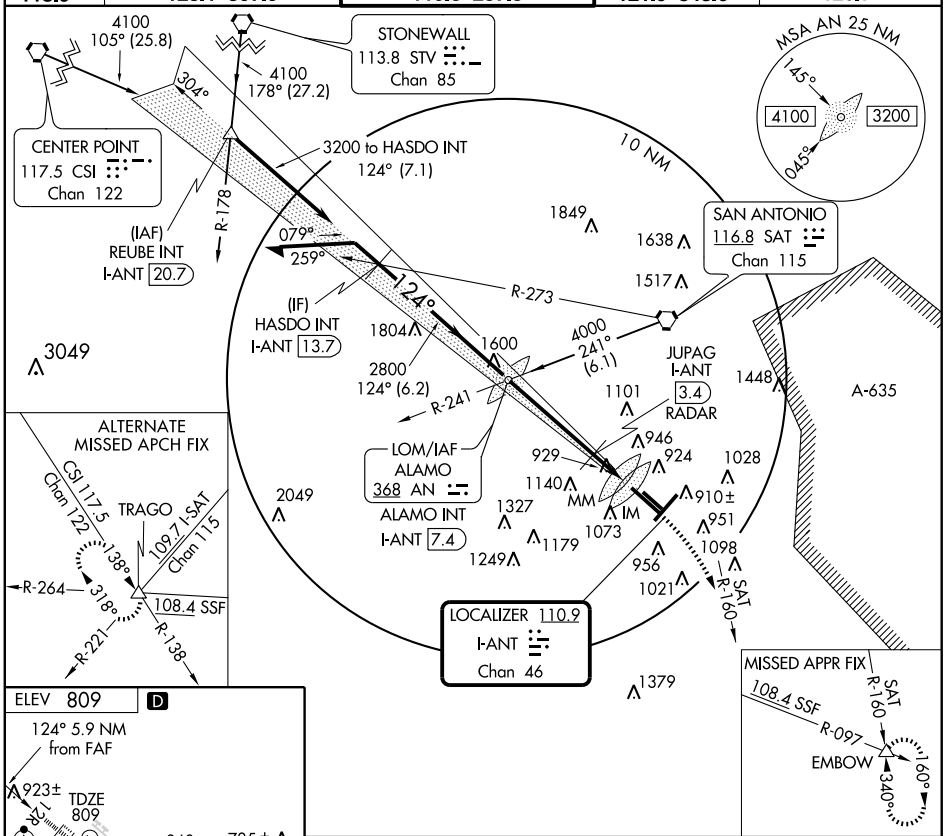
ILS RWY 12R (CAT II)

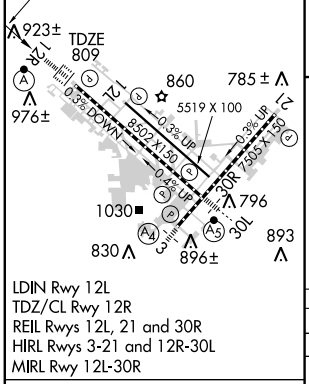
SAN ANTONIO INTL (SAT)

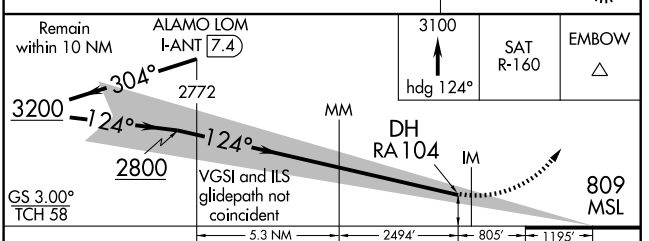
ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7







LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

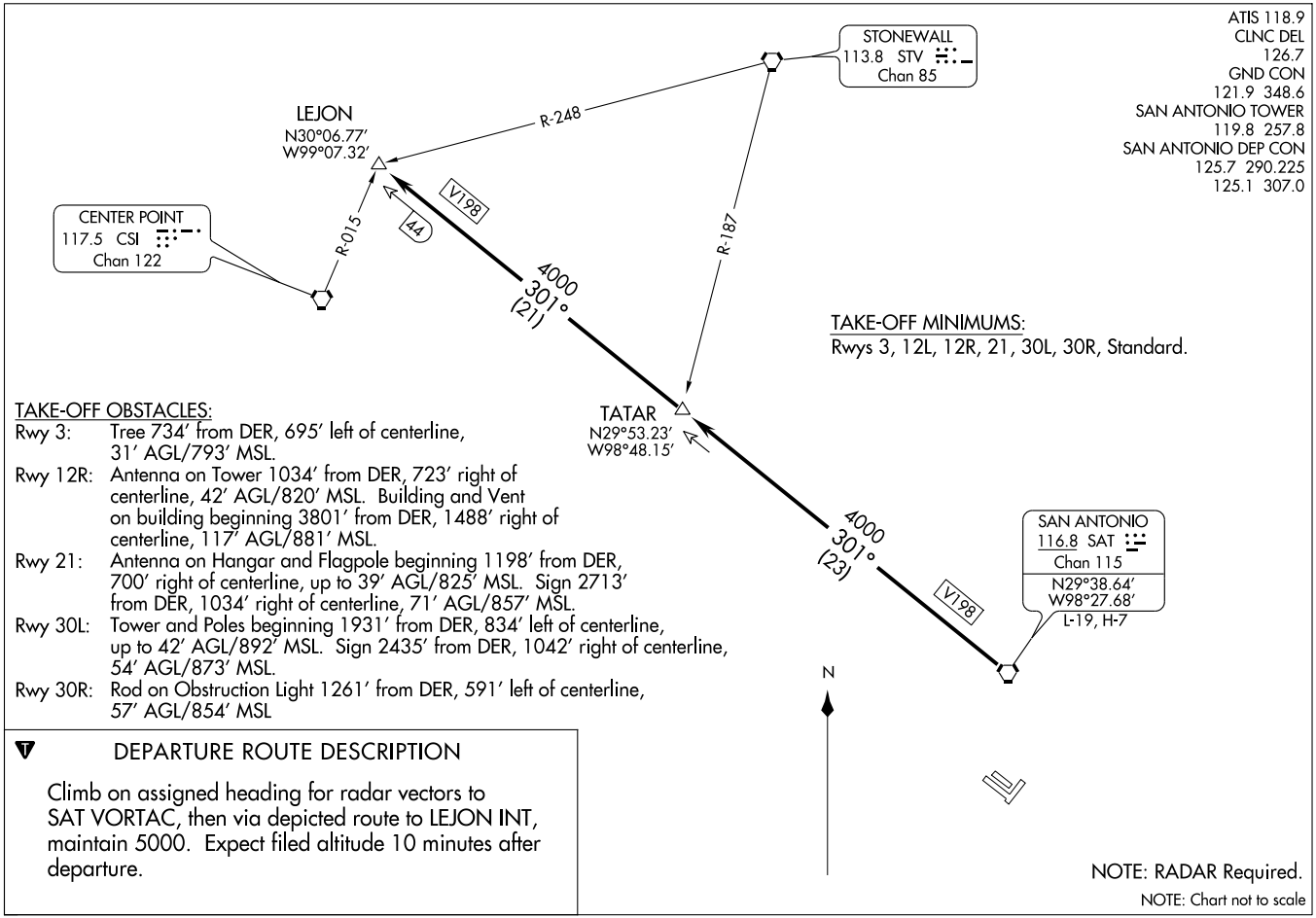
CATEGORY	A	B	C	D
S-ILS 12R	RA 104/12 100 DA 909			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LEJON ONE DEPARTURE (LEJON1.LEJON) 10266

SAN ANTONIO, TEXAS
SAN ANTONIO INTL (SAT)



TAKE-OFF MINIMUMS:
Rwys 3, 12L, 12R, 21, 30L, 30R, Standard.

TAKE-OFF OBSTACLES:

Rwy 3: Tree 734' from DER, 695' left of centerline, 31' AGL/793' MSL.

Rwy 12R: Antenna on Tower 1034' from DER, 723' right of centerline, 42' AGL/820' MSL. Building and Vent on building beginning 3801' from DER, 1488' right of centerline, 117' AGL/881' MSL.

Rwy 21: Antenna on Hangar and Flagpole beginning 1198' from DER, 700' right of centerline, up to 39' AGL/825' MSL. Sign 2713' from DER, 1034' right of centerline, 71' AGL/857' MSL.

Rwy 30L: Tower and Poles beginning 1931' from DER, 834' left of centerline, up to 42' AGL/892' MSL. Sign 2435' from DER, 1042' right of centerline, 54' AGL/873' MSL.

Rwy 30R: Rod on Obstruction Light 1261' from DER, 591' left of centerline, 57' AGL/854' MSL

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SAT VORTAC, then via depicted route to LEJON INT, maintain 5000. Expect filed altitude 10 minutes after departure.

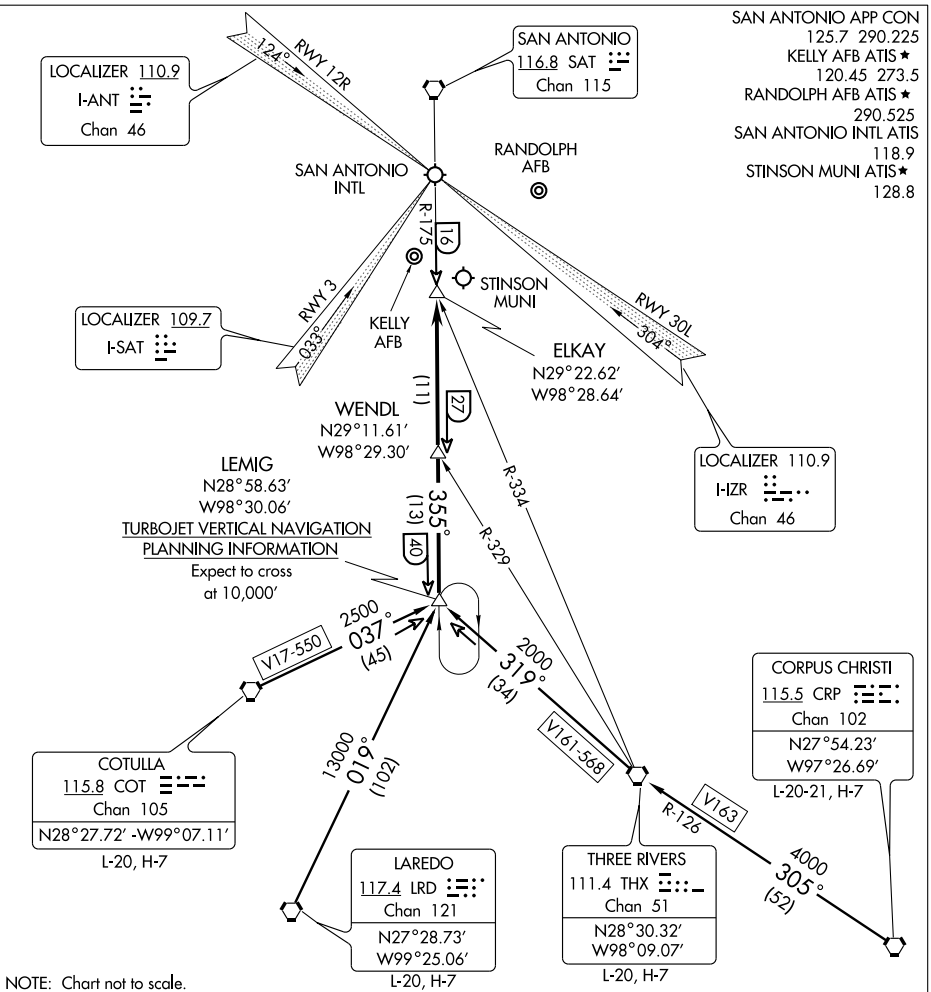
NOTE: RADAR Required.

NOTE: Chart not to scale

LEJON ONE DEPARTURE (LEJON1.LEJON) 10266
SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS

SL-369 (FAA)

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

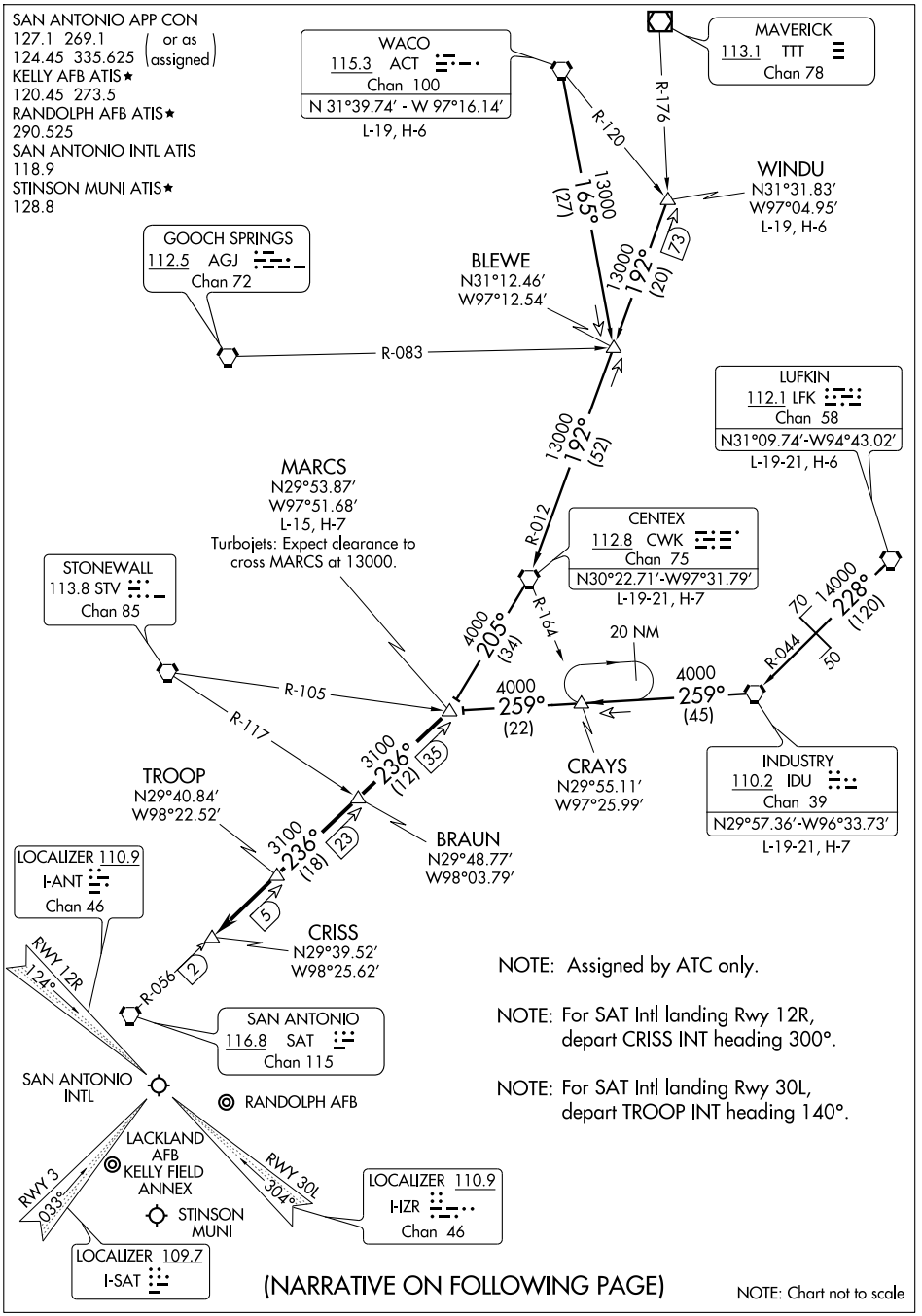
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 21 OCT 2010 to 18 NOV 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

(MARCS.MARCS9) 09351

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .
INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .
LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .
WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .
WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 21 OCT 2010 to 18 NOV 2010

MILET ONE DEPARTURE (RNAV)

ATIS 118.9
CLNC DEL 126.7
GND CON
121.9 348.6
SAN ANTONIO TOWER
119.8 257.8
SAN ANTONIO DEP CON
125.7 290.225
125.1 307.0

TAKE-OFF OBSTACLES

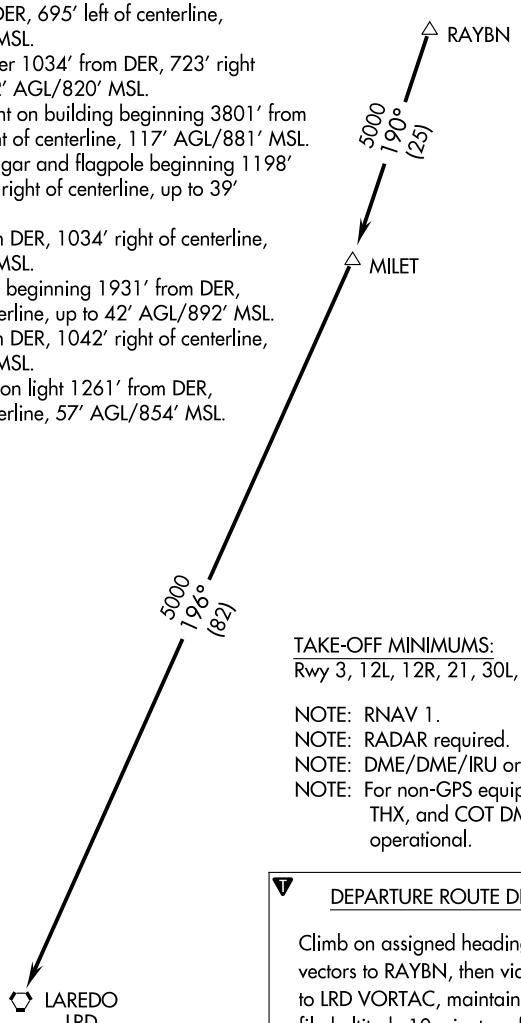
Rwy 3: Tree 734′ from DER, 695′ left of centerline, 31′ AGL/793′ MSL.

Rwy 12R: Antenna on tower 1034′ from DER, 723′ right of centerline, 42′ AGL/820′ MSL.
Building and vent on building beginning 3801′ from DER, 1488′ right of centerline, 117′ AGL/881′ MSL.

Rwy 21: Antenna on hangar and flagpole beginning 1198′ from DER, 700′ right of centerline, up to 39′ AGL/825′ MSL.
Sign 2713′ from DER, 1034′ right of centerline, 71′ AGL/857′ MSL.

Rwy 30L: Tower and poles beginning 1931′ from DER, 834′ left of centerline, up to 42′ AGL/892′ MSL.
Sign 2435′ from DER, 1042′ right of centerline, 54′ AGL/873′ MSL.

Rwy 30R: Rod on obstruction light 1261′ from DER, 591′ left of centerline, 57′ AGL/854′ MSL.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:

Rwy 3, 12L, 12R, 21, 30L, 30R, Standard

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft SAT, THX, and COT DME's must be operational.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to RAYBN, then via depicted route to LRD VORTAC, maintain 5000. Expect filed altitude 10 minutes after departure.

SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7505
CH 77613	033°	TDZE	786
W03A		Apt Elev	809

AL-369 (FAA)

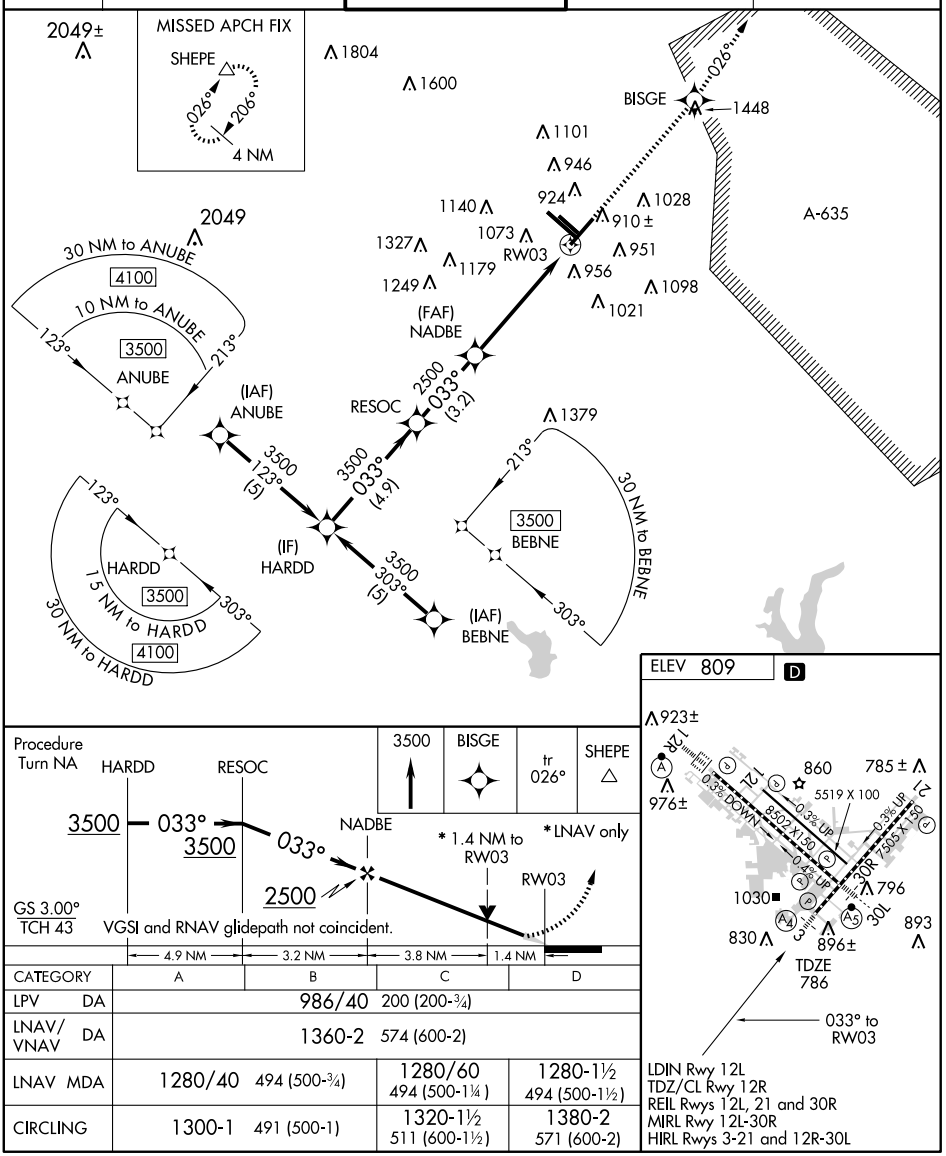
RNAV (GPS) RWY 3
SAN ANTONIO INTL (SAT)

Inoperative table does not apply to LNAV/VNAV, and LNAV Cat C. Circling NA southwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 3500 direct BISGE and via track 026° to SHEPE and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7



CATEGORY	A	B	C	D
LPV DA	986/40 200 (200-¾)			
LNAV/VNAV DA	1360-2 574 (600-2)			
LNAV MDA	1280/40 494 (500-¾)		1280/60 494 (500-1¼)	1280-1½ 494 (500-1½)
CIRCLING	1300-1 491 (500-1)		1320-1½ 511 (600-1½)	1380-2 571 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8502
CH 82409	124°	TDZE	809
W12A		Apt Elev	809

RNAV (GPS) RWY 12R

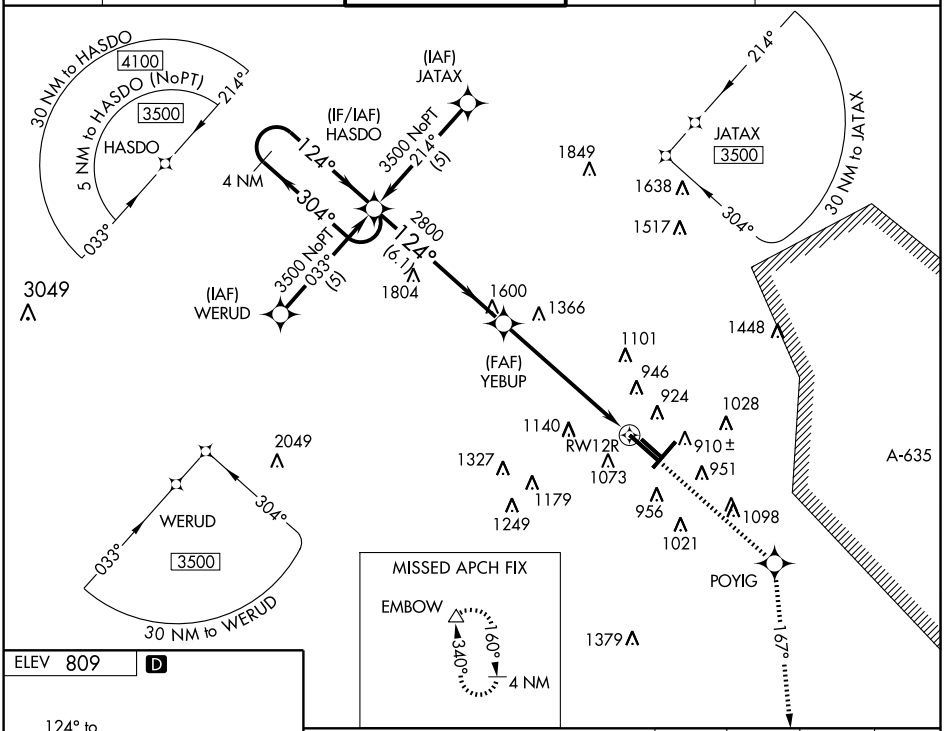
SAN ANTONIO INTL (SAT)

For inoperative ALSF-2, increase LPV all Cats visibility to 1 mile. Circling NA southwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3100 direct POYIG and right turn via 167° track to EMBOW and hold.

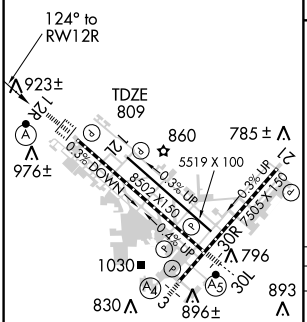
ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7

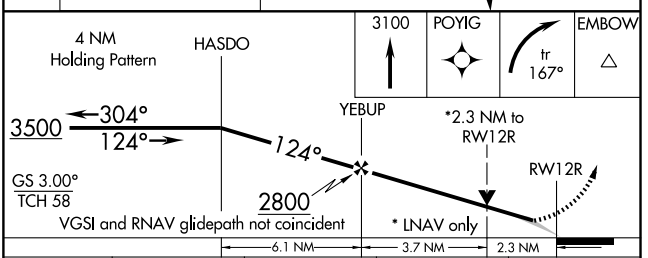


SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 809 D





CATEGORY	A	B	C	D
LPV DA	1107/24 298 (300-½)			
LNAV/VNAV DA	1340/60 531 (600-1¼)			
LNAV MDA	1620/24 811 (900-½)	1620/40 811 (900-¾)	1620-2 811 (900-2)	1620-2¼ 811 (900-2¼)
CIRCLING	1620-1 811 (900-1)	1620-1¼ 811 (900-1¼)	1620-2½ 811 (900-2½)	1620-2¾ 811 (900-2¾)

LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwy 12L-30R
HIRL Rwys 3-21 and 12R-30L

WAAS	APP CRS	Rwy Idg	7505
CH 50121	213°	TDZE	773
W21A		Apt Elev	809

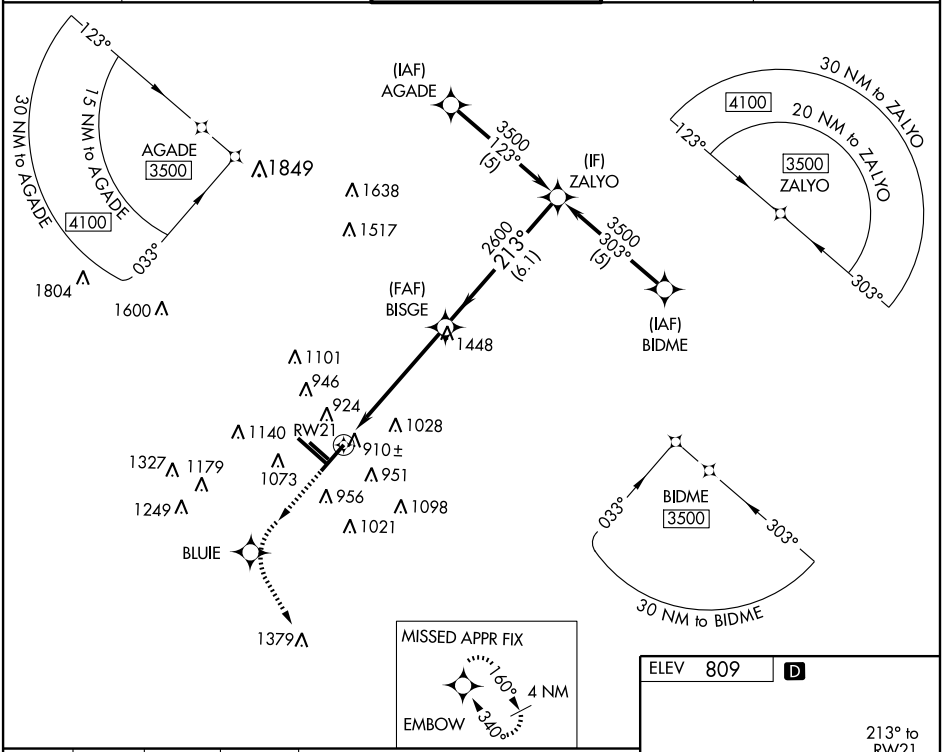
RNAV (GPS) RWY 21
SAN ANTONIO INTL (SAT)

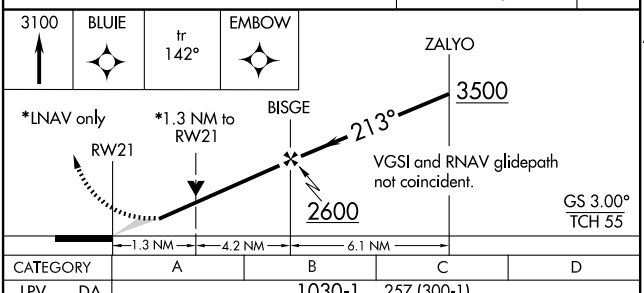
T

Circling NA southwest of Rwys 12R and 30L.
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F)

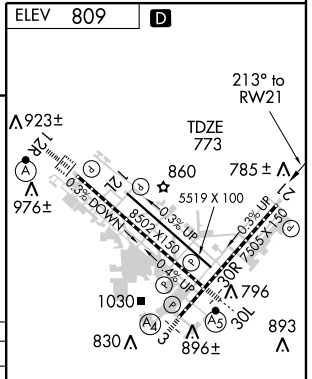
MISSED APPROACH: Climb to 3100 direct BLUIE and via 142° track to EMBOW and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7





CATEGORY	A	B	C	D
LPV DA	1030-1 257 (300-1)			
LNAV/VNAV DA	1200-1½ 427 (500-1½)			
LNAV MDA	1240-1 467 (500-1)		1240-1¼ 467 (500-1¼)	1240-1½ 467 (500-1½)
CIRCLING	1380-1½ 571 (600-1½)		1380-1½ 571 (600-1½)	1440-2 631 (700-2)



LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwys 12L-30R
HIRL Rwys 3-21 and 12R-30L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 61209	304°	Rwy Idg	8502
W30A		TDZE	790
		Apt Elev	809

RNAV (GPS) RWY 30L

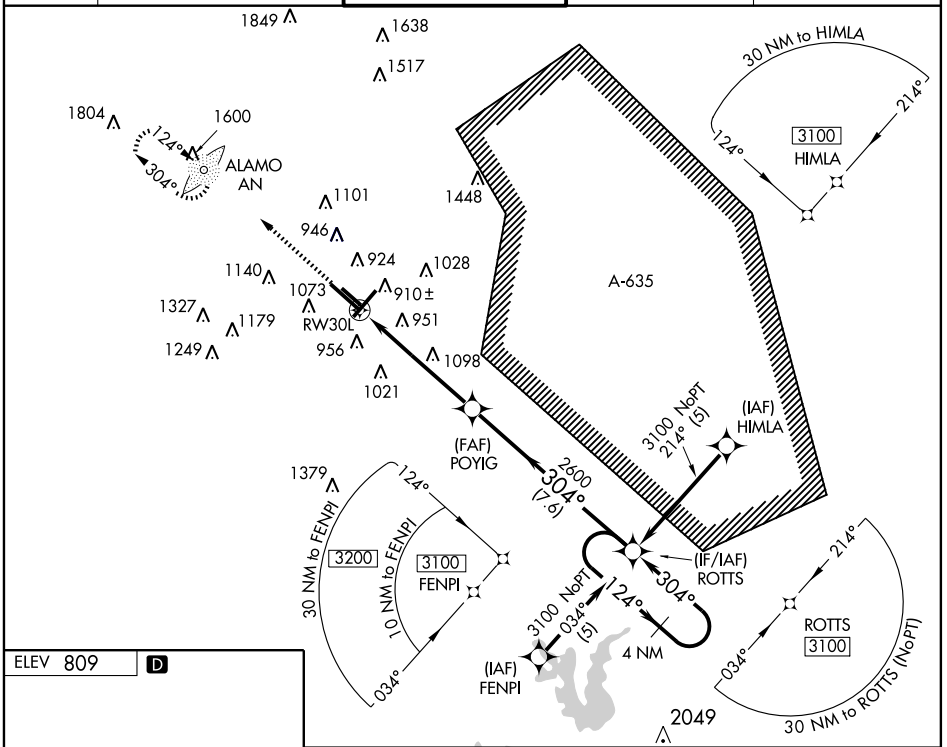
SAN ANTONIO INTL (SAT)

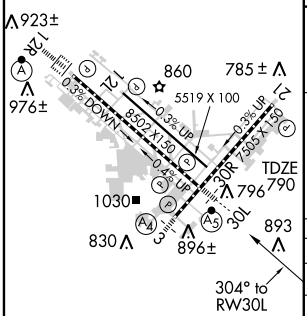
For inoperative MALSR, increase LPV all Cats visibility to 1½ miles. Circling NA sourthwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

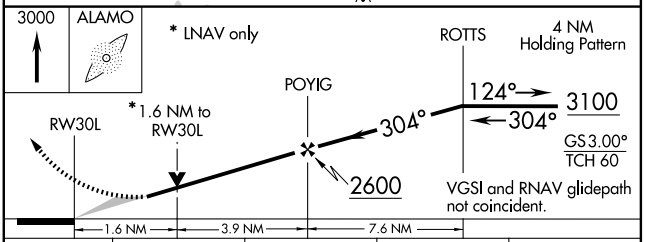
MISSED APPROACH: Climb to 3000 direct ALAMO LOM and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7





LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwy 12L-30R
HIRL Rwys 3-21 and 12R-30L



CATEGORY	A	B	C	D
LPV DA	1207/50 417 (400-1)			
LNAV/VNAV DA	1246/50 456 (500-1)			
LNAV MDA	1360/24 570 (600-½)		1360/50 570 (600-1)	1360/60 570 (600-1¼)
CIRCLING	1360-1 551 (600-1)		1360-1½ 551 (600-1½)	1380-2 571 (600-2)

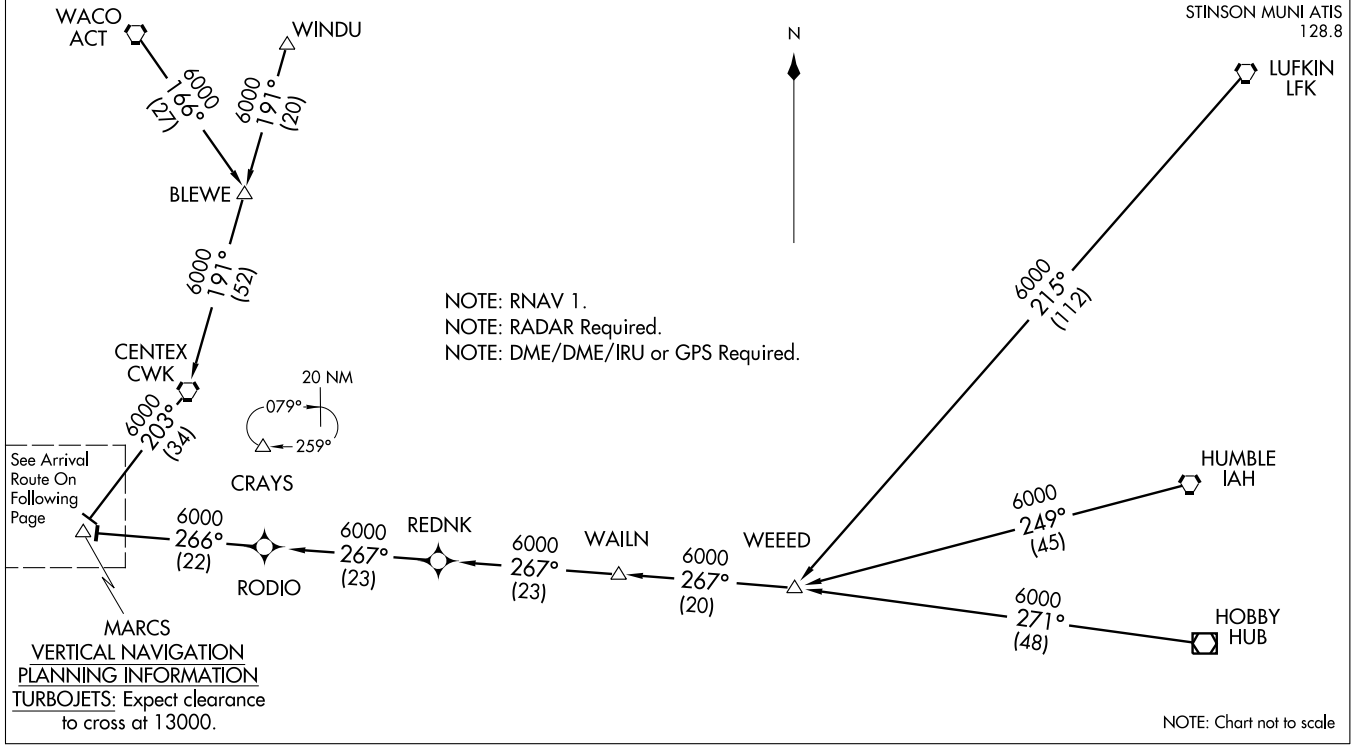
SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RODIO ONE ARRIVAL (RNAV) Transition Routes SAN ANTONIO, TEXAS

(RODIO.RODIO1) 10266

NOTE: ACT TRANSITION: For non-GPS equipped aircraft, CWK, RND, SAT, and TNV DMEs must be operational.
NOTE: IAH, HUB, and WAILN TRANSITIONS: For non-GPS equipped aircraft, CWK, ELA, IDU, SAT, and RND DMEs must be operational.
NOTE: LFK TRANSITION: For non-GPS equipped aircraft, CWK, ELA, IAH, IDU, RND, SAT, and TNV DMEs must be operational.
NOTE: WINDU TRANSITION: For non-GPS equipped aircraft, ACT, CWK, RND, SAT, and TNV DMEs must be operational.

SAN ANTONIO APP CON
127.1 269.1
124.45 335.625
★ LACKLAND AFB (KELLY FLD ANNEX) ATIS
120.45 273.5
★ RANDOLPH AFB ATIS
290.525
SAN ANTONIO INTL ATIS
118.9
STINSON MUNI ATIS
128.8

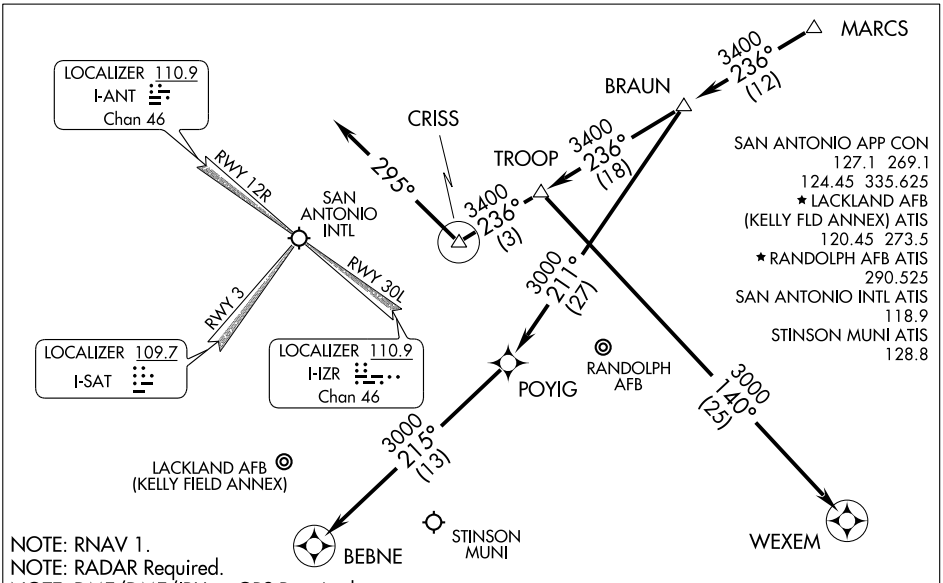


RODIO ONE ARRIVAL (RNAV) Transition Routes SAN ANTONIO, TEXAS
(RODIO.RODIO1) 10266

ST-369 (FAA)

RODIO ONE ARRIVAL (RNAV) Arrival Routes

SAN ANTONIO, TEXAS



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.RODIO1)
HUMBLE TRANSITION (IAH.RODIO1)
LUFKIN TRANSITION (LFK.RODIO1)
WACO TRANSITION (ACT.RODIO1)
WAILN TRANSITION (WAILN.RODIO1)
WINDU TRANSITION (WINDU.RODIO1)

From MARCS via 236° track to BRAUN. Thence . . . .

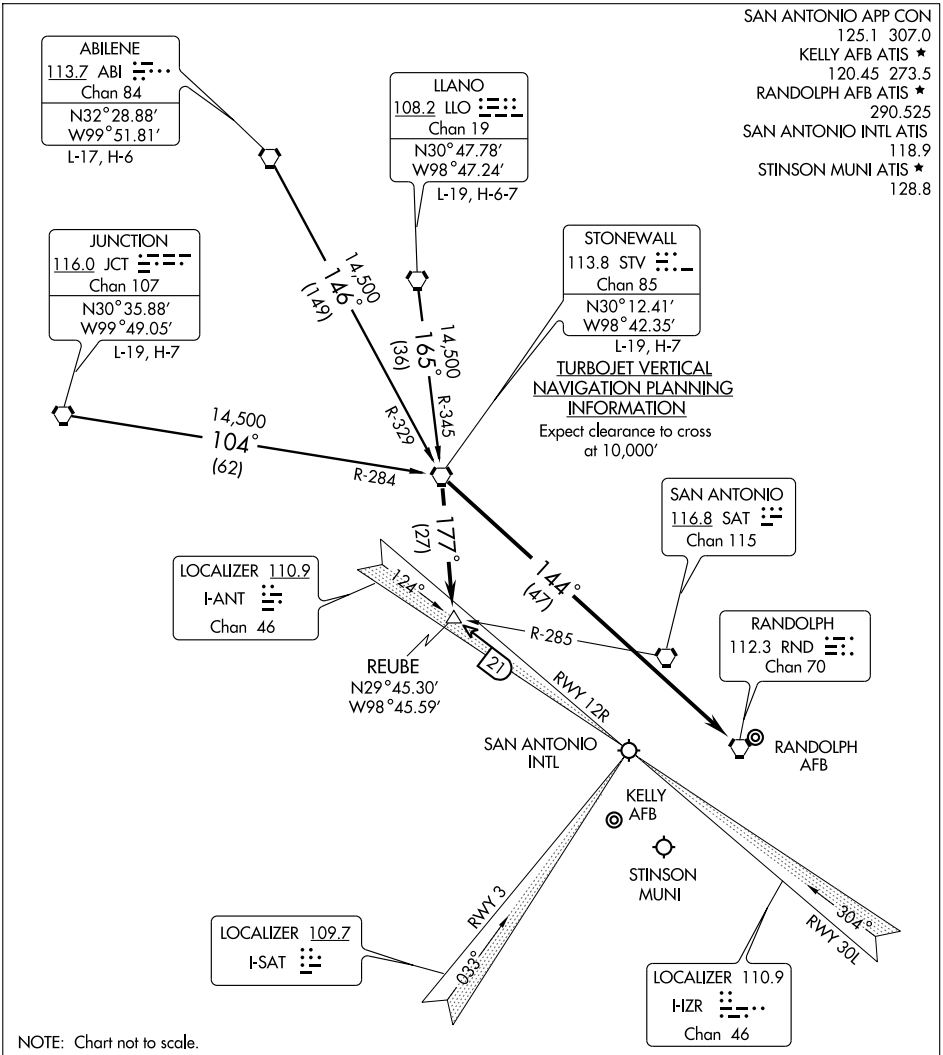
SAN ANTONIO INTL (SAT):
LANDING RWY 3:
. . . From BRAUN via 211° track to POYIG, thence as depicted to BEBNE. Expect vectors to final approach course at or prior to BEBNE, if not received by BEBNE fly present heading.
LANDING RWY 12R:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Depart CRISS heading 295°. Expect vectors to final approach course.
LANDING RWY 30L:
. . . From BRAUN via 236° track to TROOP, thence as depicted to WEXEM. Expect vectors to final approach course at or prior to WEXEM, if not received by WEXEM fly present heading.
LANDING ALL OTHER RWYS:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Expect vectors to final approach course at or prior to CRISS.

ALL OTHER AIRPORTS:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Expect vectors to final approach course at or prior to CRISS.

SC-3, 21 OCT 2010 to 18 NOV 2010

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS



ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .
JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .
LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .
ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.
RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS

(STV. STV1) 10154

SC-3, 21 OCT 2010 to 18 NOV 2010

THREE RIVERS ONE DEPARTURE (RNAV)

(THX1.THX) 10266

SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS

ATIS 118.9
CLNC DEL 126.7
GND CON
121.9 348.6
SAN ANTONIO TOWER
119.8 257.8
SAN ANTONIO DEP CON
125.7 290.225
125.1 307.0

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to YENNS, then via depicted route to CRP VORTAC, maintain 5000. Expect filed altitude 10 minutes after departure.

YENNS

4000
157°
(35)

THREE RIVERS
THX

4000
126°
(52)

CORPUS CHRISTI
CRP

N

TAKEOFF OBSTACLES:

Rwy 3: Tree 734′ from DER, 695′ left of centerline, 31′ AGL/793′ MSL.

Rwy 12R: Antenna on tower, 1034′ from DER, 723′ right of centerline, 42′ AGL/820′ MSL.
Building and vent on building beginning 3801′ from DER, 1488′ right of centerline, 117′ AGL/881′ MSL.

Rwy 21: Antenna on hangar and flagpole beginning 1198′ from DER, 700′ right of centerline, up to 39′ AGL/825′ MSL.
Sign 2713′ from DER, 1034′ right of centerline, 71′ AGL/857′ MSL.

Rwy 30L: Tower and poles beginning 1931′ from DER, 834′ left of centerline, up to 42′ AGL/892′ MSL.
Sign 2435′ from DER, 1042′ right of centerline, 54′ AGL/873′ MSL.

Rwy 30R: Rod on obstruction light 1261′ from DER, 591′ left of centerline, 57′ AGL/854′ MSL.

TAKEOFF MINIMUMS

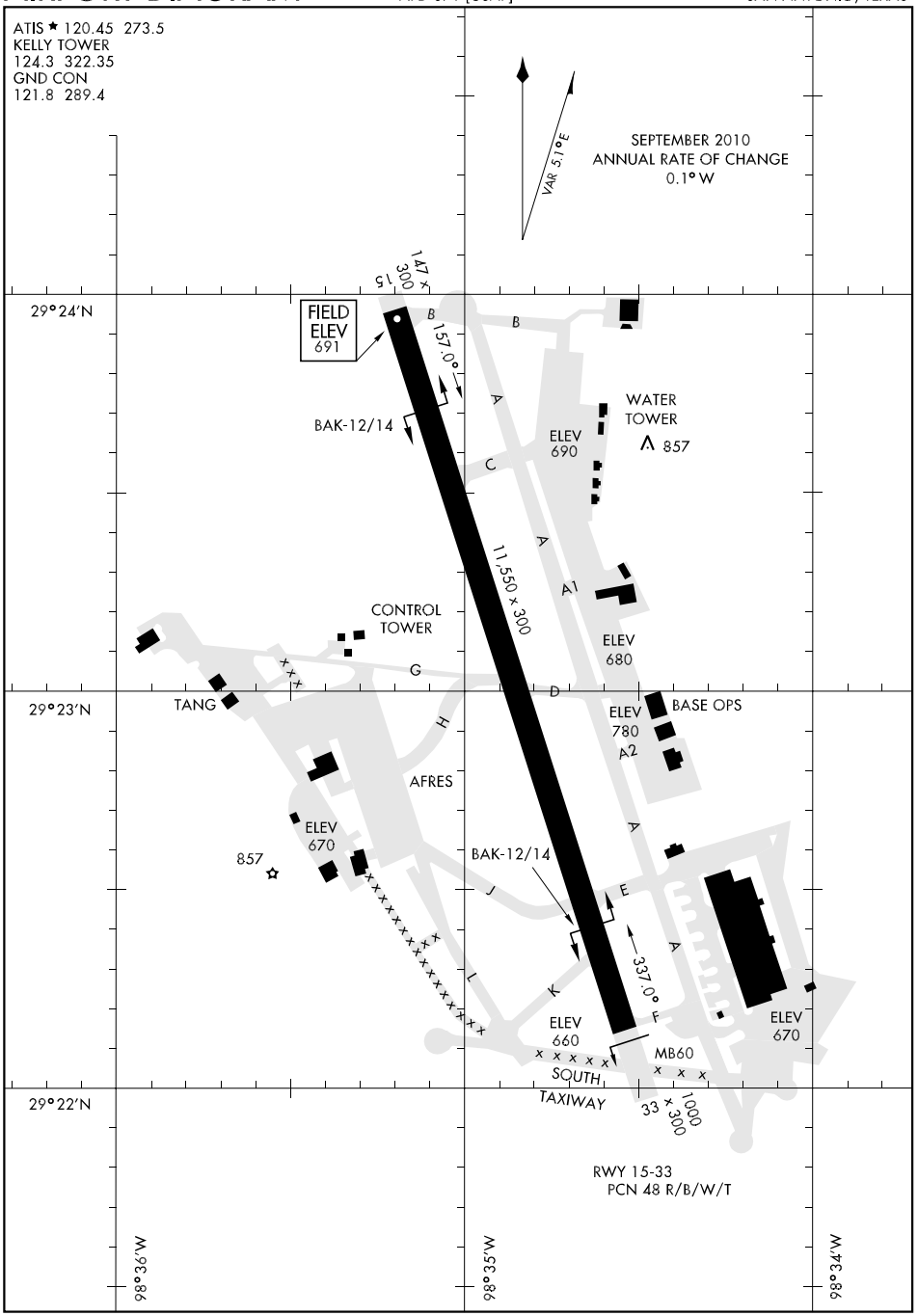
Rwy 3, 12L, 12R, 21, 30L, 30R, Standard

Note: RNAV 1
Note: RADAR Required
Note: DME/DME/IRU or GPS required.
Note: For non-GPS equipped aircraft COT, THX, and VCT DMEs must be operational.

Note: Chart not to scale.

THREE RIVERS ONE DEPARTURE (RNAV)
(THX1.THX) 10266
SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS

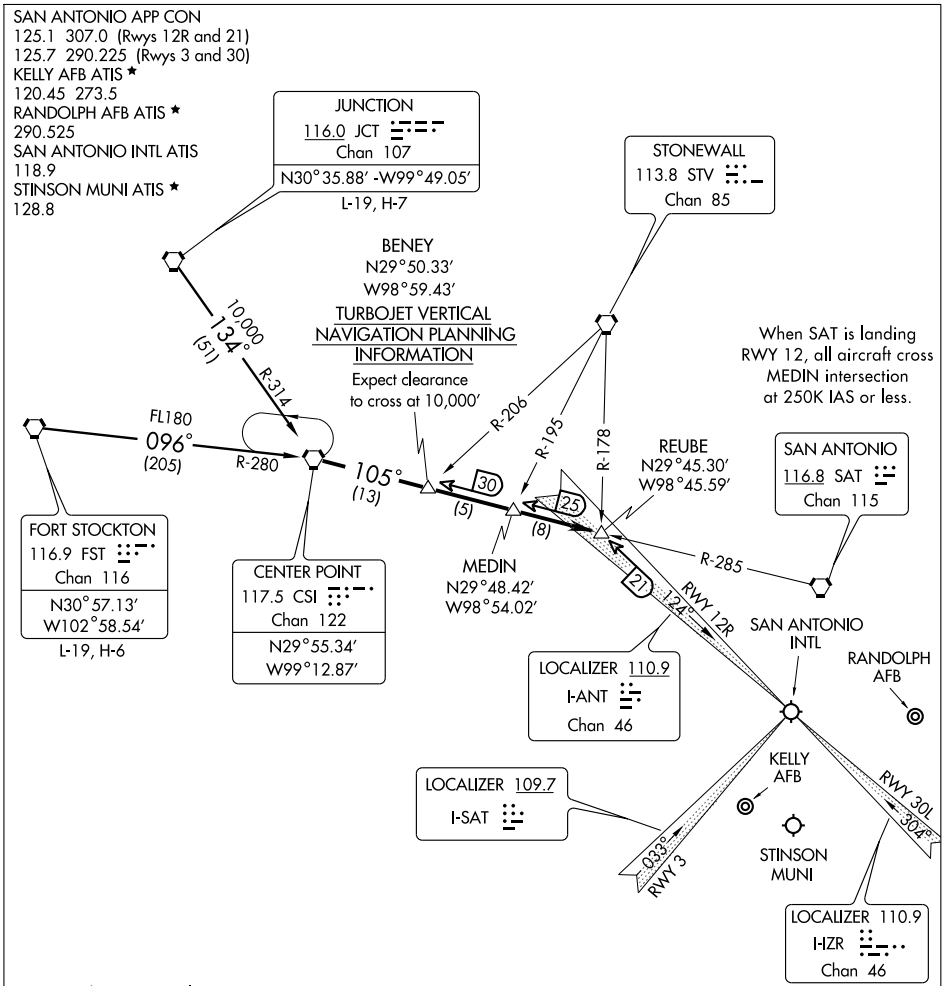
SL-369 (FAA)



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 15

LOC I-SKF	APCH CRS	Rwy ldg 11,550 / TDZE 691 / Arpt Elev 691
110.1	155°	

JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

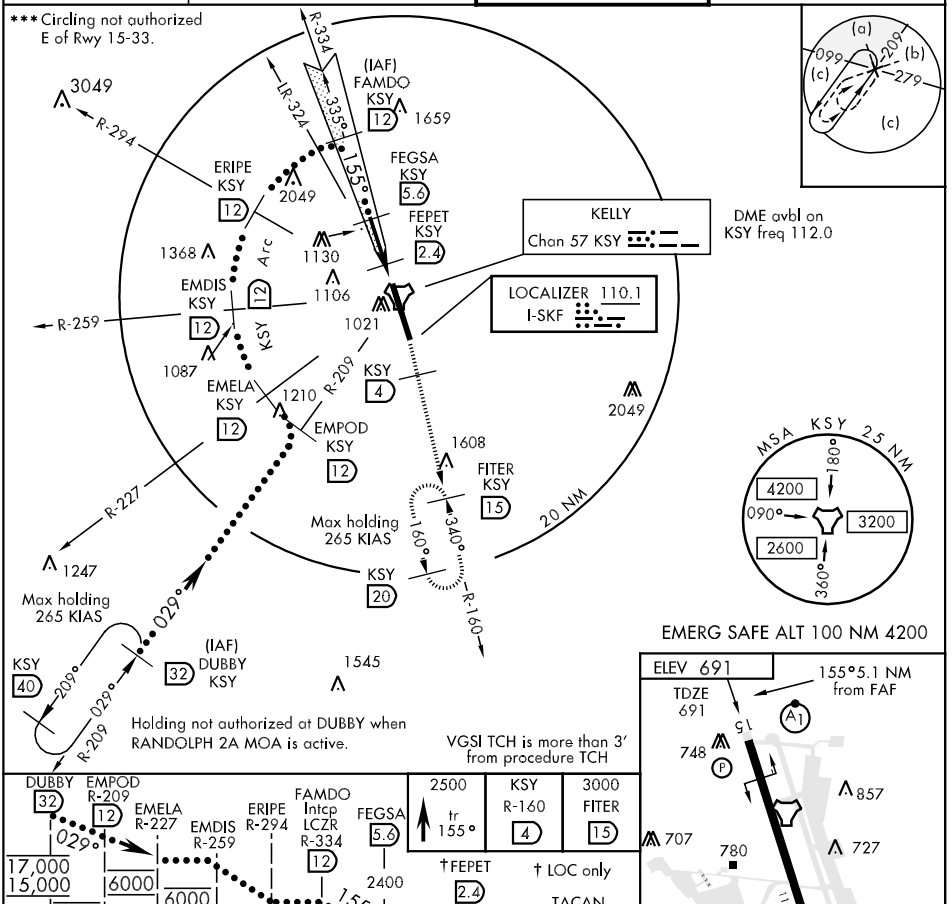
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500, then climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

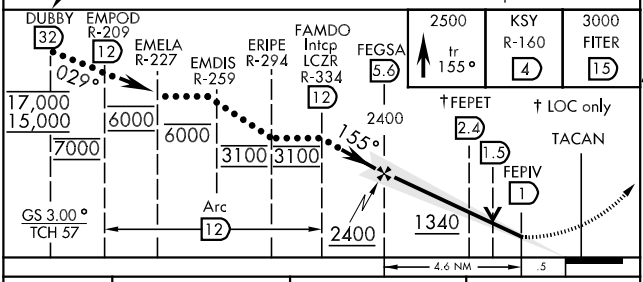
*** Circling not authorized E of Rwy 15-33.



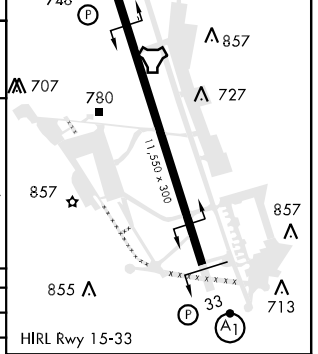
EMERG SAFE ALT 100 NM 4200

Holding not authorized at DUBBY when RANDOLPH 2A MOA is active.

VGSI TCH is more than 3' from procedure TCH



2500 tr 155°	KSY R-160 4	3000 FITER 15



CATEGORY	C	D	E
S-ILS 15 *	891/24	200	(200-½)
S-LOC/ ** DME 15	1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING ***	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

LOC FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 33

LOC I-OSQ	APCH CRS	Rwy ldg 11,550 / TDZE 667 / Arpt Elev 691
110.7	335°	

JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

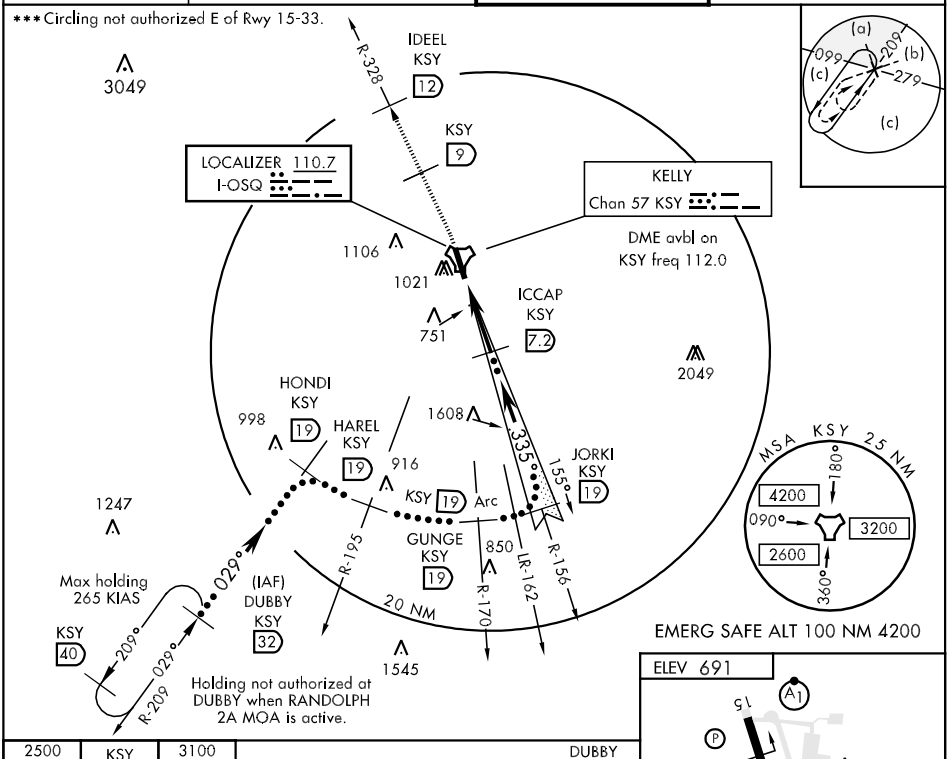
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

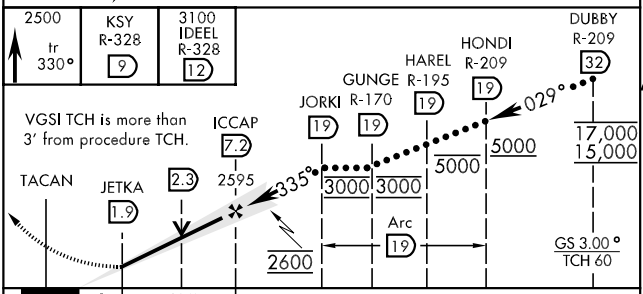
ALSF-1

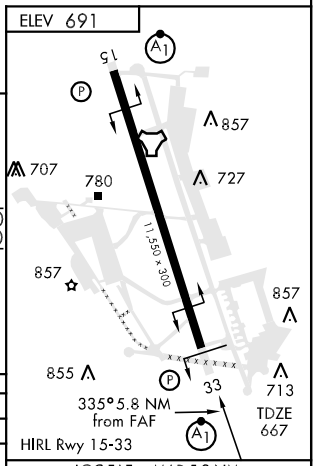
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

***Circling not authorized E of Rwy 15-33.







CATEGORY	C	D	E
S-ILS 33 *	867/24 200 (200-½)		
S-LOC/DME 33 **	1040/40 373 (400-¾)		
CIRCLING ***	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

LOC FAF to MAP 5.3 NM

Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 15

TACAN KSY Chan 57	APCH CRS 148°	Rwy ldg 11,550 TDZE 691 Arpt Elev 691

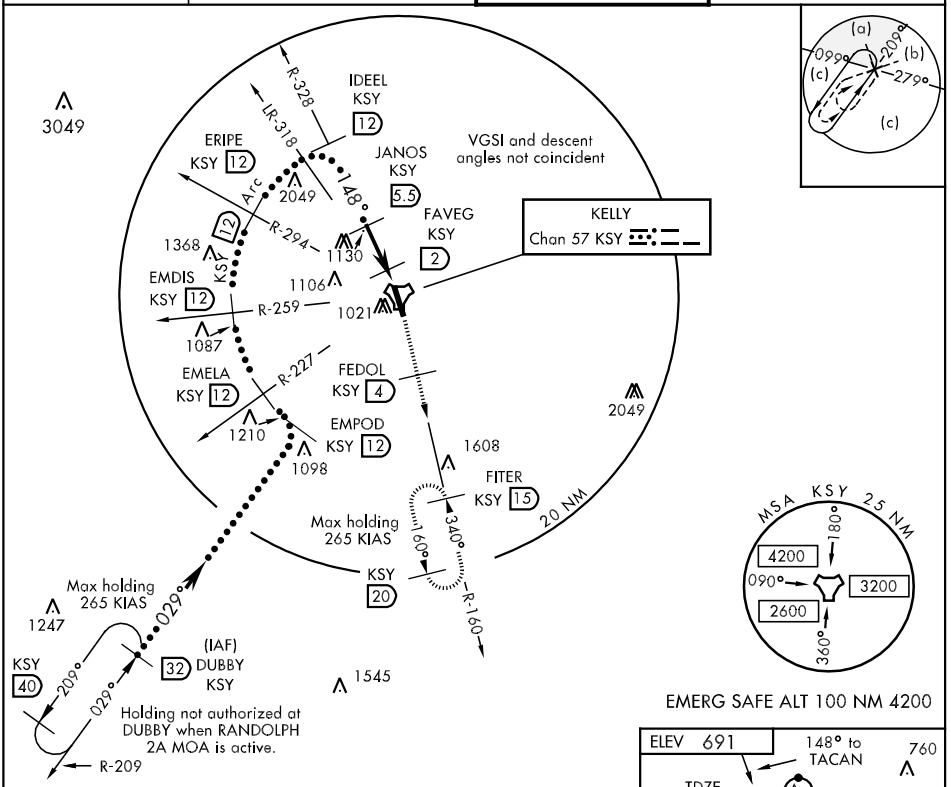
JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

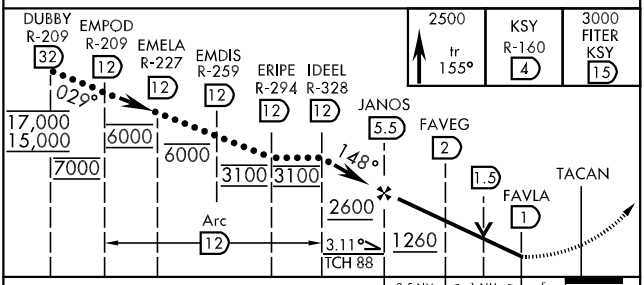
* When ALS inop, increase vis CAT CD RVR to 60 and vis to 1¼ miles, CAT E to 1½ miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1 (A1)

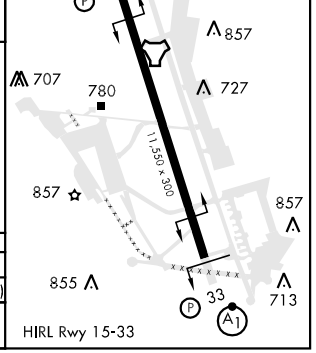
MISSED APPROACH: Climb on track 155° until intercepting KSY TACAN R-160, cross 4 DME at or below 2500 then climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4





CATEGORY	C	D	E
S-15 *	1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING * *	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 33

TACAN	APCH CRS	Rwy ldg	11,550
KSY Chan 57	340°	TDZE	667
		Arpt Elev	691

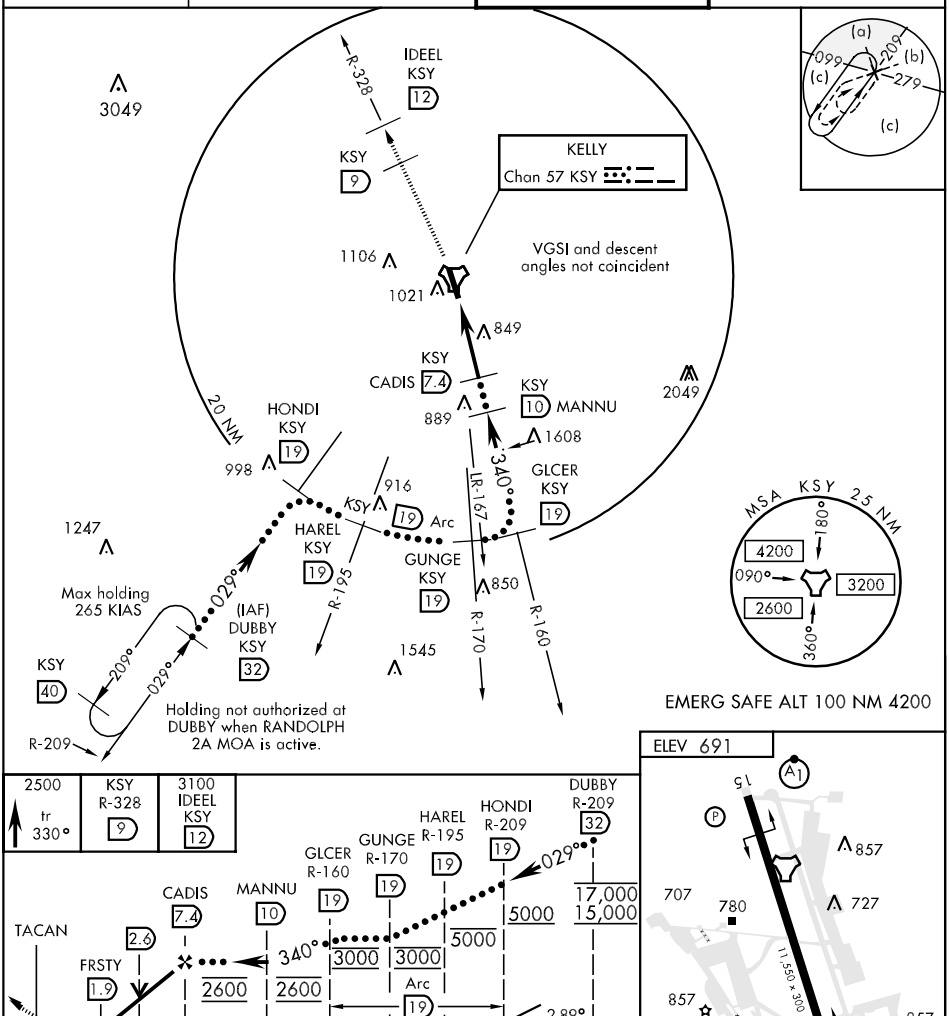
JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized E of Rwy 15-33.

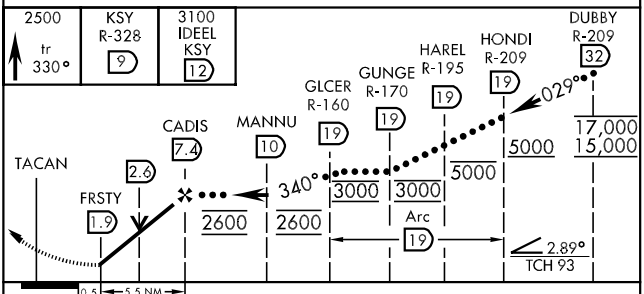
ALSF-1

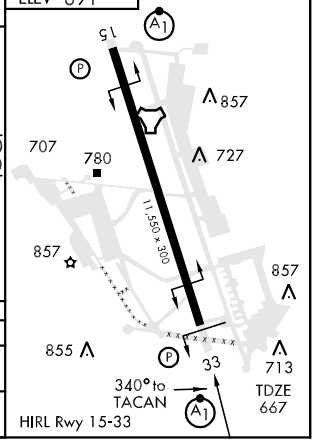
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4



2500 tr 330°	KSY R-328 9	3100 IDEEL KSY 12





CATEGORY	C	D	E
S-33 *	1140/40 473 (500-¾)	1140/50 473 (500-1)	1140/60 473 (500-1¼)
CIRCLING **	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209 (1300-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 15

LOC I-SKF	APCH CRS	Rwy ldg 11,550 / TDZE 691 / Arpt Elev 691
110.1	155°	

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

* When ALS inop, increase ALL CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500, then climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

*** Circling not authorized E of Rwy 15-33.

RADAR OR DME REQUIRED

(IAF) FAMDO KSY 12

R-334 335° 155°

1804 1659 2049 1326 1130 920 824 790 768 1106 1021 867 1402

FEGSA KSY 5.6

FEPET KSY 2.4

KELLY Chan 57 KSY

DME available on KSY Freq 112.0

LOCALIZER 110.1 I-SKF

KSY 4

MSA KSY 25 NM: 180° 4200 090° 3200 2600 360°

Max holding 265 KIAS

1639 FITER KSY 15

R-160 160° 340°

10 NM

KSY 20

EMERG SAFE ALT 100 NM 4200

2049

FAMDO R-334 12

VGSI TCH is more than 3° from procedure TCH

FEGSA 5.6

†FEPET 2.4

FEPIV 1.5

TACAN 1

† LOC only

3000 155° 2400 2400 1340

GS 3.00° TCH 57

3.2 NM 1.4 NM .5 NM

2500 tr 155°	KSY R-160 4	3000 FITER 15

ELEV 691 TDZE 691 155° 5.1 NM from FAF

748 857 707 780 727 740 857 857 855 713 33

11,550 x 300

HIRL Rwy 15-33

CATEGORY	A	B	C	D	E
S-ILS 15 *	891/24		200	(200-½)	
S-LOC/DME 15 **	1100/24 409 (500-½)		1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING ***	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

LOC FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

SAN ANTONIO, TEXAS

ILS or LOC/DME RWY 33

LOC I-OSQ	APCH CRS	Rwy ldg 11,550
110.7	335°	TDZE 667
		Arpt Elev 691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

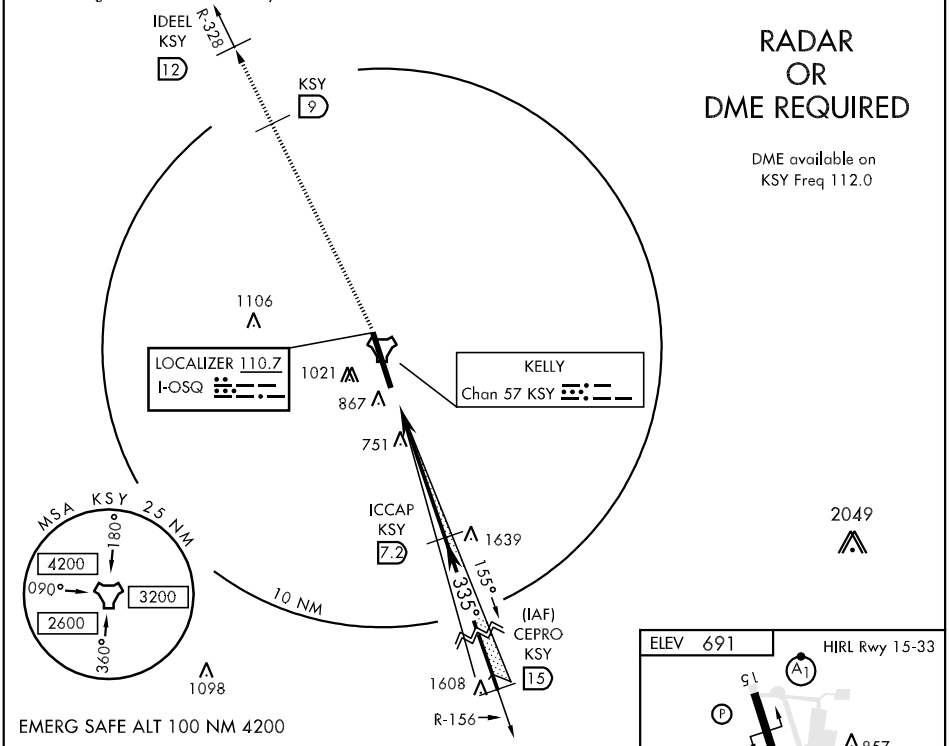
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

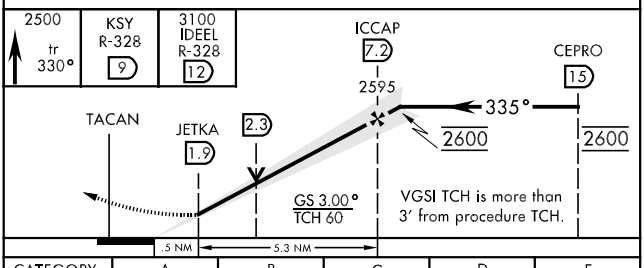
ALSF-1

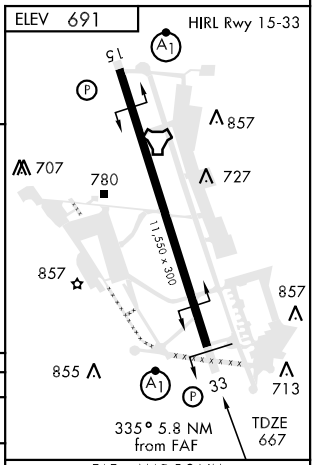
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct (IDEEL). Expect ATC instuctions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

*** Circling not authorized E of Rwy 15-33.







CATEGORY	A	B	C	D	E
S-ILS 33 *	867/24 200 (200-½)				
S-LOC/DME 33 **	1040/24 373 (400-½)		1040/40 373 (400-¾)		
CIRCLING ***	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SAN ANTONIO, TEXAS 29°23'N-98°35'W LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

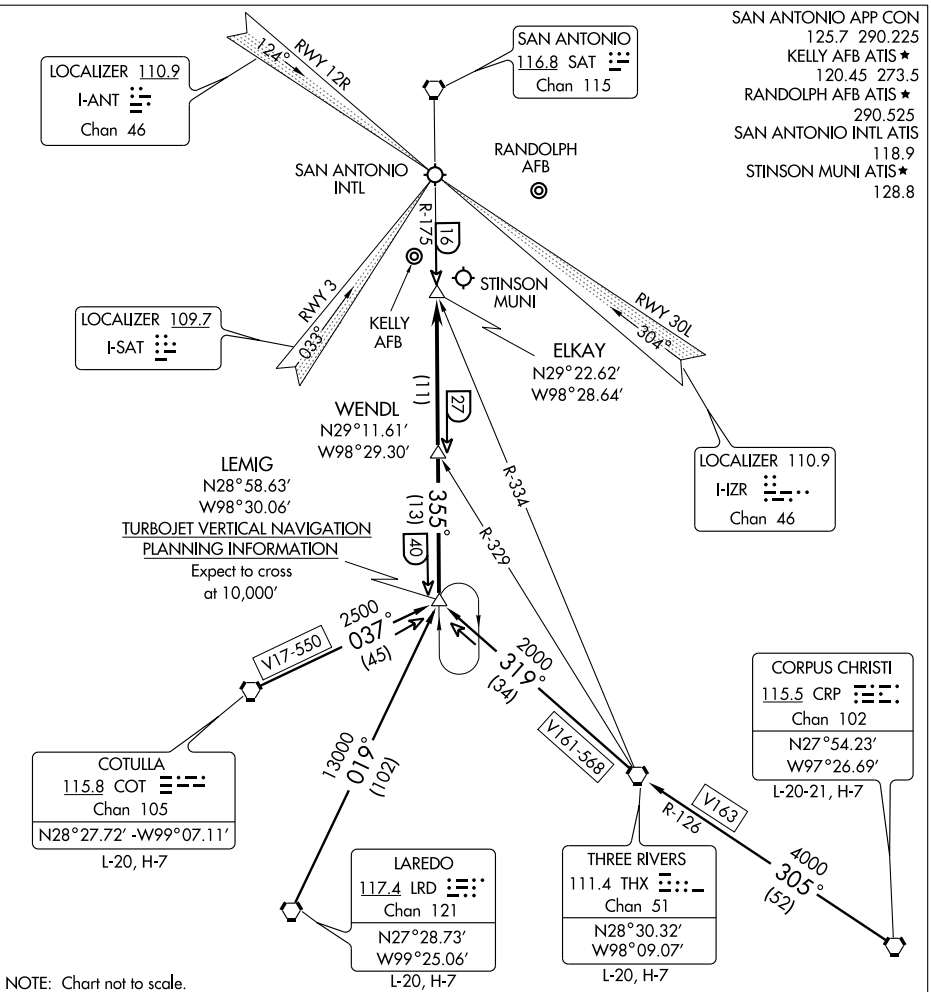
Amdt 2 10266

ILS or LOC/DME RWY 33

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

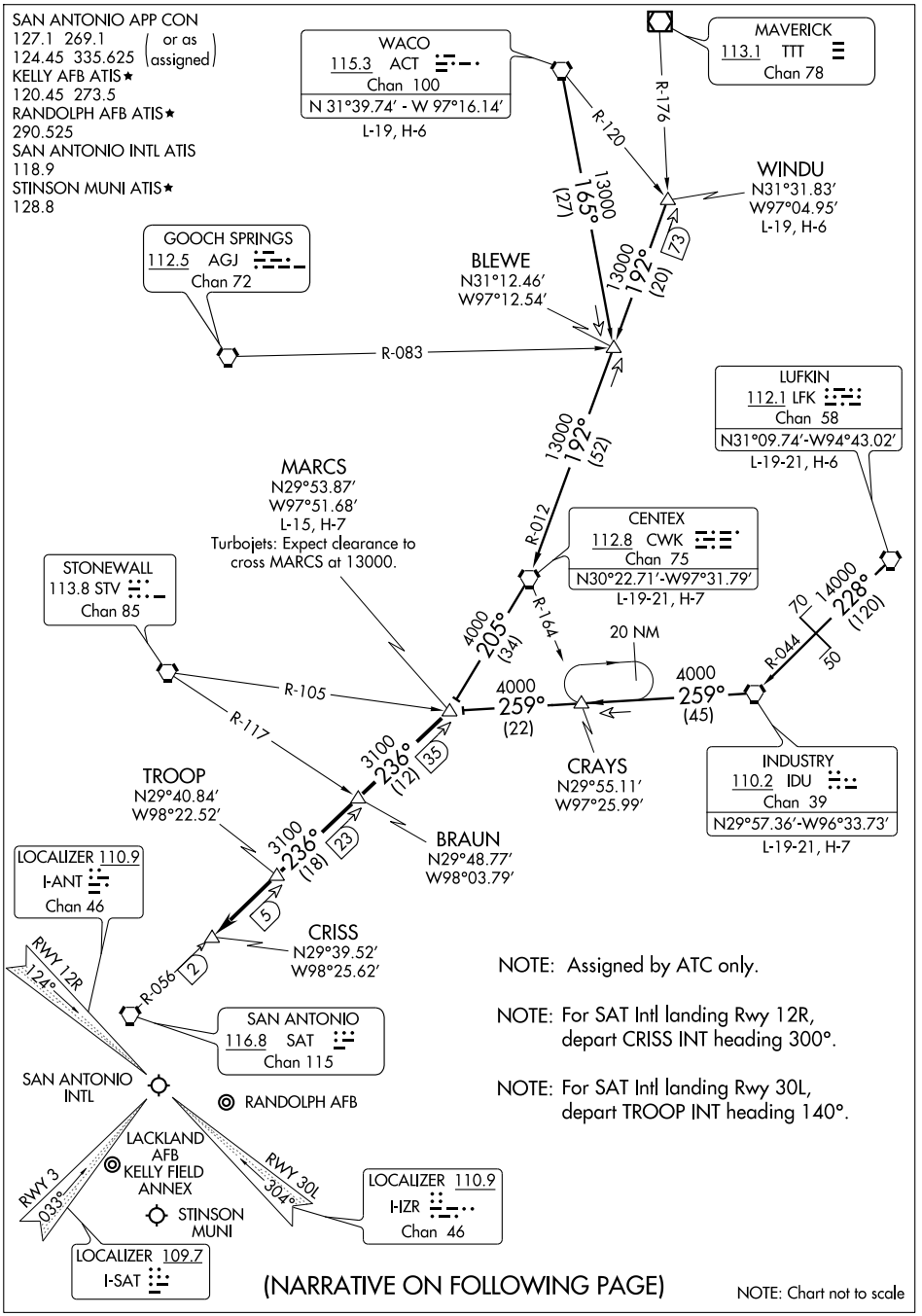
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 21 OCT 2010 to 18 NOV 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

(MARCS.MARCS9) 09351

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .
INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .
LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .
WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .
WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

APCH CRS	Rwy ldg	11,550
155°	TDZE	691
	Arpt Elev	691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

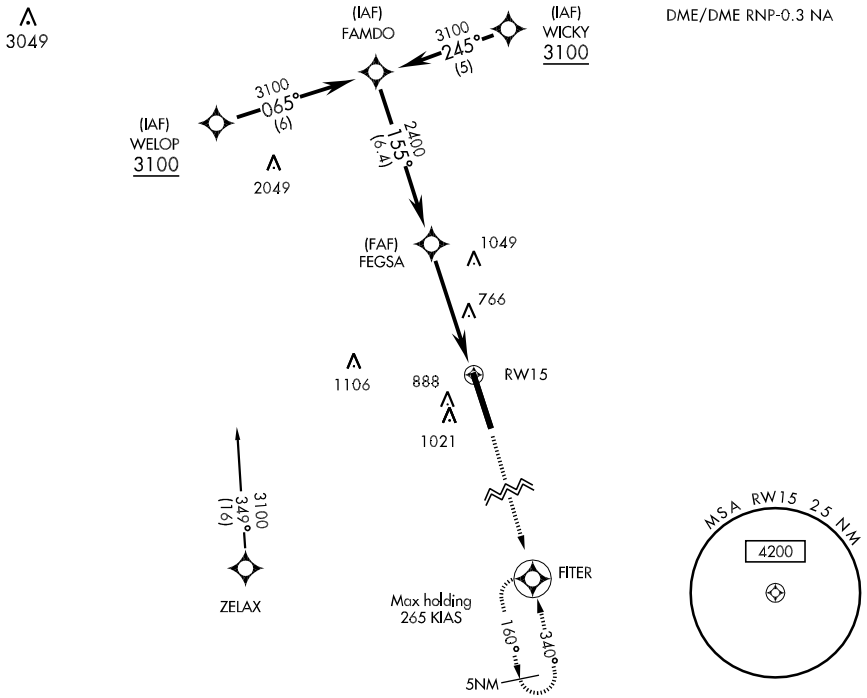
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

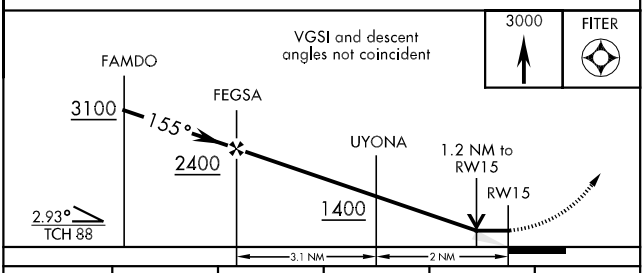
MISSED APPROACH: Climb to 3000 direct FITER and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

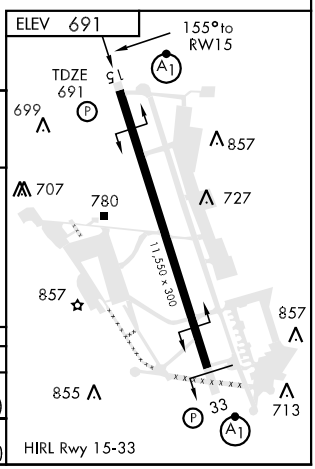
DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 4200 FROM RW15



CATEGORY	A	B	C	D	E
LNAV MDA *	1160/24 469 (500-½)		1160/40 469 (500-¾)	1160/50 469 (500-1)	1160/60 469 (500-1¼)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

APCH CRS	Rwy Idg	11,550
335°	TDZE	667
	Arpt Elev	691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

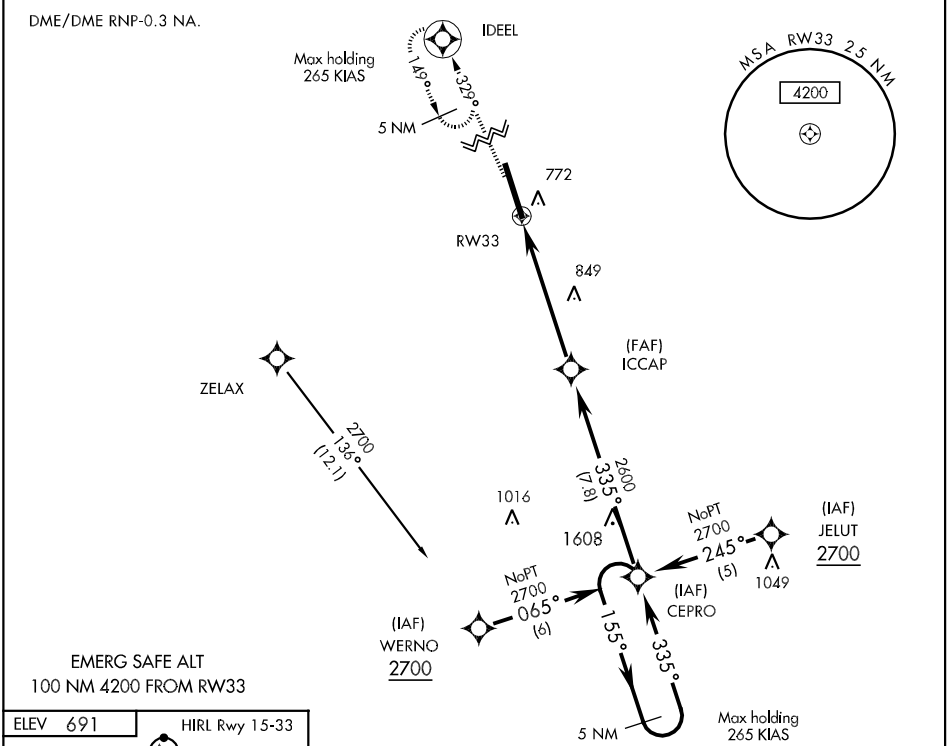
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
** Circling not authorized E of Rwy 15-33.

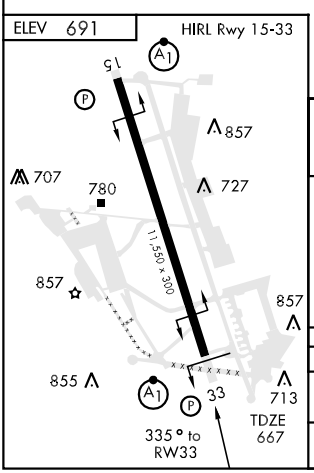
ALSF-1

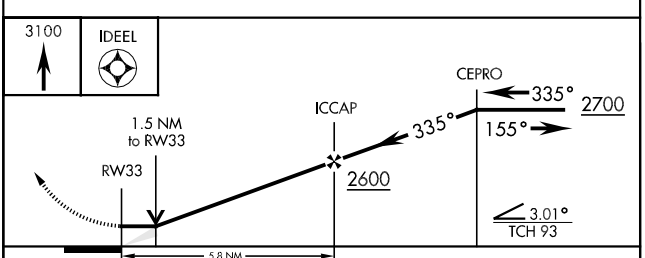
MISSED APPROACH: Climb to 3100 direct IDEEL and hold.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

DME/DME RNP-0.3 NA.







CATEGORY	A	B	C	D	E
LNAV MDA *	1240/24 573 (600-½)		1240/50 573 (600-1)	1240/60 573 (600-1¼)	1240-1½ 573 (600-1½)
CIRCLING **	1240-1 549 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

RNAV (GPS) RWY 33

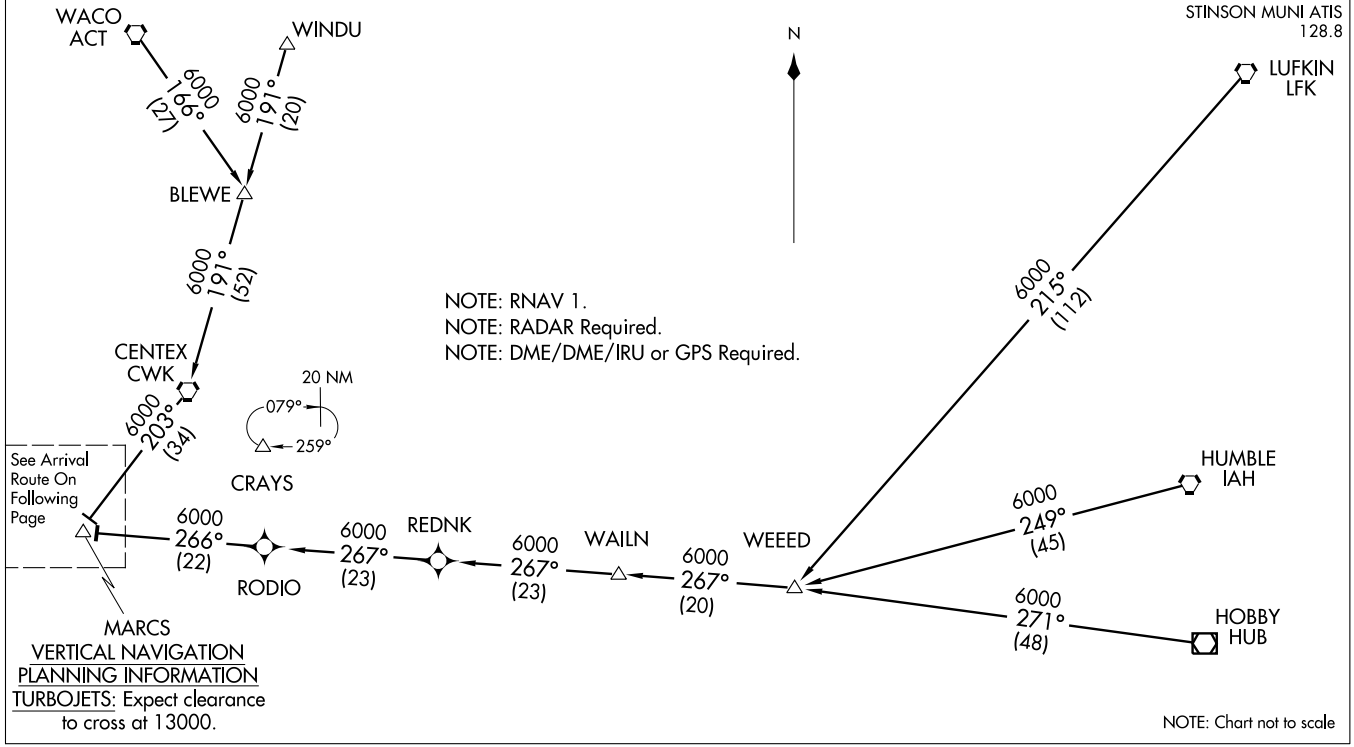
SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RODIO ONE ARRIVAL (RNAV) Transition Routes SAN ANTONIO, TEXAS

(RODIO.RODIO1) 10266

NOTE: ACT TRANSITION: For non-GPS equipped aircraft, CWK, RND, SAT, and TNV DMEs must be operational.
NOTE: IAH, HUB, and WAILN TRANSITIONS: For non-GPS equipped aircraft, CWK, ELA, IDU, SAT, and RND DMEs must be operational.
NOTE: LFK TRANSITION: For non-GPS equipped aircraft, CWK, ELA, IAH, IDU, RND, SAT, and TNV DMEs must be operational.
NOTE: WINDU TRANSITION: For non-GPS equipped aircraft, ACT, CWK, RND, SAT, and TNV DMEs must be operational.

SAN ANTONIO APP CON
127.1 269.1
124.45 335.625
★ LACKLAND AFB (KELLY FLD ANNEX) ATIS
120.45 273.5
★ RANDOLPH AFB ATIS
290.525
SAN ANTONIO INTL ATIS
118.9
STINSON MUNI ATIS
128.8

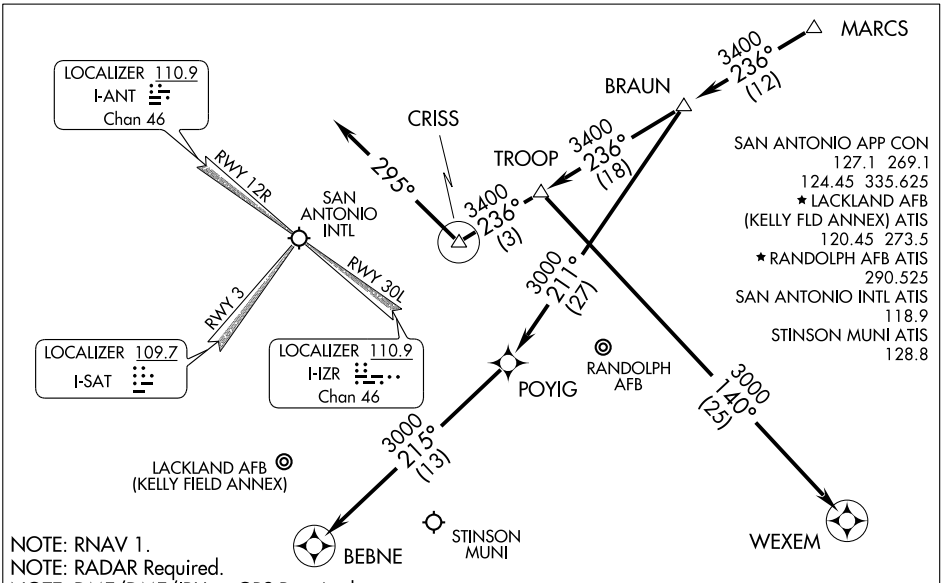


RODIO ONE ARRIVAL (RNAV) Transition Routes SAN ANTONIO, TEXAS
(RODIO.RODIO1) 10266

ST-369 (FAA)

RODIO ONE ARRIVAL (RNAV) Arrival Routes

SAN ANTONIO, TEXAS



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.RODIO1)
HUMBLE TRANSITION (IAH.RODIO1)
LUFKIN TRANSITION (LFK.RODIO1)
WACO TRANSITION (ACT.RODIO1)
WAILN TRANSITION (WAILN.RODIO1)
WINDU TRANSITION (WINDU.RODIO1)

From MARCS via 236° track to BRAUN. Thence . . . .

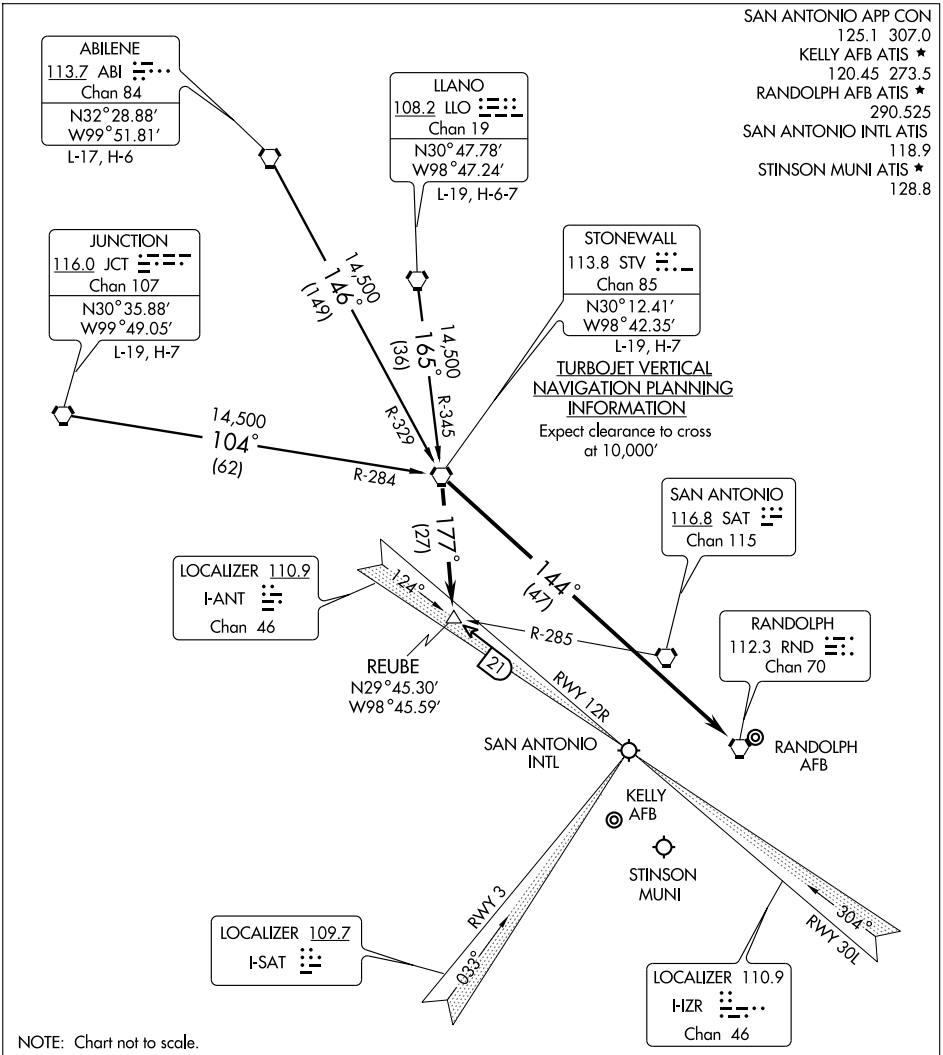
SAN ANTONIO INTL (SAT):
LANDING RWY 3:
. . . From BRAUN via 211° track to POYIG, thence as depicted to BEBNE. Expect vectors to final approach course at or prior to BEBNE, if not received by BEBNE fly present heading.
LANDING RWY 12R:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Depart CRISS heading 295°. Expect vectors to final approach course.
LANDING RWY 30L:
. . . From BRAUN via 236° track to TROOP, thence as depicted to WEXEM. Expect vectors to final approach course at or prior to WEXEM, if not received by WEXEM fly present heading.
LANDING ALL OTHER RWYS:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Expect vectors to final approach course at or prior to CRISS.

ALL OTHER AIRPORTS:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Expect vectors to final approach course at or prior to CRISS.

SC-3, 21 OCT 2010 to 18 NOV 2010

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS



ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .
JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .
LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .
ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.
RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS

(STV. STV1) 10154

SC-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 15

TACAN KSY Chan 57	APCH CRS 148°	Rwy ldg 11,550 TDZE 691 Arpt Elev 691

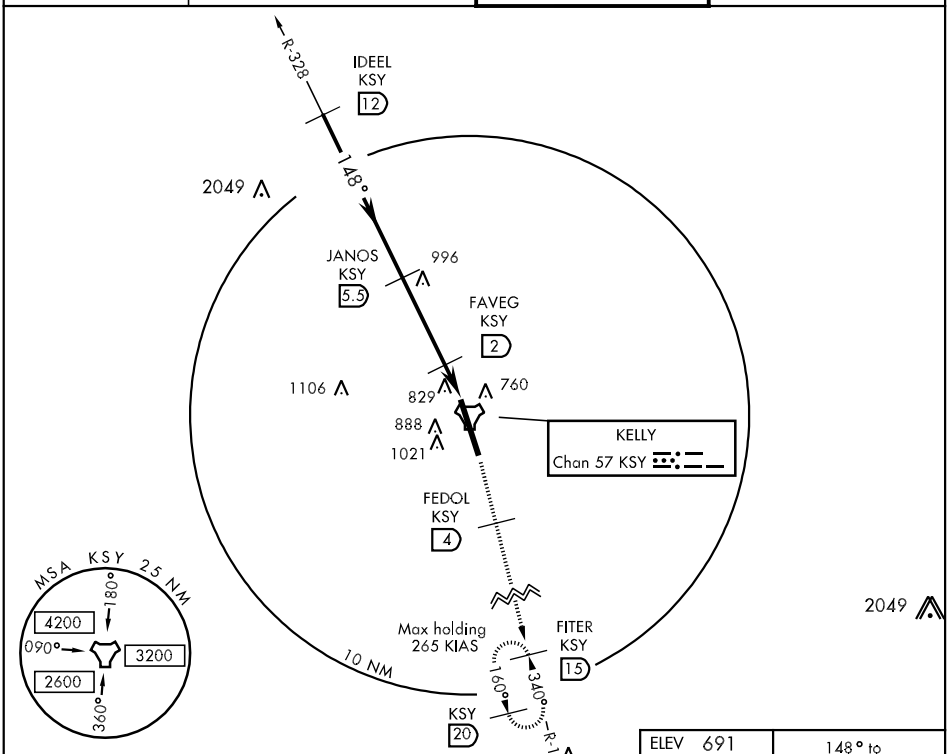
AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

* When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ miles.
** Circling not authorized E of Rwy 15-33.

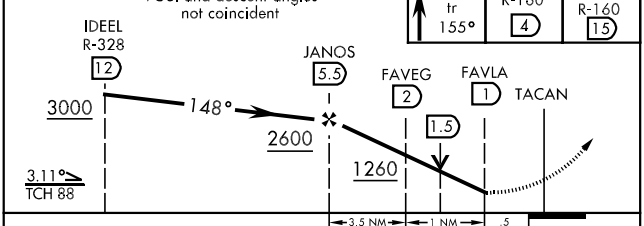
ALSF-1 (A1)

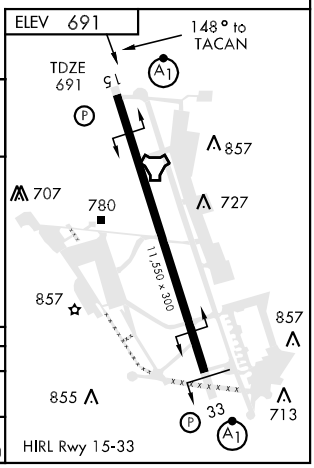
MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500 then climb to 3000 direct FITER and hold.

ATIS *	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4



2500 tr 155°	KSY R-160 4	3000 FITER R-160 15





CATEGORY	A	B	C	D	E
S-15 *	1100/24 409 (500-½)		1100/40 409 (500-¾)		1100/50 409 (500-1)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 33

TACAN KSY	APCH CRS	Rwy ldg 11,550
Chan 57	340°	TDZE 667
		Arpt Elev 691

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

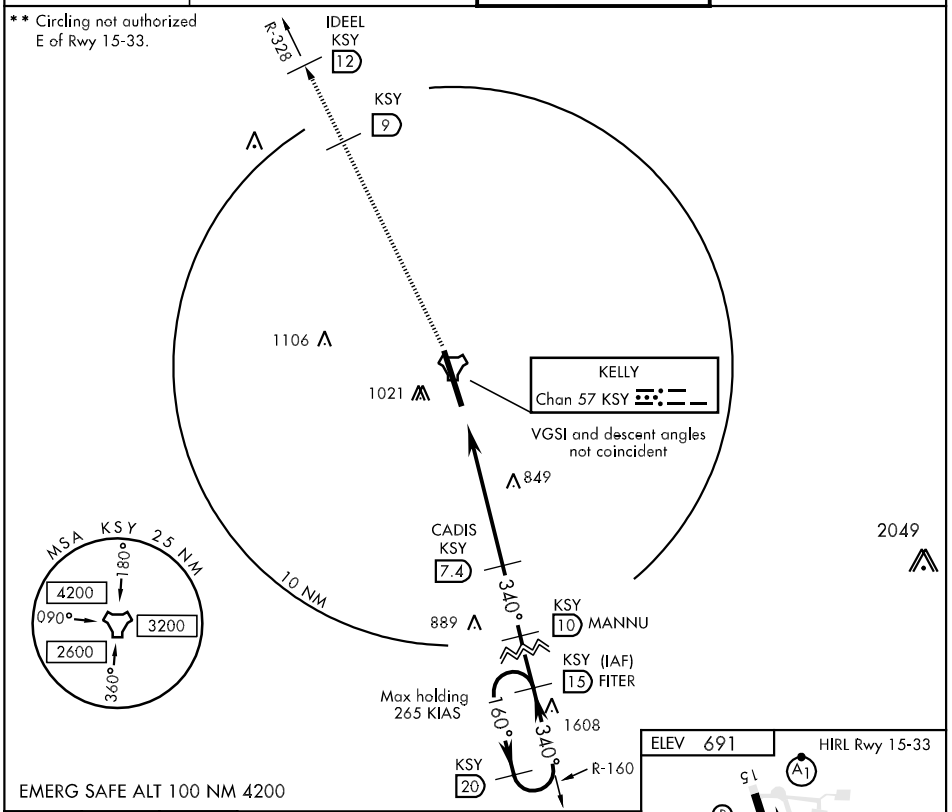
* When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

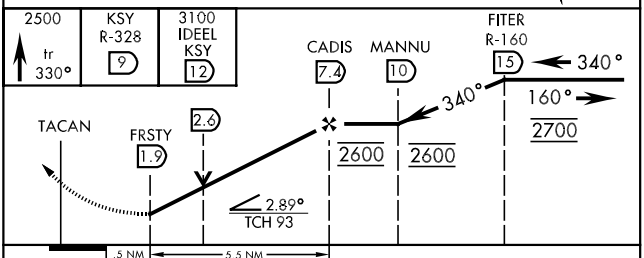
ALSF-1

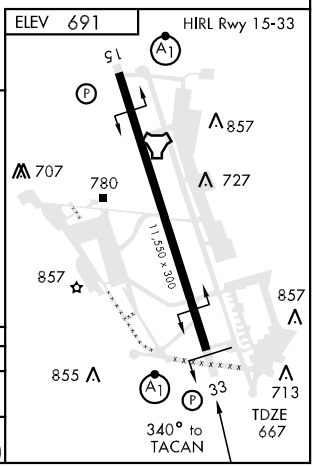
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	KELLY TOWER	GND CON
120.45 273.5	118.05 353.5	124.3 322.35	121.8 289.4

** Circling not authorized E of Rwy 15-33.







CATEGORY	A	B	C	D	E
S-33 *	1140/24 473 (500-½)		1140/40 473 (500-¾)	1140/50 473 (500-1)	1140/60 473 (500-1¼)
CIRCLING **	1220-1 529 (600-1)	1340-1 649 (700-1)	1340-1¾ 649 (700-1¾)	1340-2 649 (700-2)	1900-3 1209(1300-3)

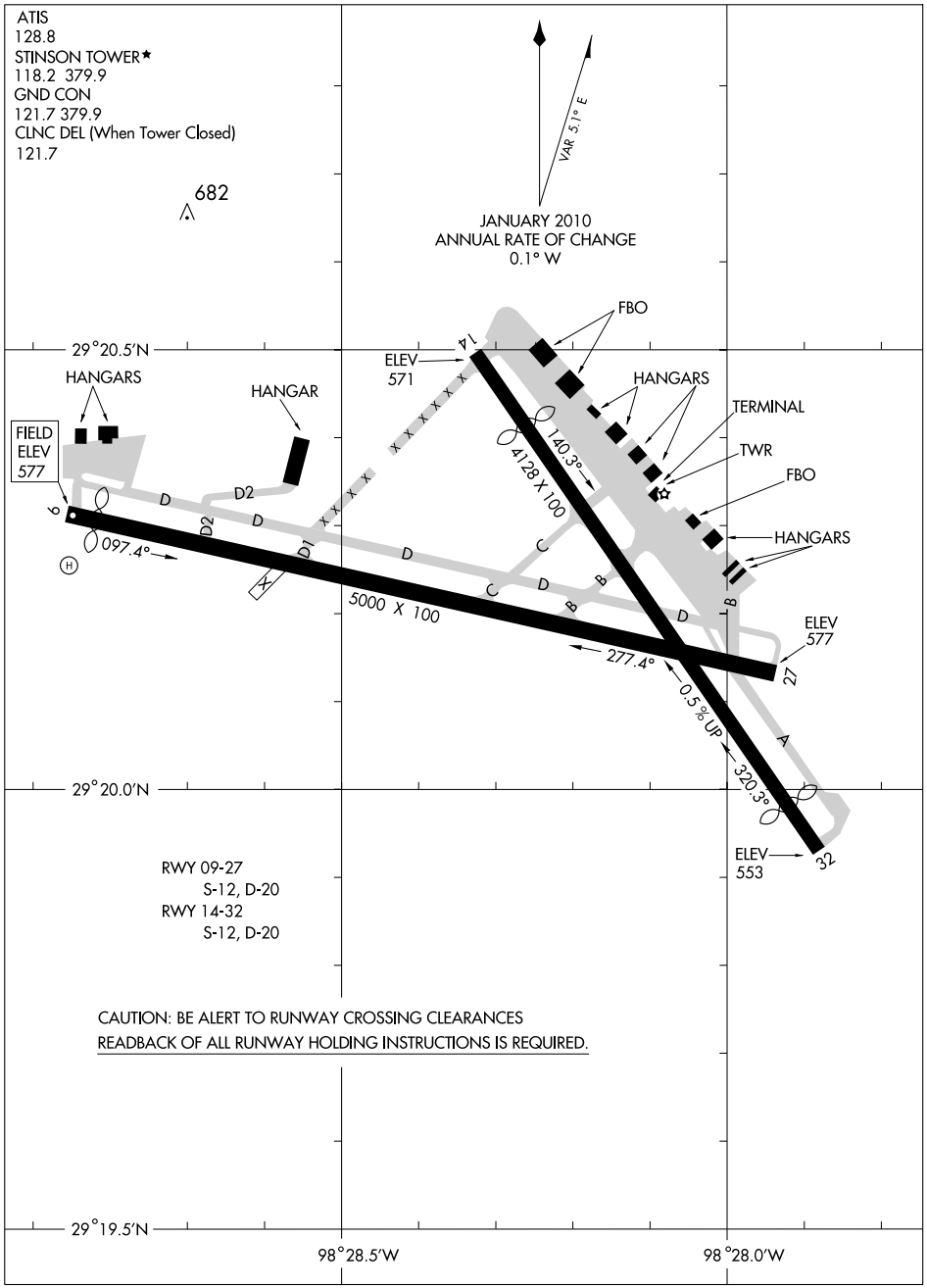
SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-372 (FAA)

SAN ANTONIO/ STINSON MUNI (SSF)

SAN ANTONIO, TEXAS



AIRPORT DIAGRAM

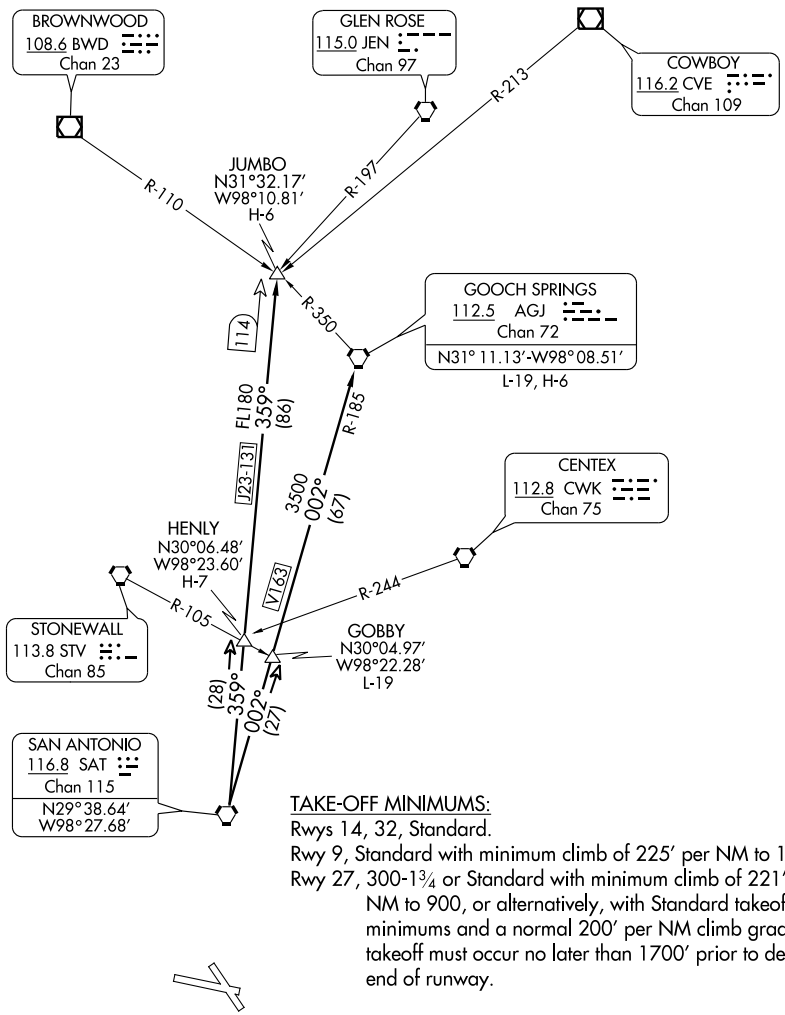
SAN ANTONIO, TEXAS
SAN ANTONIO/ STINSON MUNI (SSF)

10266

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

ATIS 128.8
GND CON
121.7 379.9
STINSON TOWER★
118.2 (CTAF) 379.9
SAN ANTONIO DEP CON
125.1 307.0
127.1 269.1



TAKE-OFF MINIMUMS:
Rwys 14, 32, Standard.
Rwy 9, Standard with minimum climb of 225′ per NM to 1900.
Rwy 27, 300-1¾ or Standard with minimum climb of 221′ per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1700′ prior to departure end of runway.

NOTE: RADAR Required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to SAT VORTAC. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

GOBBY TRANSITION (ALAMO8.GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.
GOOCH SPRINGS TRANSITION (ALAMO8.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via SAT R-002 and AGJ R-185 to AGJ VORTAC.
HENLY TRANSITION (ALAMO8.HENLY): From over SAT VORTAC via SAT R-359 to HENLY INT.
JUMBO TRANSITION (ALAMO8.JUMBO): From over SAT VORTAC via SAT R-359 to JUMBO INT.

TAKE-OFF OBSTACLES:

Rwy 9: Vehicle on road, 285′ from DER, 380′ left of centerline, 15′ AGL/584′ MSL. Trees beginning 1653′ from DER, 435′ right of centerline, up to 70′ AGL/629′ MSL.

Rwy 14: Vehicle on road 114′ from DER, on centerline extending 373′ left of centerline, up to 15′ AGL/564′ MSL. Trees beginning 72′ from DER, 79′ right of centerline, up to 70′ AGL/607′ MSL. Trees beginning 232′ from DER, 54′ left of centerline, up to 70′ AGL/618′ MSL. Transmission line tower 4205′ from DER, 133′ right of centerline, 119′ AGL/663′ MSL.

Rwy 27: Fence 41′ from DER, 30′ right of centerline, 8′ AGL/584′ MSL. Vehicle on road, 108′ from DER, 202′ right of centerline, 15′ AGL/584′ MSL. Vehicle on road 123′ from DER, 113′ right of centerline, 15′ AGL/596′ MSL. Trees and poles beginning 229′ from DER, 117′ right of centerline, up to 70′ AGL/645′ MSL. Trees and poles beginning 599′ from DER, 6′ left of centerline, up to 70′ AGL/634′ MSL. Tank 1.3 NM from DER, 1338′ right of centerline, 179′ AGL/799′ MSL. Building 1422′ from DER, 432′ right of centerline, 40′ AGL/627′ MSL. Building 2133′ from DER, 36′ left of centerline, 55′ AGL/635′ MSL.

Rwy 32:: Fence 17′ from DER, 80′ left of centerline, 8′ AGL/578′ MSL. Vehicle on road 54′ from DER, 199′ left of centerline, 15′ AGL/586′ MSL. Trees beginning 164′ from DER, 125′ right of centerline, up to 70′ AGL/639′ MSL. Trees and poles beginning 43′ from DER, 41′ left of centerline, up to 75′ AGL/668′ MSL.

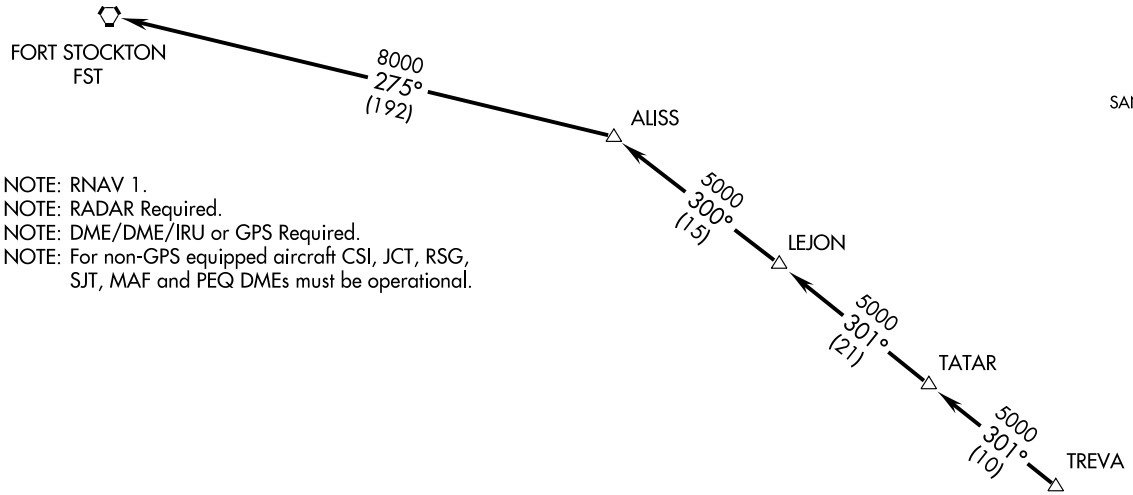
SC-3, 21 OCT 2010 to 18 NOV 2010

ALISS ONE DEPARTURE (RNAV)

(ALISS1.ALISS) 10266

SAN ANTONIO, TEXAS

STINSON MUNI (SSF)



ATIS 128.8
GND CON
121.7 379.9
★STINTON TOWER
118.2 379.9
SAN ANTONIO DEP CON
125.7 290.225
125.1 307.0

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft CSI, JCT, RSG, SJT, MAF and PEQ DMEs must be operational.

TAKEOFF MINIMUMS:
Rwys 14, 32, Standard.
Rwy 9, Standard with minimum climb of 225' per NM to 1900.
Rwy 27, 300-1¾ or Standard with minimum climb of 221' per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to TREVA. Then via depicted route to FST VORTAC. Expect filed altitude 10 minutes after departure.

NOTE: Chart not to scale

(ALISS1.ALISS) 10266

ALISS ONE DEPARTURE (RNAV)

SL-372 (FAA)

STINSON MUNI (SSF)

SAN ANTONIO, TEXAS

TAKEOFF OBSTACLES:

Rwy 9: Vehicle on road 285′ from DER, 380′ left of centerline, 15′ AGL/584′ MSL. Trees beginning 1653′ from DER, 435′ right of centerline, up to 70′ AGL/629′ MSL.

Rwy 14: Vehicle on road 114′ from DER, on centerline extending 373′ left of centerline, up to 15′ AGL/564′ MSL. Trees beginning 72′ from DER, 79′ right of centerline, up to 70′ AGL/607′ MSL. Trees beginning 232′ from DER, 54′ left of centerline, up to 70′ AGL/618′ MSL. Transmission line tower 4205′ from DER, 133′ right of centerline, 119′ AGL/663′ MSL.

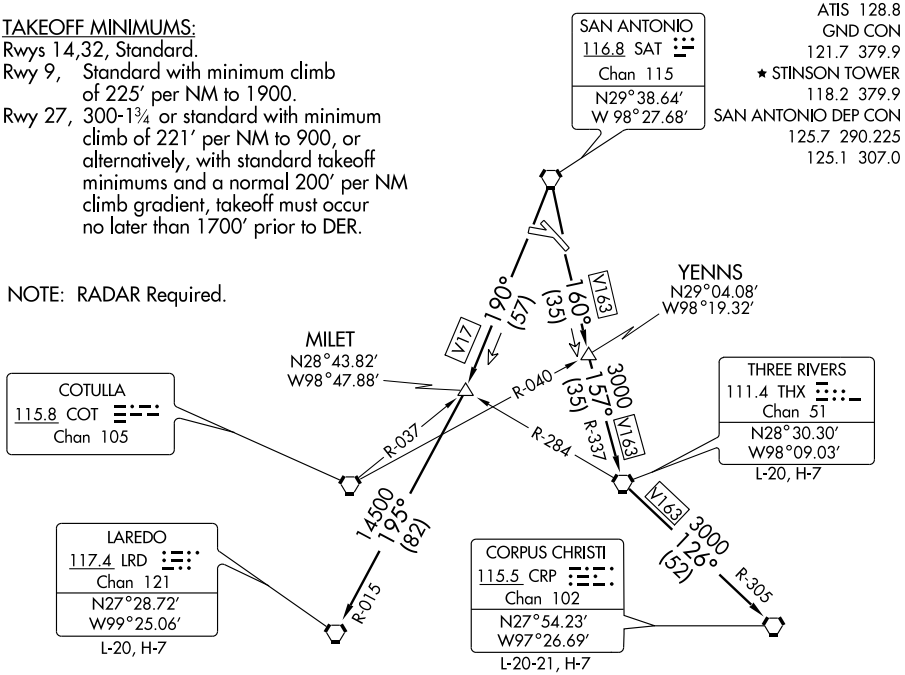
Rwy 27: Fence 41′ from DER, 30′ right of centerline, 8′ AGL/584′ MSL. Vehicle on road, 108′ from DER, 202′ right of centerline, 15′ AGL/584′ MSL. Vehicle on road 123′ from DER, 113′ right of centerline, 15′ AGL/596′ MSL. Trees and poles beginning 229′ from DER, 117′ right of centerline, up to 70′ AGL/645′ MSL. Trees and poles beginning 599′ from DER, 6′ left of centerline, up to 70′ AGL/634′ MSL. Tank 1.3 NM from DER, 1338′ right of centerline, 179′ AGL/799′ MSL. Building 1422′ from DER, 432′ right of centerline, 40′ AGL/627′ MSL. Building 2133′ from DER, 36′ left of centerline, 55′ AGL/635′ MSL.

Rwy 32: Fence 17′ from DER, 80′ left of centerline, 8′ AGL/578′ MSL. Vehicle on road 54′ from DER, 199′ left of centerline, 15′ AGL/586′ MSL. Trees beginning 164′ from DER, 125′ right of centerline, up to 70′ AGL/639′ MSL. Trees and poles beginning 43′ from DER, 41′ left of centerline, up to 75′ AGL/668′ MSL.

SC-3, 21 OCT 2010 to 18 NOV 2010

TAKEOFF MINIMUMS:
Rwys 14,32, Standard.
Rwy 9, Standard with minimum climb of 225′ per NM to 1900.
Rwy 27, 300-1¾ or standard with minimum climb of 221′ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1700′ prior to DER.

NOTE: RADAR Required.



TAKEOFF OBSTACLES:

Rwy 9: Vehicle on road 285′ from DER, 380′ left of centerline, 15′ AGL/584′ MSL. Trees beginning 1653′ from DER, 435′ right of centerline, up to 70′ AGL/629′ MSL.

Rwy 14: Vehicle on road 114′ from DER, on centerline extending 373′ left of centerline, up to 15′ AGL/564′ MSL. Trees beginning 72′ from DER, 79′ right of centerline, up to 70′ AGL/607′ MSL. Trees beginning 232′ from DER, 54′ left of centerline, up to 70′ AGL/618′ MSL. Transmission line tower 4205′ from DER, 133′ right of centerline, 119′ AGL/663′ MSL.

Rwy 27: Fence 41′ from DER, 30′ right of centerline, 8′ AGL/584′ MSL. Vehicle on road, 108′ from DER, 202′ right of centerline, 15′ AGL/584′ MSL. Vehicle on road, 123′ from DER, 113′ right of centerline, 15′ AGL/596′ MSL. Trees and poles beginning 229′ from DER, 117′ right of centerline, up to 70′ AGL/645′ MSL. Trees and poles beginning 599′ from DER, 6′ left of centerline, up to 70′ AGL/634′ MSL. Tank 1.3 NM from DER, 1338′ right of centerline, 179′ AGL/799′ MSL. Building 1422′ from DER, 432′ right of centerline, 40′ AGL/627′ MSL. Building 2133′ from DER, 36′ left of centerline, 55′ AGL/635′ MSL.

Rwy 32: Fence 17′ from DER, 80′ left of centerline, 8′ AGL/578′ MSL. Vehicle on road 54′ from DER, 199′ left of centerline, 15′ AGL/586′ MSL. Trees beginning 164′ from DER, 125′ right of centerline, up to 70′ AGL/639′ MSL. Trees and poles beginning 43′ from DER, 41′ left of centerline, up to 75′ AGL/668′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to SAT VORTAC, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

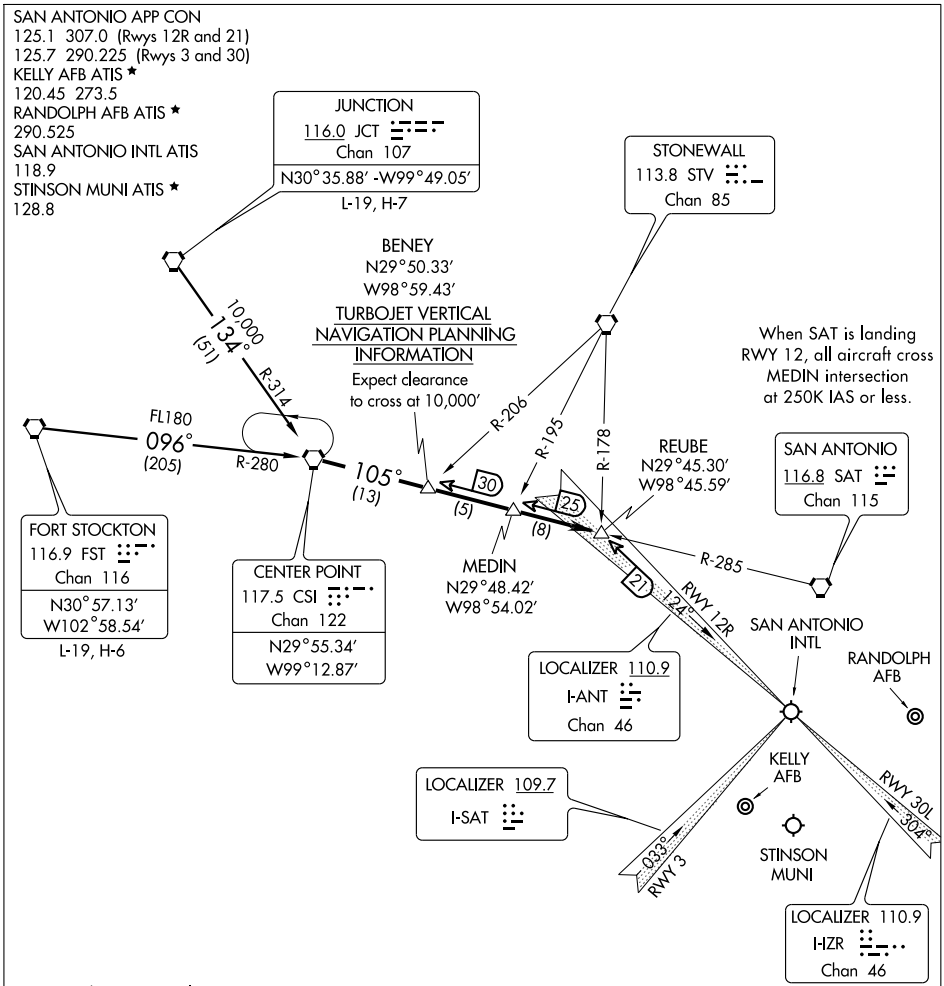
CORPUS CHRISTI TRANSITION (BOWIE4.CRP): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC, then via THX R-126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE4.LRD): From over SAT VORTAC via SAT R-190 to MILET INT, then via LRD R-015 to LRD VORTAC.

SC-3, 21 OCT 2010 to 18 NOV 2010

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 21 OCT 2010 to 18 NOV 2010

HUBEE ONE DEPARTURE (RNAV)

(HUBEE1.HUBEE) 10210

ATIS 128.8
GND CON
121.7 379.9
STINSON TOWER★
118.2 (CTAF) 379.9
SAN ANTONIO DEP CON
128.05 318.1
127.1 269.1

N

TAKE-OFF MINIMUMS:
Rwy 14, 32, Standard.
Rwy 9, Standard with minimum climb of 225′ per NM to 1900.
Rwy 27, 300-1¾ or Standard with minimum climb of 221′ per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1700 feet prior to departure end of runway.

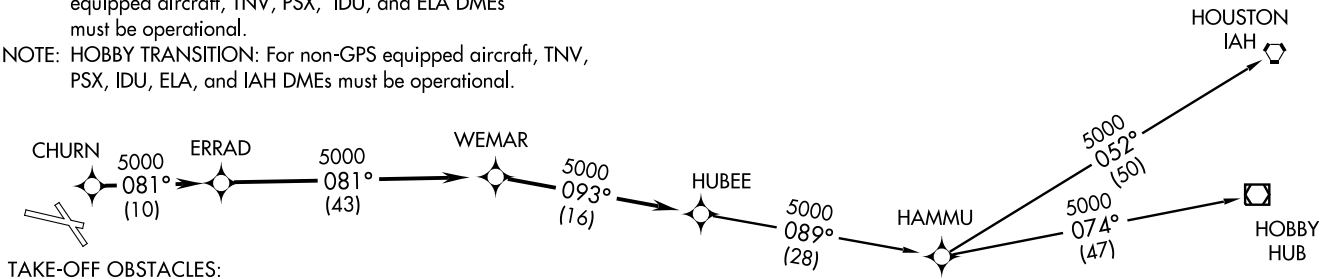
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to CHURN, then via depicted route to HUBEE, Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

HAMMU TRANSITION (HUBEE1.HAMMU)
HOBBY TRANSITION (HUBEE1.HUB)
HUMBLE TRANSITION (HUBEE1.IAH)

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: HAMMU and HUMBLE TRANSITIONS: For non-GPS equipped aircraft, TNV, PSX, IDU, and ELA DMEs must be operational.
NOTE: HOBBY TRANSITION: For non-GPS equipped aircraft, TNV, PSX, IDU, ELA, and IAH DMEs must be operational.



TAKE-OFF OBSTACLES:

Rwy 9: Vehicle on Road 285′ from DER, 380′ left of centerline, 15′ AGL/584′ MSL. Trees beginning 1653′ from DER, 435′ right of centerline, up to 70′ AGL/629′ MSL.

Rwy 14: Vehicle on Road 114′ from DER, on centerline extending 373′ left of centerline, up to 15′ AGL/564′ MSL. Trees beginning 72′ from DER, 79′ right of centerline, up to 70′ AGL/607′ MSL. Trees beginning 232′ from DER, 54′ left of centerline, up to 70′ AGL/618′ MSL. Transmission Line Tower 4205′ from DER, 133′ right of centerline, 119′ AGL/663′ MSL.

Rwy 27: Fence 41′ from DER, 30′ right of centerline, 8′ AGL/584′ MSL. Vehicle on Road, 108′ from DER, 202′ right of centerline, 15′ AGL/584′ MSL. Vehicle on Road 123′ from DER, 113′ right of centerline, 15′ AGL/596′ MSL. Tree and Poles beginning 229′ from DER, 117′ right of centerline, up to 70′ AGL/645′ MSL. Trees and Poles beginning 599′ from DER, 6′ left of centerline, up to 70′ AGL/634′ MSL. Tank 1.32 NM from DER, 1338′ right of centerline, 179′ AGL/ 799′ MSL. Building 1422′ from DER, 432′ right of centerline, 40′ AGL/627′ MSL. Building 2133′ from DER, 36′ left of centerline, 55′ AGL/635′ MSL.

Rwy 32: Fence 17′ from DER, 80′ left of centerline, 8′ AGL/578′ MSL. Vehicle on Road 54′ from DER, 199′ left of centerline, 15′ AGL/586′ MSL. Trees beginning 164′ from DER, 125′ right of centerline, up to 70′ AGL/639′ MSL. Trees and Poles beginning 43′ from DER, 41′ left of centerline, up to 75′ AGL/668′ MSL.

Note: Chart not to scale.

STINSON MUNI (SSF)
SAN ANTONIO, TEXAS

SL-372 (FAA)

HUBEE ONE DEPARTURE (RNAV)
(HUBEE1.HUBEE) 10210
STINSON MUNI (SSF)
SAN ANTONIO, TEXAS

LEJON ONE DEPARTURE (LEJON1.LEJON)

10266

SAN ANTONIO/STINSON MUNI (SAT)

SAN ANTONIO, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to SAT VORTAC, then via depicted route to LEJON INT. Expect filed altitude 10 minutes after departure.

ATIS 128.8
GND CON
121.7 379.9
★ STINSON TOWER
118.2 379.9
SAN ANTONIO DEP CON
125.7 209.225
125.1 307.0

STONEWALL
113.8 STV
Chan 85

LEJON
N30°06.77′
W99°07.32′

CENTER POINT
117.5 CSI
Chan 122

R-248
R-015
R-187
44
V198
4000
301°
(21)

TATAR
N29°53.23′
W98°48.15′

4000
301°
(23)
V198

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7

N

TAKE-OFF MINIMUMS:

Rwy 14, 32, Standard.

Rwy 9, Standard with minimum climb of 225′ per NM to 1900.

Rwy 27, 300-1¾ or Standard with minimum climb of 221′ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1700′ prior to DER.

TAKE-OFF OBSTACLES:

Rwy 9: Vehicle on road 285′ from DER, 380′ left of centerline, 15′ AGL/584′ MSL. Trees beginning 1653′ from DER, 435′ right of centerline, up to 70′ AGL/629′ MSL.

Rwy 14: Vehicle on road 114′ from DER, on centerline extending 373′ left of centerline, up to 15′ AGL/564′ MSL. Trees beginning 72′ from DER, 79′ right of centerline, up to 70′ AGL/607′ MSL. Trees beginning 232′ from DER, 54′ left of centerline, up to 70′ AGL/618′ MSL. Transmission line tower 4205′ from DER, 133′ right of centerline, 119′ AGL/663′ MSL.

Rwy 27: Fence 41′ from DER, 30′ right of centerline, 8′ AGL/584′ MSL. Vehicle on road 108′ from DER, 202′ right of centerline, 15′ AGL/584′ MSL. Vehicle on road 123′ from DER, 113′ right of centerline, 15′ AGL/596′ MSL. Trees and Poles beginning 229′ from DER, 117′ right of centerline, up to 70′ AGL/645′ MSL. Trees and Poles beginning 599′ from DER, 6′ left of centerline, up to 70′ AGL/634′ MSL. Tank 1.3 NM from DER, 1338′ right of centerline, 179′ AGL/799′ MSL. Building 1422′ from DER, 432′ right of centerline, 40′ AGL/627′ MSL. Building 2133′ from DER, 36′ left of centerline, 55′ AGL/635′ MSL.

Rwy 32: Fence 17′ from DER, 80′ left of centerline, 8′ AGL/578′ MSL. Vehicle on road 54′ from DER, 199′ left of centerline, 15′ AGL/ 586′ MSL. Trees beginning 164′ from DER, 125′ right of centerline, up to 70′ AGL/639′ MSL. Trees and Poles beginning 43′ from DER, 41′ left of centerline, up to 75′ AGL/668′ MSL.

NOTE: RADAR Required.

NOTE: Chart not to scale

(LEJON1.LEJON) 10266

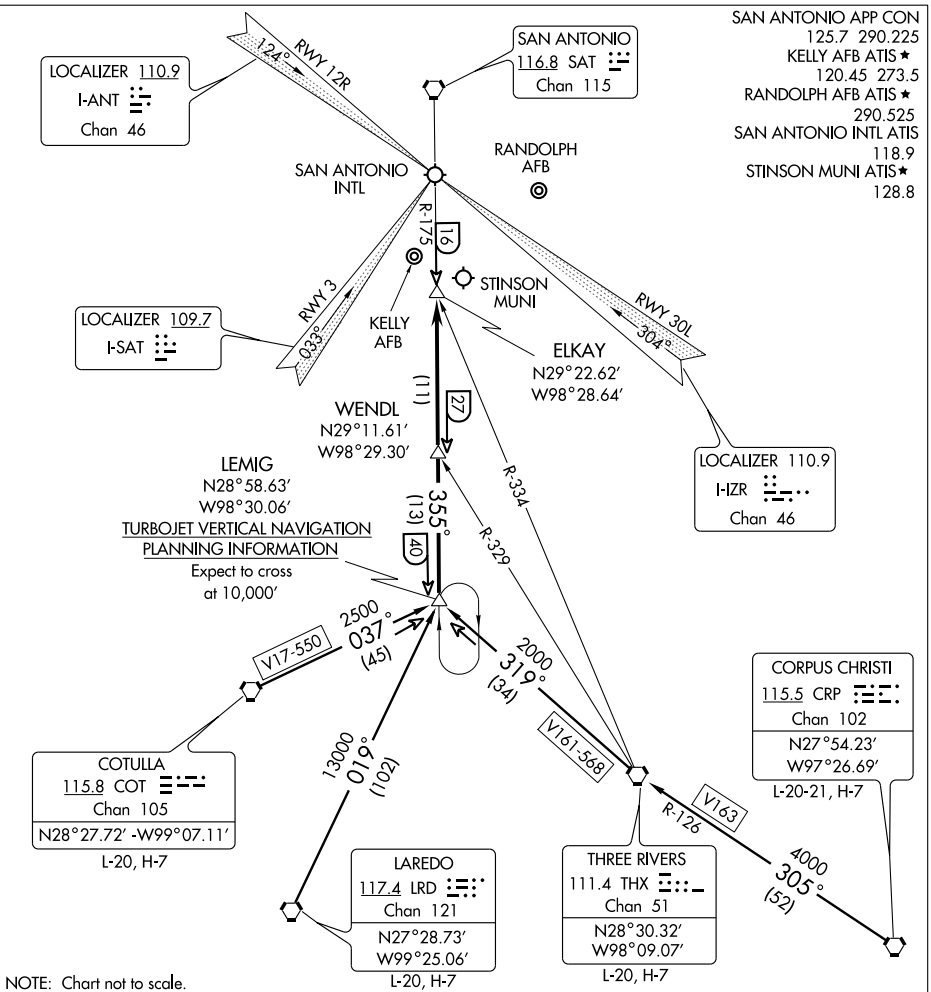
LEJON ONE DEPARTURE

SL-372 (FAA)

SAN ANTONIO/STINSON MUNI (SSF)

SAN ANTONIO, TEXAS

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

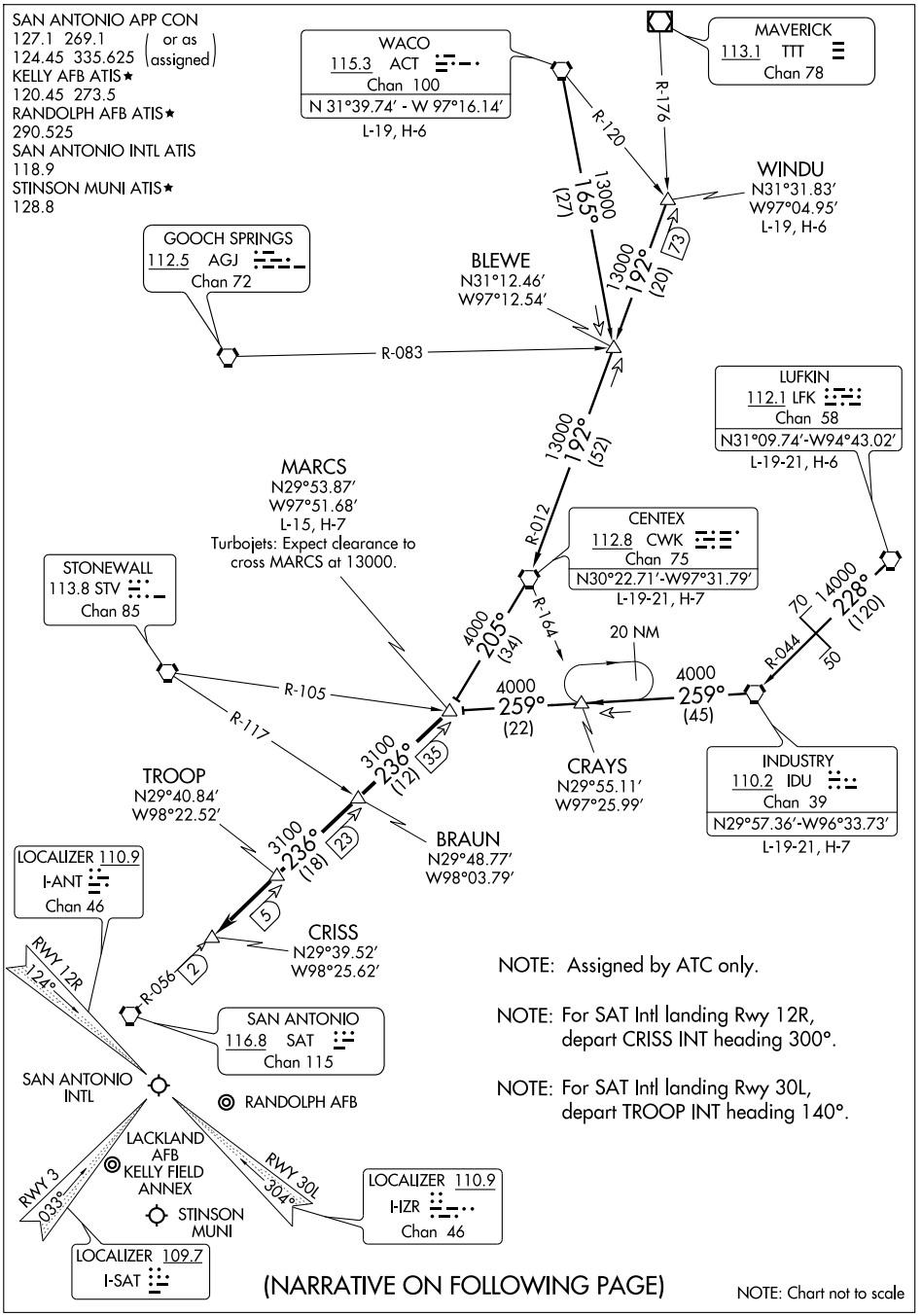
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 21 OCT 2010 to 18 NOV 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

(MARCS.MARCS9) 09351

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .
INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .
LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .
WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .
WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 21 OCT 2010 to 18 NOV 2010

MILET ONE DEPARTURE (RNAV)

ATIS 128.8
GND CON
121.7 379.9
STINSON TOWER ★
118.2 379.9
SAN ANTONIO DEP CON
125.7 290.225
125.1 307.0

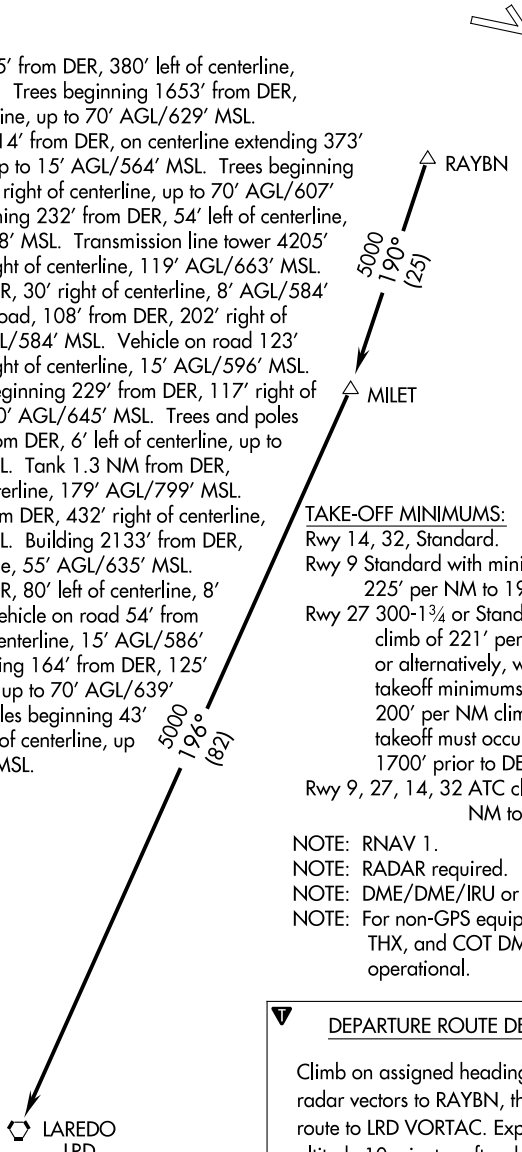
TAKE-OFF OBSTACLES

Rwy 9: Vehicle on road 285′ from DER, 380′ left of centerline, 15′ AGL/584′ MSL. Trees beginning 1653′ from DER, 435′ right of centerline, up to 70′ AGL/629′ MSL.

Rwy 14: Vehicle on road 114′ from DER, on centerline extending 373′ left of centerline, up to 15′ AGL/564′ MSL. Trees beginning 72′ from DER, 79′ right of centerline, up to 70′ AGL/607′ MSL. Trees beginning 232′ from DER, 54′ left of centerline, up to 70′ AGL/618′ MSL. Transmission line tower 4205′ from DER, 133′ right of centerline, 119′ AGL/663′ MSL.

Rwy 27: Fence 41′ from DER, 30′ right of centerline, 8′ AGL/584′ MSL. Vehicle on road, 108′ from DER, 202′ right of centerline, 15′ AGL/584′ MSL. Vehicle on road 123′ from DER, 113′ right of centerline, 15′ AGL/596′ MSL. Trees and poles beginning 229′ from DER, 117′ right of centerline, up to 70′ AGL/645′ MSL. Trees and poles beginning 599′ from DER, 6′ left of centerline, up to 70′ AGL/634′ MSL. Tank 1.3 NM from DER, 1338′ right of centerline, 179′ AGL/799′ MSL. Building 1422′ from DER, 432′ right of centerline, 40′ AGL/627′ MSL. Building 2133′ from DER, 36′ left of centerline, 55′ AGL/635′ MSL.

Rwy 32: Fence 17′ from DER, 80′ left of centerline, 8′ AGL/578′MSL. Vehicle on road 54′ from DER, 199′ left of centerline, 15′ AGL/586′ MSL. Trees beginning 164′ from DER, 125′ right of centerline, up to 70′ AGL/639′ MSL. Trees and poles beginning 43′ from DER, 41′ left of centerline, up to 75′ AGL/668′ MSL.



TAKE-OFF MINIMUMS:

Rwy 14, 32, Standard.

Rwy 9 Standard with minimum climb of 225′ per NM to 1900.

Rwy 27 300-1¾ or Standard with minimum climb of 221′ per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1700′ prior to DER.

Rwy 9, 27, 14, 32 ATC climb of 373′ per NM to 5000.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft SAT, THX, and COT DME's must be operational.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to RAYBN, then via depicted route to LRD VORTAC. Expect filed altitude 10 minutes after departure.

NOTE: Chart not to scale.

SC-3, 21 OCT 2010 to 18 NOV 2010

MILET ONE DEPARTURE (RNAV)
(MILET1.MILET) 10266
SAN ANTONIO, TEXAS
SAN ANTONIO/STINSON MUNI (SSF)

RNAV (GPS) RWY 32

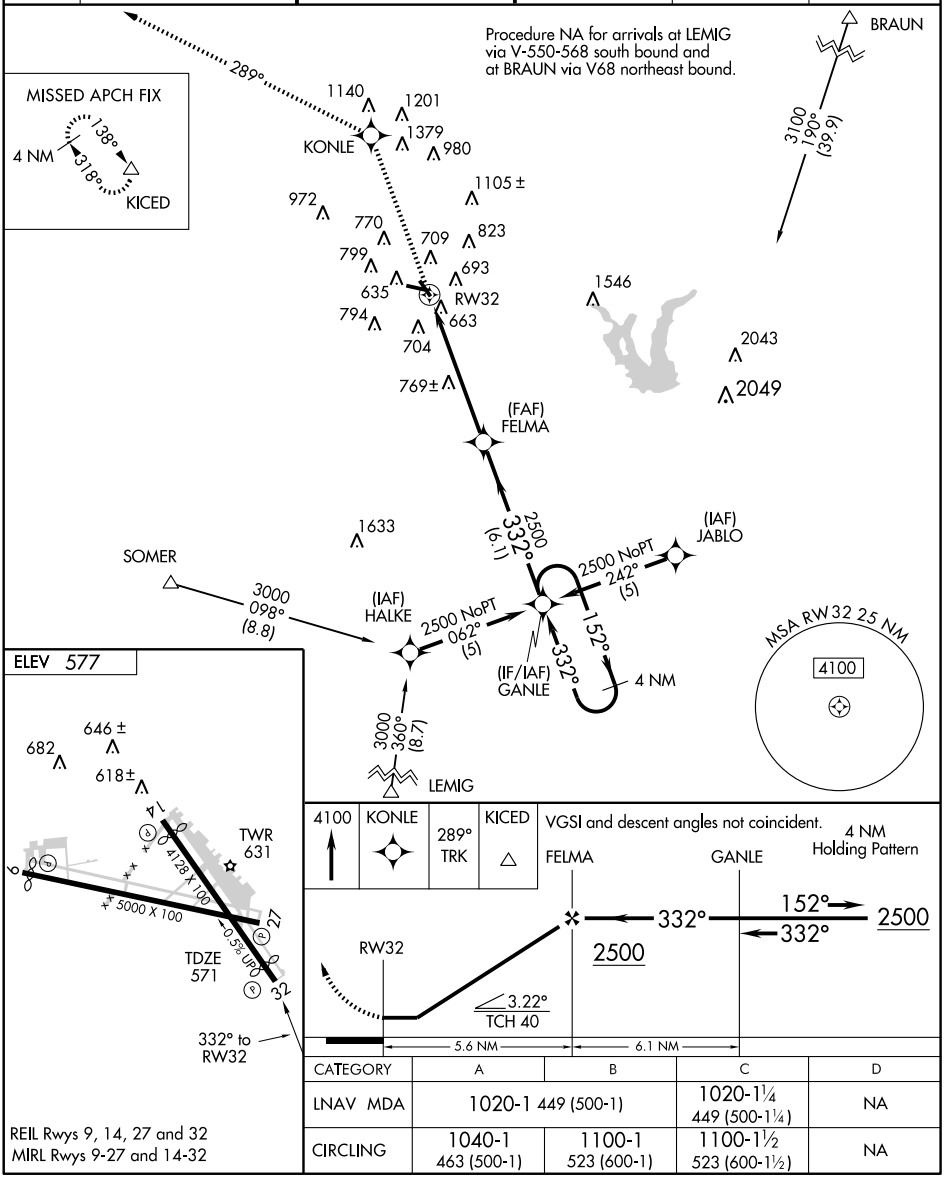
SAN ANTONIO/STINSON MUNI (SSF)

APP CRS	Rwy Idg	3756
332°	TDZE	571
	Apt Elev	577

When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDAs 60 feet, and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4100 direct KONLE and via 289° track to KICED and hold.

ATIS	SAN ANTONIO APP CON	STINSON TOWER★	GND CON	CLNC DEL	UNICOM
128.8	125.7 290.225	118.2 (CTAF) L 379.9	121.7 379.9	121.7	122.95



CATEGORY	A	B	C	D
LNAV MDA	1020-1 449 (500-1)		1020-1¼ 449 (500-1¼)	NA
CIRCLING	1040-1 463 (500-1)	1100-1 523 (600-1)	1100-1½ 523 (600-1½)	NA

REIL Rwys 9, 14, 27 and 32
MIRL Rwys 9-27 and 14-32

SC-3, 21 OCT 2010 to 18 NOV 2010

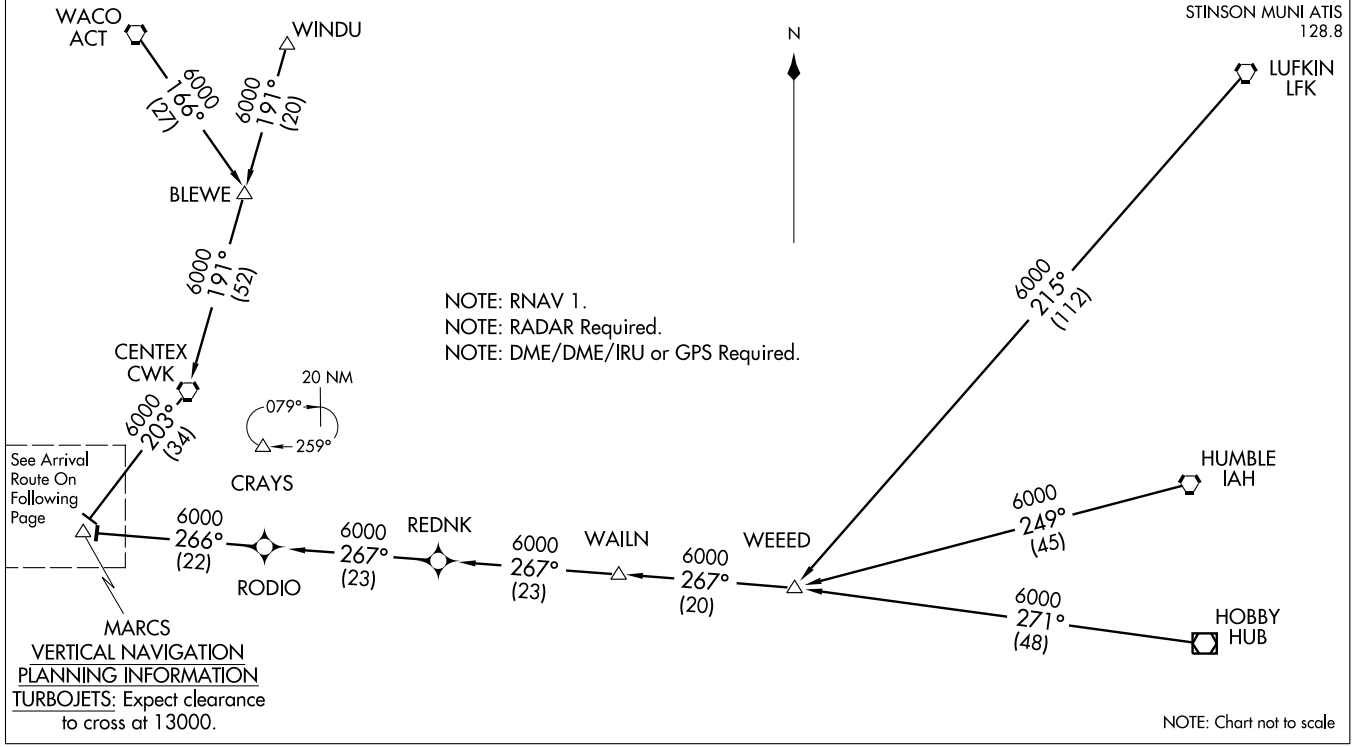
SC-3, 21 OCT 2010 to 18 NOV 2010

RODIO ONE ARRIVAL (RNAV) Transition Routes SAN ANTONIO, TEXAS

(RODIO.RODIO1) 10266

NOTE: ACT TRANSITION: For non-GPS equipped aircraft, CWK, RND, SAT, and TNV DMEs must be operational.
NOTE: IAH, HUB, and WAILN TRANSITIONS: For non-GPS equipped aircraft, CWK, ELA, IDU, SAT, and RND DMEs must be operational.
NOTE: LFK TRANSITION: For non-GPS equipped aircraft, CWK, ELA, IAH, IDU, RND, SAT, and TNV DMEs must be operational.
NOTE: WINDU TRANSITION: For non-GPS equipped aircraft, ACT, CWK, RND, SAT, and TNV DMEs must be operational.

SAN ANTONIO APP CON
127.1 269.1
124.45 335.625
★ LACKLAND AFB (KELLY FLD ANNEX) ATIS
120.45 273.5
★ RANDOLPH AFB ATIS
290.525
SAN ANTONIO INTL ATIS
118.9
STINSON MUNI ATIS
128.8

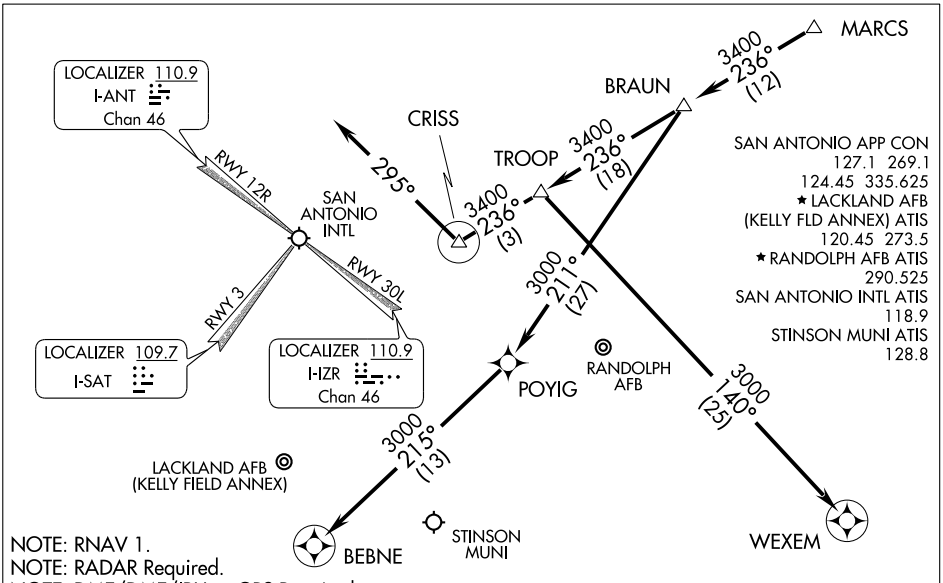


RODIO ONE ARRIVAL (RNAV) Transition Routes SAN ANTONIO, TEXAS
(RODIO.RODIO1) 10266

ST-369 (FAA)

RODIO ONE ARRIVAL (RNAV) Arrival Routes

SAN ANTONIO, TEXAS



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.RODIO1)
HUMBLE TRANSITION (IAH.RODIO1)
LUFKIN TRANSITION (LFK.RODIO1)
WACO TRANSITION (ACT.RODIO1)
WAILN TRANSITION (WAILN.RODIO1)
WINDU TRANSITION (WINDU.RODIO1)

From MARCS via 236° track to BRAUN. Thence . . . .

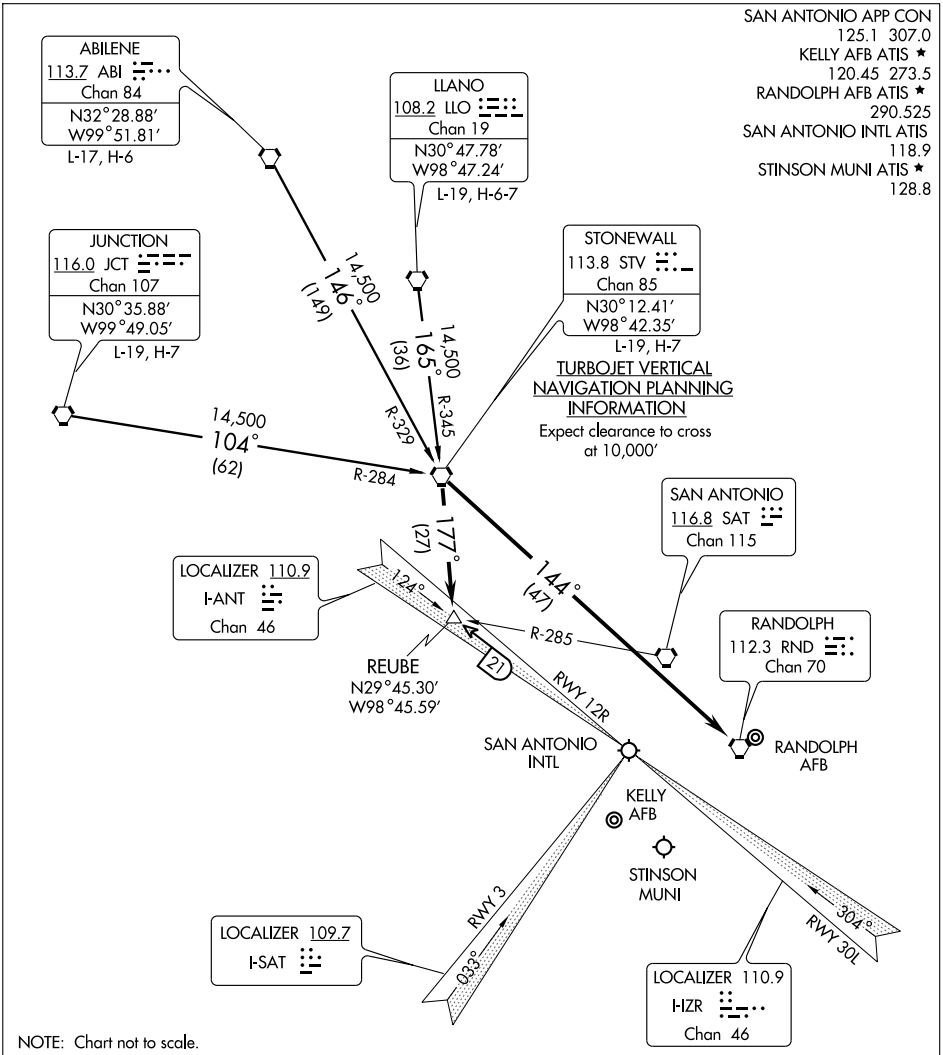
SAN ANTONIO INTL (SAT):
LANDING RWY 3:
. . . From BRAUN via 211° track to POYIG, thence as depicted to BEBNE. Expect vectors to final approach course at or prior to BEBNE, if not received by BEBNE fly present heading.
LANDING RWY 12R:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Depart CRISS heading 295°. Expect vectors to final approach course.
LANDING RWY 30L:
. . . From BRAUN via 236° track to TROOP, thence as depicted to WEXEM. Expect vectors to final approach course at or prior to WEXEM, if not received by WEXEM fly present heading.
LANDING ALL OTHER RWYS:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Expect vectors to final approach course at or prior to CRISS.

ALL OTHER AIRPORTS:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Expect vectors to final approach course at or prior to CRISS.

SC-3, 21 OCT 2010 to 18 NOV 2010

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS



ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .
JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .
LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .
ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.
RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS

(STV. STV1) 10154

SC-3, 21 OCT 2010 to 18 NOV 2010

THREE RIVERS ONE DEPARTURE (RNAV)

(THX1.THX) 10266

SAN ANTONIO/STINSON MUNI (SSF)

SAN ANTONIO, TEXAS

(THX1.THX) 10266

THREE RIVERS ONE DEPARTURE (RNAV)

SAN ANTONIO/STINSON MUNI (SSF)

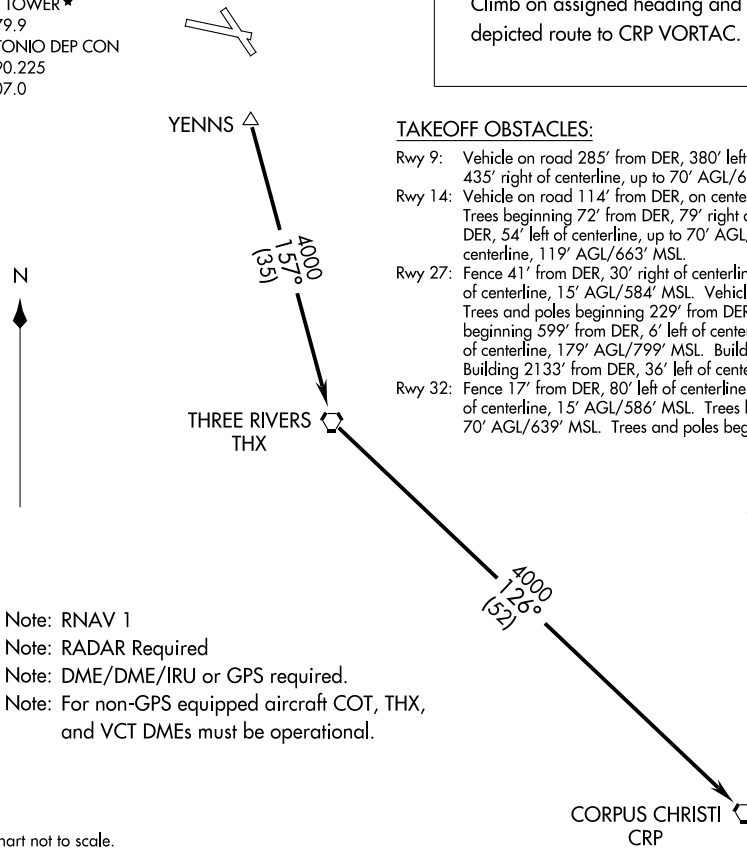
SAN ANTONIO, TEXAS

SL-372 (FAA)

ATIS 128.8
GND CON
121.7 379.9
STINSON TOWER ★
118.2 379.9
SAN ANTONIO DEP CON
125.7 290.225
125.1 307.0

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to YENNS, then via depicted route to CRP VORTAC. Expect filed altitude 10 minutes after departure.



TAKEOFF OBSTACLES:

Rwy 9: Vehicle on road 285′ from DER, 380′ left of centerline, 15′ AGL/584′ MSL. Trees beginning 1653′ from DER, 435′ right of centerline, up to 70′ AGL/629′ MSL.

Rwy 14: Vehicle on road 114′ from DER, on centerline extending 373′ left of centerline, up to 15′ AGL/564′ MSL. Trees beginning 72′ from DER, 79′ right of centerline, up to 70′ AGL/607′ MSL. Trees beginning 232′ from DER, 54′ left of centerline, up to 70′ AGL/618′ MSL. Transmission line tower 4205′ from DER, 133′ right of centerline, 119′ AGL/663′ MSL.

Rwy 27: Fence 41′ from DER, 30′ right of centerline, 8′ AGL/584′ MSL. Vehicle on road, 108′ from DER, 202′ right of centerline, 15′ AGL/584′ MSL. Vehicle on road, 123′ from DER, 113′ right of centerline, 15′ AGL/596′ MSL. Trees and poles beginning 229′ from DER, 117′ right of centerline, up to 70′ AGL/645′ MSL. Trees and poles beginning 599′ from DER, 6′ left of centerline, up to 70′ AGL/634′ MSL. Tank 1.3 NM from DER, 1338′ right of centerline, 179′ AGL/799′ MSL. Building 1422′ from DER, 432′ right of centerline, 40′ AGL/627′ MSL. Building 2133′ from DER, 36′ left of centerline, 55′ AGL/635′ MSL.

Rwy 32: Fence 17′ from DER, 80′ left of centerline, 8′ AGL/578′ MSL. Vehicle on road 54′ from DER, 199′ left of centerline, 15′ AGL/586′ MSL. Trees beginning 164′ from DER, 125′ right of centerline, up to 70′ AGL/639′ MSL. Trees and poles beginning 43′ from DER, 41′ left of centerline, up to 75′ AGL/668′ MSL.

TAKEOFF MINIMUMS:

Rwys 14,32, Standard.

Rwy 9, Standard with minimum climb of 225′ per NM to 1900.

Rwy 27, 300-1¾ or Standard with minimum climb of 221′ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1700′ prior to DER.

Rwys 9, 14, 27, 32, ATC climb of 310′ per NM TO 5000.

Note: RNAV 1

Note: RADAR Required

Note: DME/DME/IRU or GPS required.

Note: For non-GPS equipped aircraft COT, THX, and VCT DMEs must be operational.

Note: Chart not to scale.

VOR SSF 108.4	APP CRS 337°	Rwy Idg 3756 TDZE 571 Apt Elev 577

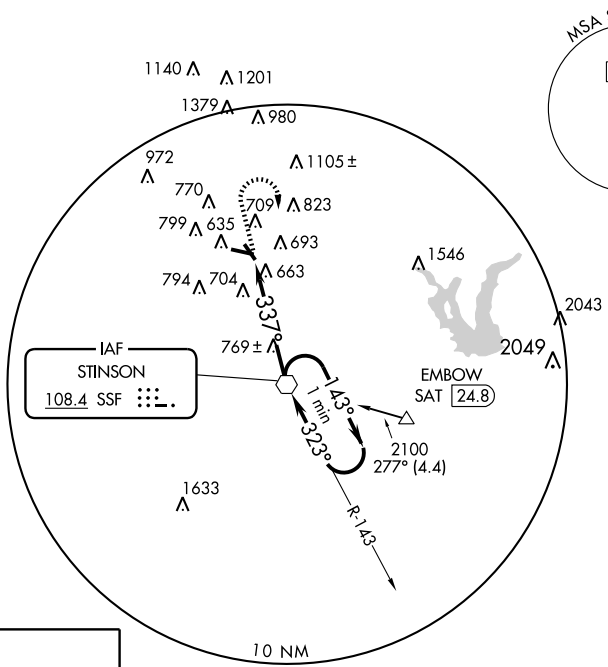
VOR RWY 32

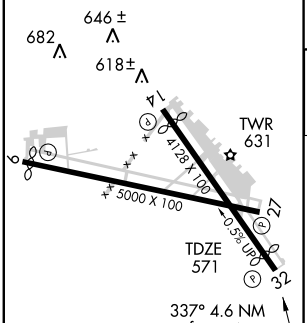
SAN ANTONIO/STINSON MUNI (SSF)

When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDAs 60 feet, and S-32 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2500 direct SSF VOR and hold.

ATIS	SAN ANTONIO APP CON	STINSON TOWER★	GND CON	CLNC DEL	UNICOM
128.8	125.7 290.225	118.2 (CTAF) L 379.9	121.7 379.9	121.7	122.95





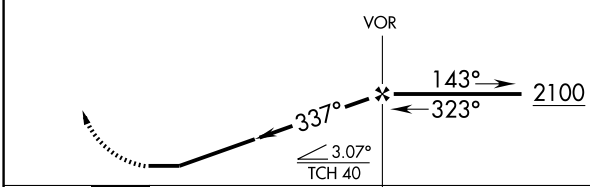
REIL Rwys 9, 14, 27 and 32
MIRL Rwys 9-27 and 14-32

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1400	2500	SSF

VGSI and descent angles not coincident.

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-32	1020-1 449 (500-1)		1020-1¼ 449 (500-1¼)	NA
CIRCLING	1040-1 463 (500-1)	1100-1 523 (600-1)	1100-1½ 523 (600-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

BEVOH ONE DEPARTURE (RNAV)
(BEVOH1.BEVOH) 10266
SAN MARCOS MUNI (HYI)
SAN MARCOS, TEXAS

BEVOH ONE DEPARTURE (RNAV)
(BEVOH1.BEVOH) 10266
SAN MARCOS MUNI (HYI)
SAN MARCOS, TEXAS

SL-502 (FAA)

DEPARTURE ROUTE DESCRIPTION

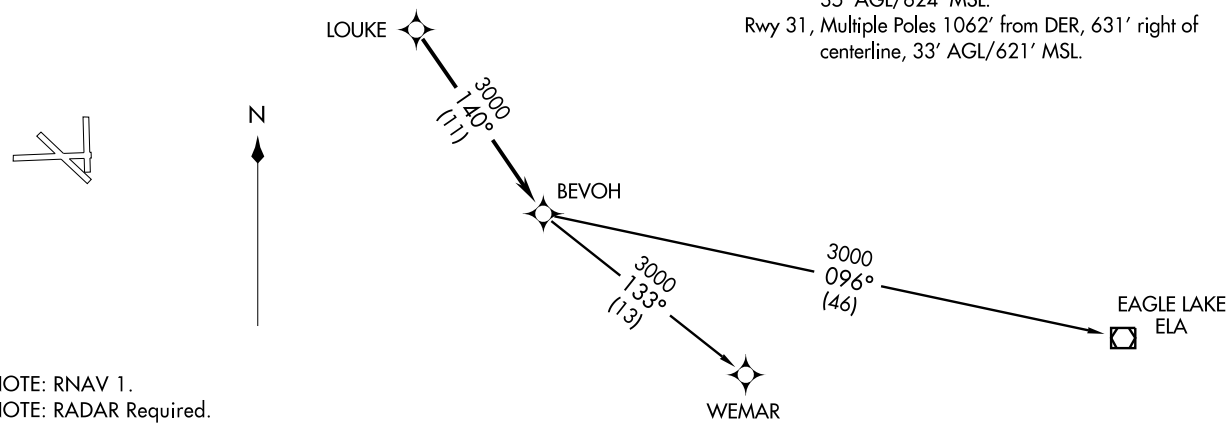
Climb on assigned heading for radar vectors to LOUKE, then on depicted route to BEVOH, maintain 3000, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION (BEVOH1.ELA)
WEMAR TRANSITION (BEVOH1.WEMAR)

AWOS-3
120.825
CTAF
123.05

TAKEOFF OBSTACLE NOTES:
Rwy 8, Tree 943′ from DER, 260′ left of centerline, 33′ AGL/612′ MSL.
Rwy 26, Pole 1217′ from DER, 551′ right of centerline, 35′ AGL/624′ MSL.
Rwy 31, Multiple Poles 1062′ from DER, 631′ right of centerline, 33′ AGL/621′ MSL.

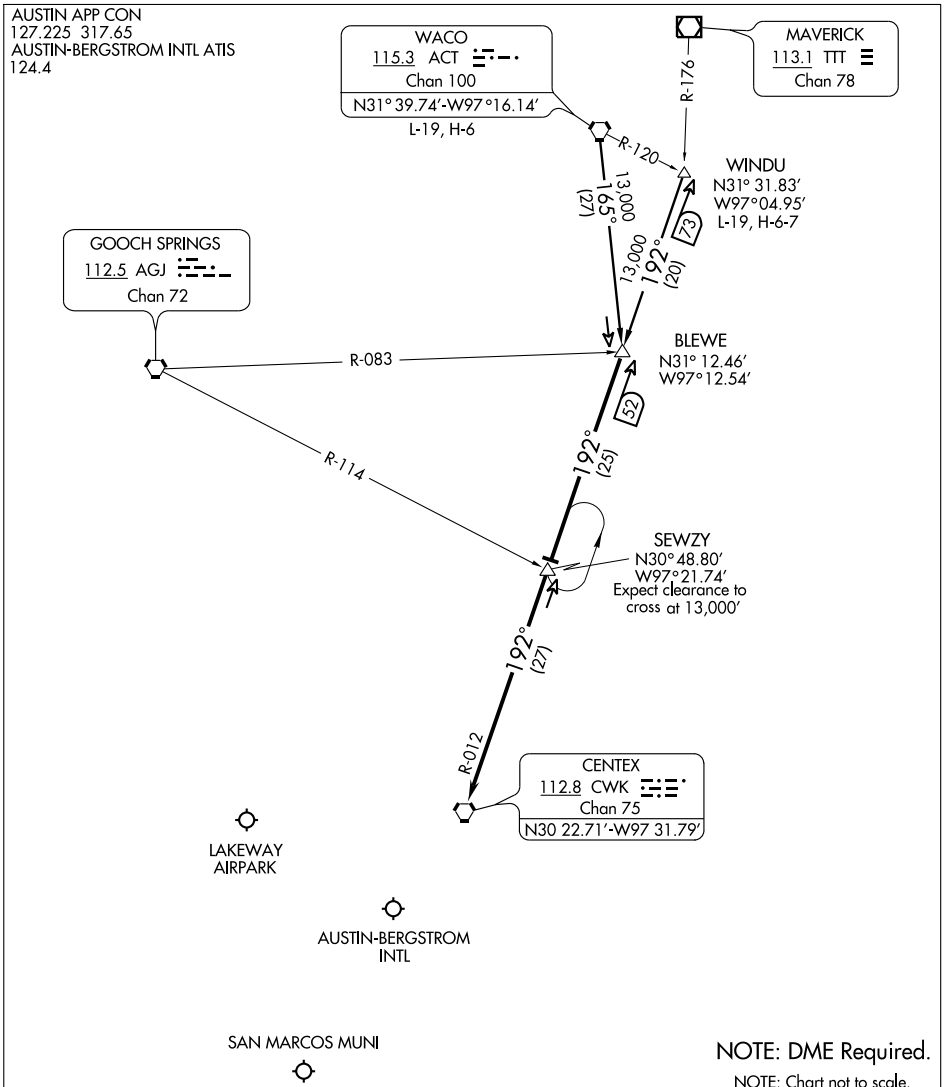


NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: EAGLE LAKE TRANSITION: For non-GPS equipped aircraft, CWK, IDU and ELA DMEs must be operational.
NOTE: WEMAR TRANSITION: For non-GPS equipped aircraft, CWK and IDU DMEs must be operational.
NOTE: Procedure authorized at or below 7000.
NOTE: ELA TRANSITION: For aircraft landing Houston Terminal Area south of V222 except IWS and TME.

TAKE-OFF MINIMUMS:
Rwys 8, 13, 17, 26, 31, Standard
Rwy 35, Standard with minimum climb of 231′ per NM to 2600, or 1500-3 for climb in visual conditions.

NOTE: Chart not to scale.

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)



WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS

SC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-RUM	APP CRS	Rwy Idg	5603
108.7	126°	TDZE	593
		Apt Elev	597

ILS or LOC RWY 13
SAN MARCOS MUNI (HYI)

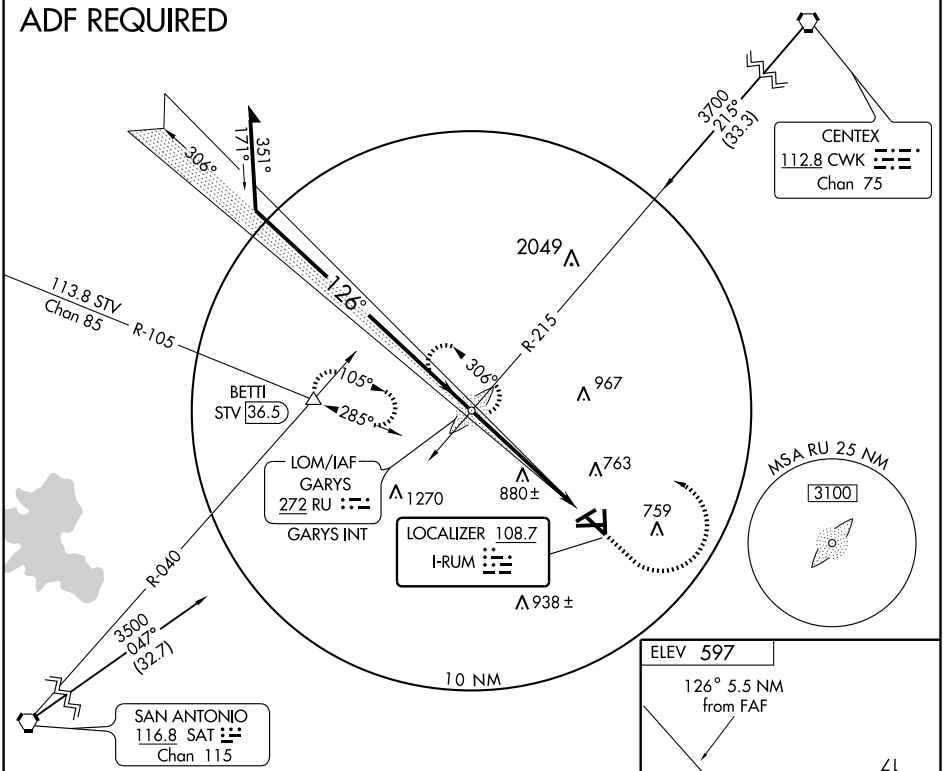
T NA — Circling Cat E not authorized southwest of Rwy 13-31. For inoperative MALSR, increase S-ILS 13 Cat E visibilty ¼ mile, and S-LOC 13 Cat E ½ mile

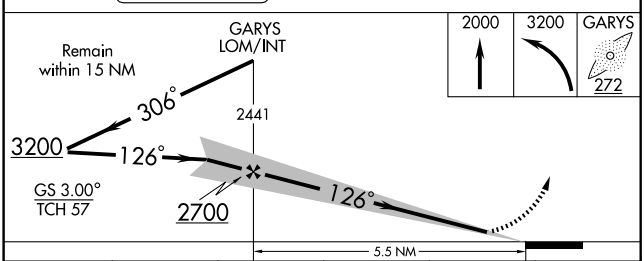
MALSR

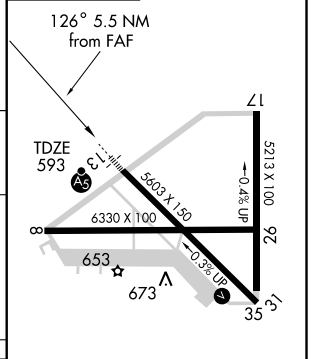
MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GARYS LOM and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L

ADF REQUIRED







CATEGORY	A	B	C	D	E
S-ILS-13	793-½ 200 (200-½)				
S-LOC-13	1260-½ 667 (700-½)		1260-1¼ 667 (700-1¼)	1260-1½ 667 (700-1½)	1260-2 667 (700-2)
CIRCLING	1260-1 663 (700-1)		1260-1¾ 663 (700-1¾)	1260-2 663 (700-2)	1280-2½ 683 (700-2½)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOM RU	APP CRS	Rwy Idg	5603
272	125°	TDZE	593
		Apt Elev	597

NDB RWY 13

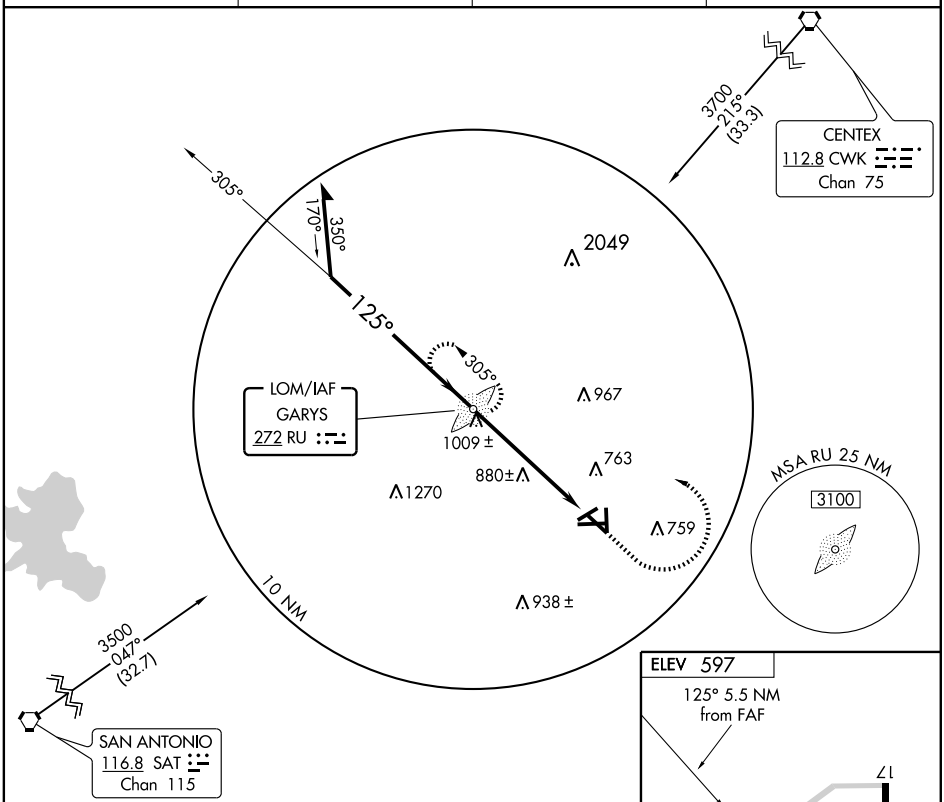
SAN MARCOS MUNI (HYI)

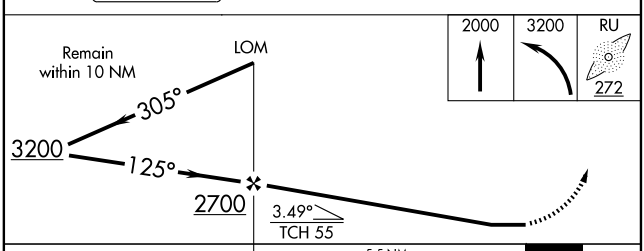
NA

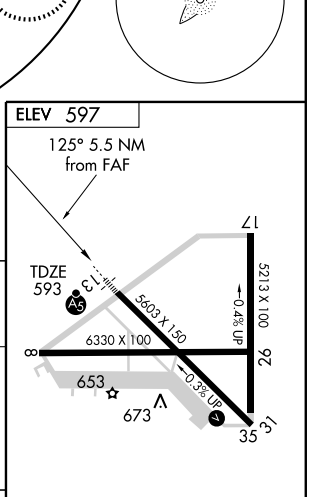
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct RU LOM and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-13	1240-¾ 647 (700-¾)		1240-1 ¼ 647 (700-1 ¼)	1240-1¾ 647 (700-1¾)
CIRCLING	1240-1 643 (700-1)		1240-1 ¾ 643 (700-1¾)	1240-2 643 (700-2)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

SAN MARCOS MUNI (HYI)

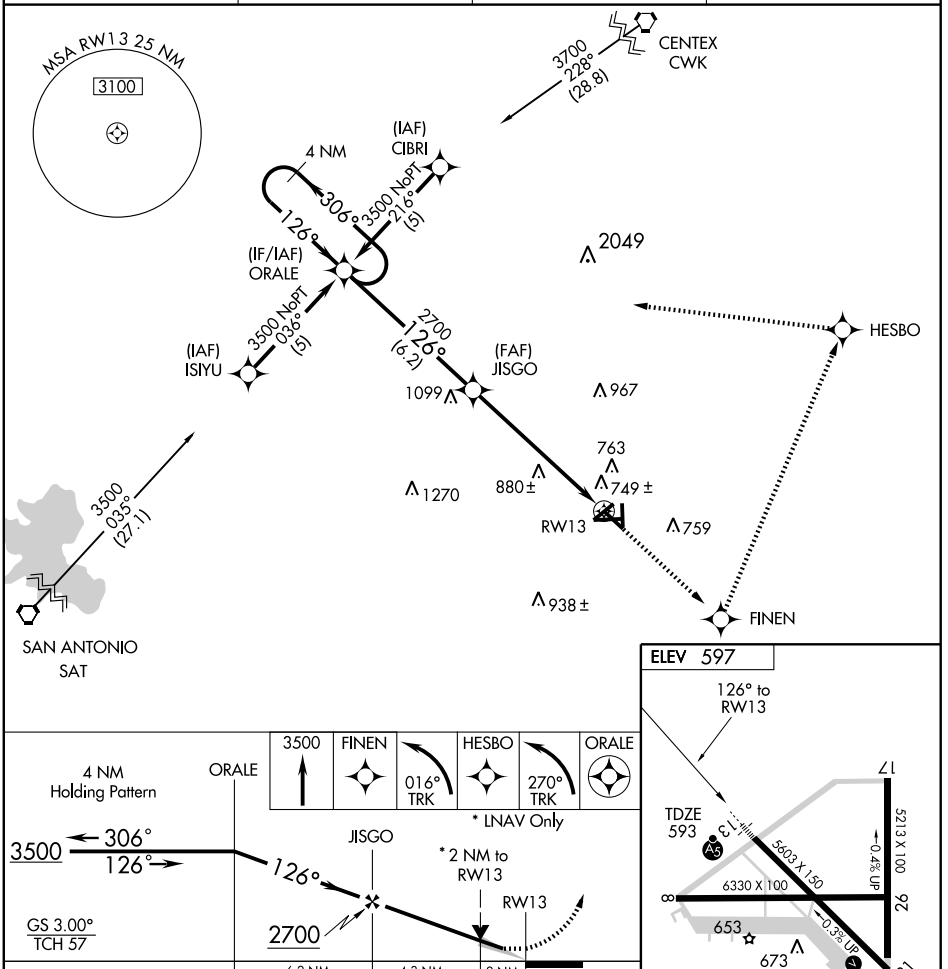
APP CRS	Rwy Idg	5603
126°	TDZE	593
	Apt Elev	597

T NA W — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). For inoperative MALSR, increase LNAV/VNAV and LNAV Cat E visibility ½ mile. Circling Cat E not authorized southwest of Rwy 13-31.

MALSR

MISSED APPROACH: Climb to 3500 direct FINEN WP and left turn via 016° track to HESBO and left turn via 270° track to ORALE and hold.

AWOS-3	AUSTIN APP CON	CLNC DEL	UNICOM
120.825	119.0 370.85	121.35	123.05 (CTAF) L



CATEGORY	A	B	C	D	E
LPV DA	NA				
LNAV/VNAV DA	1060-1 467 (500-1)				1060-1¼ 467 (500-1¼)
LNAV MDA	1280-½ 687 (700-½)		1280-1½ 687 (700-1½)	1280-1¾ 687 (700-1¾)	1280-2 687 (700-2)
CIRCLING	1280-1½ 683 (700-1½)		1280-2 683 (700-2)	1280-2¼ 683 (700-2¼)	1280-2½ 683 (700-2½)

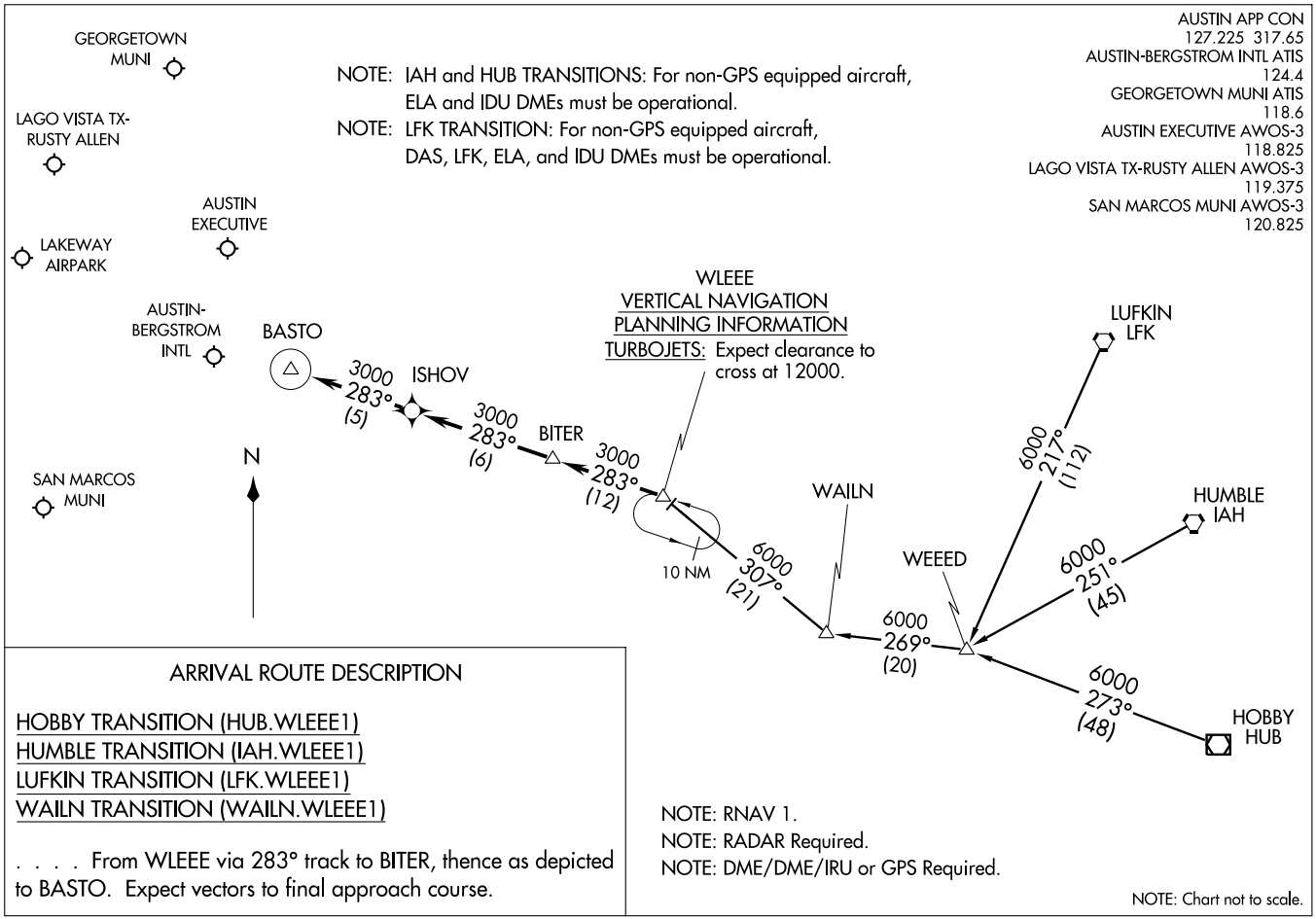
REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

WLEEE ONE ARRIVAL (RNAV)

(WLEEE.WLEEE1) 10266



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.WLEEE1)
HUMBLE TRANSITION (IAH.WLEEE1)
LUFKIN TRANSITION (LFK.WLEEE1)
WAILN TRANSITION (WAILN.WLEEE1)

. . . . From WLEEE via 283° track to BITER, thence as depicted to BASTO. Expect vectors to final approach course.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Chart not to scale.

AUSTIN, TEXAS

WLEEE ONE ARRIVAL (RNAV)
(WLEEE.WLEEE1) 10266
AUSTIN, TEXAS

ST-556 (FAA)

APP CRS	Rwy Idg	4999
359°	TDZE	3278
	Apt Elev	3315

NDB RWY 35

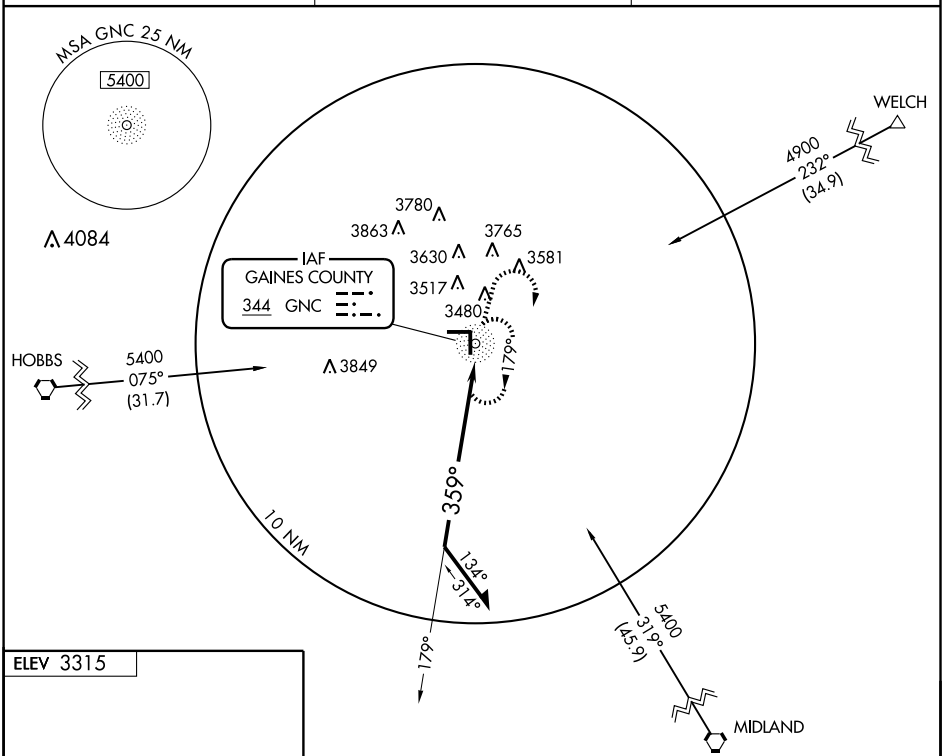
SEMINOLE/GAINES COUNTY (GNC)

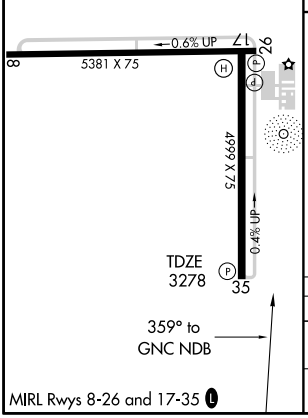
Use Midland Intl altimeter setting.

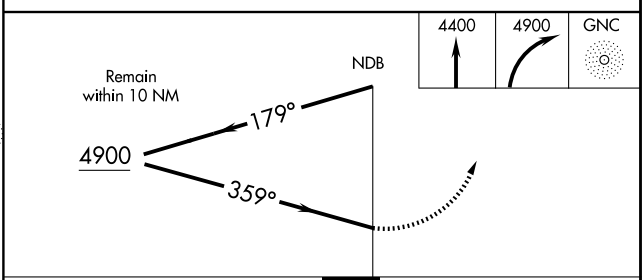
NA

MISSED APPROACH: Climb to 4400 then climbing right turn to 4900 direct GNC NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	132.6 269.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	3940-1 662 (700-1)		3940-1¾ 662 (700-1¾)	NA
CIRCLING	3960-1 645 (700-1)		4060-2¼ 745 (800-2¼)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4999
CH 72918	350°	TDZE	3278
W35A		Apt Elev	3315

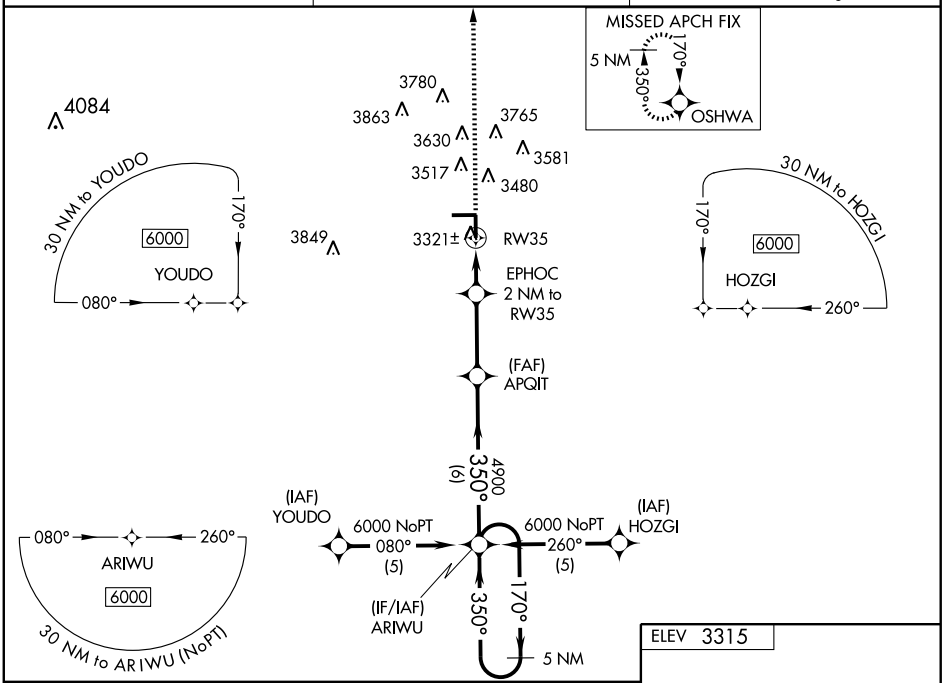
RNAV (GPS) RWY 35

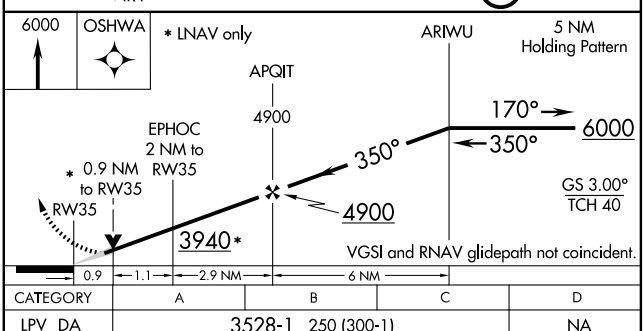
SEMINOLE/GAINES COUNTY (GNC)

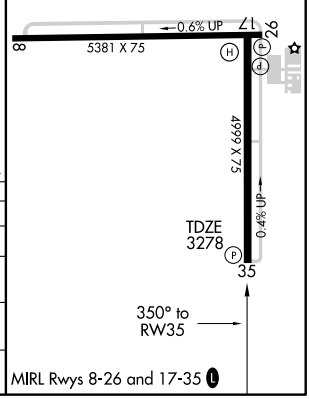
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA When local altimeter setting not received, use Midland Intl altimeter setting and increase all DA 177 feet, all MDA 180 feet, increase LPV all Cats and LNAV Cat C visibility ½ mile, LNAV/VNAV all Cats and Circling Cat C visibility ¾ mile. Baro-VNAV and VDP NA when using Midland Intl altimeter setting.

MISSED APPROACH: Climb to 6000 direct OSHWA and hold, continue climb-in-hold to 6000.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	132.6 269.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3528-1 250 (300-1)			NA
LNAV/VNAV DA	3591-1¼ 313 (300-1¼)			NA
LNAV MDA	3580-1 302 (300-1)			NA
CIRCLING	3840-1 525 (600-1)		3880-1½ 565 (600-1½)	NA

MIRL Rwys 8-26 and 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4300
173°	TDZE	1344
	Apt Elev	1344

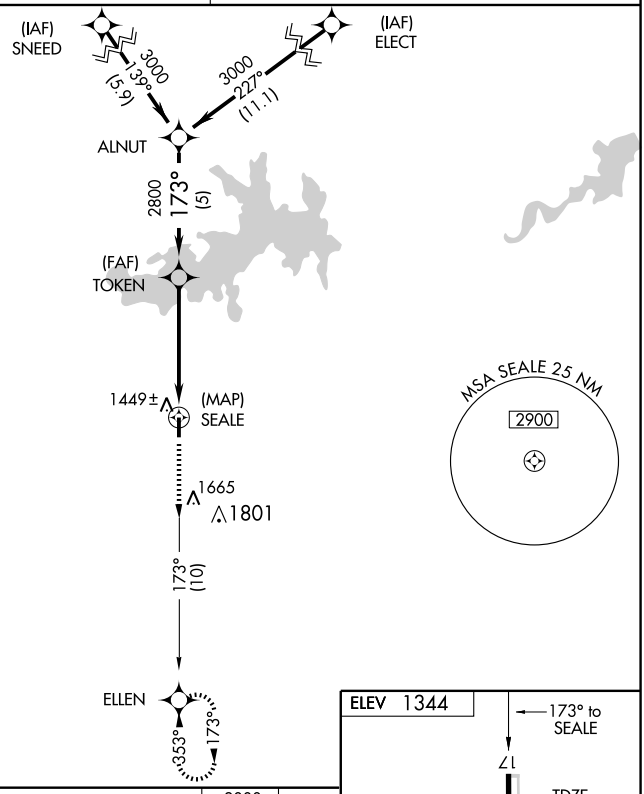
GPS RWY 17
SEYMOUR MUNI (6ØF)

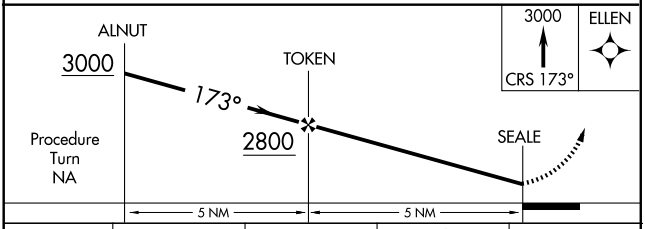
NA — Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altimeter setting.

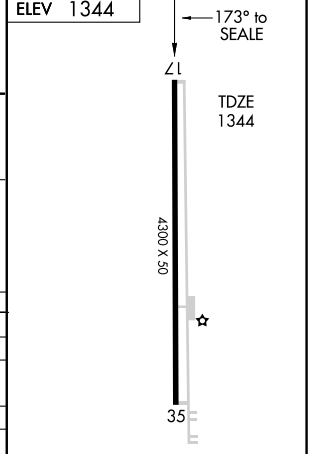
MISSED APPROACH: Climb to 3000 via 173° course to ELLEN WP and hold.

FORT WORTH CENTER
133.5 350.35

CTAF
122.9







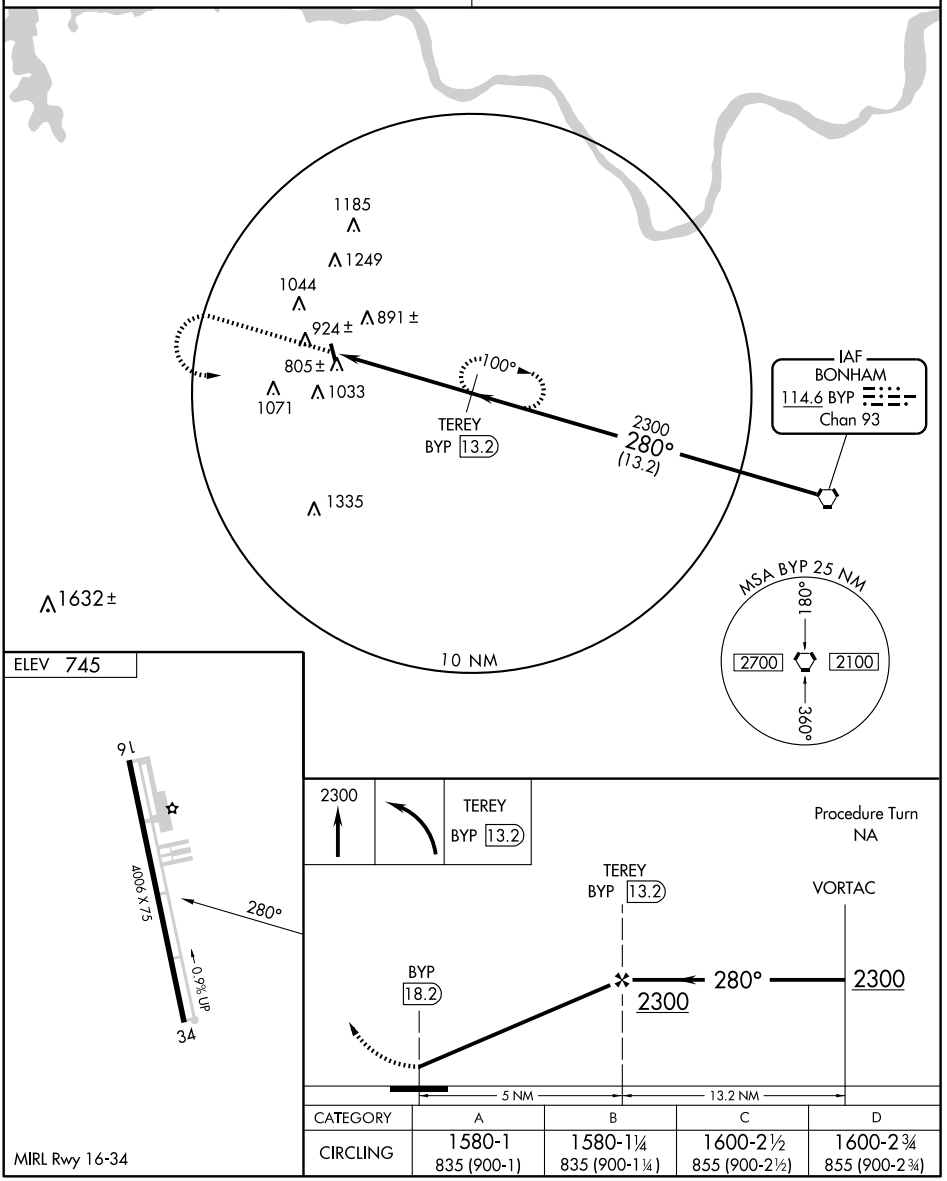
CATEGORY	A	B	C	D
S-17	1700-1 356 (400-1)			NA
CIRCLING	1780-1 436 (500-1)	1800-1 456 (500-1)	1800-1½ 456 (500-1½)	NA
SHEPPARD AFB/WICHITA FALLS MUNI ALTIMETER SETTING MINIMUMS				
S-17	1880-1 536 (600-1)		1880-1½ 536 (600-1½)	NA
CIRCLING	1960-1 616 (700-1)	1980-1 636 (700-1)	1980-1¾ 636 (700-1¾)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BYP 114.6 Chan 93	APP CRS 280°	Rwy Idg N/A TDZE N/A Apt Elev 745

VOR/DME-A
SHERMAN MUNI (SWI)

⚠ NA Use Dallas-Love Field altimeter setting.	MISSED APPROACH: Climb to 2300, then left turn direct TEREY and hold.
FORT WORTH CENTER **124.75 377.1**	UNICOM **122.8** (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1580-1 835 (900-1)	1580-1¼ 835 (900-1¼)	1600-2½ 855 (900-2½)	1600-2¾ 855 (900-2¾)

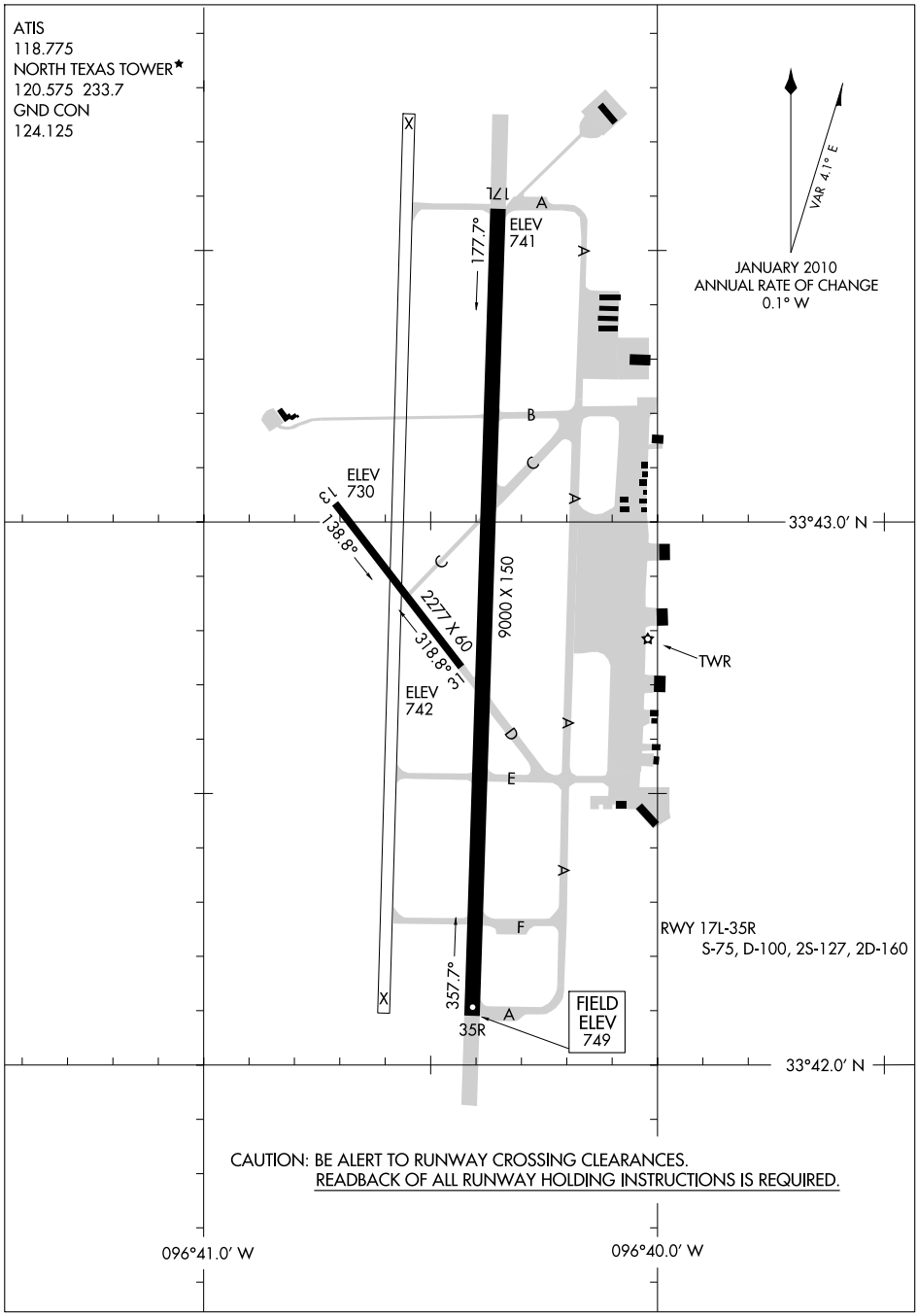
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SHERMAN/DENISON/NORTH TEXAS RGNL/PERRIN FIELD (GYI)

AL-389 (FAA)

SHERMAN/DENISON, TEXAS



SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SHERMAN/DENISON, TEXAS

SHERMAN/DENISON/NORTH TEXAS RGNL/PERRIN FIELD (GYI)

10210

LOC I-GYI	APP CRS	Rwy Idg	9000
111.7	176°	TDZE	741
		Apt Elev	749

ILS or LOC RWY 17L

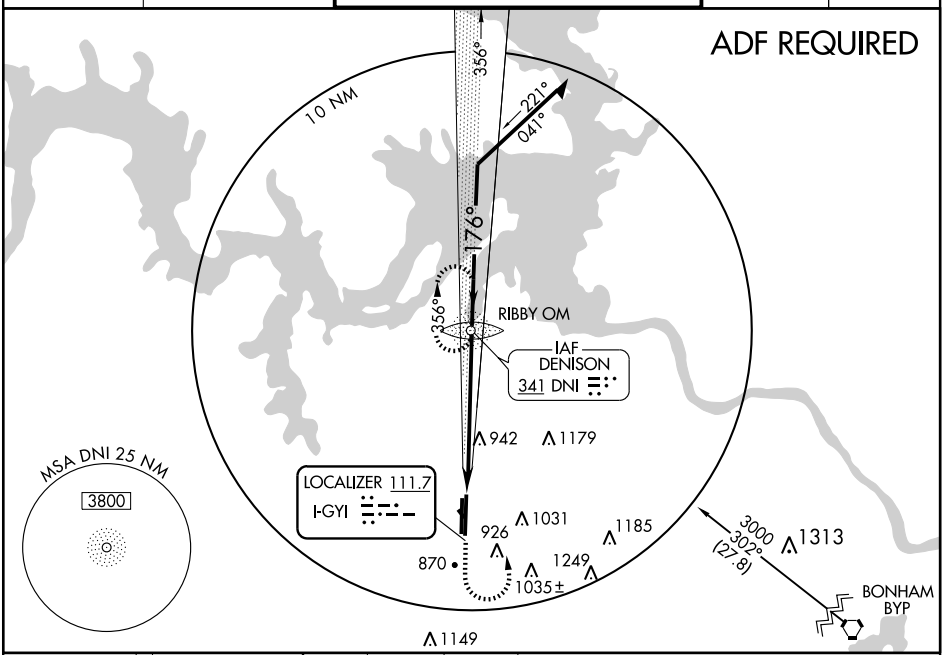
SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

NA When local altimeter setting not received, use Dallas-Love Field altimeter setting. For inoperative MALSR increase S-ILS 17L visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DNI NDB and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7



SC-2, 21 OCT 2010 to 18 NOV 2010

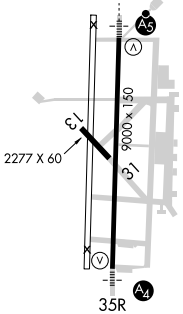
SC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 749

176° 5.9 NM from FAF

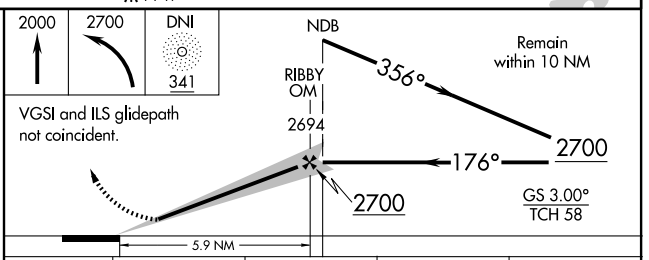
TDZE 741

849 ±



MIRL Rwy 17L-35R L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 17L	941-½ 200 (200-½)			
S-LOC 17L	1240-½ 499 (500-½)		1240-¾ 499 (500-¾)	1240-1 499 (500-1)
CIRCLING	1280-1 531 (600-1)		1280-1½ 531 (600-1½)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-ILS 17L	1099-¾ 358 (400-¾)			
S-LOC 17L	1400-½ 659 (700-½)		1400-1¼ 659 (700-1¼)	1400-1½ 659 (700-1½)
CIRCLING	1440-1¼ 691 (700-1¼)		1440-2 691 (700-2)	1540-2½ 791 (800-2½)

NDB or GPS RWY 17L

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

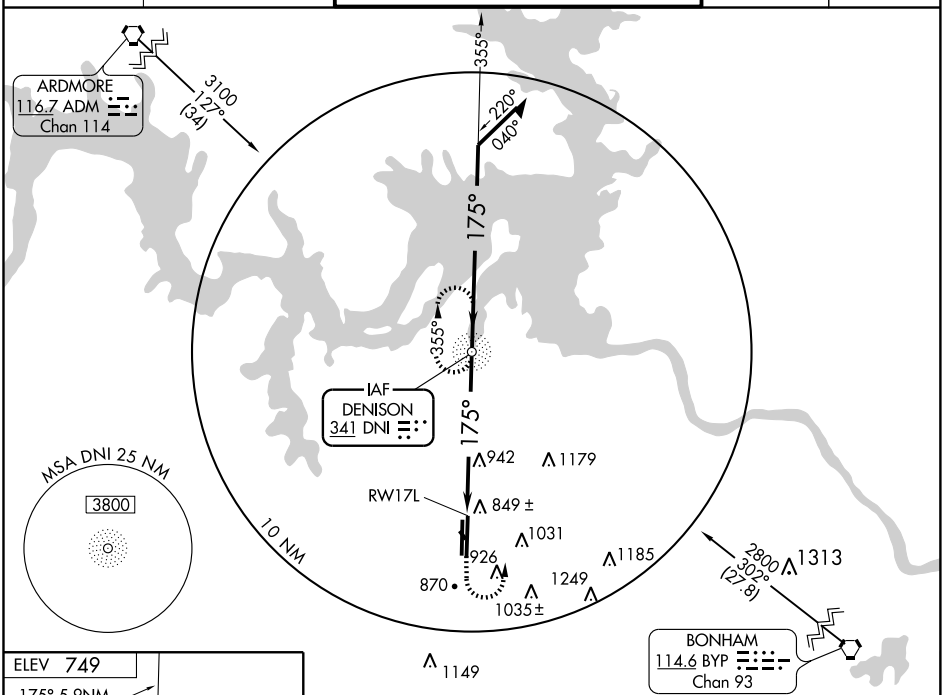
NDB DNI	APP CRS	Rwy Idg	9000
341	175°	TDZE	741
		Apt Elev	749

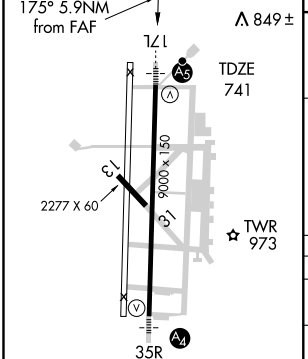
NA — When local altimeter setting not received, use Dallas-Love Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct DNI NDB and hold.

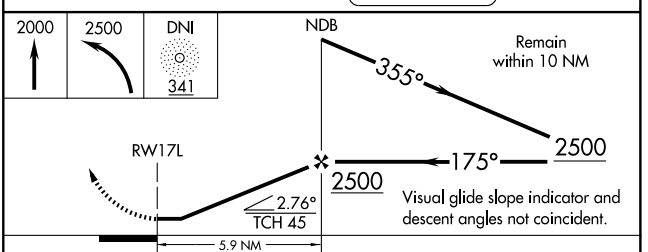
ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7





MIRL Rwy 17L-35R L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-17L	1300-¾ 559 (600-¾)		1300-1 559 (600-1)	1300-1½ 559 (600-1½)
CIRCLING	1300-1 551 (600-1)		1300-1½ 551 (600-1½)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-17L	1460-¾ 719 (800-¾)		1460-1½ 719 (800-1½)	1460-2 719 (800-2)
CIRCLING	1460-1 711 (800-1)		1460-2 711 (800-2)	1540-2½ 791 (800-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BYP	APP CRS	Rwy Idg	N/A
114.6	290°	TDZE	N/A
Chan 93		Apt Elev	749

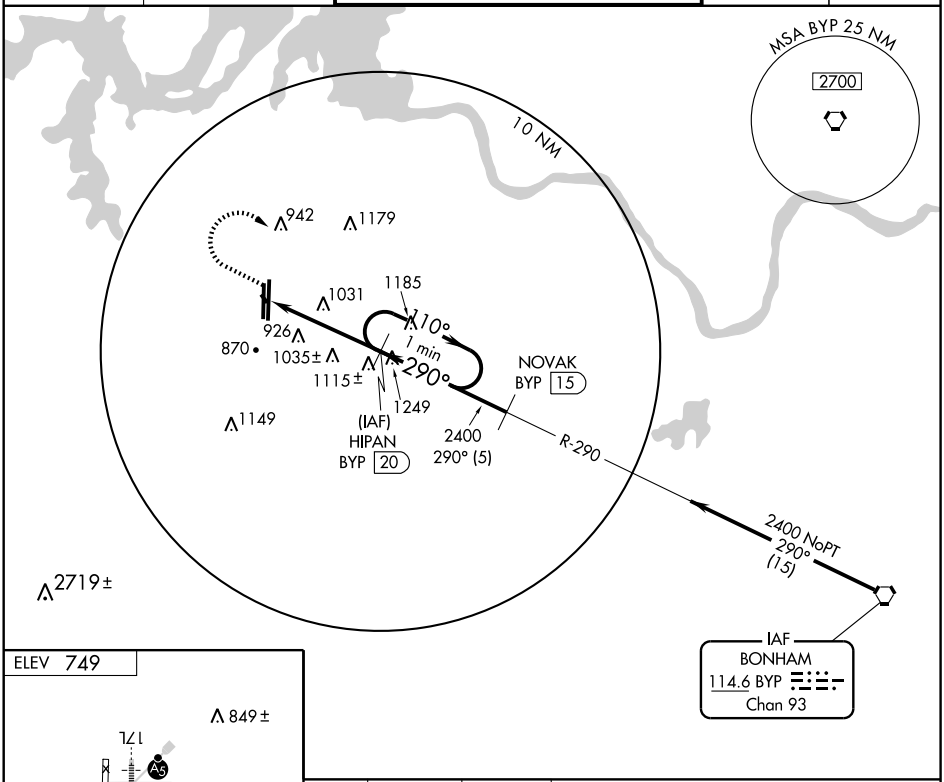
VOR/DME-A

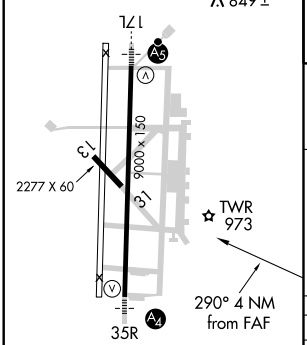
SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

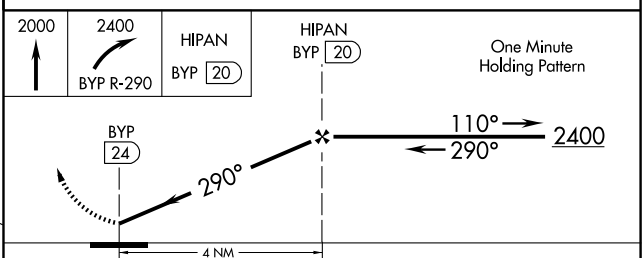
NA When local altimeter setting not received, use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2400 via BYP R-290 to HIPAN/BYP 20 DME and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7







CATEGORY	A	B	C	D
CIRCLING	1380-1 631 (700-1)	1380-1¼ 631 (700-1¼)	1380-1¾ 631 (700-1¾)	1400-2 651 (700-2)
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1540-1 791 (800-1)	1540-1¼ 791 (800-1¼)	1540-2¼ 791 (800-2¼)	1540-2½ 791 (800-2½)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BYP	APP CRS	Rwy Idg	9000
114.6	356°	TDZE	749
Chan 93		Apt Elev	749

VOR/DME RNAV RWY 35R

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

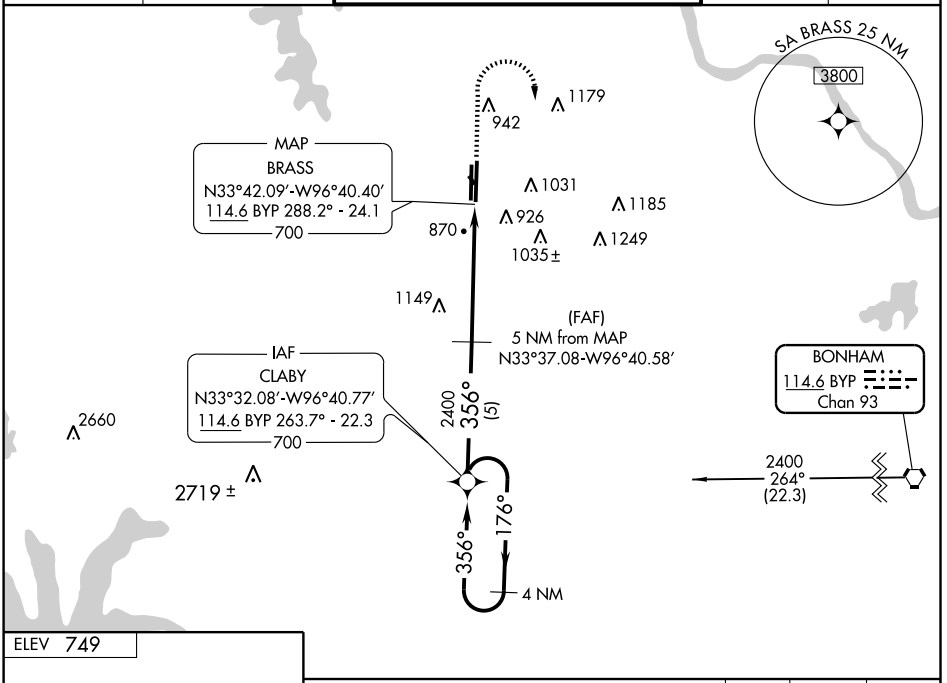
NA

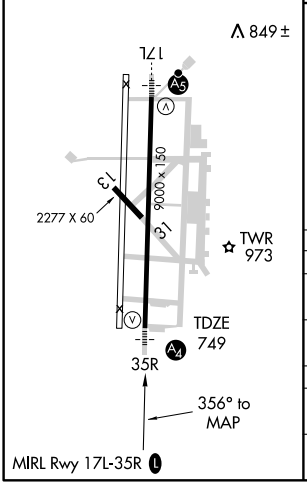
* Inoperative table does not apply to S-35R Cat C.
** Inoperative table does not apply to S-35R Cat B/C.
When local altimeter settiing not received, use Dallas-Love Field altimeter setting. Visibility reduction by helicopters NA.

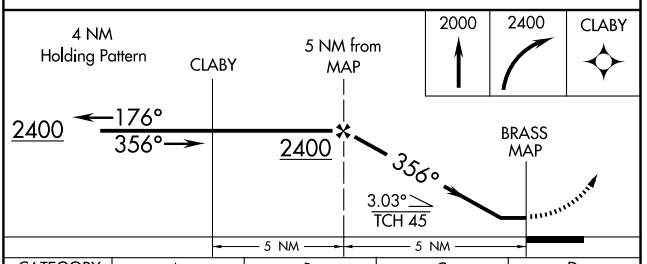
MALS

MISSED APPROACH: Climb to 2000, then climbing right turn to 2400 direct CLABY and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS ★	GND CON	UNICOM
118.775	124.75 377.1	120.575 (CTAF) L 233.7	124.125	122.7







CATEGORY	A	B	C	D
S-35R *	1460-¾ 711 (800-¾)		1460-2 711 (800-2)	1460-2¼ 711 (800-2¼)
CIRCLING	1460-1 711 (800-1)		1460-2 711 (800-2)	1460-2¼ 711 (700-2¼)
	DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS			
S-35R * *	1620-¾ 871 (900-¾)	1620-1¼ 871 (900-1¼)	1620-2½ 871 (900-2½)	1620-2¾ 871 (900-2¾)
CIRCLING	1620-1 871 (900-1)	1620-1¼ 871 (900-1¼)	1620-2½ 871 (900-2½)	1620-2¾ 871 (900-2¾)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4073
140°	TDZE	48
	Apt Elev	48

GPS RWY 14

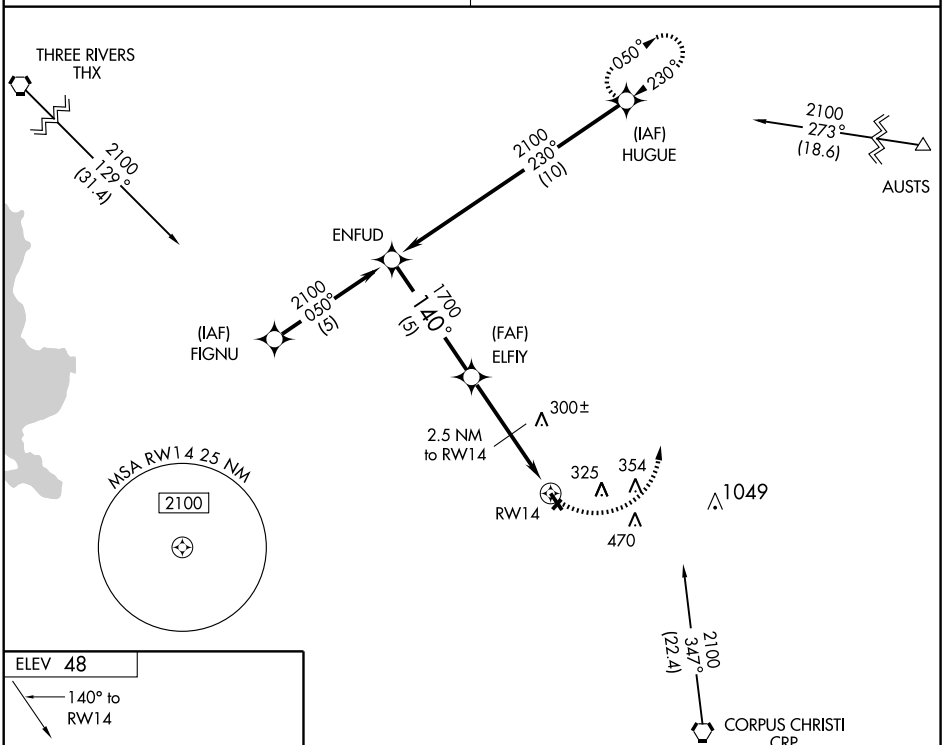
SINTON/ ALFRED C 'BUBBA' THOMAS (T69)

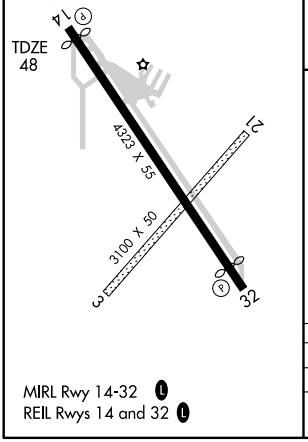
NA

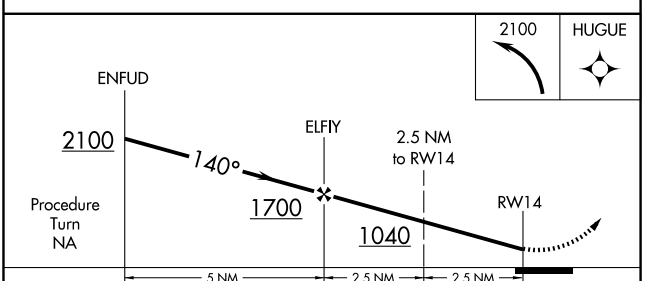
Use Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2100 direct HUGUE and hold.

CORPUS APP CON	UNICOM
120.9 348.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	460-1 412 (500-1)		NA	
CIRCLING	620-1 572 (600-1)	680-1 632 (700-1)	NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3995
320°	TDZE	48
	Apt Elev	48

GPS RWY 32

SINTON/ALFRED C 'BUBBA' THOMAS (T69)

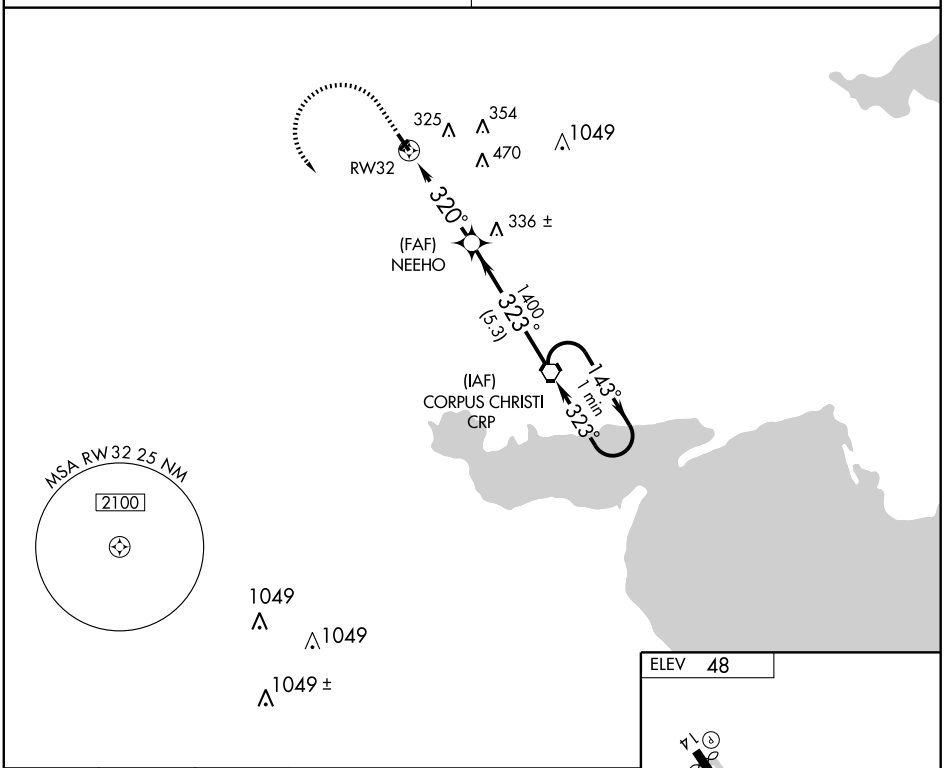
Use Corpus Christi altimeter setting.

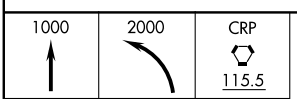
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRP VORTAC and hold.

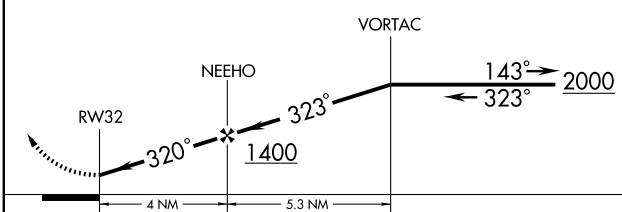
CORPUS APP CON	UNICOM
120.9 348.725	122.8 (CTAF) L

SC-3, 21 OCT 2010 to 18 NOV 2010

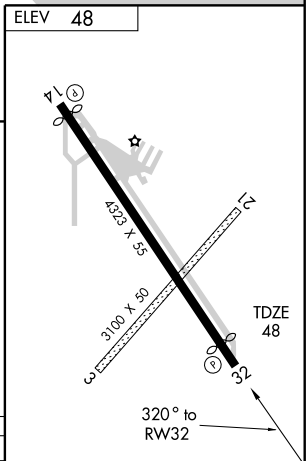




One Minute Holding Pattern



CATEGORY	A	B	C	D
S-32	520-1 472 (500-1)		NA	
CIRCLING	620-1 572 (600-1)	680-1 632 (700-1)	NA	



MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

VORTAC CRP	APP CRS	Rwy Idg	4073
115.5	138°	TDZE	48
Chan 102		Apt Elev	48

VOR/DME RWY 14

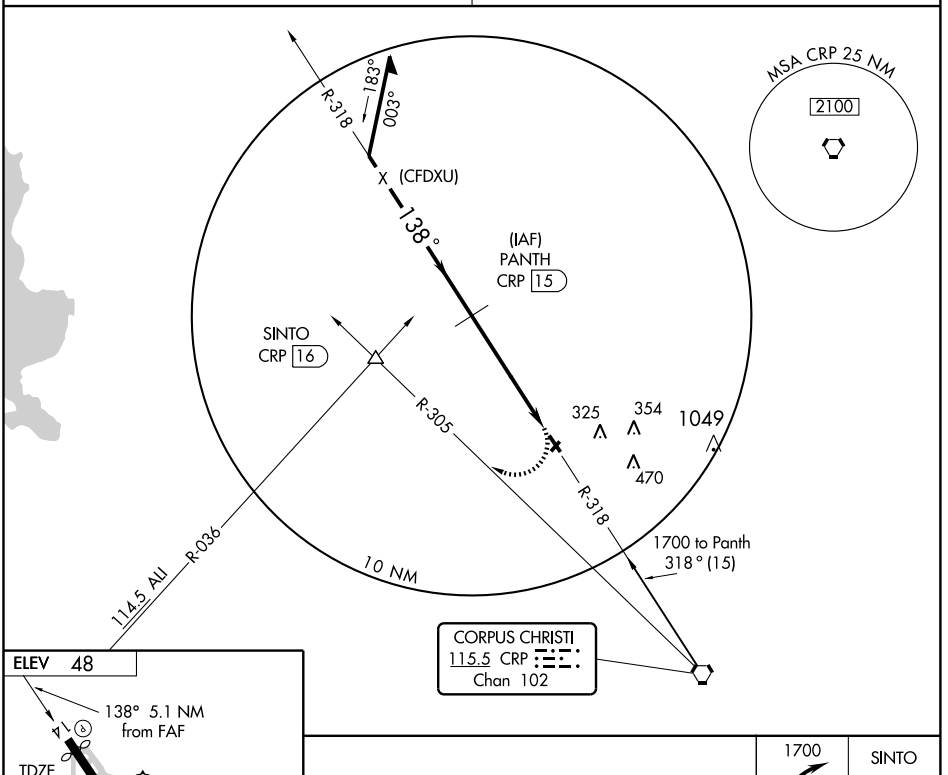
SINTON/ ALFRED C 'BUBBA' THOMAS (T69)

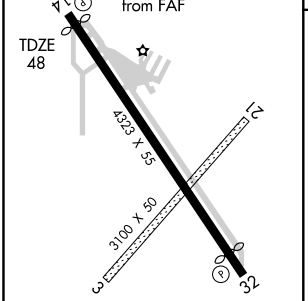
NA

Use Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via CRP R-305 to SINTO Int.

CORPUS APP CON	UNICOM
120.9 348.725	122.8 (CTAF) L

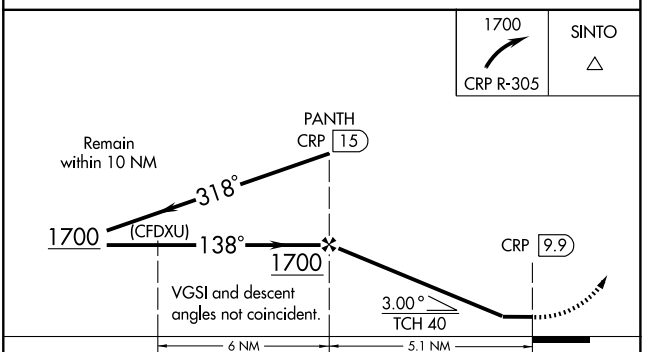




MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-14	640-1	592 (600-1)	NA	
CIRCLING	640-1 592 (600-1)	680-1 632 (700-1)	NA	

SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CRP 115.5 Chan 102	APP CRS 318°	Rwy Idg 3995 TDZE 48 Apt Elev 48

VOR RWY 32

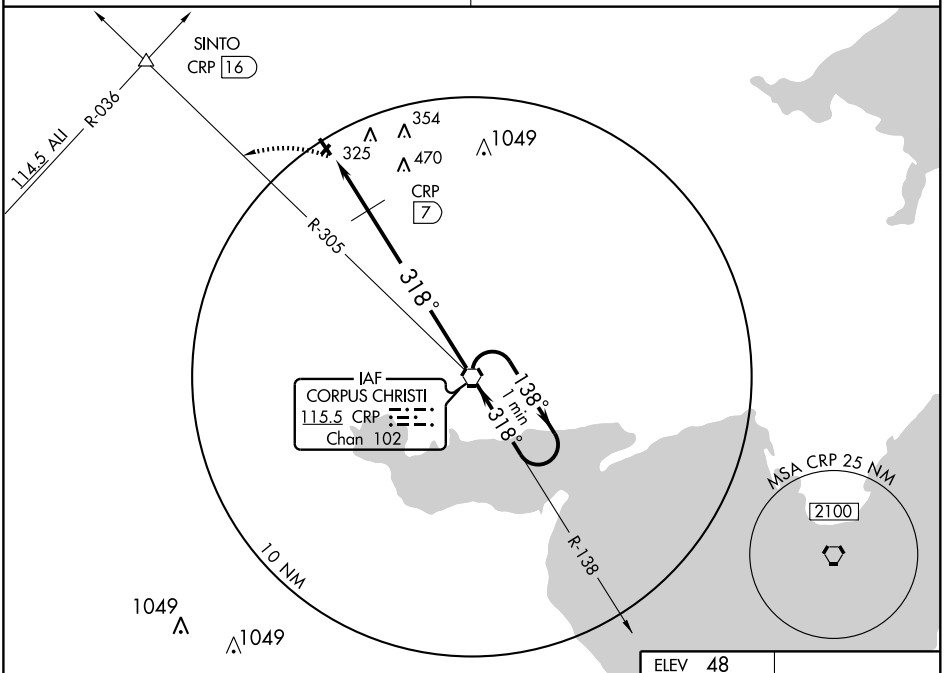
SINTON/ALFRED C 'BUBBA' THOMAS (T69)

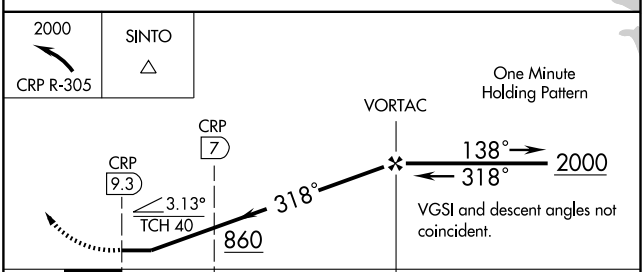
NA — Use Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via CRP R-305 to SINTO Int.

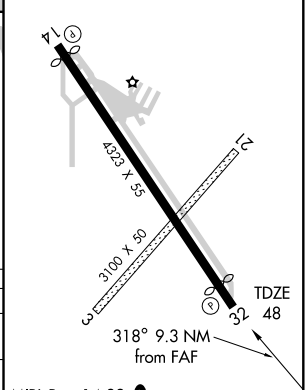
CORPUS APP CON 120.9 348.725

UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
S-32	860-1 812 (900-1)	860-1 ¼ 812 (900-1 ¼)	NA	
CIRCLING	860-1 812 (900-1)	860-1 ¼ 812 (900-1 ¼)	NA	
DME MINIMUMS				
S-32	640-1 592 (600-1)		NA	
CIRCLING	640-1 592 (600-1)	680-1 632 (700-1)	NA	



MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB SDR	APP CRS	Rwy Idg	5599
359	358°	TDZE	2426
		Apt Elev	2430

NDB RWY 35

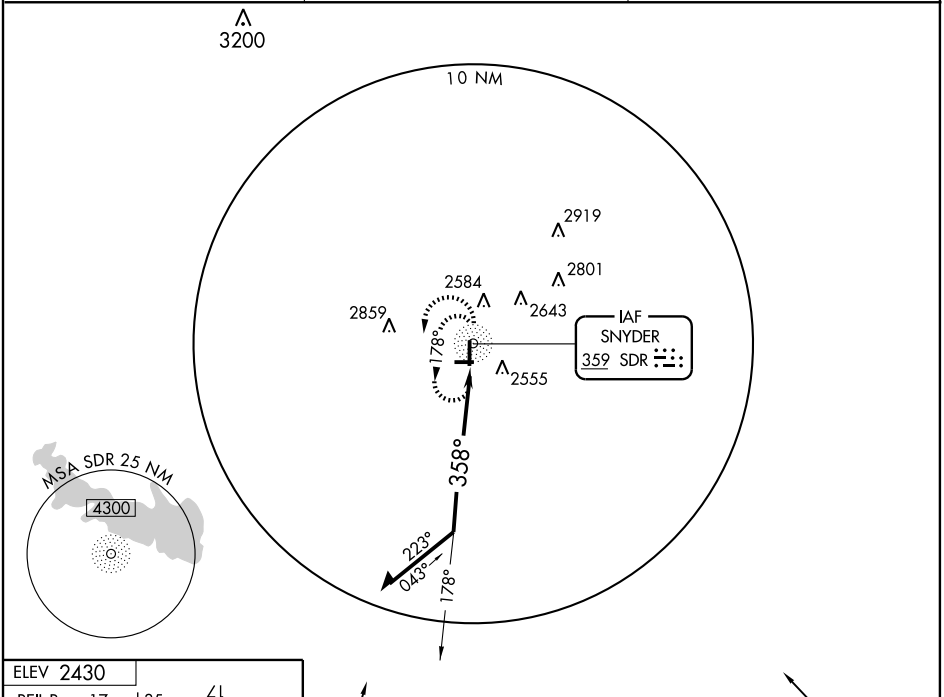
SNYDER/ WINSTON FIELD (SNK)

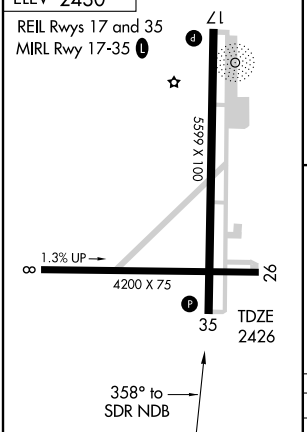
NA

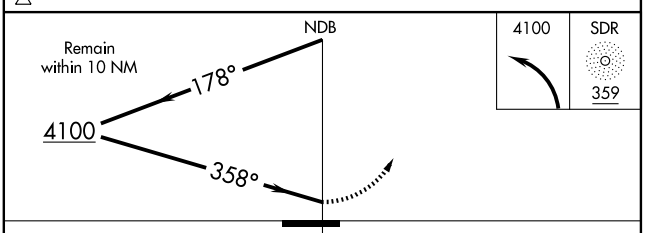
Circling NA to Rwy 8-26.

MISSED APPROACH: Climbing left turn to 4100 in SDR NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
119.925	127.45 290.3	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-35	2960-1	534 (600-1)	2960-1½ 534 (600-1½)	NA
CIRCLING	2960-1	530 (600-1)	2960-1½ 530 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

SNYDER/WINSTON FIELD (SNK)

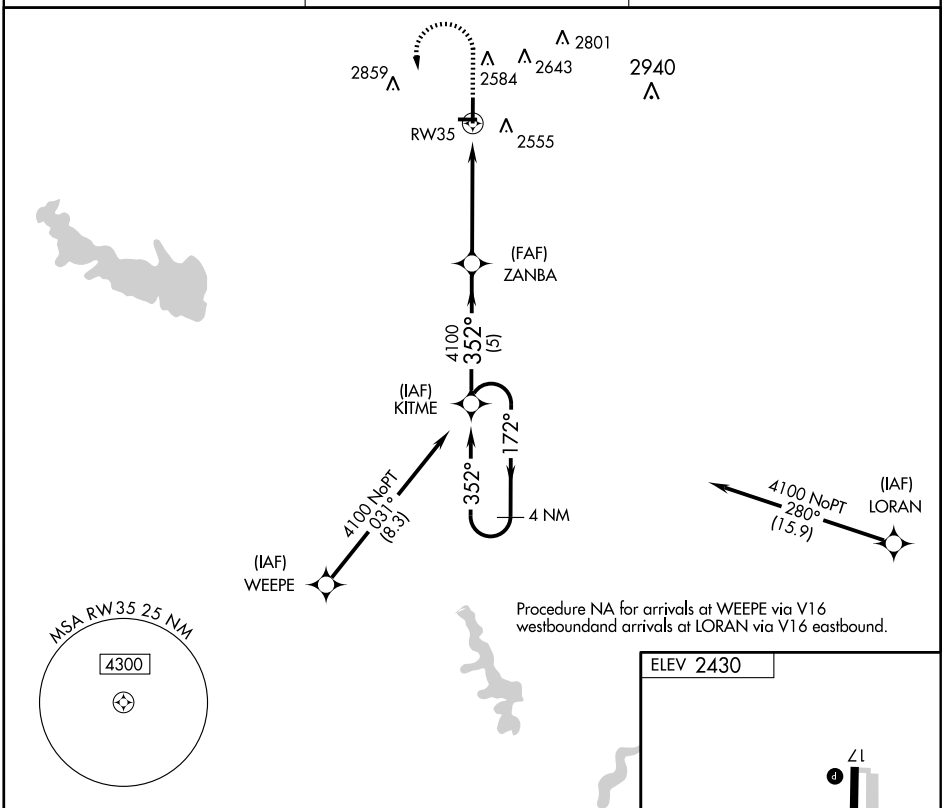
APP CRS	Rwy Idg	5599
352°	TDZE	2426
	Apt Elev	2430

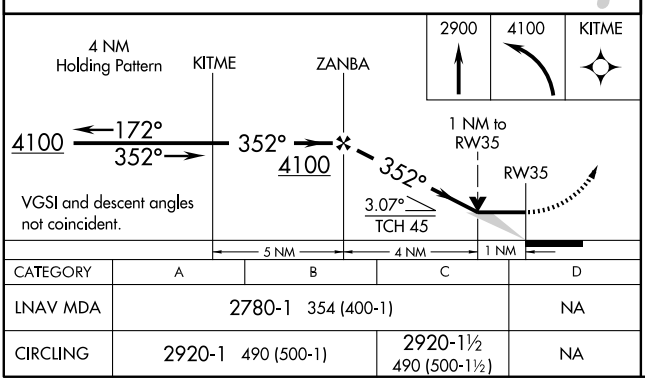
Circling NA to Rwy 8-26.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

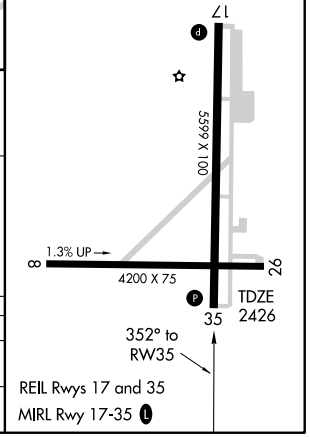
MISSED APPROACH: Climb to 2900, then climbing left turn to 4100 direct KITME WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.925	127.45 290.3	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	2780-1 354 (400-1)			NA
CIRCLING	2920-1 490 (500-1)		2920-1½ 490 (500-1½)	NA



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB SOA 371	APP CRS 175°	Rwy Idg 3944 TDZE 2139 Apt Elev 2139

NDB or GPS RWY 18

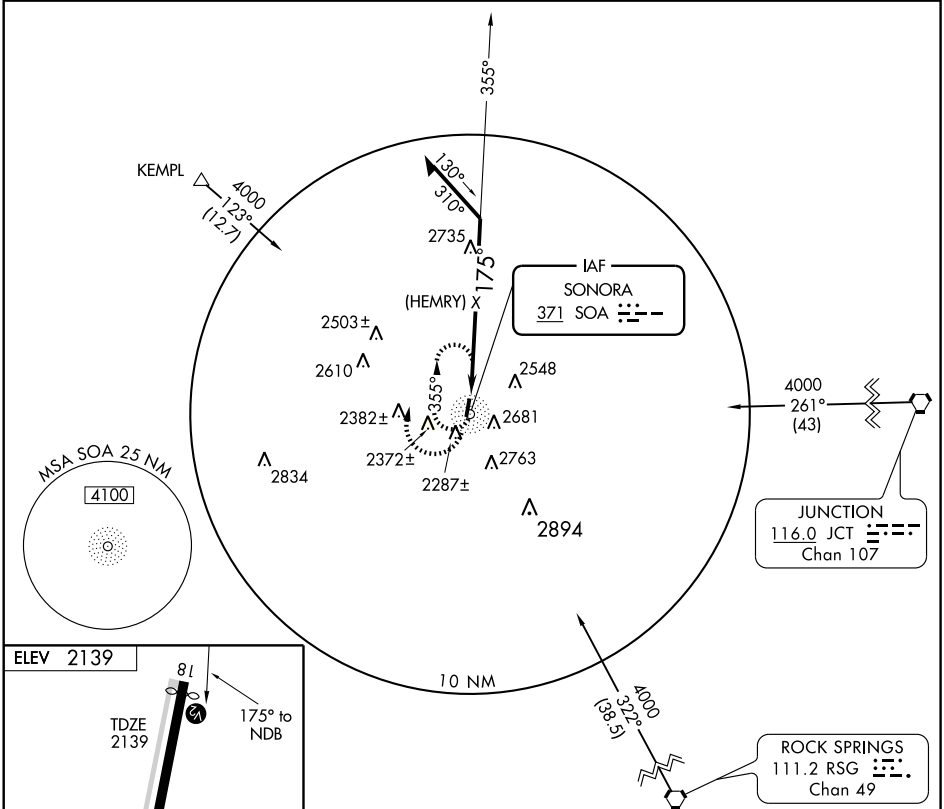
SONORA MUNI (SOA)

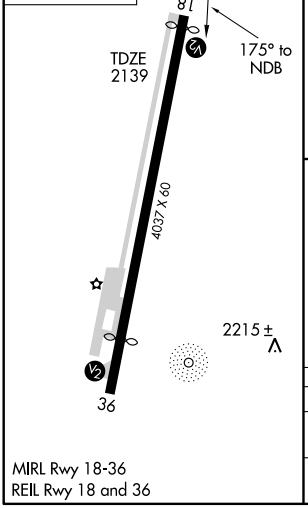
NA

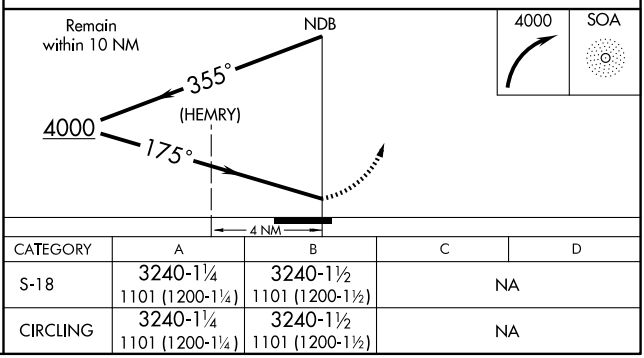
Procedure not authorized at night.
Use San Angelo altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 in SOA NDB holding pattern.

AWOS-3	HOUSTON CENTER	UNICOM
118.075	125.75 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	3240-1¼ 1101 (1200-1¼)	3240-1½ 1101 (1200-1½)	NA	
CIRCLING	3240-1¼ 1101 (1200-1¼)	3240-1½ 1101 (1200-1½)	NA	

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5022
020°	TDZE	3090
	Apt Elev	3090

RNAV (GPS) RWY 2

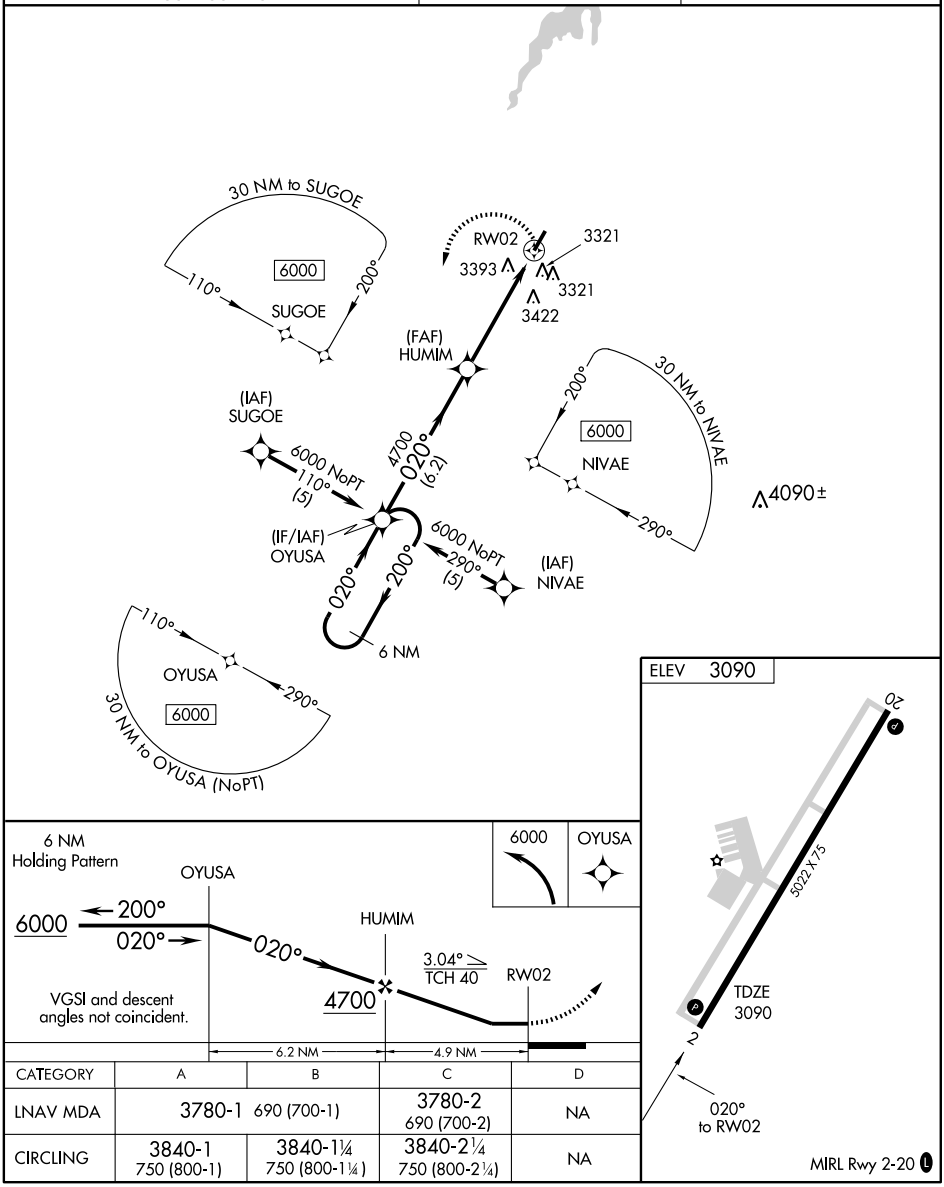
SPEARMAN MUNI (E42)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat B visibility ¼ mile, LNAV Cat C visibility ½ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

NA

MISSED APPROACH: Climbing left turn to 6000 direct OYUSA hold.

ALBUQUERQUE CENTER	CTAF	122.8 L
127.85 285.475	122.9	



CATEGORY	A	B	C	D
LNAV MDA	3780-1 690 (700-1)		3780-2 690 (700-2)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

SPEARMAN MUNI (E42)

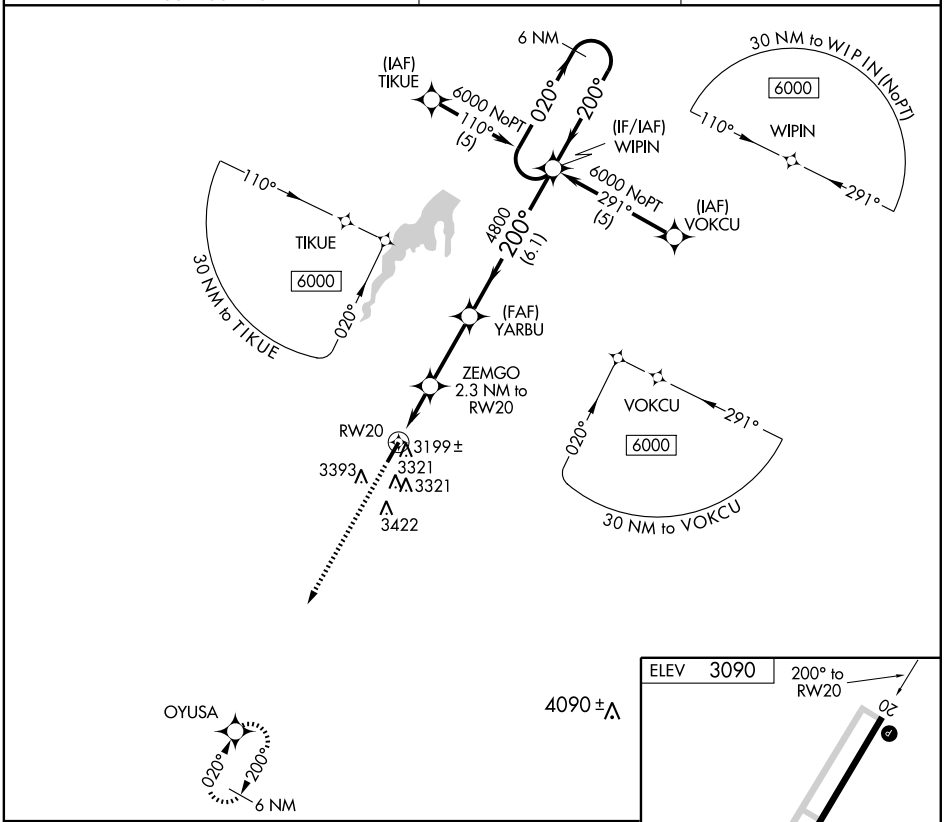
APP CRS	Rwy Idg	5022
200°	TDZE	3090
	Apt Elev	3090

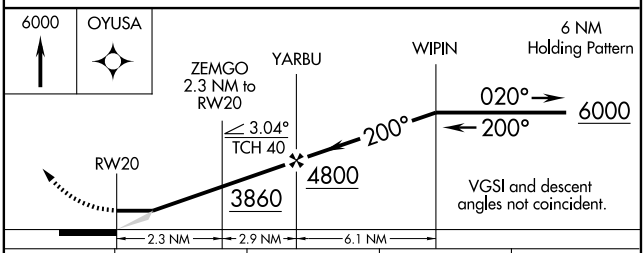
DME/DME RNP-0.3 NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C visibility ¼ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

NA

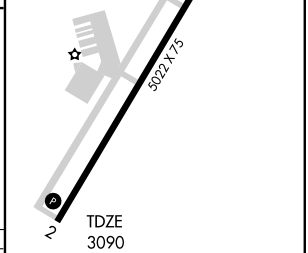
MISSED APPROACH: Climb to 6000 direct OYUSA and hold, continue climb-in-hold to 6000.

ALBUQUERQUE CENTER	CTAF	122.8 L
127.85 285.475	122.9	





CATEGORY	A	B	C	D
LNAV MDA	3540-1 450 (500-1)		3540-1¼ 450 (500-1¼)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA



MIRL Rwy 2-20 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BGD 108.6 Chan 23	APP CRS 009°	Rwy Idg 5022 TDZE 3090 Apt Elev 3090

VOR/DME RWY 2

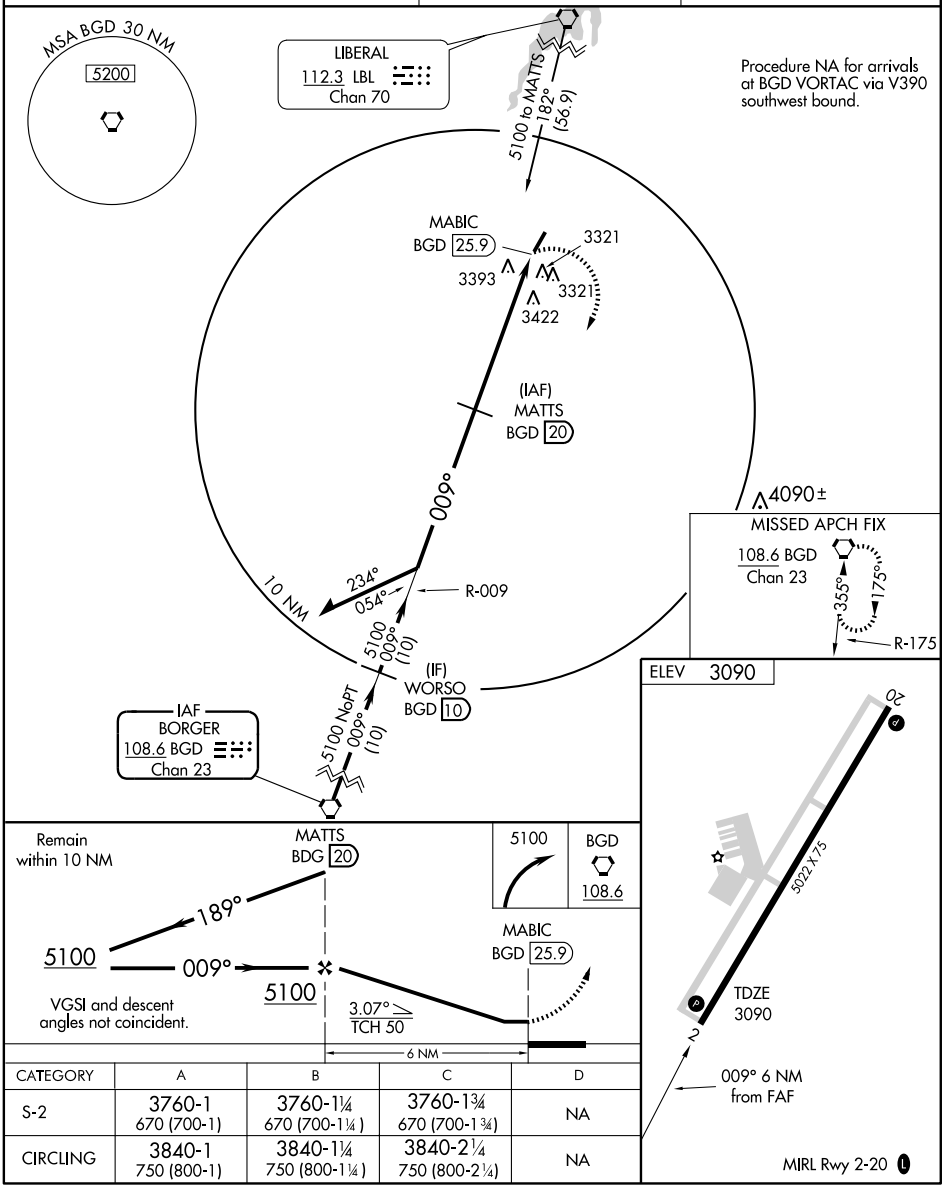
SPEARMAN MUNI (E42)

Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase S-2 Cat C visibility ½ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

NA

MISSED APPROACH: Climbing right turn to 5100 direct BGD VORTAC and hold.

ALBUQUERQUE CENTER	CTAF	
127.85 285.475	122.9	122.8 L



CATEGORY	A	B	C	D
S-2	3760-1 670 (700-1)	3760-1¼ 670 (700-1¼)	3760-1¾ 670 (700-1¾)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3705
174°	TDZE	1561
	Apt Elev	1561

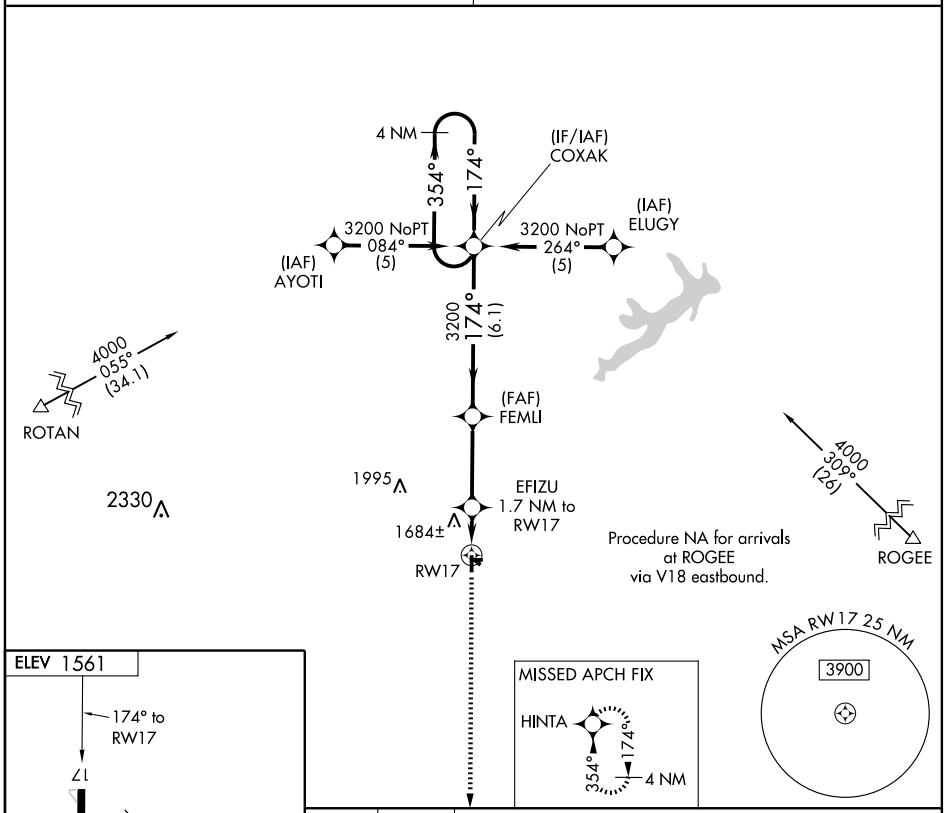
RNAV (GPS) RWY 17

STAMFORD/ARLEDGE FIELD (F56)

NA — DME/DME RNP-0.3 NA. Procedure NA at night. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct HINTA and hold.

ABILENE APP CON	UNICOM
127.2 282.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2040-1	479 (500-1)	2040-1¼ 479 (500-1¼)	NA
CIRCLING	2100-1	539 (600-1)	2100-1½ 539 (600-1½)	NA

MIRL Rwy 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3705
354°	TDZE	1560
	Apt Elev	1561

RNAV (GPS) RWY 35

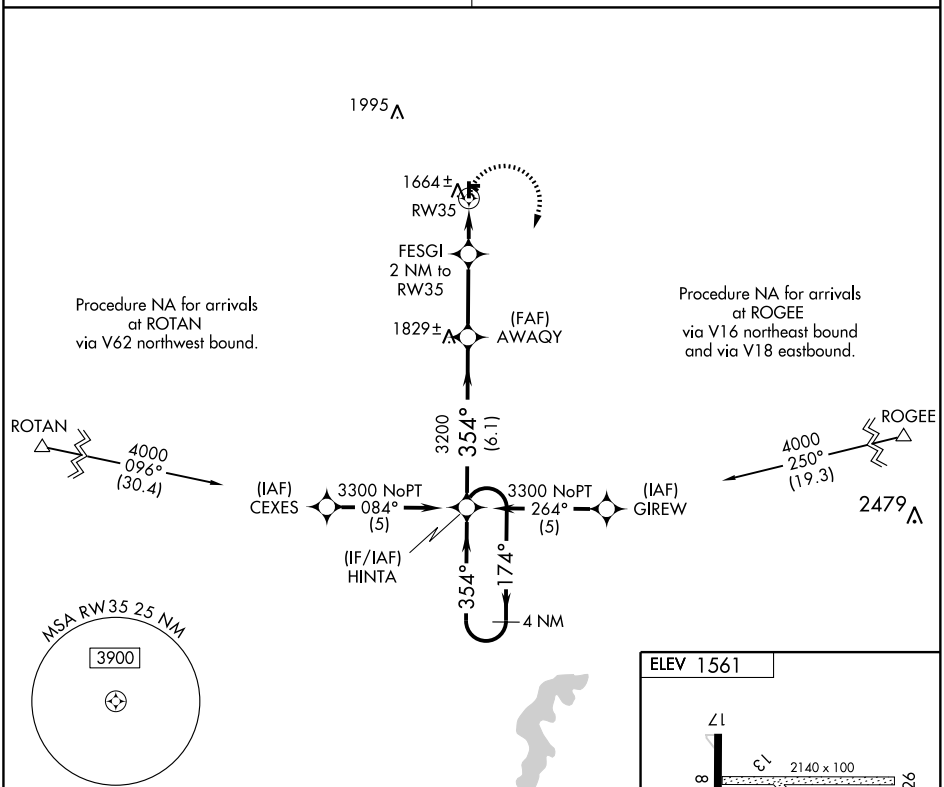
STAMFORD/ARLEDGE FIELD (F56)

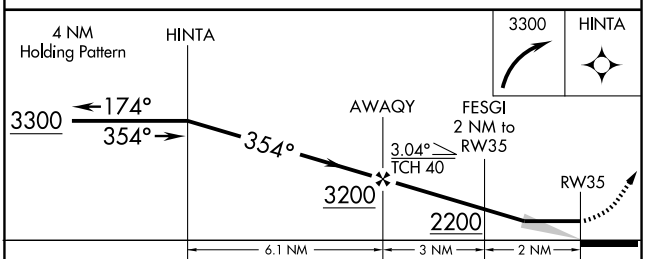
DME/DME RNP-0.3 NA. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDA 40 feet. Procedure NA at night.

NA

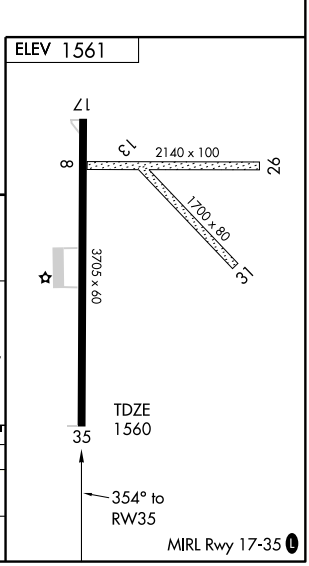
MISSED APPROACH: Climbing right turn to 3300 direct HINTA and hold.

ABILENE APP CON	UNICOM
127.2 282.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2020-1	460 (500-1)	2020-1¼ 460 (500-1¼)	NA
CIRCLING	2100-1	539 (600-1)	2100-1½ 539 (600-1½)	NA



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4209
142°	TDZE	1321
	Apt Elev	1321

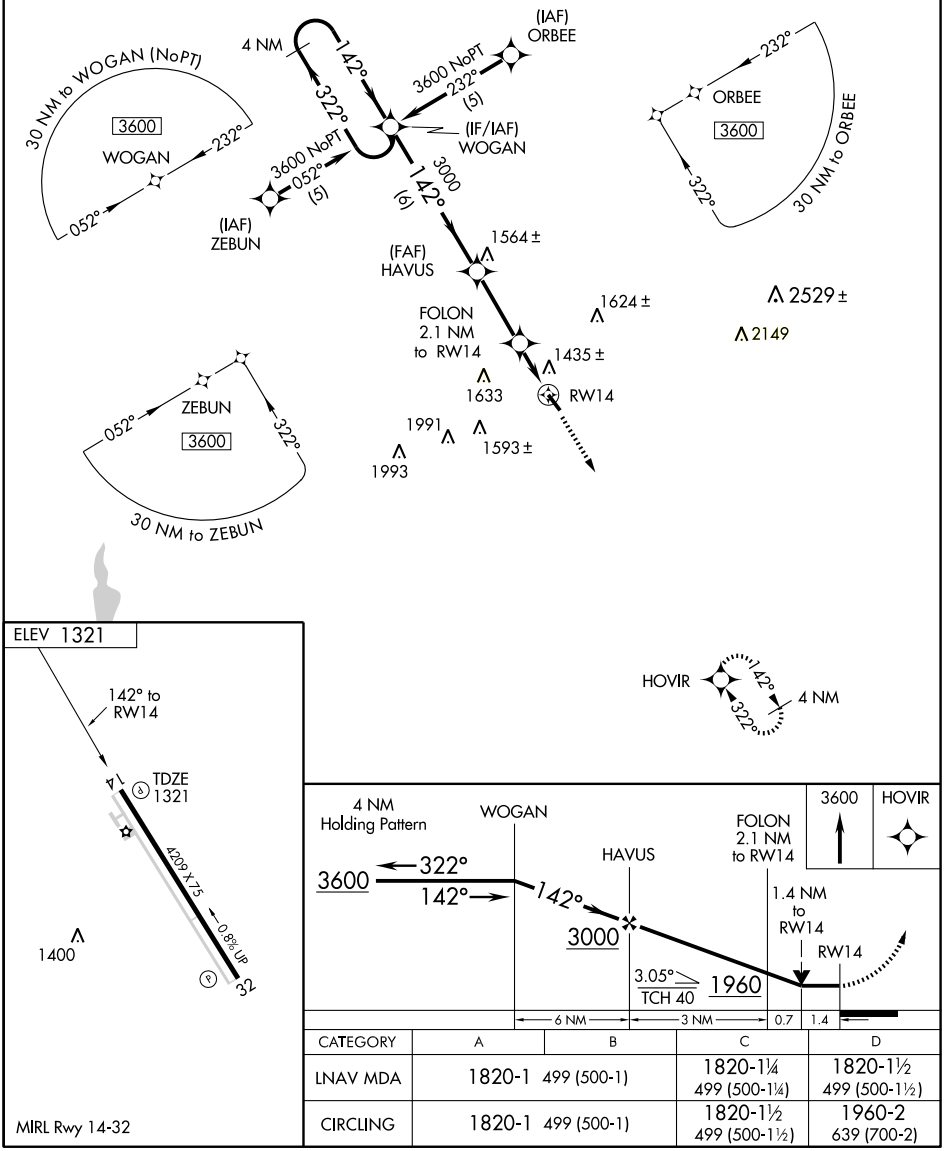
RNAV (GPS) RWY 14

STEPHENVILLE/CLARK FIELD MUNI (SEP)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct HOVIR and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1820-1 499 (500-1)		1820-1¼ 499 (500-1¼)	1820-1½ 499 (500-1½)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

MIRL Rwy 14-32

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4209
322°	TDZE	1313
	Apt Elev	1321

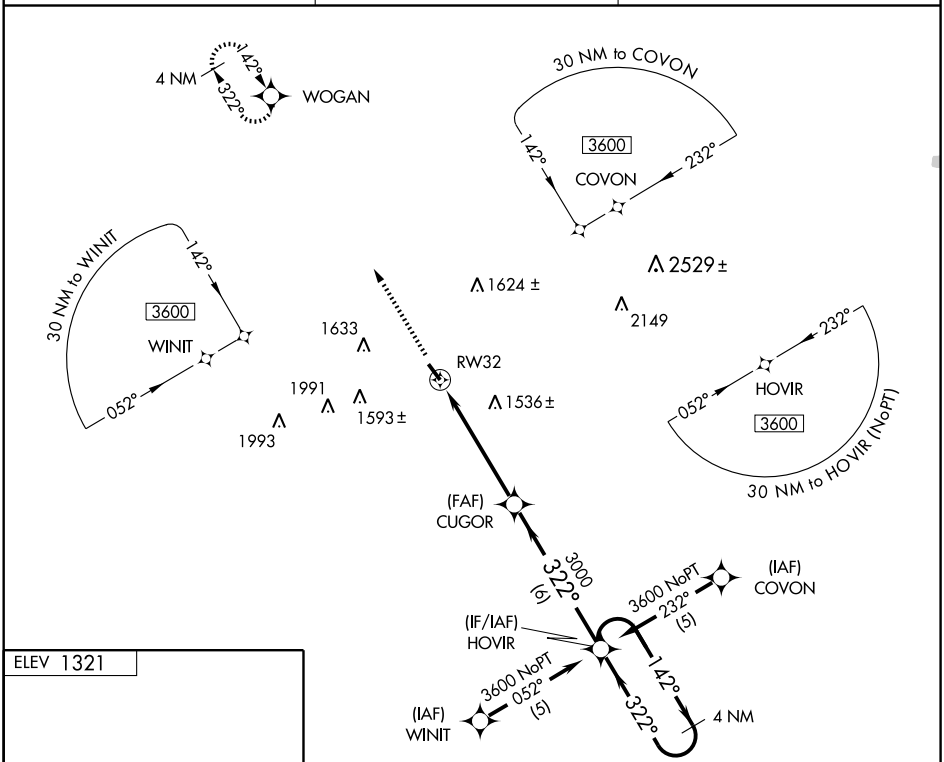
RNAV (GPS) RWY 32

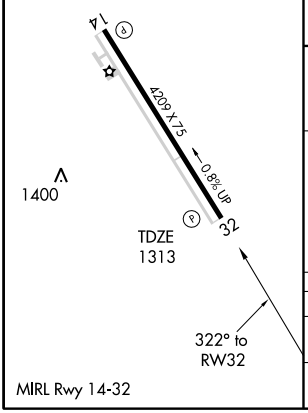
STEPHENVILLE/CLARK FIELD MUNI (SEP)

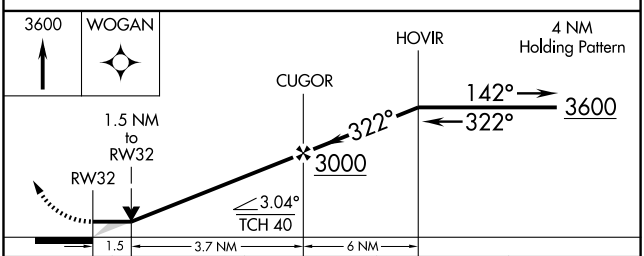
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct WOGAN and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1820-1 507 (500-1)		1820-1½ 507 (500-1½)	
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

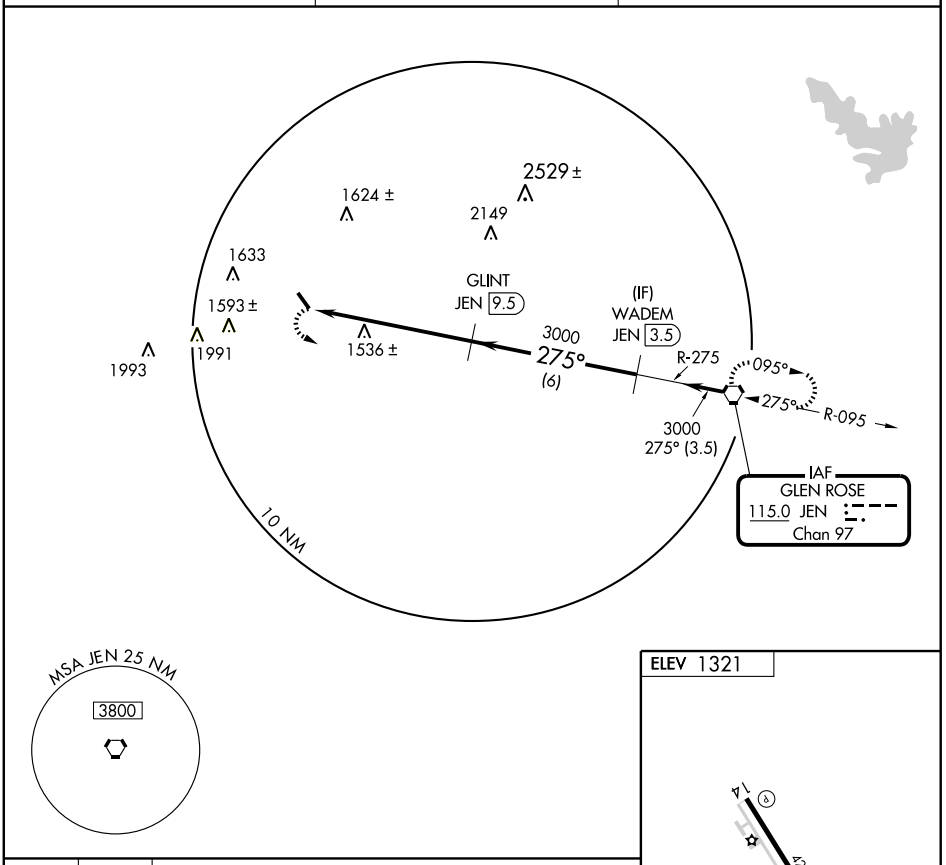
VORTAC JEN 115.0 Chan 97	APP CRS 275°	Rwy Idg N/A TDZE N/A Apt Elev 1321

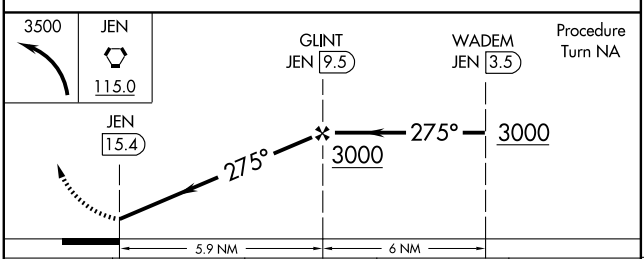
VOR/DME-A

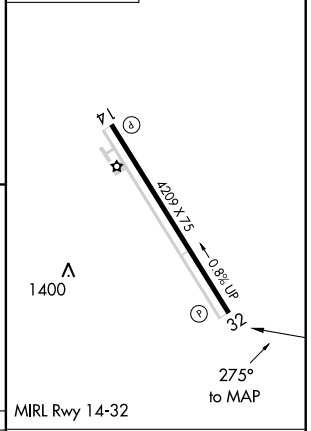
STEPHENVILLE/CLARK FIELD MUNI (SEP)

MISSED APPROACH: Climbing left turn to 3500 direct JEN VORTAC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1960-2 639 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC DHT	APP CRS	Rwy Idg	N/A
112.0	046°	TDZE	N/A
Chan 57		Apt Elev	3667

VOR/DME or GPS-A

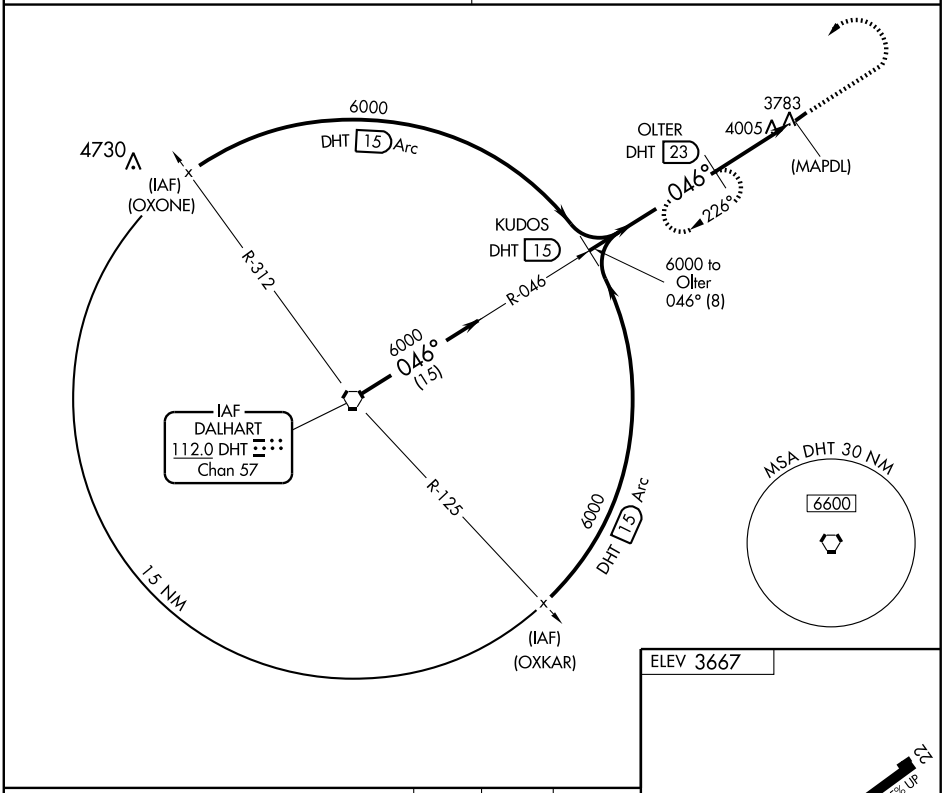
STRATFORD FIELD (H70)

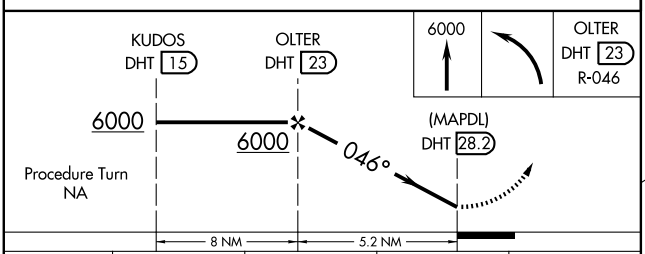
Use Dalhart altimeter setting; when not available, use Amarillo Intl altimeter setting.

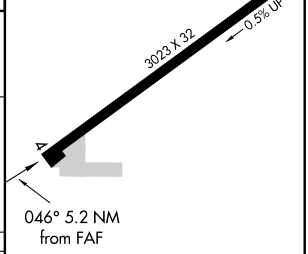
NA

MISSED APPROACH: Climb to 6000 then left turn to OLTER/ 23 DME via R-046 and hold.

FORT WORTH RADIO	CTAF
122.2 255.4	122.9







CATEGORY	A	B	C	D
CIRCLING	4840-1¼ 1173 (1200-1¼)	4840-1½ 1173 (1200-1½)	NA	
AMARILLO INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	4920-1¼ 1253 (1300-1¼)	4920-1½ 1253 (1300-1½)	NA	

LIRL Rwy 4-22

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

SULPHUR SPRINGS MUNI (SLR)

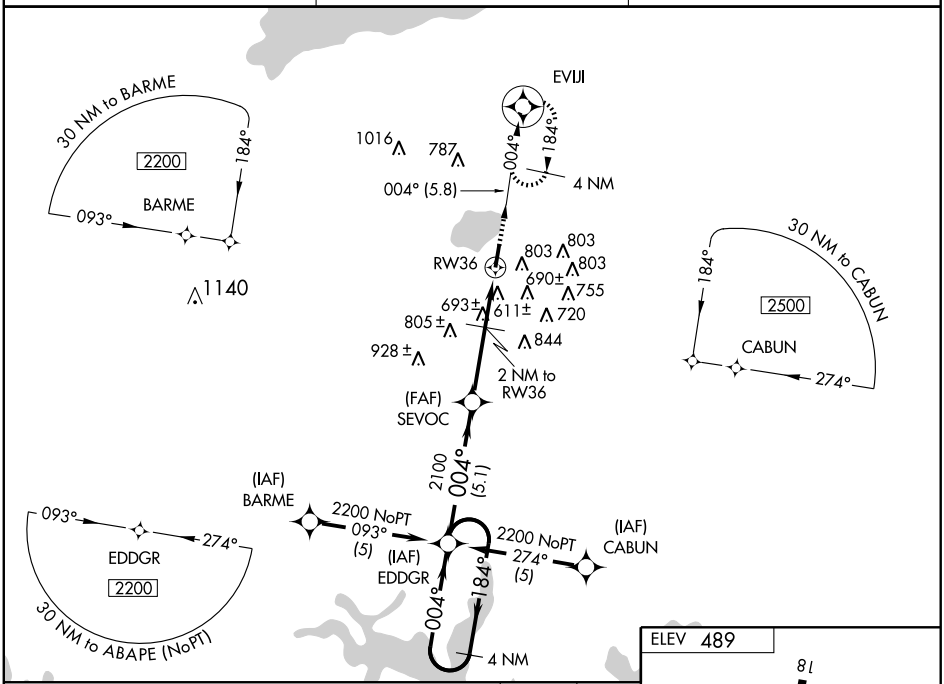
APP CRS	Rwy Idg	5001
004°	TDZE	489
	Apt Elev	489

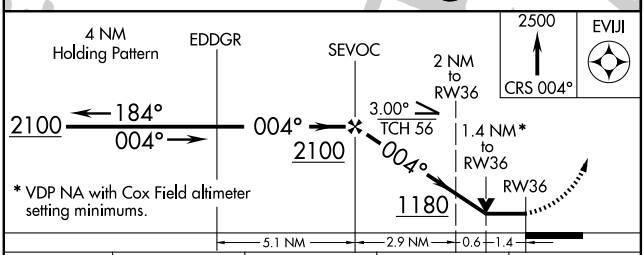
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting. Circling not authorized east of Runway 18-36.

NA

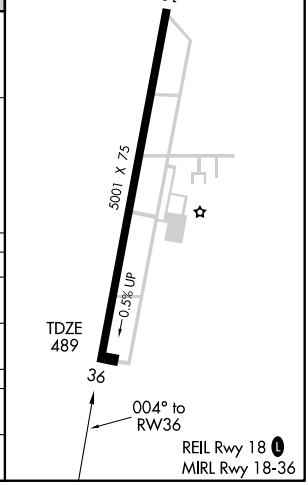
MISSED APPROACH: Climb to 2500 via 004° course to EVIJI WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1000-1	511 (600-1)	1000-1½ 511 (600-1½)	NA
CIRCLING	1000-1	511 (600-1)	1000-1½ 511 (600-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	1080-1	591 (600-1)	1080-1½ 591 (600-1½)	NA
CIRCLING	1080-1	591 (600-1)	1080-1½ 591 (600-1½)	NA



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	231°	TDZE	N/A
Chan 27		Apt Elev	489

VOR-A

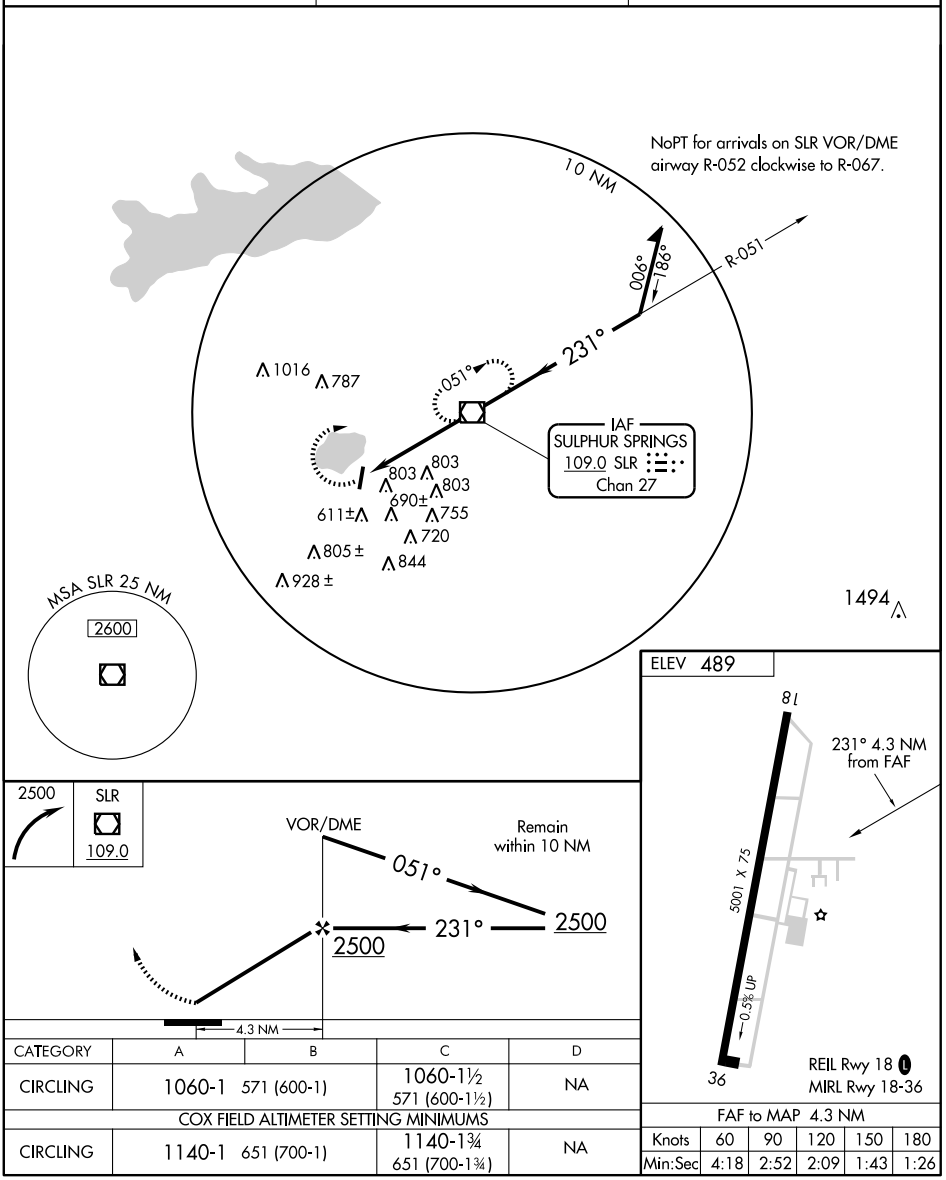
SULPHUR SPRINGS MUNI (SLR)

Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting minimums. Circling not authorized east of Runway 18-36.

NA

MISSED APPROACH: Climbing right turn to 2500 direct SLR VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-1 571 (600-1)		1060-1½ 571 (600-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1140-1 651 (700-1)		1140-1¾ 651 (700-1¾)	NA

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

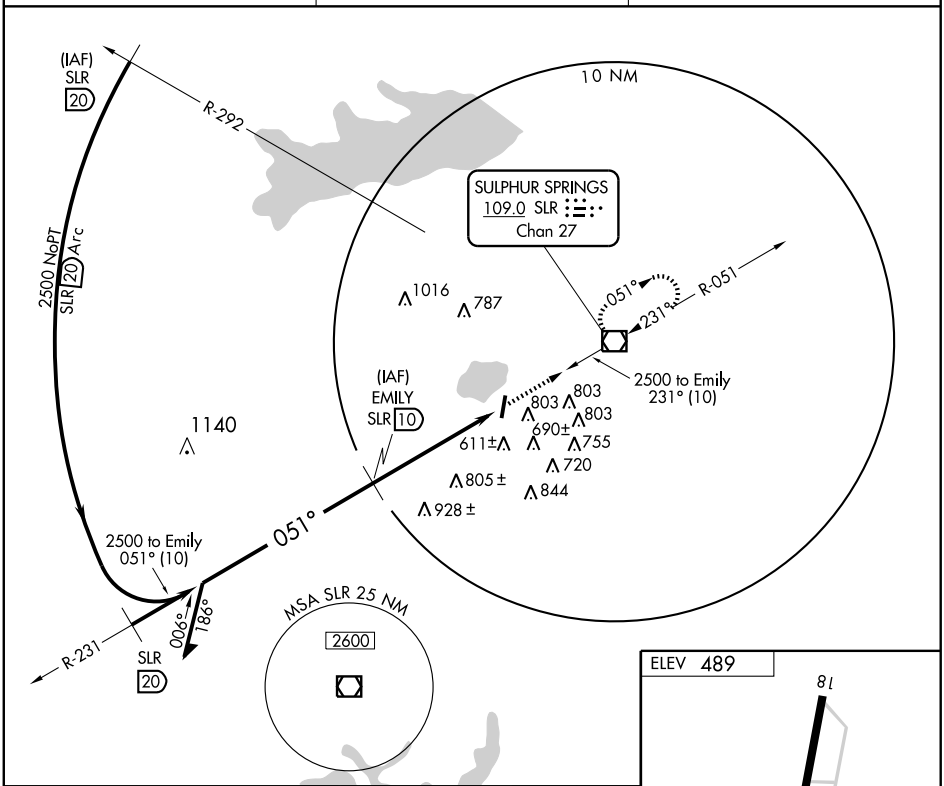
VOR/DME SLR	APP CRS	Rwy Idg	N/A
109.0	051°	TDZE	N/A
Chan 27		Apt Elev	489

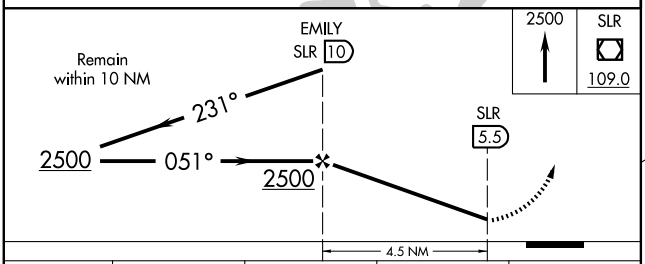
VOR/DME-B
SULPHUR SPRINGS MUNI (SLR)

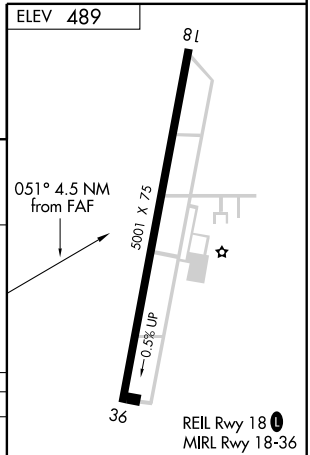
Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting. Circling not authorized east of Runway 18-36.

MISSED APPROACH: Climb to 2500 direct SLR VOR/DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.85 360.75	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	940-1 451 (500-1)	960-1 471 (500-1)	960-1½ 471 (500-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1020-1 531 (600-1)	1040-1 551 (600-1)	1040-1½ 551 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB SWW 275	APP CRS 160°	Rwy Idg 5835 TDZE 2364 Apt Elev 2385

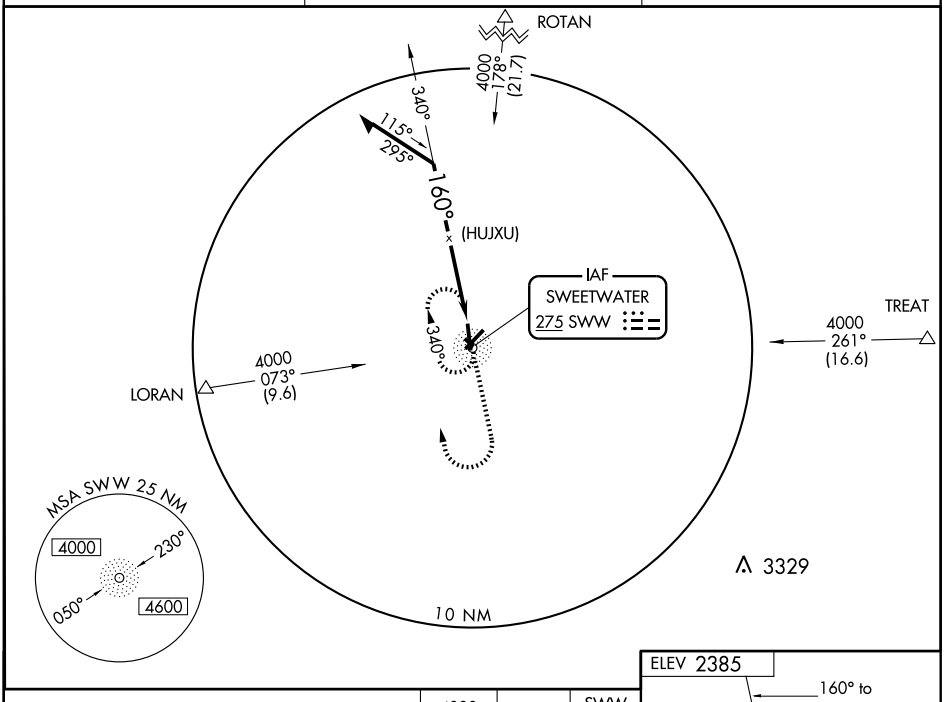
NDB or GPS RWY 17

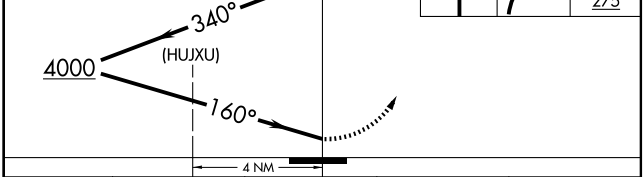
SWEETWATER/AVENGER FIELD (SWW)

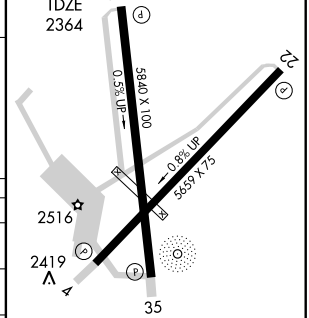
NA Obtain local altimeter setting on CTAF; if not received, use Abilene, TX altimeter setting.

MISSED APPROACH: Climb to 4000, right turn direct SWW NDB and hold.

AWOS-3	ABILENE APP CON	UNICOM
119.025	127.2 282.3	122.8 (CTAF)







REIL Rwys 17-35
MIRL Rwys 4-22 and 17-35

CATEGORY	A	B	C	D
S-17	2880-1 516 (500-1)		2880-1½ 516 (500-1½)	2880-1¾ 516 (500-1¾)
CIRCLING	2880-1 495 (500-1)		2880-1½ 495 (500-1½)	2940-2 555 (600-2)
ABILENE ALTIMETER SETTING MINIMUMS				
S-17	3060-1 696 (700-1)		3060-2 696 (700-2)	3060-2¼ 696 (700-2¼)
CIRCLING	3060-1 675 (700-1)		3060-2 675 (700-2)	3060-2¼ 675 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CWK 112.8 Chan 75	APP CRS 194°	Rwy Idg 4000 TDZE 600 Apt Elev 600

VOR/DME RWY 17

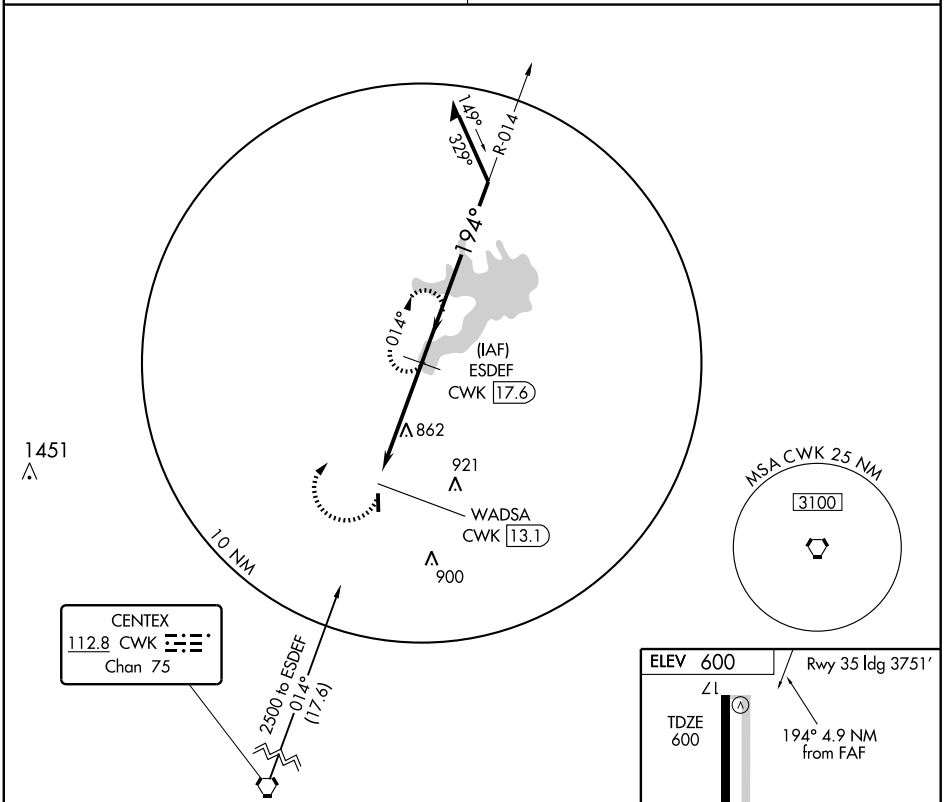
TAYLOR MUNI (T74)

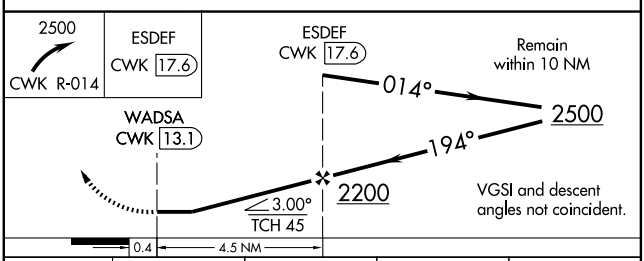
Use Austin-Bergstrom Intl altimeter setting, when not received use Georgetown Muni altimeter setting.

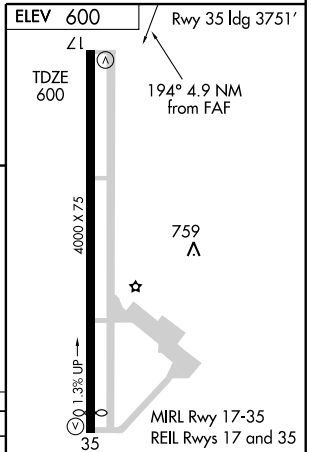
NA

MISSED APPROACH: Climbing right turn to 2500 via CWK VORTAC R-014 to ESDEF/17.6 DME and hold.

AUSTIN APP CON	UNICOM
127.225 317.65	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	1180-1	580 (600-1)	NA	
CIRCLING	1180-1	580 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TPL	APP CRS	Rwy Idg 7000
111.5	156°	TDZE 682
Chan 52		Apt Elev 682

ILS or LOC RWY 15

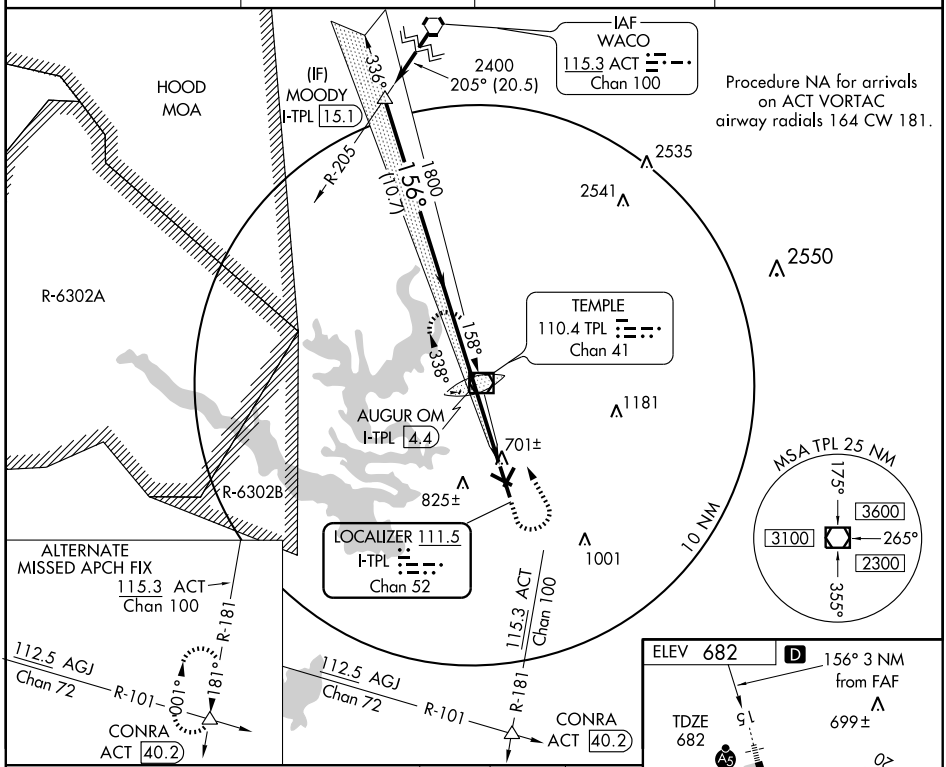
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

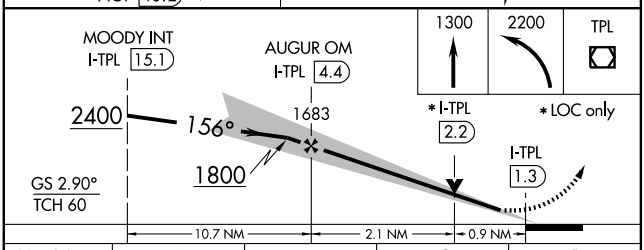
T When local altimeter setting not received, use Killeen altimeter setting and increase all DA 58 feet and all MDA 60 feet, increase S-LOC 15 Cats C and D visibility ¼ mile. VDP NA with Killeen altimeter setting.

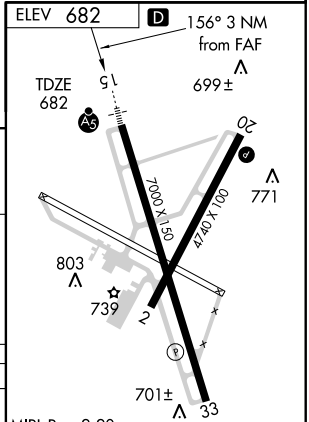
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2200 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 15	882-½ 200 (200-½)			
S-LOC 15	1060-½ 378 (400-½)			1060-¾ 378 (400-¾)
CIRCLING	1120-1 438 (500-1)	1180-1 498 (500-1)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4740
Ch 72701	021°	TDZE	675
W02A		Apt Elev	682

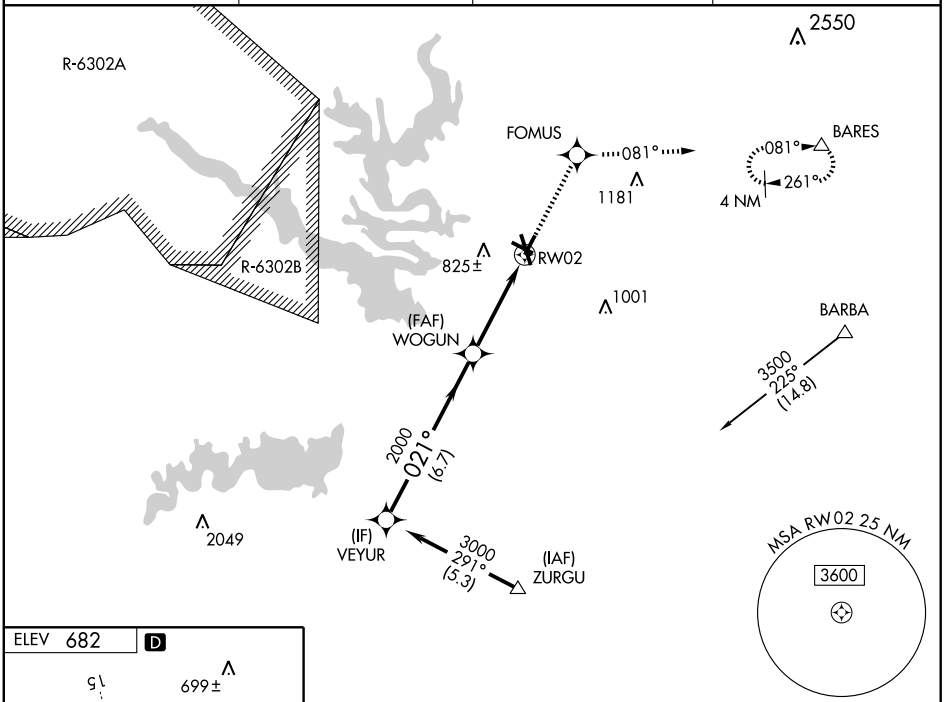
RNAV (GPS) RWY 2

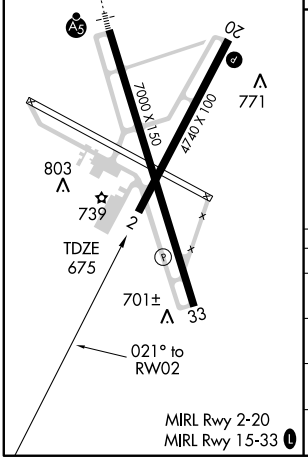
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

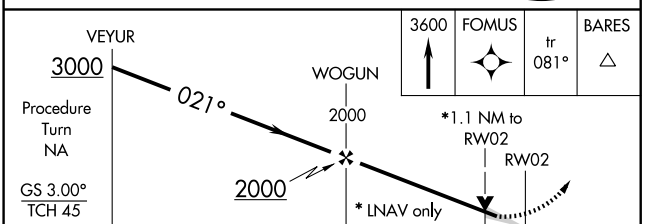
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Killeen altimeter setting. When local altimeter setting not received, use Killeen altimeter setting and increase all DA 58 feet and all MDA 60 feet, increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct FOMUS and on track 081° to BARES and hold, continue climb-in-hold to 3600.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	875-1 200 (200-1)			
LNAV/VNAV DA	1145-1¾ 470 (500-1¾)			
LNAV MDA	1080-1 405 (400-1)		1080-1¼ 405 (400-1¼)	
CIRCLING	1120-1 438 (500-1)	1180-1 498 (500-1)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS Ch 78101 W15A	APP CRS 156°	Rwy Idg 7000 TDZE 682 Apt Elev 682

RNAV (GPS) RWY 15

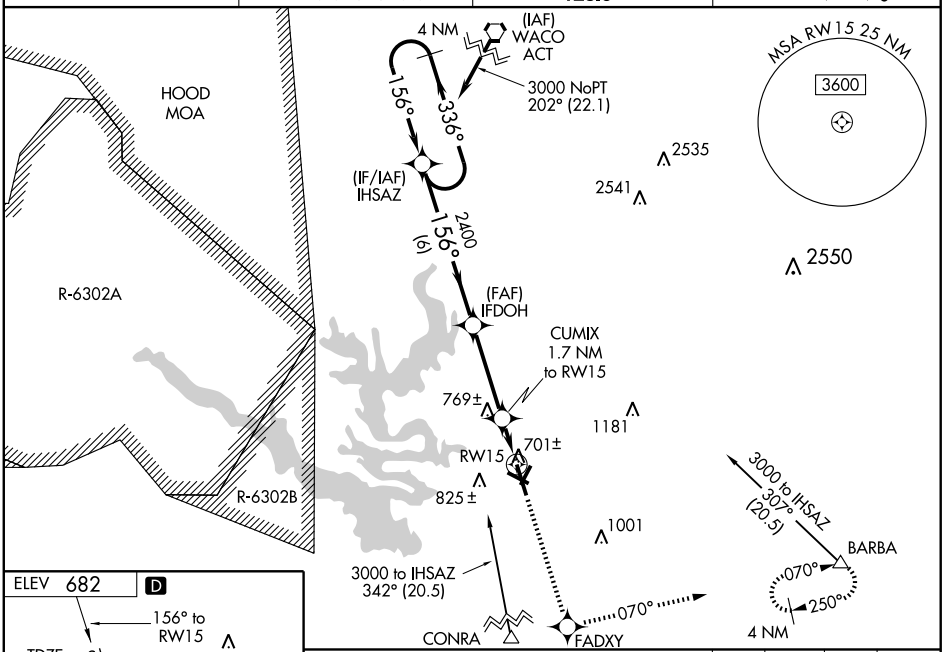
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

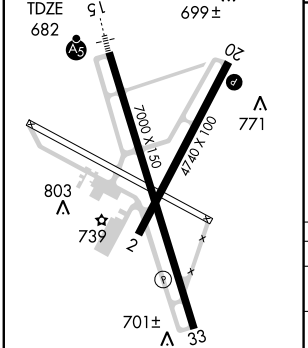
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Killeen altimeter setting. When local altimeter setting not received, use Killeen altimeter setting and increase all DA 58 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Killeen altimeter setting, increase LPV all Cats visibility to ½ mile and LNAV Cat D visibility ¼ mile.

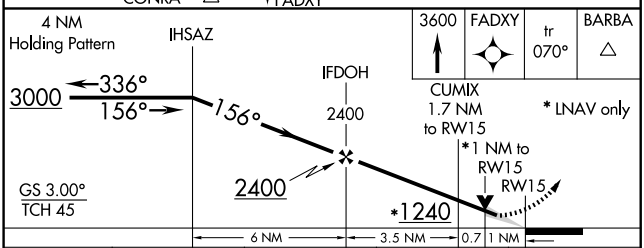
MALSR A5

MISSED APPROACH: Climb to 3600 direct FADXY and on track 070° to BARBA and hold, continue climb-in-hold to 3600.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	882-½ 200 (200-½)			
LNAV/VNAV DA	1025-¾ 343 (400-¾)			
LNAV MDA	1040-½ 358 (400-½)			1040-1 358 (400-1)
CIRCLING	1120-1 438 (500-1)	1180-1 498 (500-1)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
Ch 82401	336°	TDZE	674
W33A		Apt Elev	682

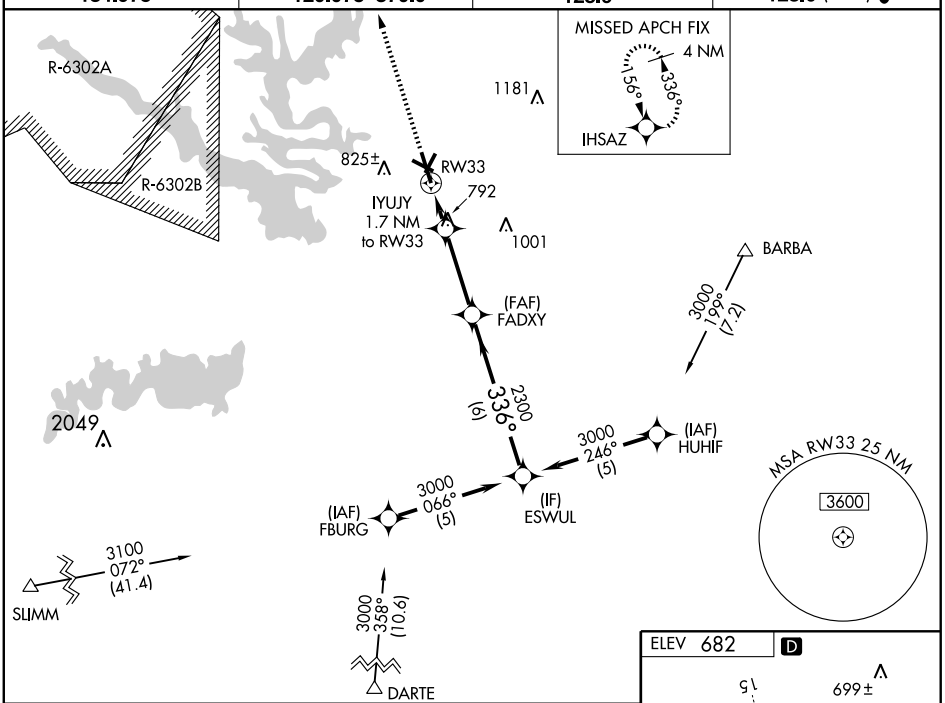
RNAV (GPS) RWY 33

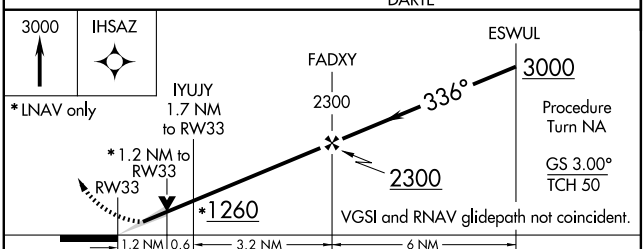
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

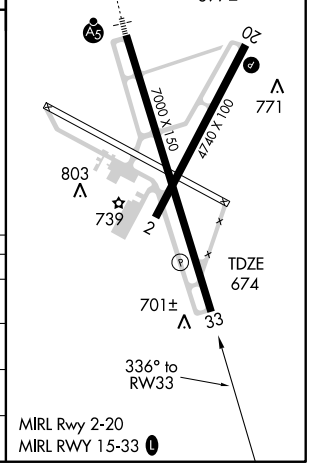
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Killeen altimeter setting. When local altimeter setting not received, use Killeen altimeter setting and increase all DA 58 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IHSAZ and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	874-¾ 200 (200-¾)			
LNAV/VNAV DA	951-1 277 (300-1)			
LNAV MDA	1060-1 386 (400-1)			1060-1¼ 386 (400-1¼)
CIRCLING	1120-1 438 (500-1)	1180-1 498 (500-1)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME TPL	APP CRS	Rwy Idg	7000
110.4	158°	TDZE	682
Chan 41		Apt Elev	682

VOR RWY 15

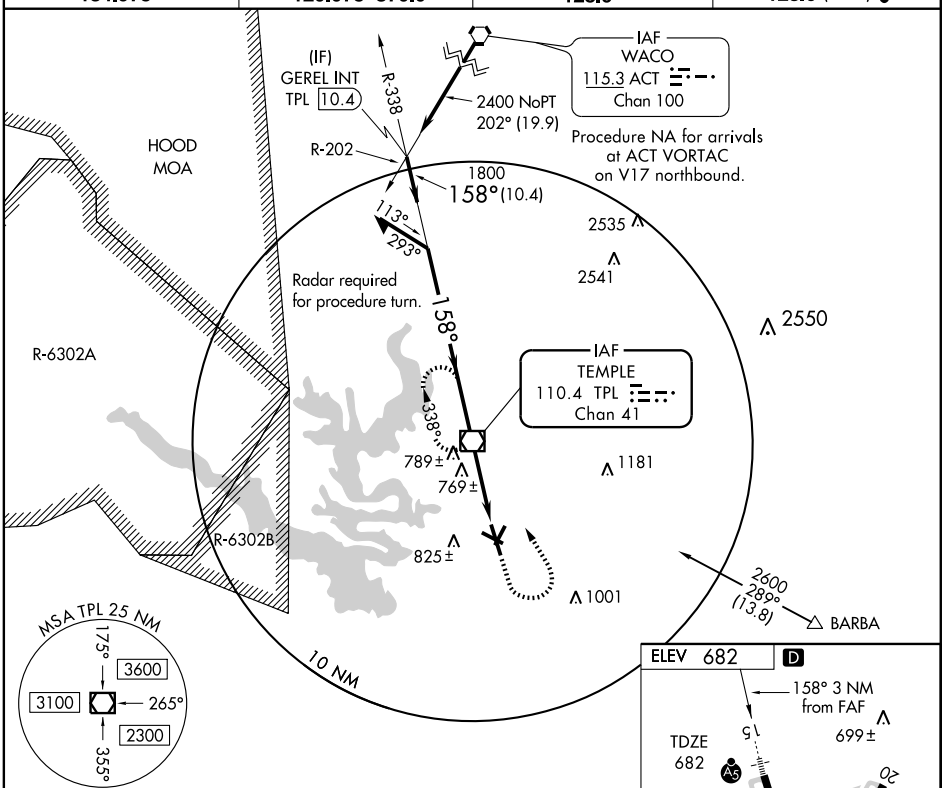
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

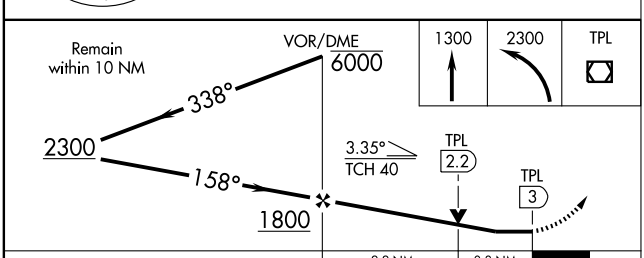
T A Inoperative table does not apply to S-15 Cat D. For inoperative MALSR when using Killeen altimeter setting, increase S-15 Cat D visibility ¼ mile. When local altimeter setting not received, use Killeen altimeter setting and increase all MDA 60 feet. VDP NA when using Killeen altimeter setting.

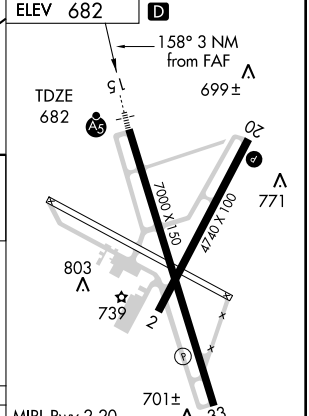
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2300 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-15	1020-½ 338 (400-½)			1020-1 338 (400-1)
CIRCLING	1120-1 438 (500-1)	1180-1 498 (500-1)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME TPL	APP CRS	Rwy Idg	7000
110.4	337°	TDZE	674
Chan 41		Apt Elev	682

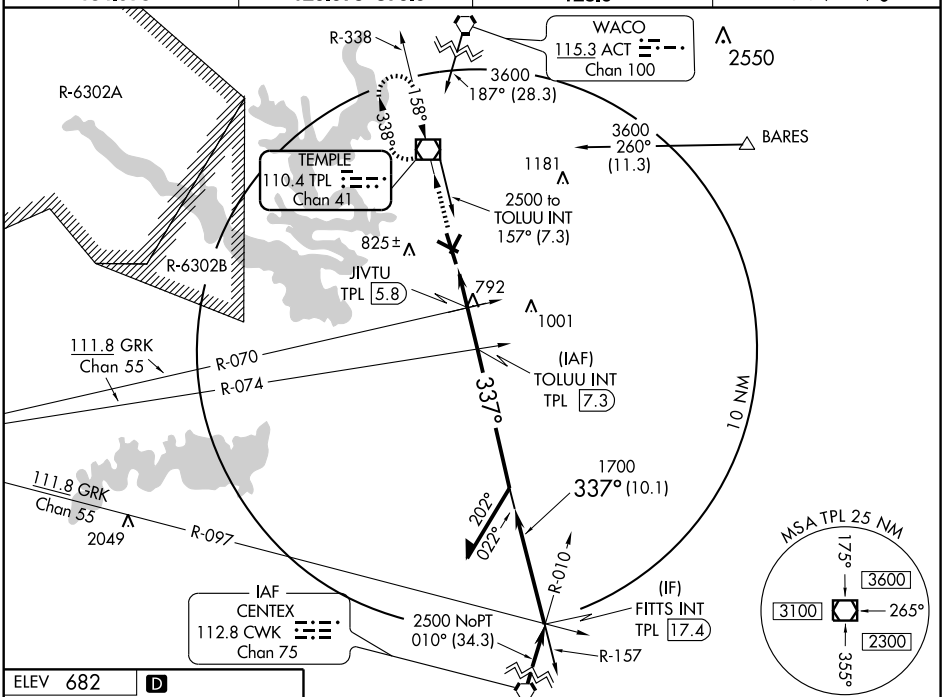
VOR RWY 33

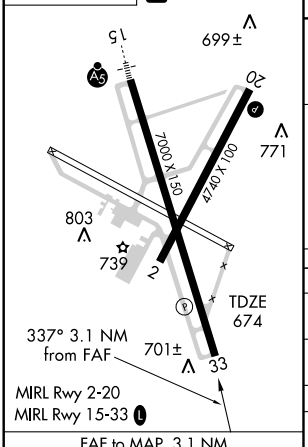
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

When local altimeter setting not received, use Killeen altimeter setting and increase all MDA 60 feet, increase JIVTU fix minimums S-33 Cats C and D visibility ¼ mile.

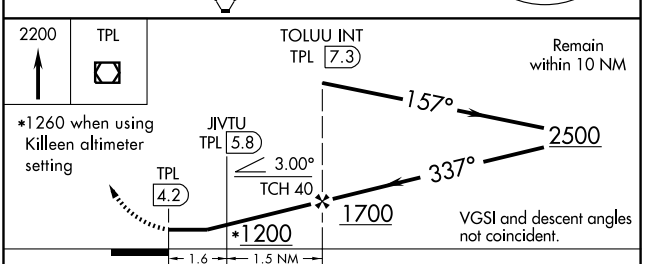
MISSED APPROACH: Climb to 2200 direct TPL VOR/DME and hold.

AWOS-3	GRAY APP CON	CLNC DEL	UNICOM
134.975	120.075 370.0	125.9	123.0 (CTAF)





FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02



CATEGORY	A	B	C	D
S-33	1200-1 526 (600-1)		1200-1½ 526 (600-1½)	1200-1¾ 526 (600-1¾)
CIRCLING	1200-1 518 (600-1)		1200-1½ 518 (600-1½)	1240-2 558 (600-2)
JIVTU FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-33	1060-1 386 (400-1)			1060-1¼ 386 (400-1¼)
CIRCLING	1120-1 438 (500-1)	1180-1 498 (500-1)	1180-1½ 498 (500-1½)	1240-2 558 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB AVZ	APP CRS	Rwy Idg	5006
260	193°	TDZE	474
		Apt Elev	474

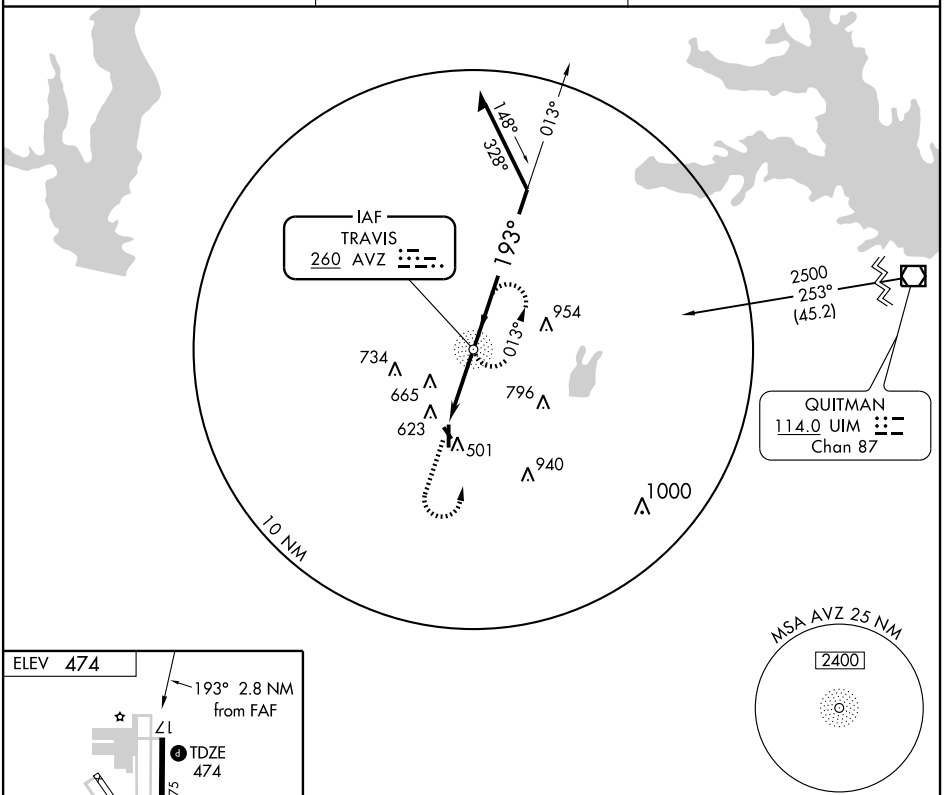
NDB RWY 17
TERRELL MUNI (TRL)

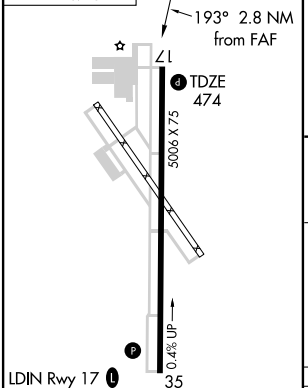
When VGSI inoperative, straight-in/circling Rwy 17 procedure not authorized at night. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 80 feet.

NA

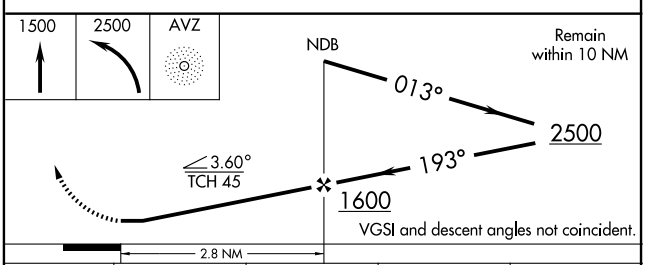
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct AVZ NDB and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56



CATEGORY	A	B	C	D
S-17	980-1	506 (600-1)	980-1½ 506 (600-1½)	NA
CIRCLING	980-1	506 (600-1)	980-1½ 506 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5006
CH 77699	176°	TDZE	474
W17A		Apt Elev	474

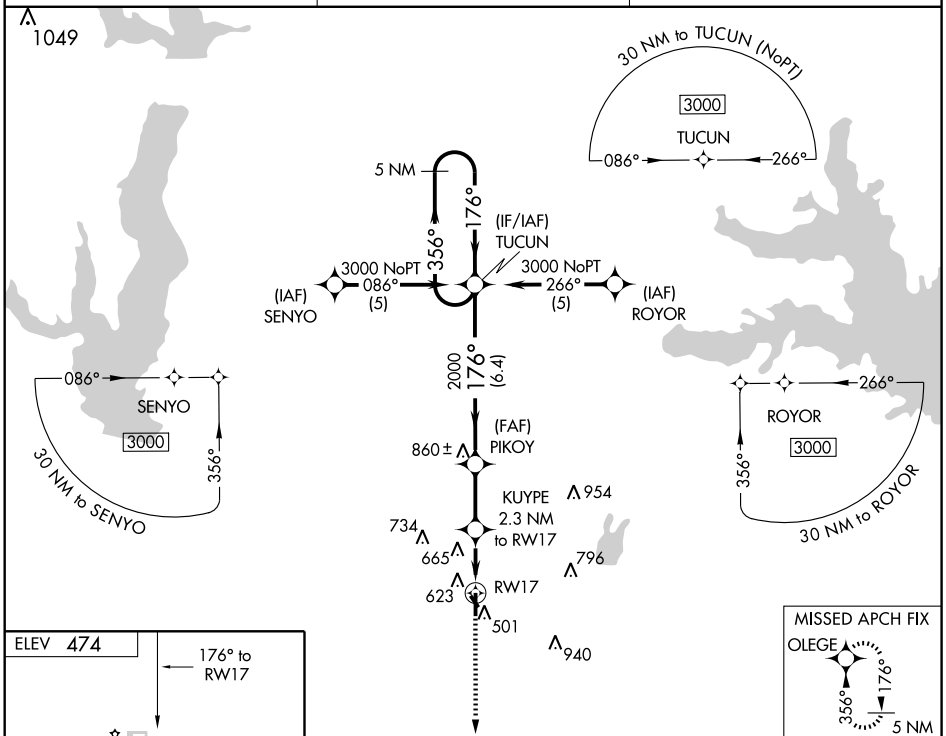
RNAV (GPS) RWY 17

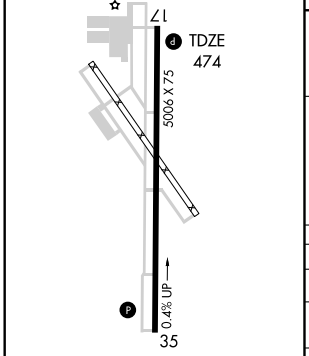
TERRELL MUNI (TRL)

When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs 73 feet and all MDAS 80 feet. Baro-VNAV NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below-15°C (5°F). DME/DME RNP-0.3 NA.

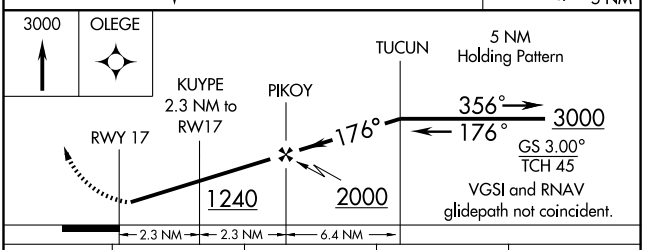
MISSED APPROACH: Climb to 3000 direct OLEGE and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





LDIN Rwy 17 L
REIL Rwys 17 and 35
MIRL Rwys 17-35



CATEGORY	A	B	C	D
LPV DA	756-1 282 (300-1)			NA
LNAV/VNAV DA	983-1¾ 509 (600-1¾)			NA
LNAV MDA	920-1 446 (500-1)		920-1¼ 446 (500-1¼)	NA
CIRCLING	1000-1¾ 526 (600-1¾)			NA

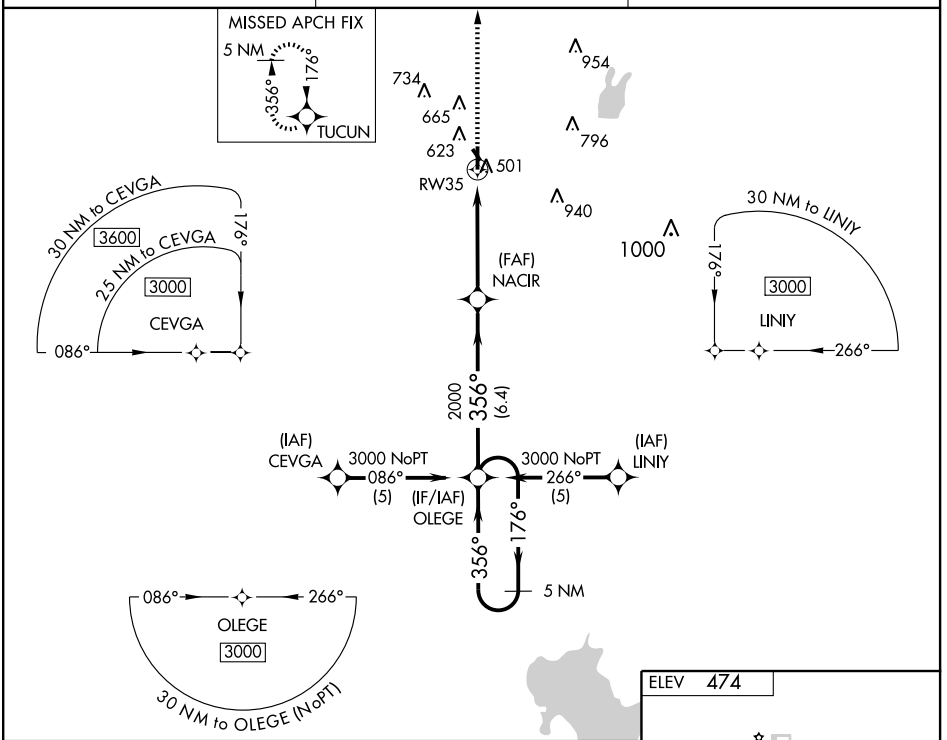
WAAS CH 81999 W35A	APP CRS 356°	Rwy Idg 5006 TDZE 472 Apt Elev 474

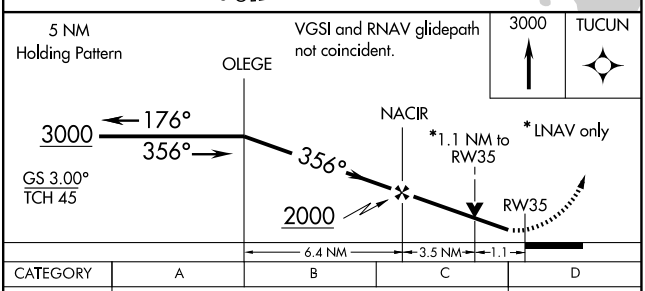
RNAV (GPS) RWY 35
TERRELL MUNI (TRL)

Baro-VNAV and VDP NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs 73 feet and all MDAs 80 feet.

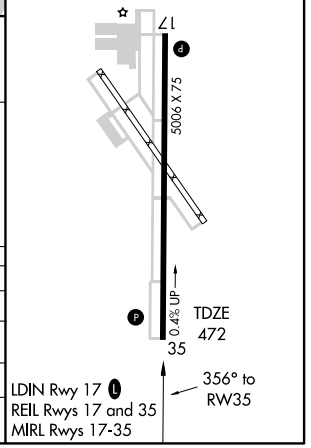
MISSED APPROACH: Climb to 3000 direct TUCUN and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.85 397.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	730-1 258 (300-1)			NA
LNAV/VNAV DA	801-1¼ 329 (400-1¼)			NA
LNAV MDA	820-1 348 (400-1)			NA
CIRCLING	980-1¼ 506 (600-1¼)		980-1½ 506 (600-1½)	NA



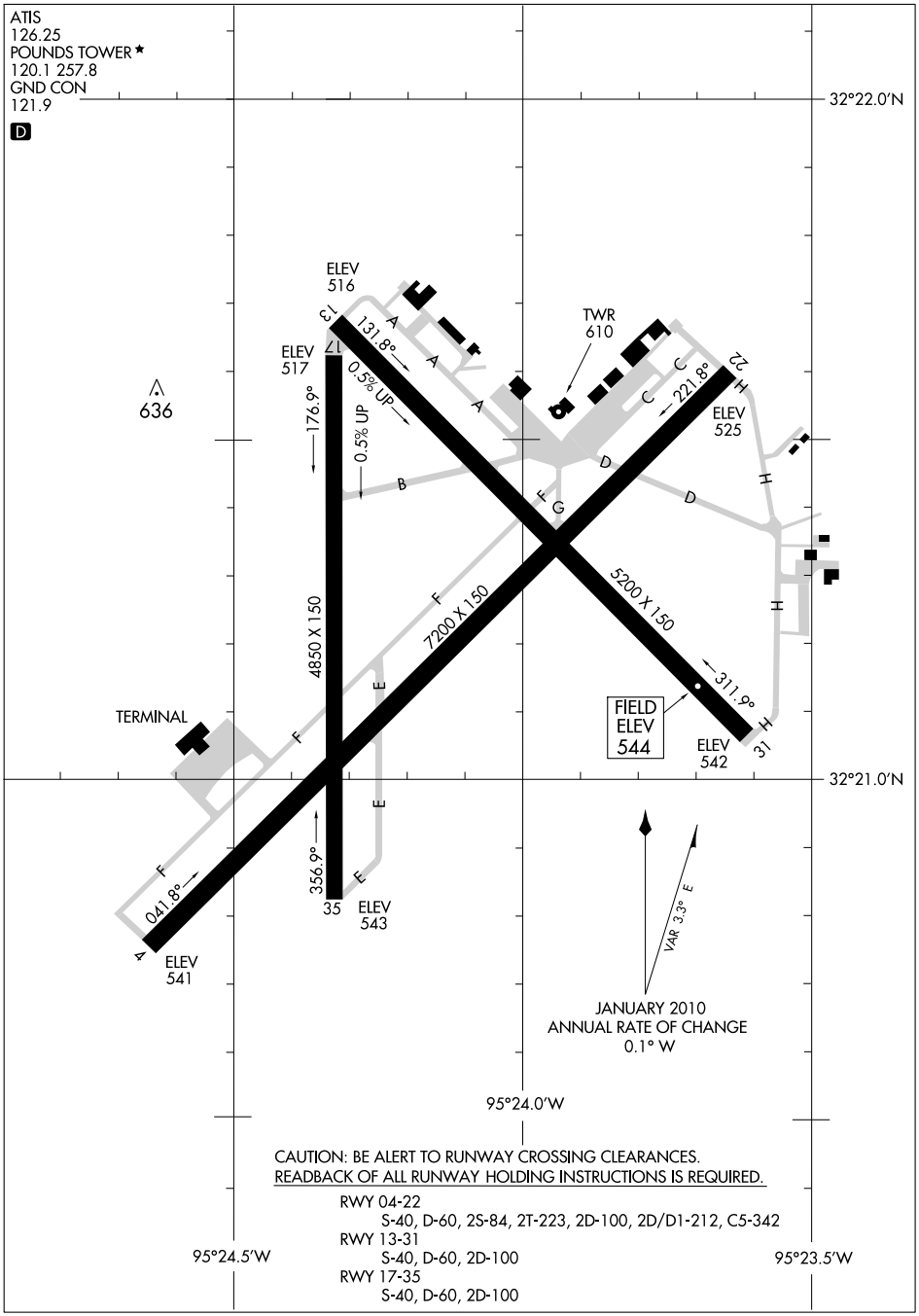
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TYLER POUNDS RGNL (TYR)

TYLER, TEXAS

AL-622 (FAA)



SC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

TYLER, TEXAS

TYLER POUNDS RGNL (TYR)

LOC I-TYR	APP CRS	Rwy Idg	5200
109.9	129°	TDZE	540
		Apt Elev	544

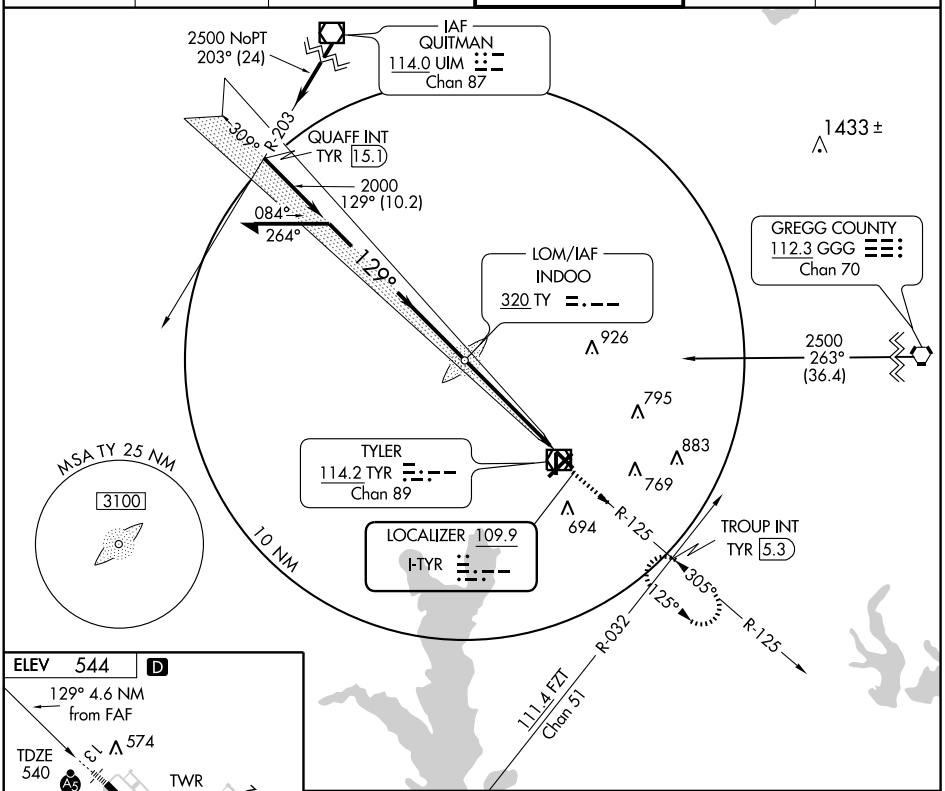
ILS RWY 13
TYLER POUNDS RGNL (TYR)

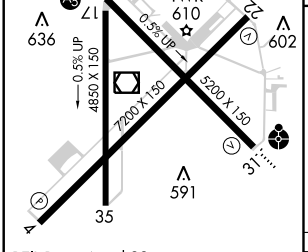
For inoperative MALSR, increase S-LOC 13 Cat D visibility to 1.

MALSR

MISSED APPROACH: Climb to 2200 via TYLER VOR/DME R-125 to TROUP Int/5.3 DME and hold.

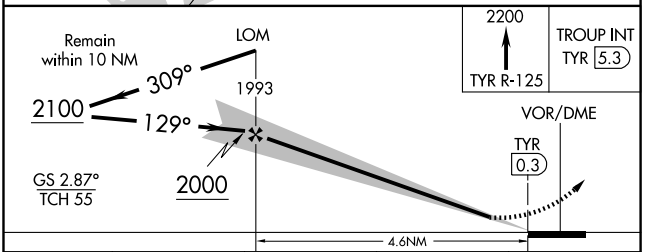
ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 13	740-½ 200 (200-½)			
S-LOC 13	880-½ 340 (400-½)			880-1 340 (400-1)
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7200
CH 40014	039°	TDZE	541
W04A		Apt Elev	544

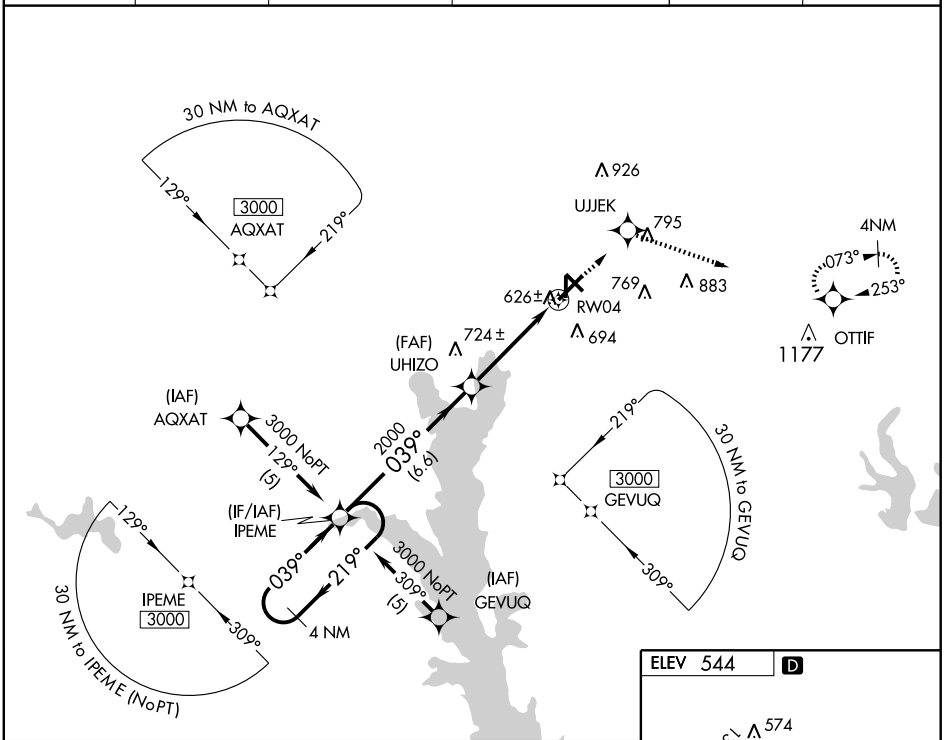
RNAV (GPS) RWY 4

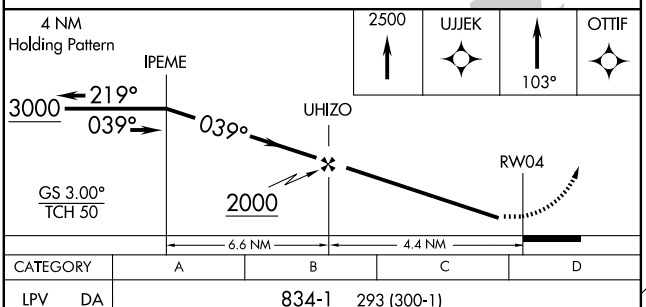
TYLER POUNDS RGNL (TYR)

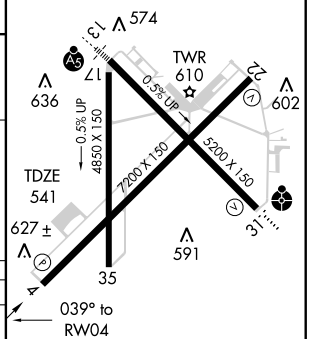
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
Circling NA at night to Rwy 17.

MISSED APPROACH: Climb to 2500 direct UJJEK and via 103° track to OTTIF and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	834-1 293 (300-1)			
LNAV/VNAV DA	941-1½ 400 (400-1½)			
LNAV MDA	880-1 339 (400-1)			
CIRCLING	960-1½ 416 (500-1½)	1000-1½ 456 (500-1½)		1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5200
CH 45701	129°	TDZE 539
W13A		Apt Elev 544

RNAV (GPS) RWY 13

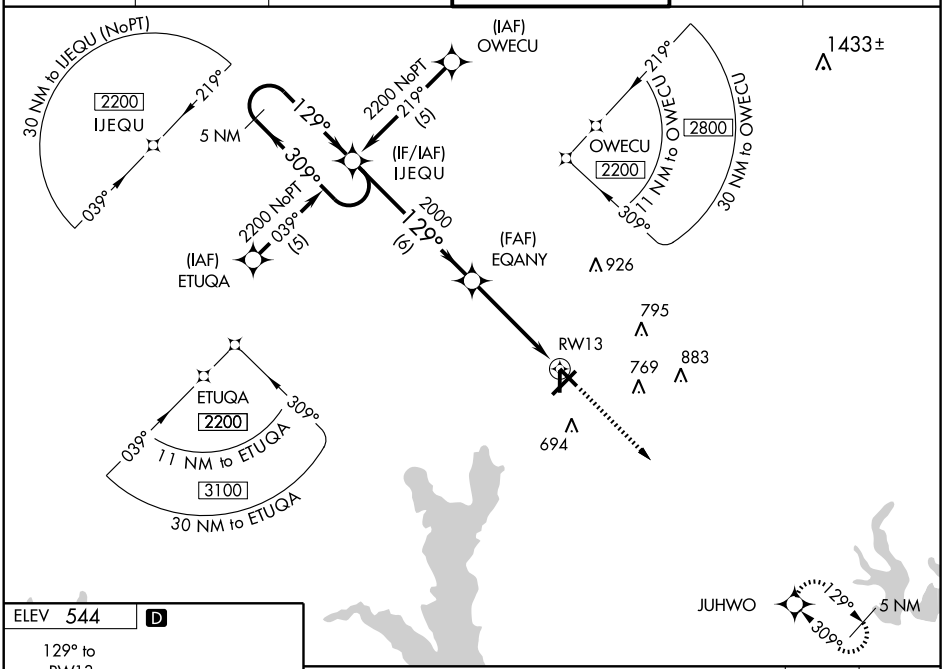
TYLER POUNDS RGNL (TYR)

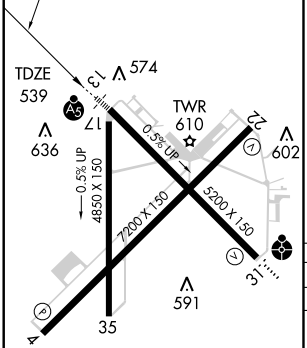
Ⓣ Circling to Rwy 17 NA at night. For inoperative MALSR increase LPV all Cats visibility to 1, and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems,
Ⓐ LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use East Texas Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using East Texas Rgnl altimeter setting. DME/DME RNP-0.3 NA.

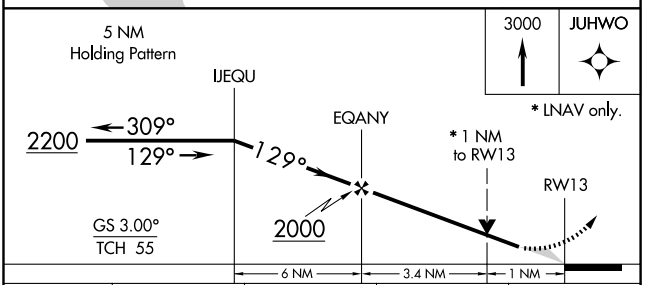
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct JUHWO and hold.

ASOS★	ATIS	LONGVIEW APP CON★	POUNDS TOWER★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	789-½ 250 (300-½)			
LNAV/VNAV DA	886-¾ 347 (400-¾)			
LNAV MDA	900-½ 361 (400-½)			900-1 361 (400-1)
CIRCLING	960-1¼ 416 (500-1¼)	1000-1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45514 W22A	APP CRS 219°	Rwy Idg 7200 TDZE 538 Apt Elev 544

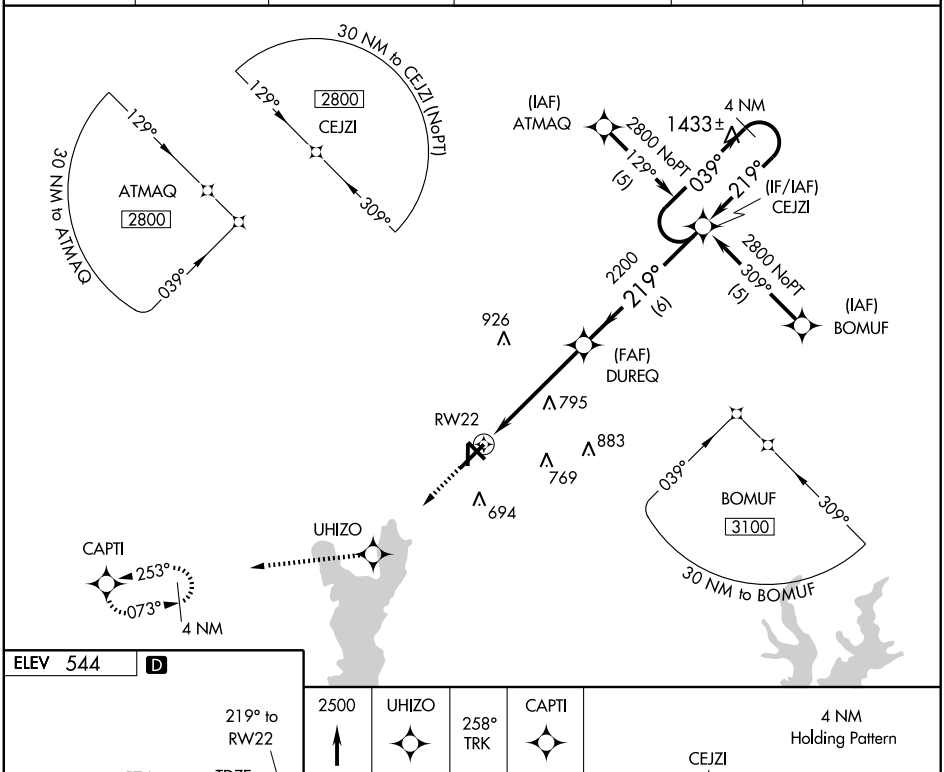
RNAV (GPS) RWY 22

TYLER POUNDS RGNL (TYR)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)
Circling NA at night Rwy 17.

MISSED APPROACH: Climb to 2500 direct UHIZO and via 258° track to CAPTI and hold.

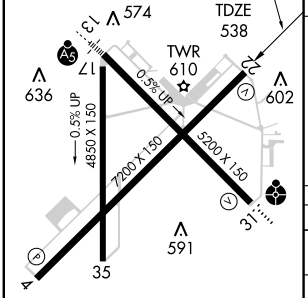
ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95



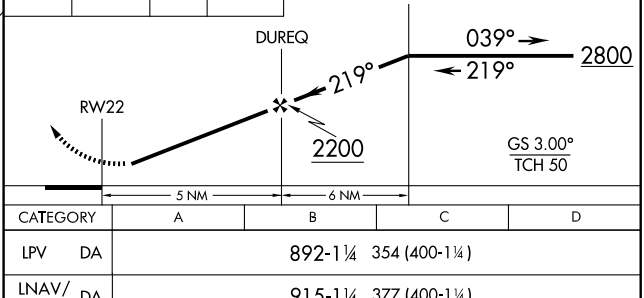
SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 544 D



REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	892-1¼ 354 (400-1¼)			
LNAV/VNAV DA	915-1¼ 377 (400-1¼)			
LNAV MDA	1100-1 562 (600-1)		1100-1½ 562 (600-1½)	1100-1¾ 562 (600-1¾)
CIRCLING	1100-1¼ 556 (600-1¼)		1100-1½ 556 (600-1½)	1120-2 576 (600-2)

WAAS CH 61101 W31A	APP CRS 309°	Rwy Idg 5200 TDZE 544 Apt Elev 544

RNAV (GPS) RWY 31

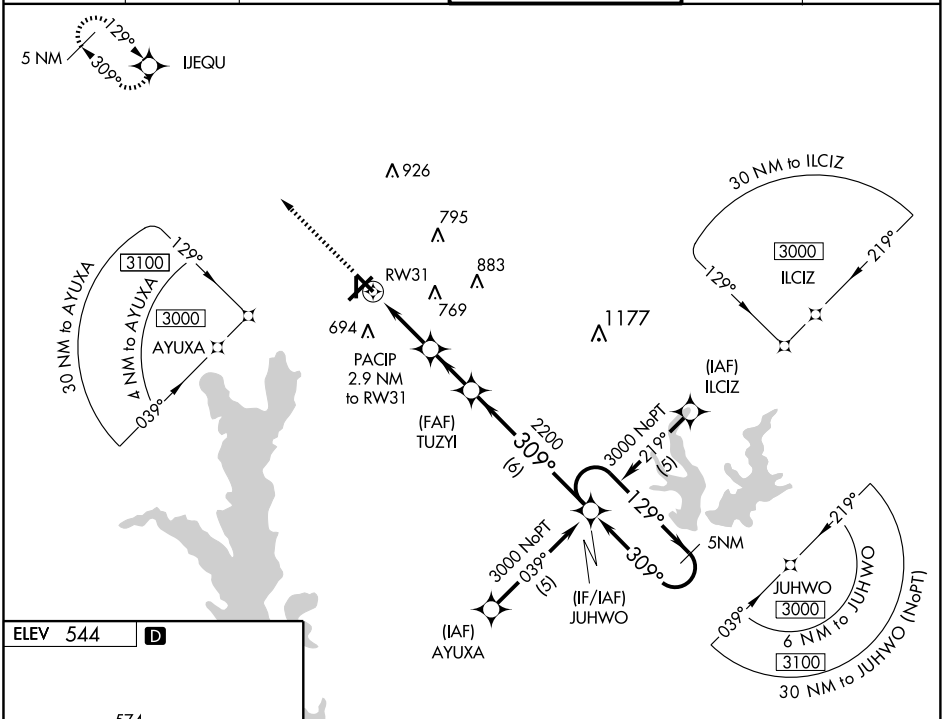
TYLER POUNDS RGNL (TYR)

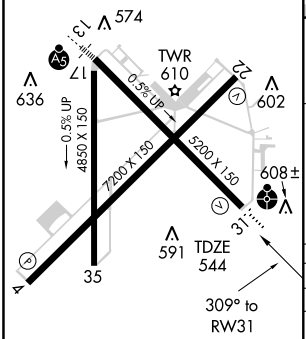
Circling to Rwy 17 NA at night. Inoperative table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use East Texas Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using East Texas Rgnl altimeter setting. Visibility reduction by helicopters NA.

ODALS

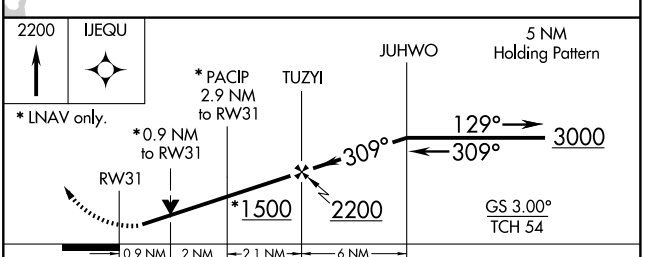
MISSED APPROACH: Climb to 2200 direct IJEQU and hold.

ASOS*	ATIS	LONGVIEW APP CON*	POUNDS TOWER*	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	805-1 261 (300-1)			
LNAV/VNAV DA	858-¾ 314 (400-¾)			858-1 314 (400-1)
LNAV MDA	880-¾ 336 (400-¾)			880-1 336 (400-1)
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

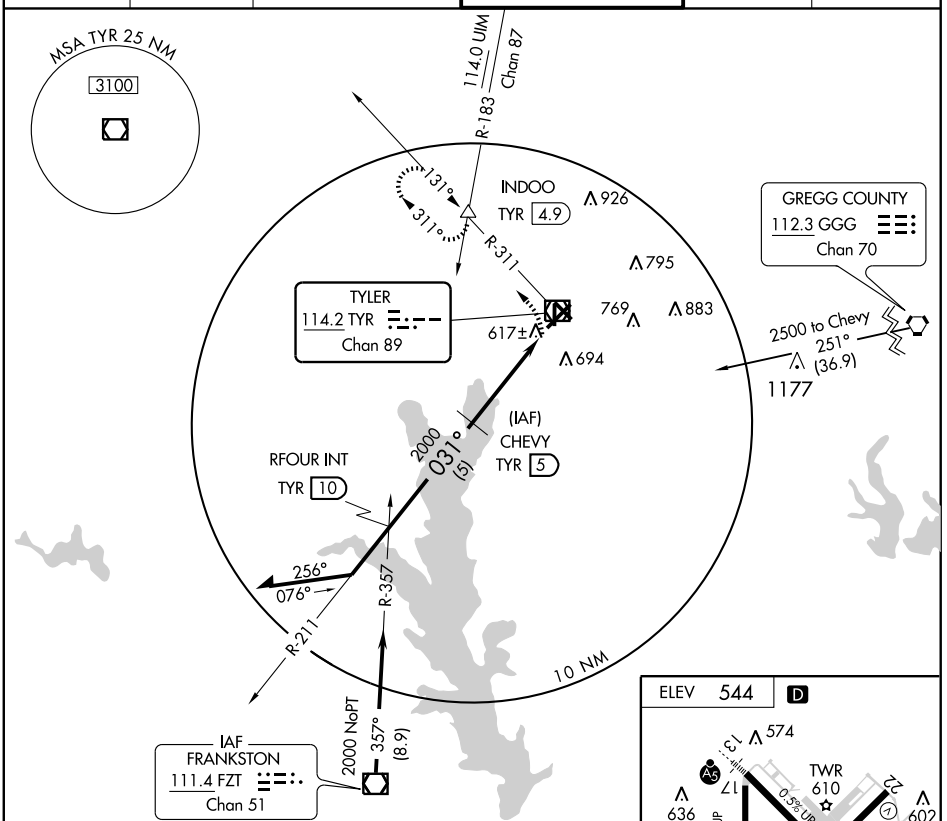
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

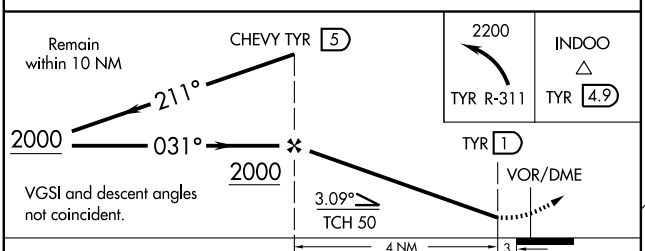
VOR/DME TYR	APP CRS	Rwy Idg	7200
114.2	031°	TDZE	541
Chan 89		Apt Elev	544

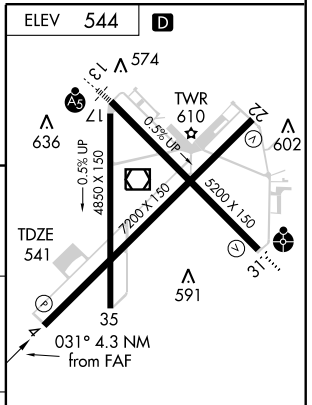
VOR/DME RWY 4
TYLER POUNDS RGNL (TYR)

MISSED APPROACH: Climbing left turn to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-4	880-1 339 (400-1)			
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

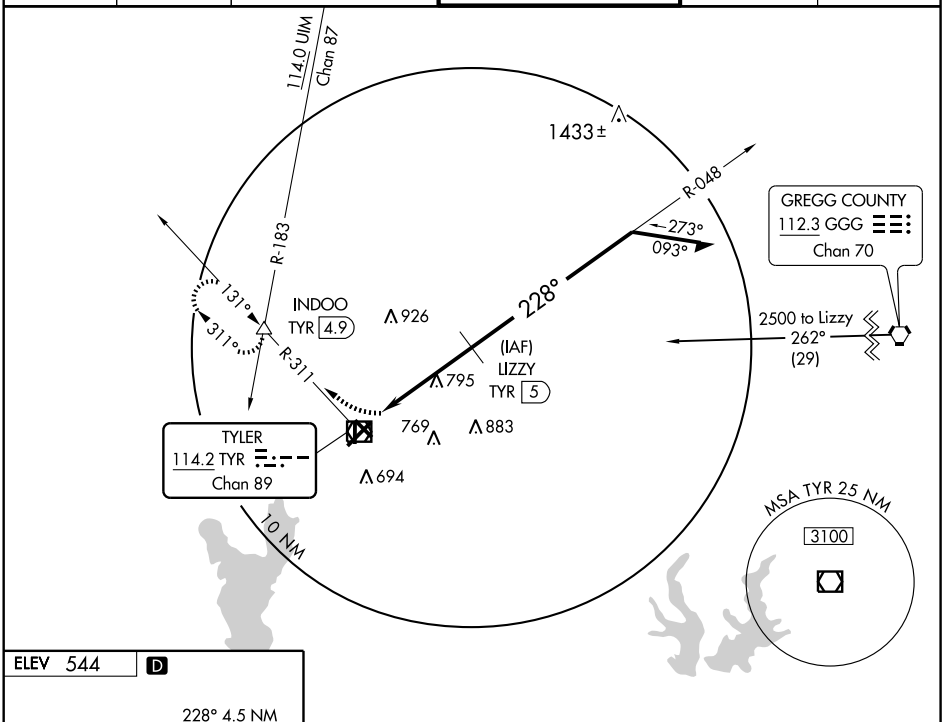
VOR/DME TYR	APP CRS	Rwy Idg	7200
114.2	228°	TDZE	538
Chan 89		Apt Elev	544

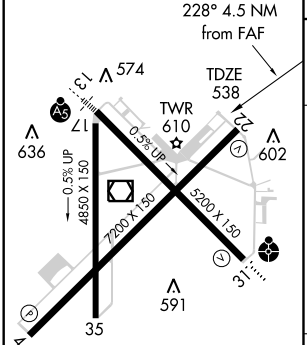
VOR/DME RWY 22

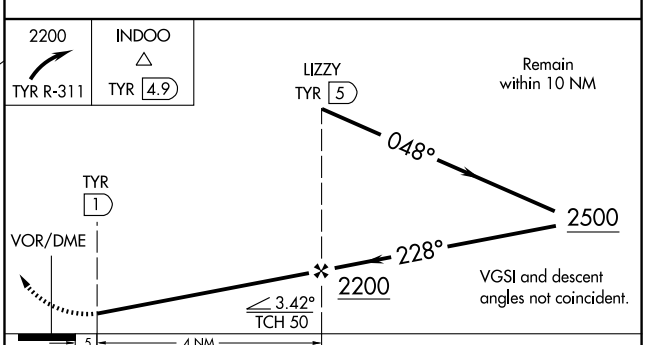
TYLER POUNDS RGNL (TYR)

MISSED APPROACH: Climbing right turn to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-22	1060-1 522 (600-1)		1060-1½ 522 (600-1½)	1060-1¾ 522 (600-1¾)
CIRCLING	1060-1 516 (600-1)		1060-1½ 516 (600-1½)	1120-2 576 (600-2)

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TYR 114.2 Chan 89	APP CRS 305°	Rwy Idg 5200 TDZE 544 Apt Elev 544

VOR RWY 31

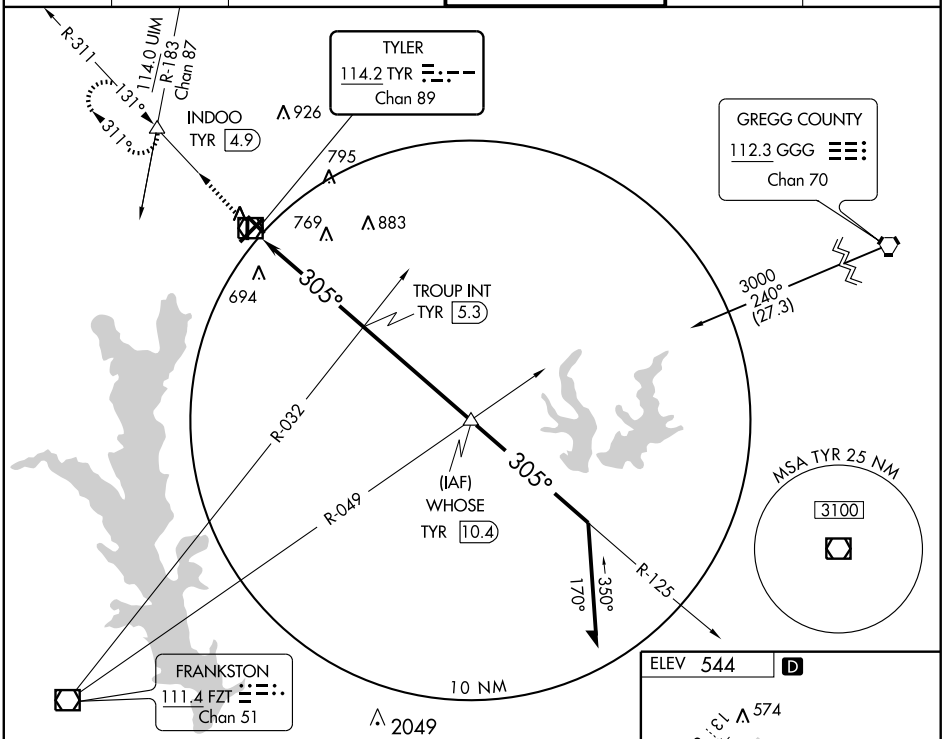
TYLER POUNDS RGNL (TYR)

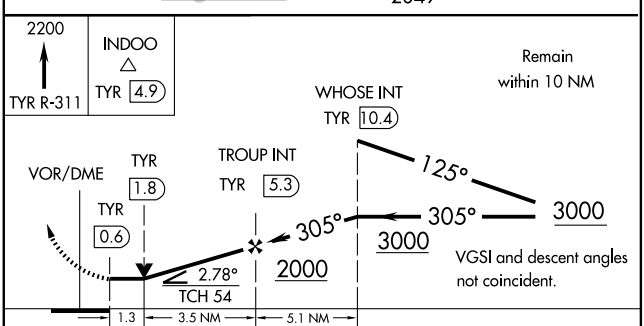
A Inoperative table does not apply to Cat C.

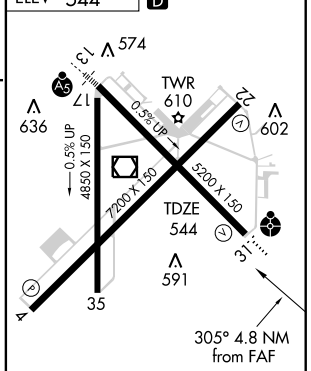
ODALS

MISSED APPROACH: Climb to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

ASOS ★	ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





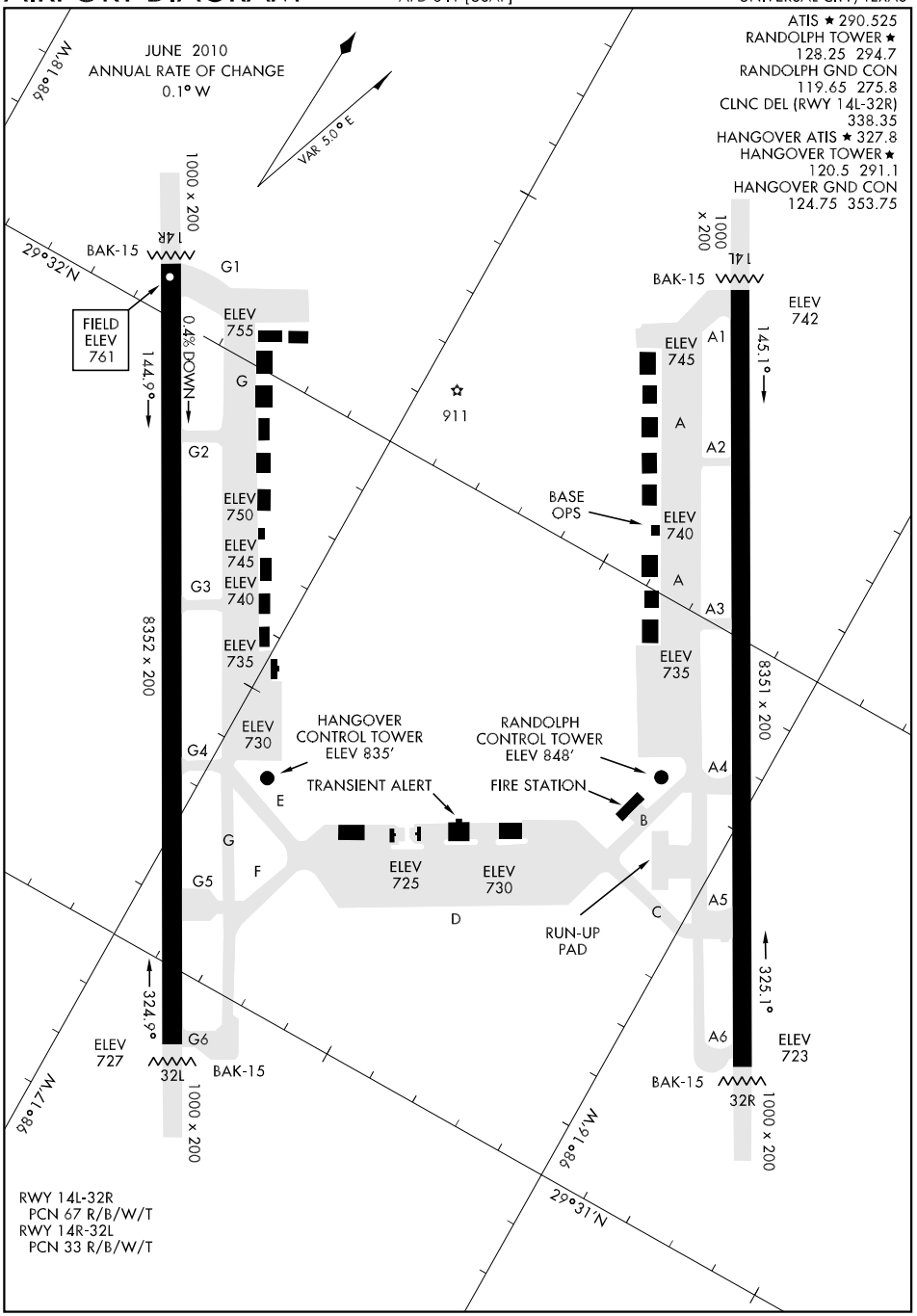


REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

CATEGORY	A	B	C	D
S-31	1000- ¾	456 (500- ¾)	1000- 1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)
CIRCLING	1000- 1	456 (500- 1)	1000-1½ 456 (500-1½)	1120- 2 576 (600- 2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

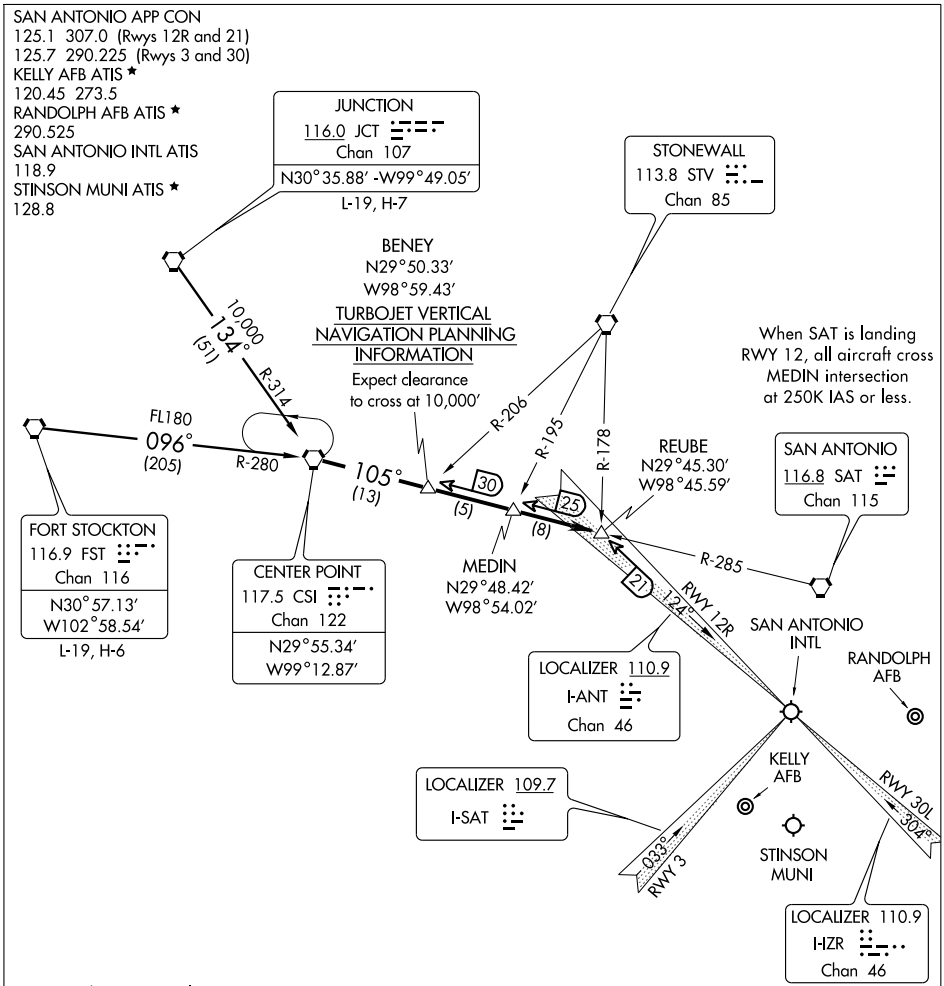
SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010



SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS



NOTE: Chart not to scale.

FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 14L

LOC I-TRT	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	145°	8351 / 742 / 761

JAL-341 [USAF] — RANDOLPH AFB (KRND)

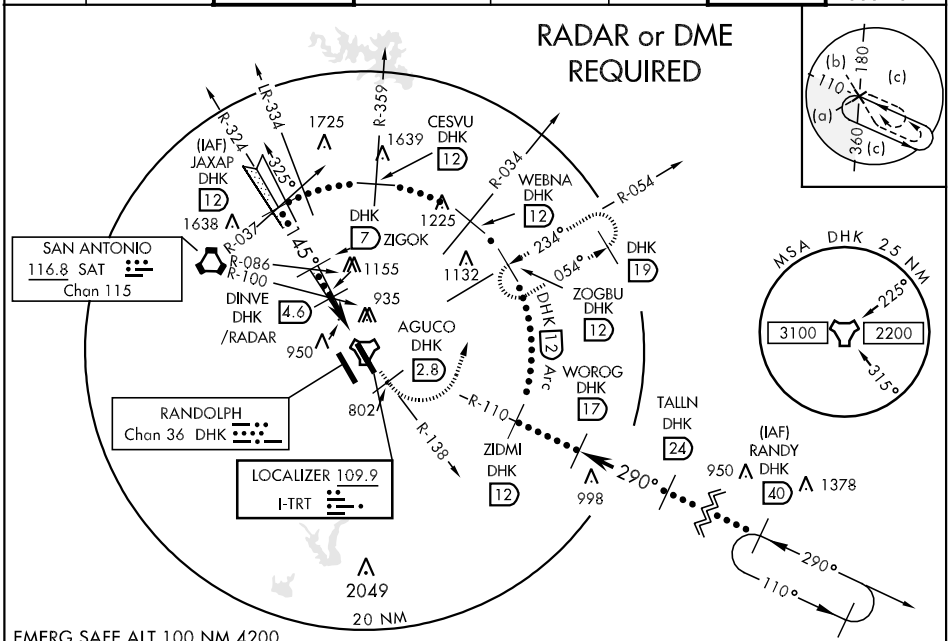
* When ALS inop, increase RVR CAT C to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized SW of Rwy 14L-32R.

ALSF-1

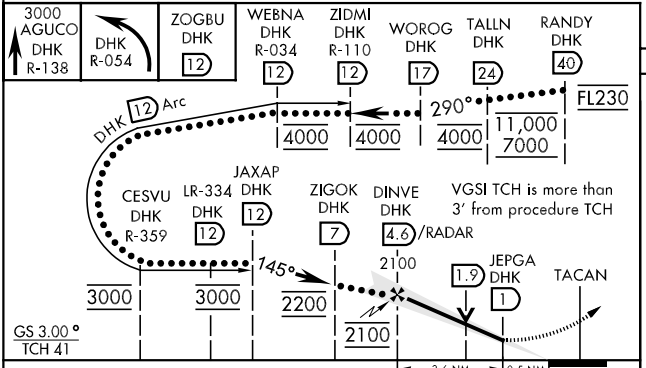
MISSED APPROACH: Climb to 3000 out DHK TACAN R-138 to AGUCO. Then turn left intercept DHK R-054 direct ZOGBU and hold.

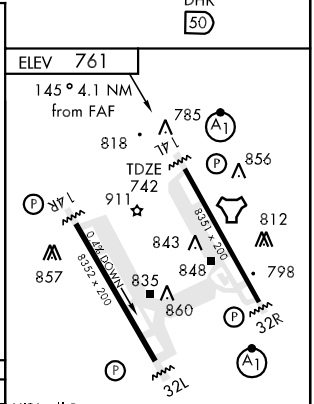
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.55	327.8	120.5 291.1	124.75 353.75

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
S-ILS 14L	942/40	200	(200-¾)
S-LOC/DME 14L *	1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING **	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

FAF to MAP 3.6 NM

Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

SC-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 32R

LOC I-RND	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.3	325°	8351	734	761

JAL-341 [USAF] RANDOLPH AFB (KRND)

* When ALS inop, increase RVR all CATS to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CAT C to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

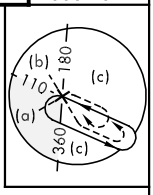
ALSF-1

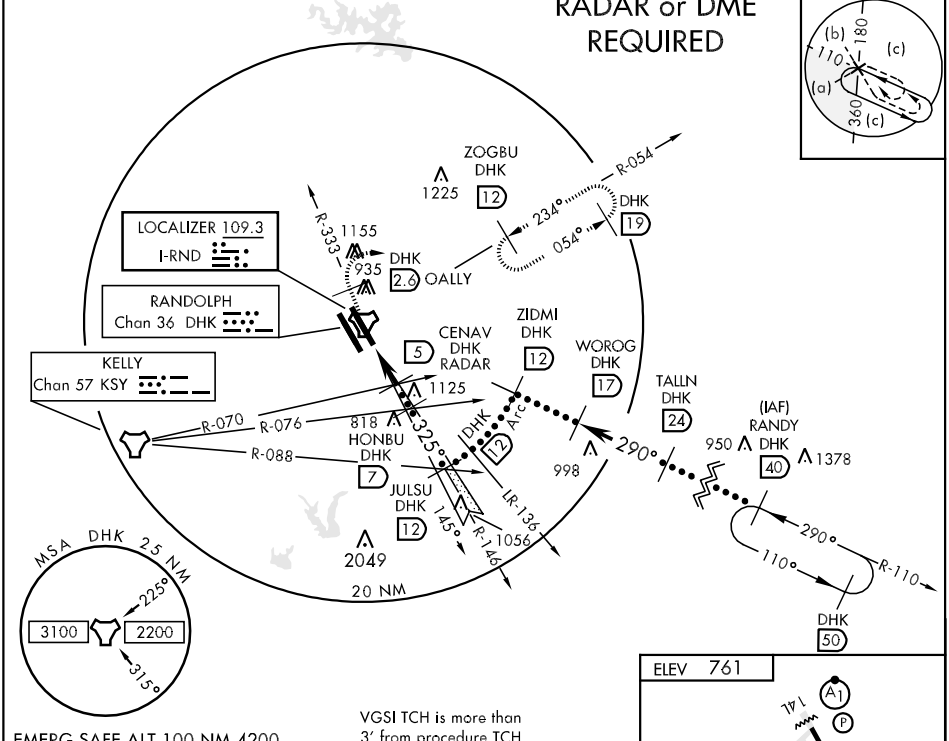
MISSED APPROACH: Climb to 3000, intercept the DHK TACAN R-333 to 2.6 DME (OALLY), then turn right intercept DHK R-054 to 12 DME (ZOGBU), hold as published.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

*** Circling not authorized SW of Rwy 14L-32R.

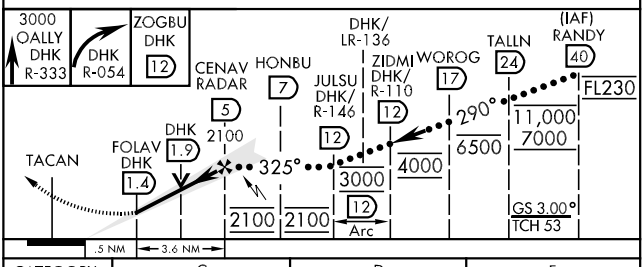
RADAR or DME REQUIRED

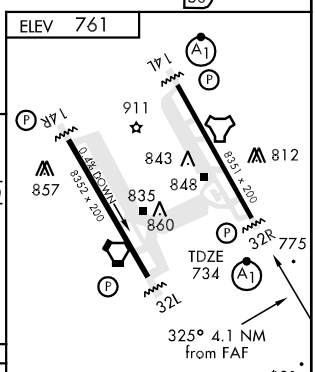




EMERG SAFE ALT 100 NM 4200

VGSI TCH is more than 3′ from procedure TCH





CATEGORY	C	D	E
S-ILS 32R *	934/24	200	(200-½)
S-LOC/ DME 32R **	1080/40	346	(400-¾)
CIRCLING ***	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100′

FAF to MAP 3.6 NM

Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
DHK Chan 36	144°	N/A	N/A	761

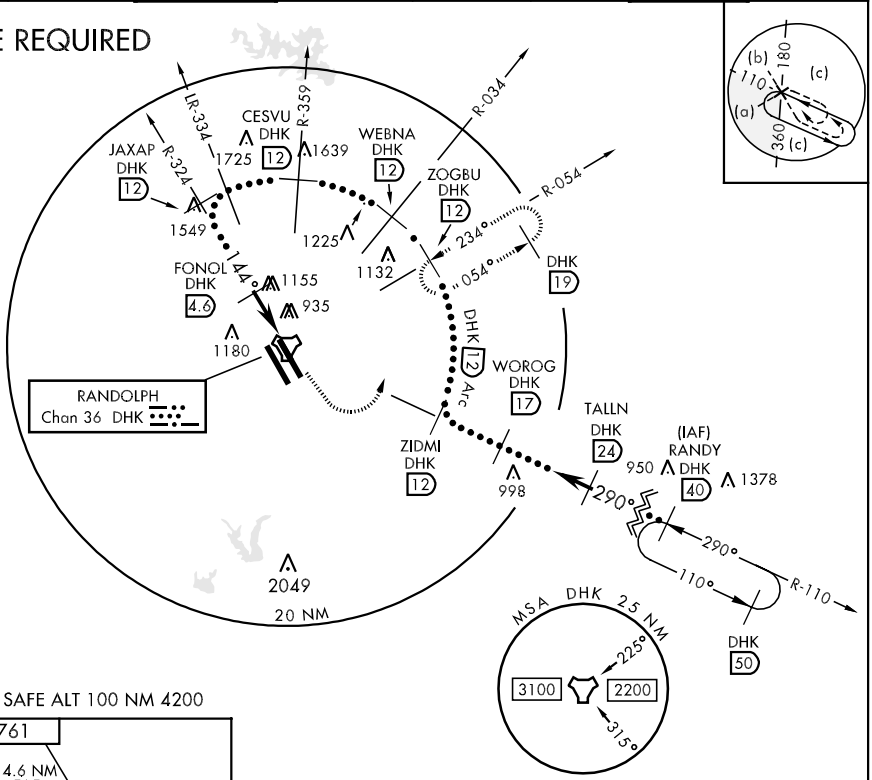
JAL-341 [USAF]

* Circling not authorized SW of Rwy 14L-32R.

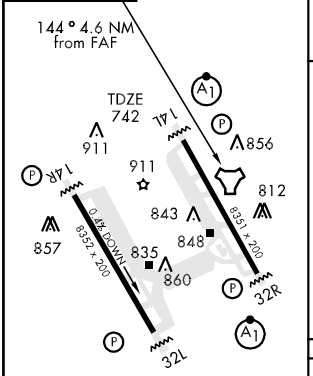
MISSED APPROACH: Track 145° to 1500. Then climbing left turn to 3000. Intercept DHK TACAN R-054 direct ZOGBU and hold as published.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

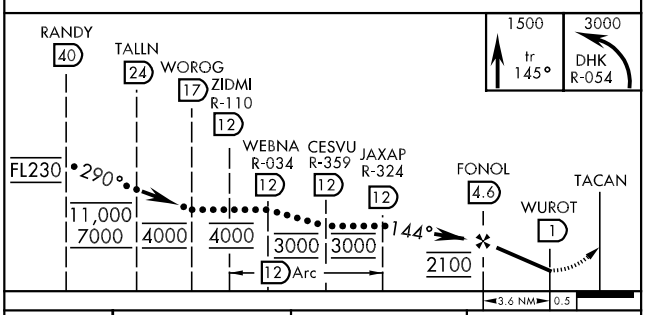
DME REQUIRED



EMERG SAFE ALT 100 NM 4200



HIRL all Rwy
ALS Rwy 14L nstd len 2100'



CATEGORY	C	D	E
CIRCLING *	1420-1¾ 659 (700-1¾)	1420-2 659 (700-2)	1800-3 1039 (1100-3)

SC-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN B

TACAN	APCH CRS	Rwy ldg	N/A
DHK Chan 36	326°	TDZE	N/A
		Arpt Elev	761

JAL-341 [USAF]

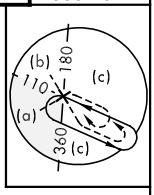
RANDOLPH AFB (KRND)

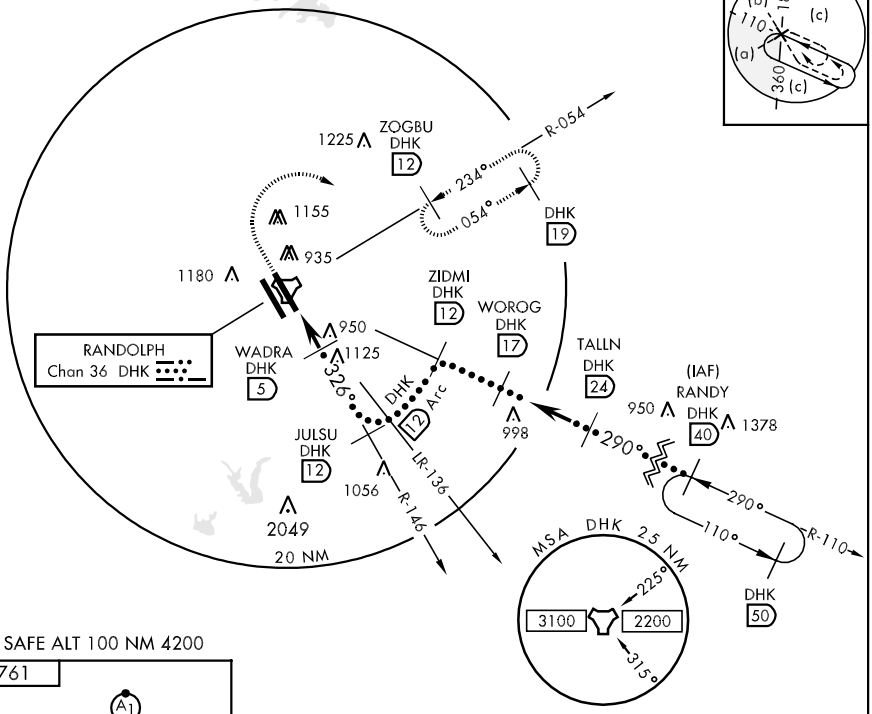
* Circling not authorized SW of Rwy 14L-32R.

MISSED APPROACH: Track 337° to 1500, then climbing right turn to 3000, intercept DHK TACAN R-054 direct ZOGBU and hold.

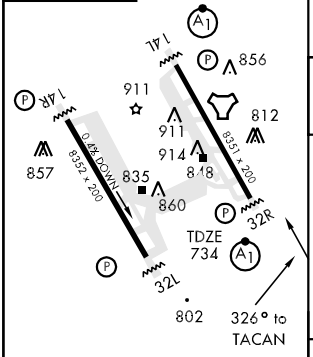
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

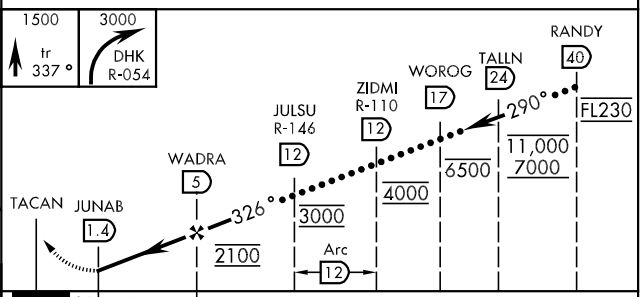
DME REQUIRED





EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
CIRCLING *	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 14L

LOC I-TRT	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-341 [USAF]	RANDOLPH AFB (KRND)
109.9	145°	8351 / 742 / 761		

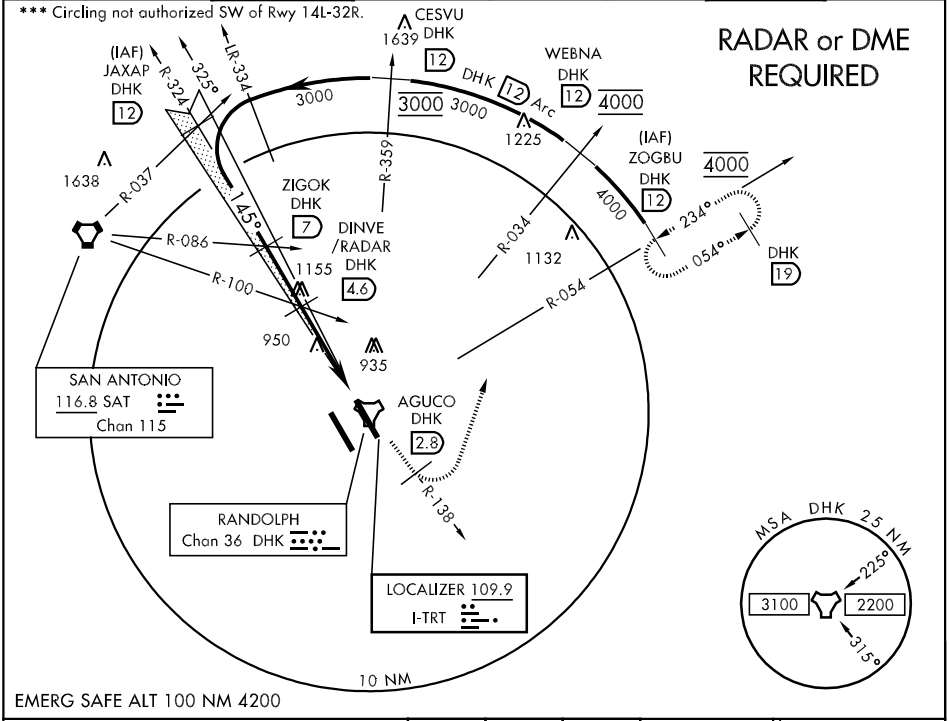
* When ALS inop, increase RVR CATS AB to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CATS AB to 50 and vis to 1 mile, CAT C to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, Cat E vis to 1¾ miles.

ALSF-1

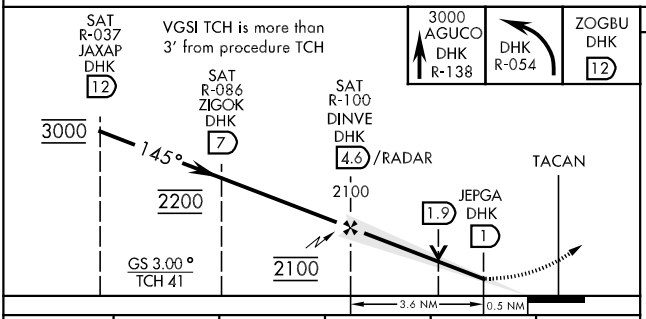
MISSED APPROACH: Climb to 3000 out DHK TACAN R-138 to AGUCO. Then turn left intercept DHK R-054 to ZOGBU and hold.

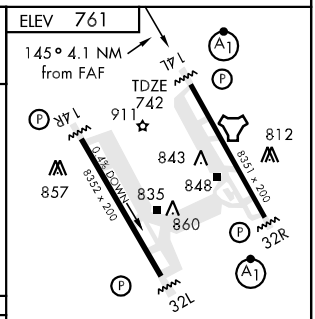
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

*** Circling not authorized SW of Rwy 14L-32R.



EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
S-ILS 14L*	942/24 200	(200-½)	942/40 200		(200-¾)
S-LOC/DME 14L **	1220/40 478	(500-¾)	1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING ***	1220-1 459	(500-1)	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039(1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 14R

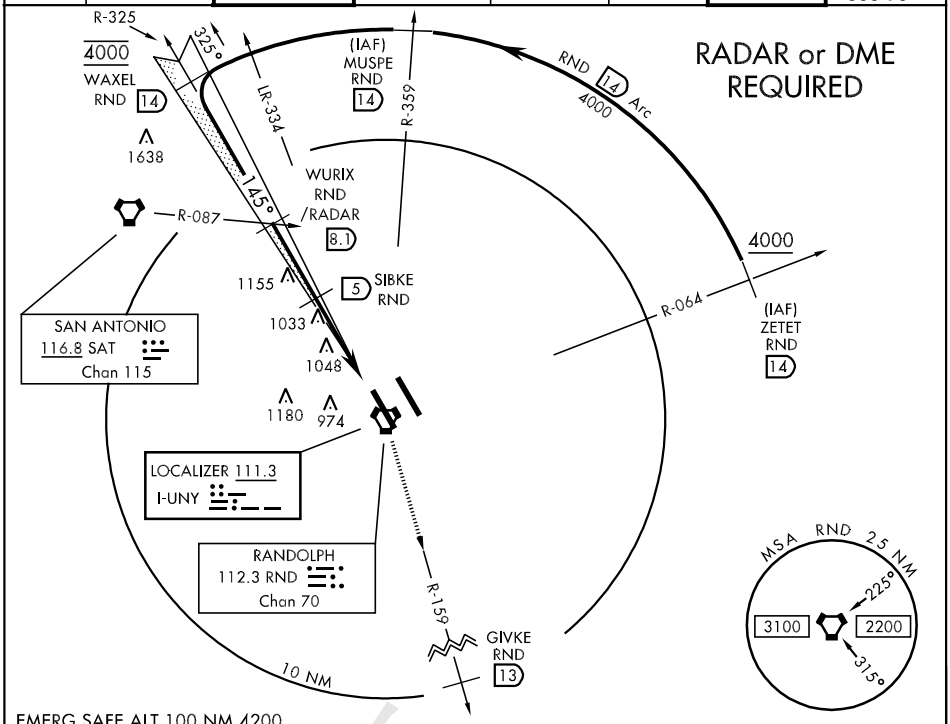
LOC I-UNY 111.3	APCH CRS 145°	Rwy Idg 8352 / TDZE 761 / Arpt Elev 761

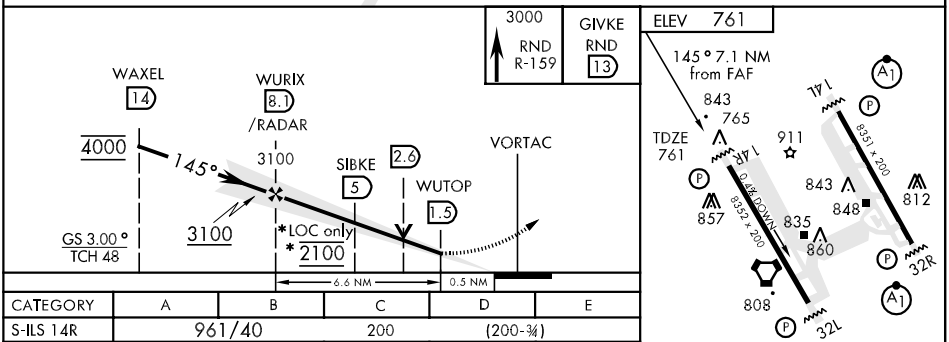
AL-341 [USAF] RANDOLPH AFB (KRND)

** Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75





CATEGORY	A	B	C	D	E
S-ILS 14R	961/40		200	(200-¾)	
S-LOC/ DME 14R	1300/50 539 (600-1)		1300-1½ 539 (600-1½)	1300-1¾ 539 (600-1¾)	1300-2 539 (600-2)
CIRCLING **	1300-1 539 (600-1)		1300-1½ 539 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:13	2:38	2:12

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 32L

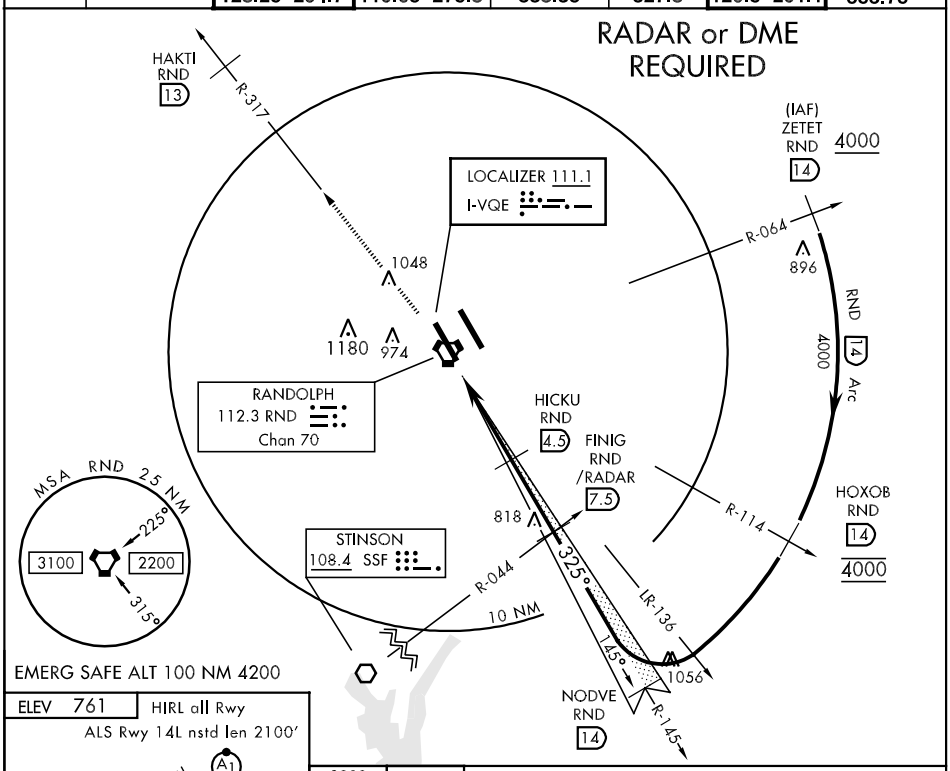
LOC I-VQE	APCH CRS	Rwy Idg 8352 TDZE 734 Arpt Elev 761
111.1	325°	

AL-341 [USAF] RANDOLPH AFB (KRND)

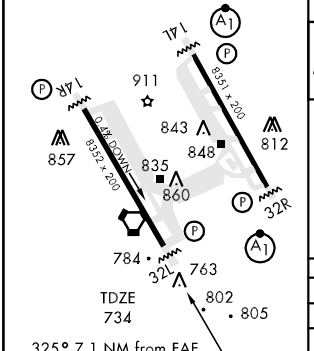
** Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-317 to 13 DME (HAKTI). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

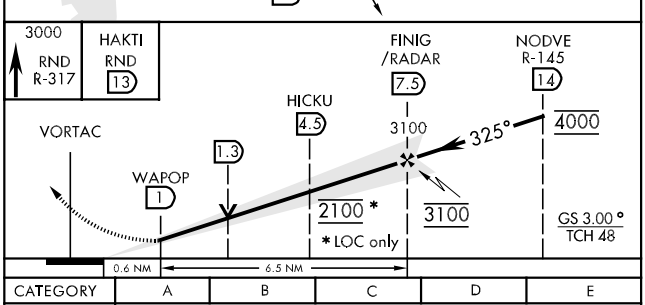


ELEV 761 HIRL all Rwy
ALS Rwy 14L nstd len 2100'



FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D	E
S-ILS 32L	934/40		200	(200-¾)	
S-LOC/DME 32L	1060/50		326	(300-1)	1060/60 326 (300-1¼)
CIRCLING **	1240-1	479 (500-1)	1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 32R

LOC I-RND	APCH CRS	Rwy ldg	8351
109.3	325°	TDZE	734
		Arpt Elev	761

AL-341 [USAF] RANDOLPH AFB (KRND)

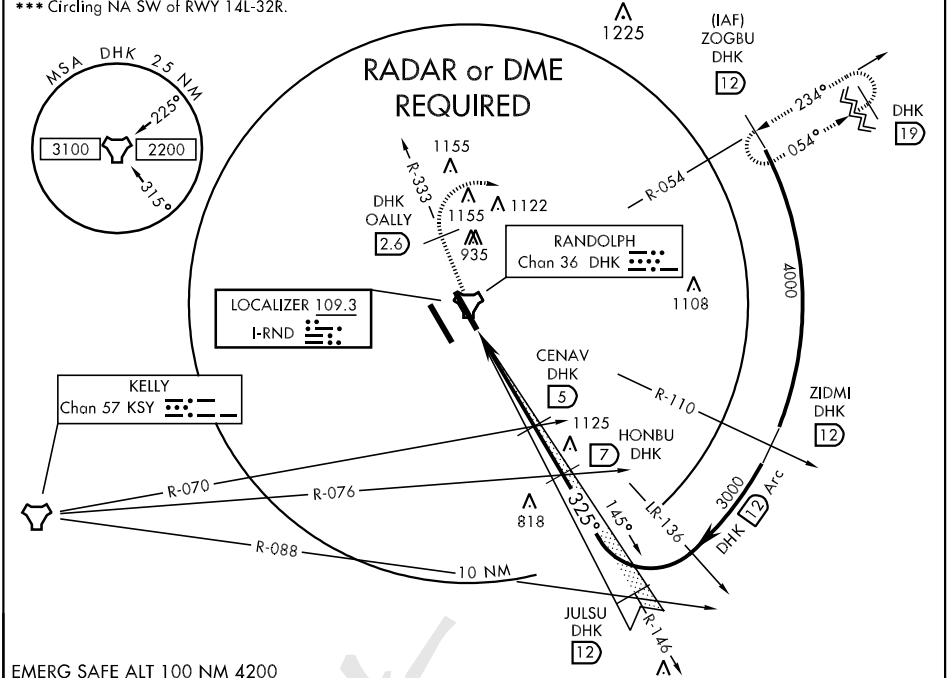
* When ALS inop, increase RVR all CATS to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000, intercept the DHK TACAN R-333 to 2.6 DME (OALLY). Then turn right intercept DHK R-054 to 12 DME (ZOGBU), hold as published.

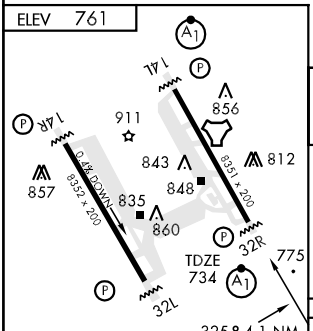
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

*** Circling NA SW of RWY 14L-32R.

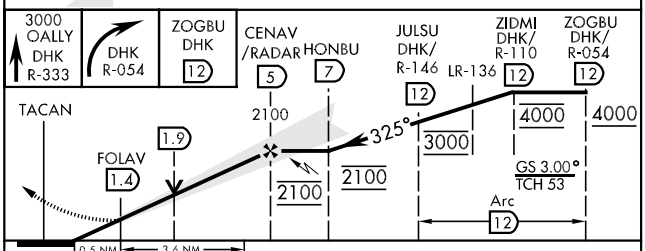


EMERG SAFE ALT 100 NM 4200

VGSI TCH is more than 3° from procedure TCH



HIRL all Rwy
ALS Rwy 14L nstd len 2100'

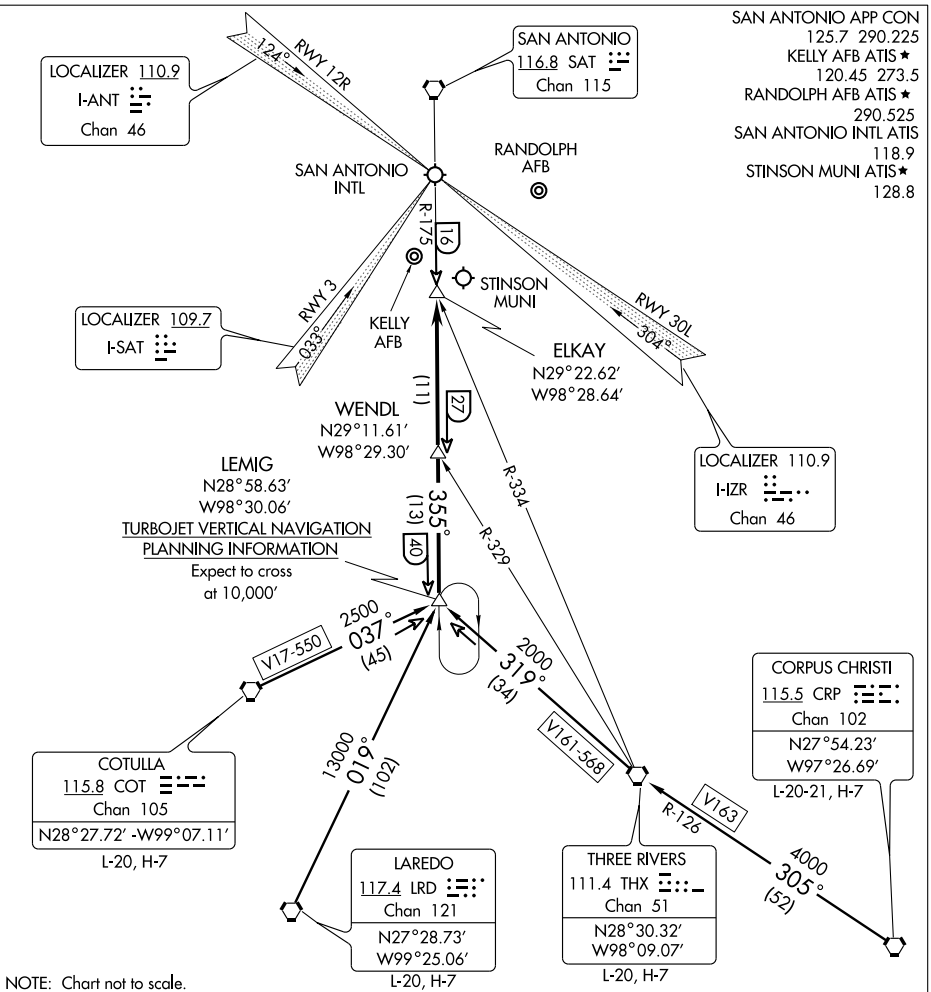


FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D	E
S-ILS 32R *	934/24		200	(200-½)	
S-LOC/ DME 32R **	1080/24 346 (400-½)		1080/40 346 (400-¾)		
CIRCLING ***	1180-1 419 (500-1)	1220-1 459 (500-1)	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LEMIG ONE ARRIVAL (LEMIG.LEMIG1)



CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

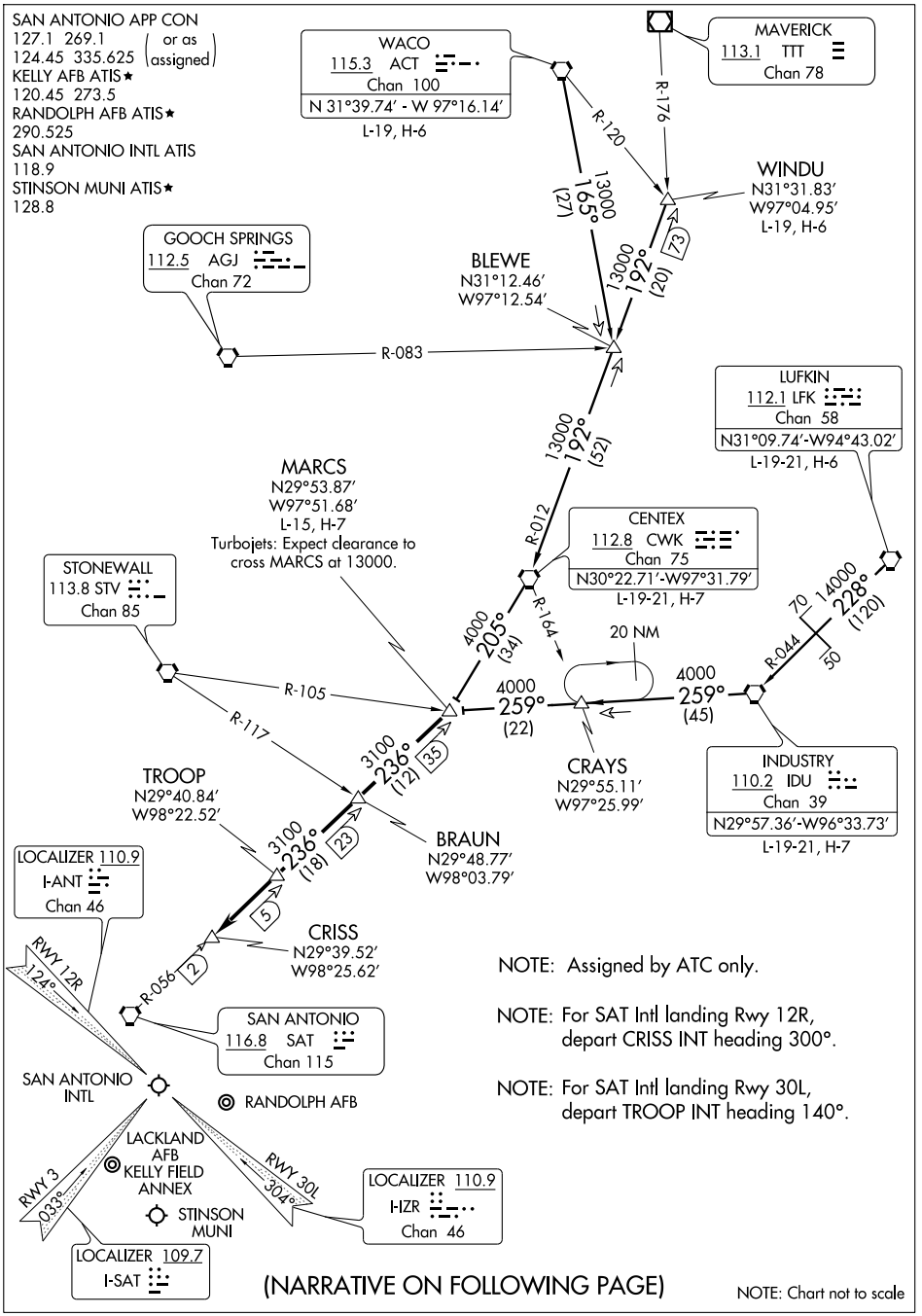
THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

SC-3, 21 OCT 2010 to 18 NOV 2010

MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS



MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS

(MARCS.MARCS9) 09351

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .
INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .
LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .
WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .
WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14L

APCH CRS	Rwy ldg	8351
145°	TDZE	742
	Arpt Elev	761

AL-341 [USAF]

RANDOLPH AFB (KRND)

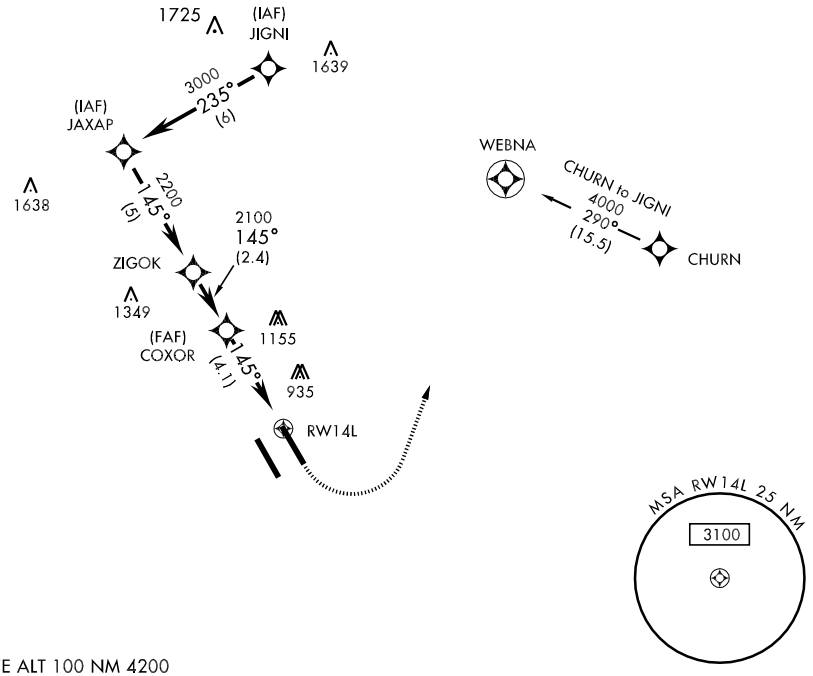
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized SW of Rwy 14L-32R.

ALSF-1

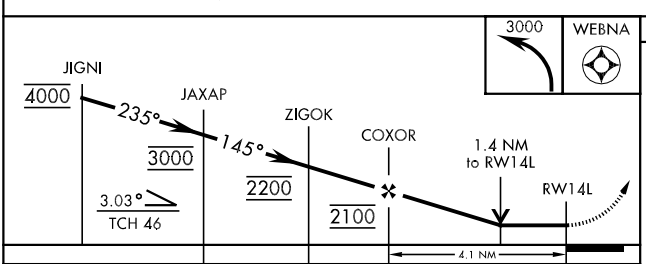
MISSED APPROACH: Climbing left turn to 3000, direct WEBNA WP. Expect ATC instructions.

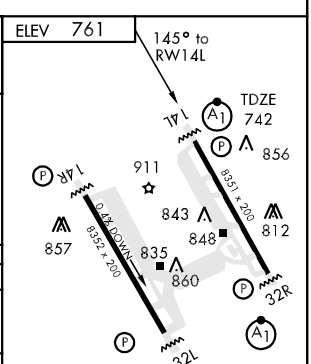
ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
LNAV MDA *	1220/40 478 (500-¾)		1220/50 478 (500-1)	1220/60 478 (500-1¼)	1220-1½ 478 (500-1½)
CIRCLING **	1220-1 459 (500-1)		1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14R

APCH CRS	Rwy ldg	8352
145°	TDZE	761
	Arpt Elev	761

AL-341 [USAF]

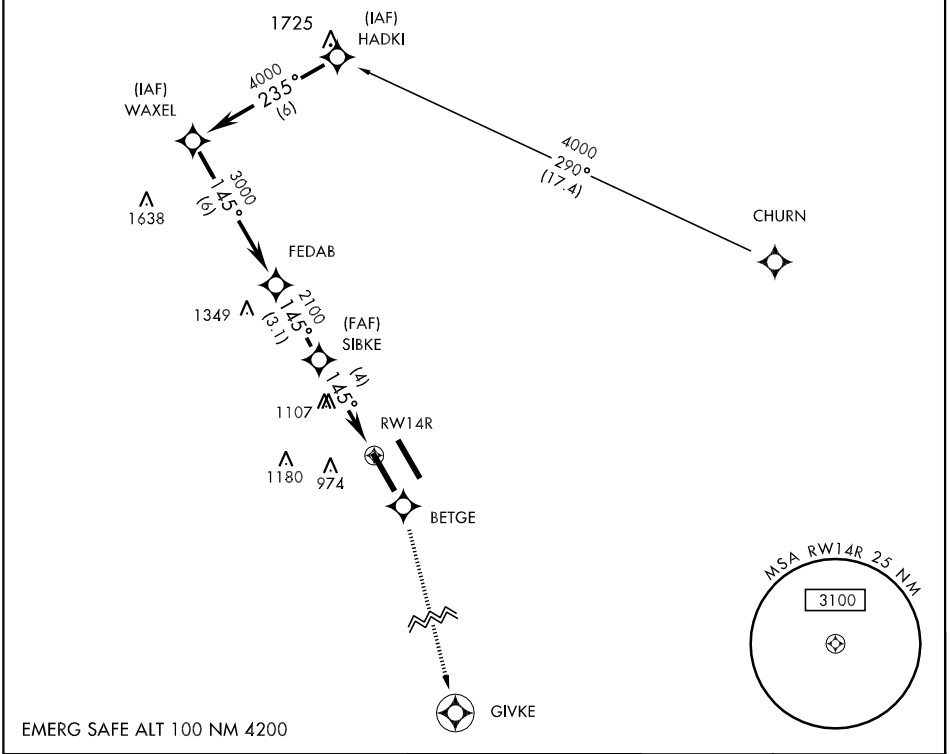
RANDOLPH AFB (KRND)

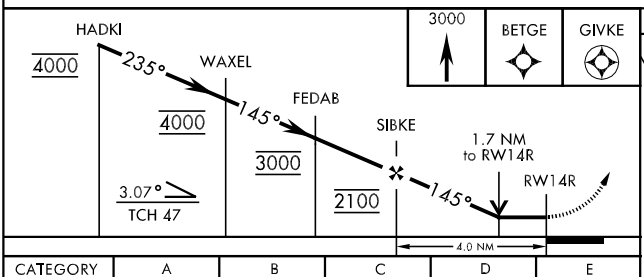
* Circling not authorized NE of Rwy 14R-32L.

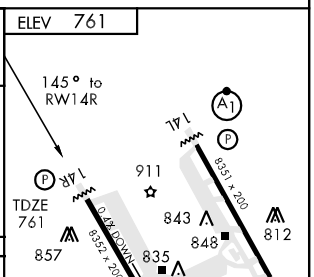
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct BETGE WPT, then out to GIVKE WPT. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
LNAV MDA	1360-1 599 (600-1)		1360-1½ 599 (600-1½)	1360-1¾ 599 (600-1¾)	1360-2 599 (600-2)
CIRCLING *	1360-1 599 (600-1)		1360-1½ 599 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32L

APCH CRS	Rwy ldg	8352
325°	TDZE	734
	Arpt Elev	761

AL-341 [USAF]

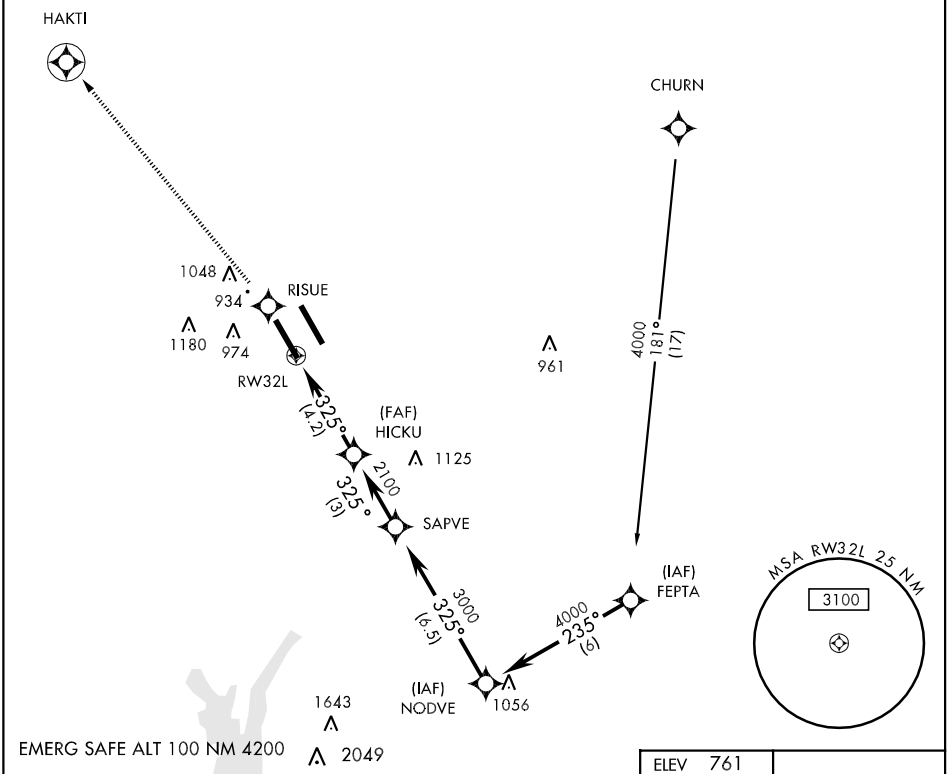
RANDOLPH AFB (KRND)

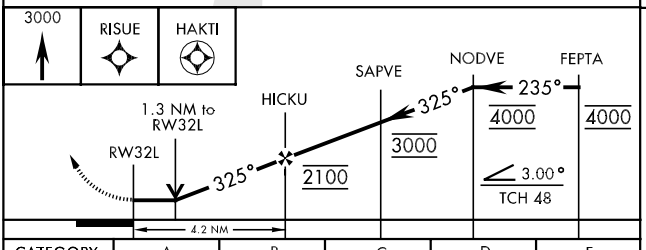
*Circling not authorized NE of Rwy 14R-32L.

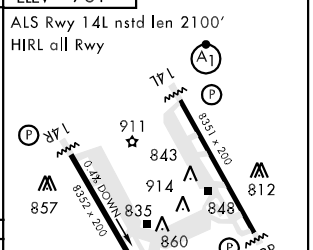
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct RISUE WPT, then out to HAKTI WPT. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
LNAV MDA	1180-1 446 (500-1)		1180-1¼ 446 (500-1¼)	1180-1½ 446 (500-1½)	
CIRCLING *	1240-1 479 (500-1)		1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32R

APCH CRS	Rwy ldg	8351
325°	TDZE	734
	Arpt Elev	761

AL-341 [USAF]

RANDOLPH AFB (KRND)

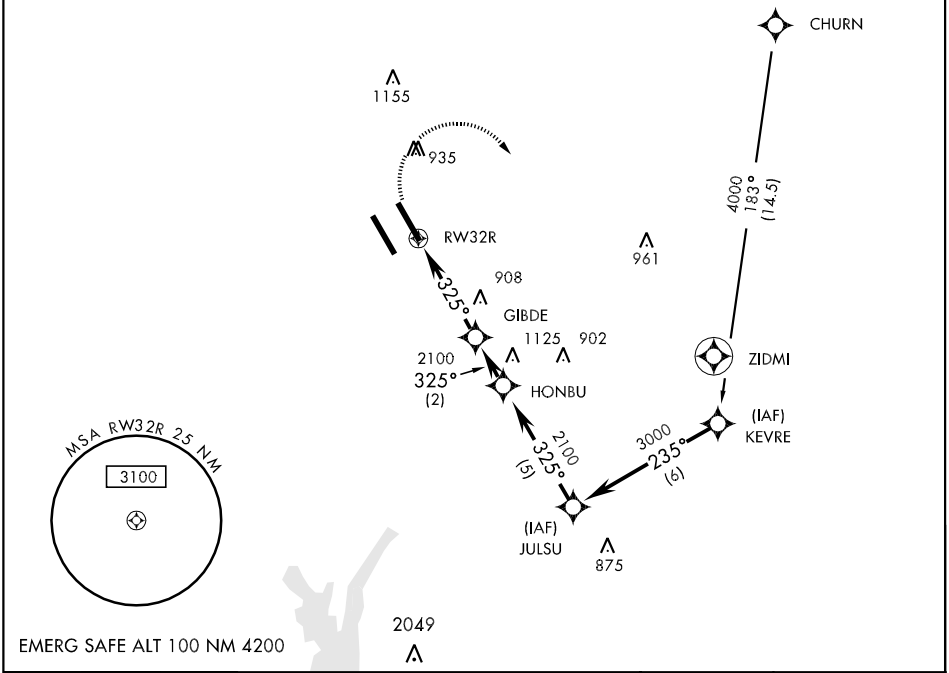
* When ALS inop, increase RVR CATS AB to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 14L-32R.

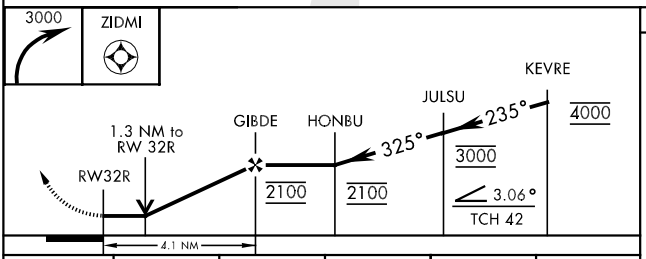
ALSF-1

MISSED APPROACH: Climbing right turn to 3000, direct ZIDMI WP. Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75

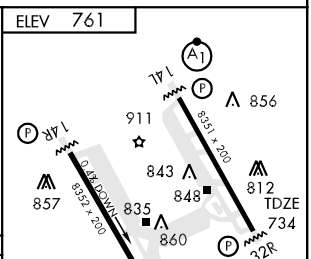
DME/DME RNP-0.3 NA





CATEGORY	A	B	C	D	E
LNAV MDA *	1180/24 446 (500-½)		1180/40 446 (500-¾)	1180/50 446 (500-1)	
CIRCLING **	1180-1 419 (500-1)	1220-1 459 (500-1)	1220-1½ 459 (500-1½)	1320-2 559 (600-2)	1800-3 1039 (1100-3)

ELEV 761



HIRL all Rwy
ALS Rwy 14L nstd len 2100'

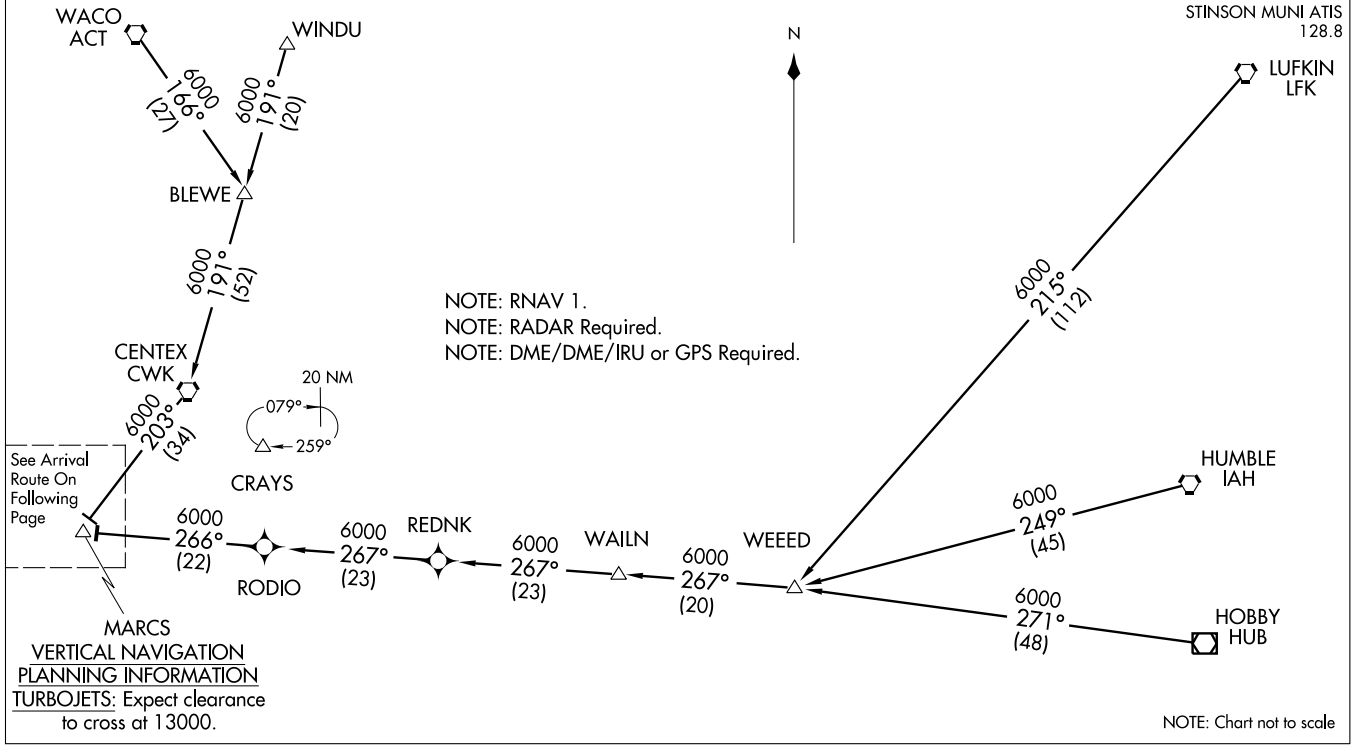
SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RODIO ONE ARRIVAL (RNAV) Transition Routes SAN ANTONIO, TEXAS

(RODIO.RODIO1) 10266

NOTE: ACT TRANSITION: For non-GPS equipped aircraft, CWK, RND, SAT, and TNV DMEs must be operational.
NOTE: IAH, HUB, and WAILN TRANSITIONS: For non-GPS equipped aircraft, CWK, ELA, IDU, SAT, and RND DMEs must be operational.
NOTE: LFK TRANSITION: For non-GPS equipped aircraft, CWK, ELA, IAH, IDU, RND, SAT, and TNV DMEs must be operational.
NOTE: WINDU TRANSITION: For non-GPS equipped aircraft, ACT, CWK, RND, SAT, and TNV DMEs must be operational.

SAN ANTONIO APP CON
127.1 269.1
124.45 335.625
★ LACKLAND AFB (KELLY FLD ANNEX) ATIS
120.45 273.5
★ RANDOLPH AFB ATIS
290.525
SAN ANTONIO INTL ATIS
118.9
STINSON MUNI ATIS
128.8

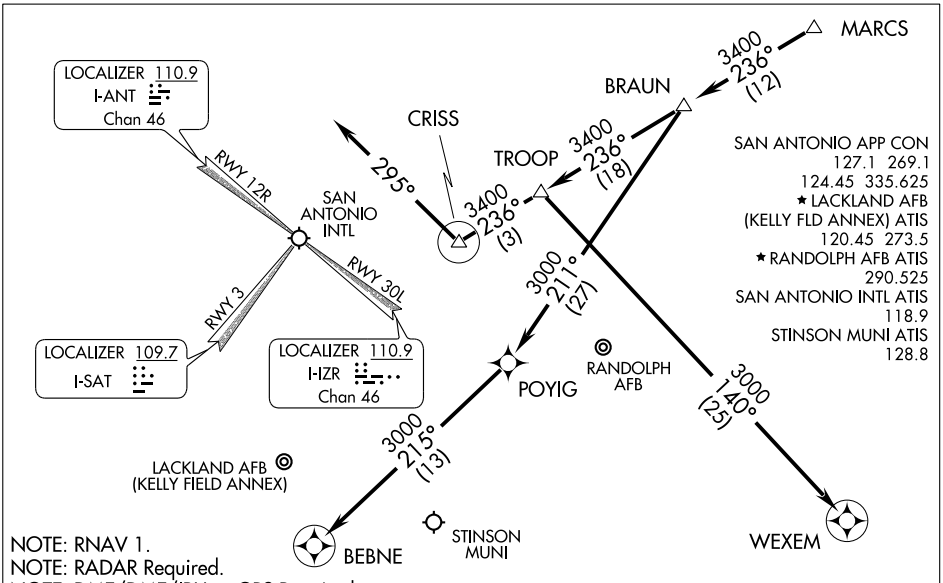


RODIO ONE ARRIVAL (RNAV) Transition Routes SAN ANTONIO, TEXAS
(RODIO.RODIO1) 10266

ST-369 (FAA)

RODIO ONE ARRIVAL (RNAV) Arrival Routes

SAN ANTONIO, TEXAS



ARRIVAL ROUTE DESCRIPTION

HOBBY TRANSITION (HUB.RODIO1)
HUMBLE TRANSITION (IAH.RODIO1)
LUFKIN TRANSITION (LFK.RODIO1)
WACO TRANSITION (ACT.RODIO1)
WAILN TRANSITION (WAILN.RODIO1)
WINDU TRANSITION (WINDU.RODIO1)

From MARCS via 236° track to BRAUN. Thence . . . .

SAN ANTONIO INTL (SAT):
LANDING RWY 3:
. . . From BRAUN via 211° track to POYIG, thence as depicted to BEBNE. Expect vectors to final approach course at or prior to BEBNE, if not received by BEBNE fly present heading.
LANDING RWY 12R:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Depart CRISS heading 295°. Expect vectors to final approach course.
LANDING RWY 30L:
. . . From BRAUN via 236° track to TROOP, thence as depicted to WEXEM. Expect vectors to final approach course at or prior to WEXEM, if not received by WEXEM fly present heading.
LANDING ALL OTHER RWYS:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Expect vectors to final approach course at or prior to CRISS.

ALL OTHER AIRPORTS:
. . . From BRAUN via 236° track to TROOP, thence as depicted to CRISS. Expect vectors to final approach course at or prior to CRISS.

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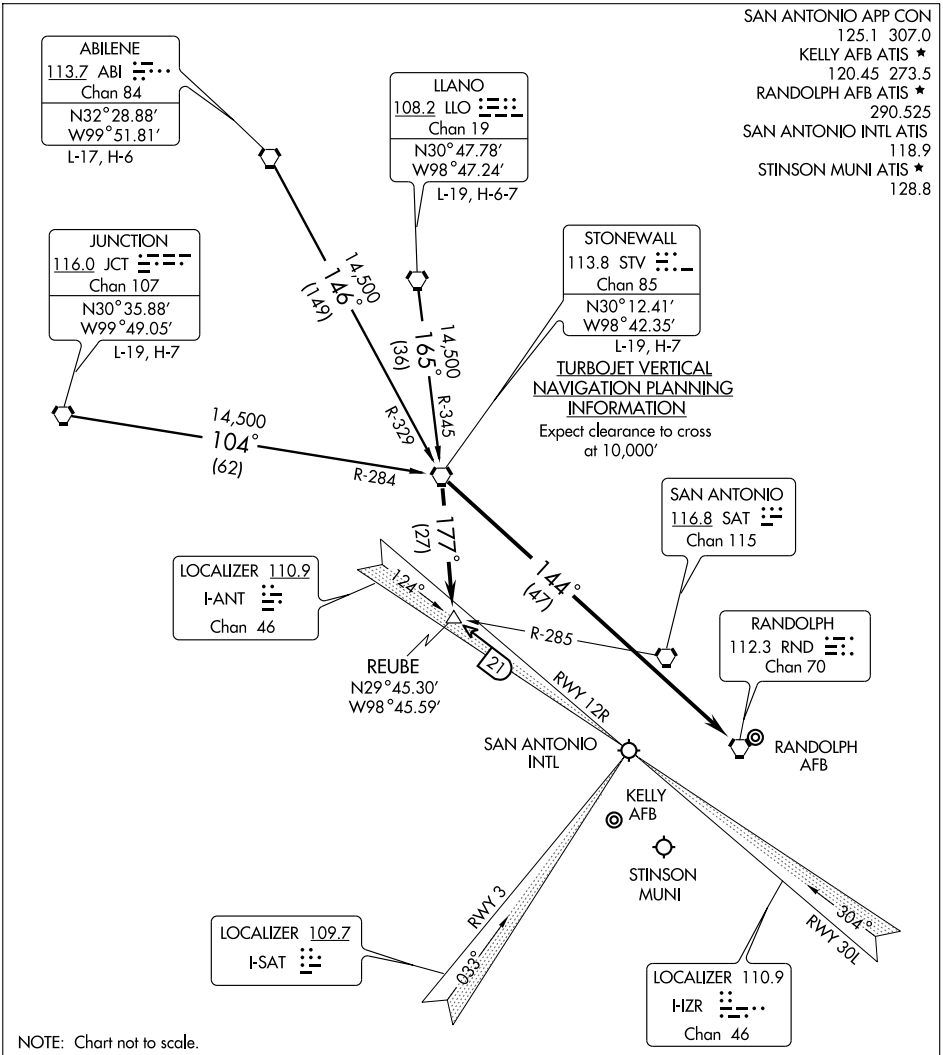
STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS



ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .
JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .
LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .
ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.
RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

STONEWALL ONE ARRIVAL

SAN ANTONIO, TEXAS

(STV. STV1) 10154

SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 14R

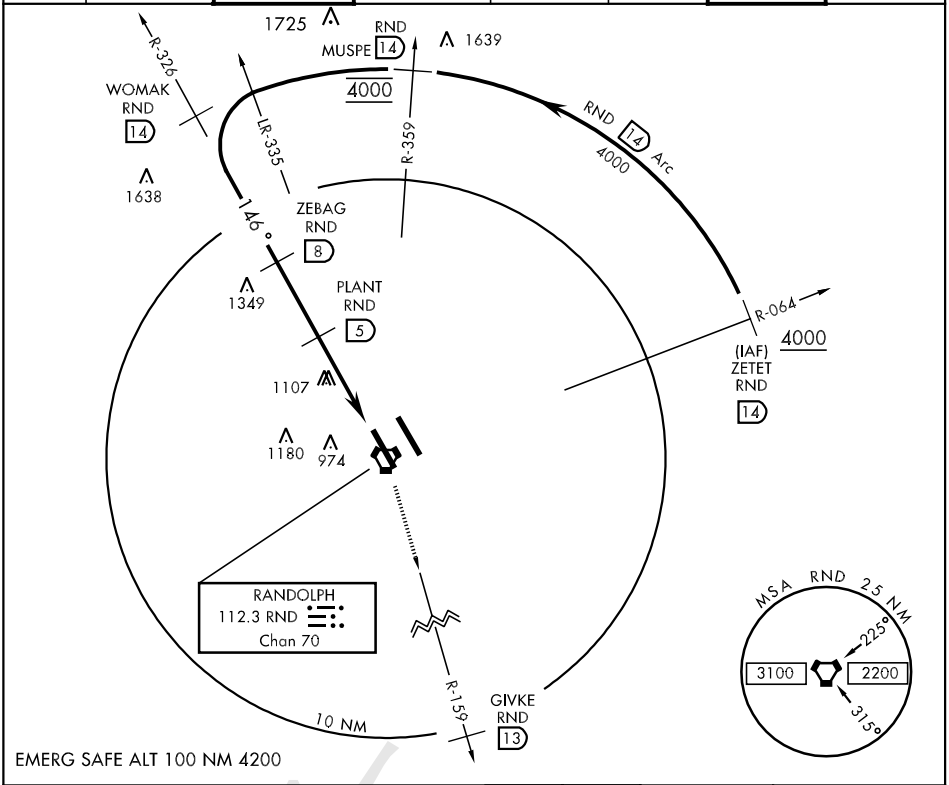
VORTAC RND	APCH CRS	Rwy Idg	8352
112.3	146°	TDZE	761
Chan 70		Arpt Elev	761

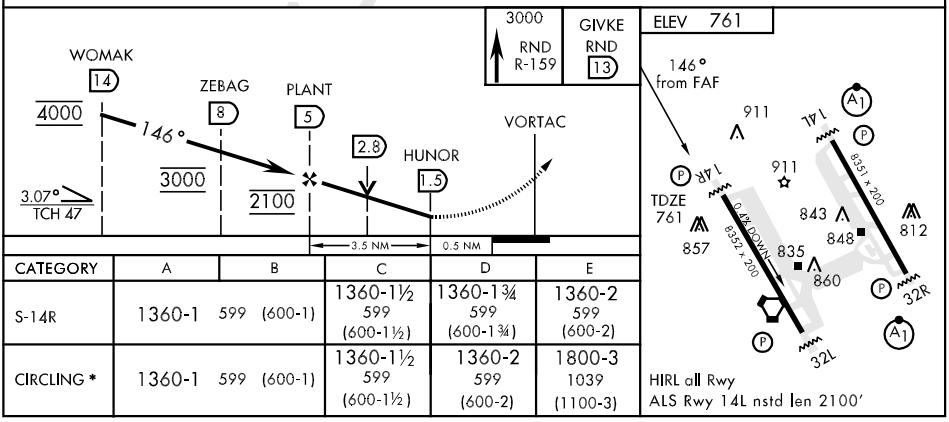
AL-341 [USAF] RANDOLPH AFB (KRND)

* Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE.). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75





CATEGORY	A	B	C	D	E
S-14R	1360-1	599 (600-1)	1360-1½ 599 (600-1½)	1360-1¾ 599 (600-1¾)	1360-2 599 (600-2)
CIRCLING *	1360-1	599 (600-1)	1360-1½ 599 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

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VOR/DME or TACAN RWY 32L

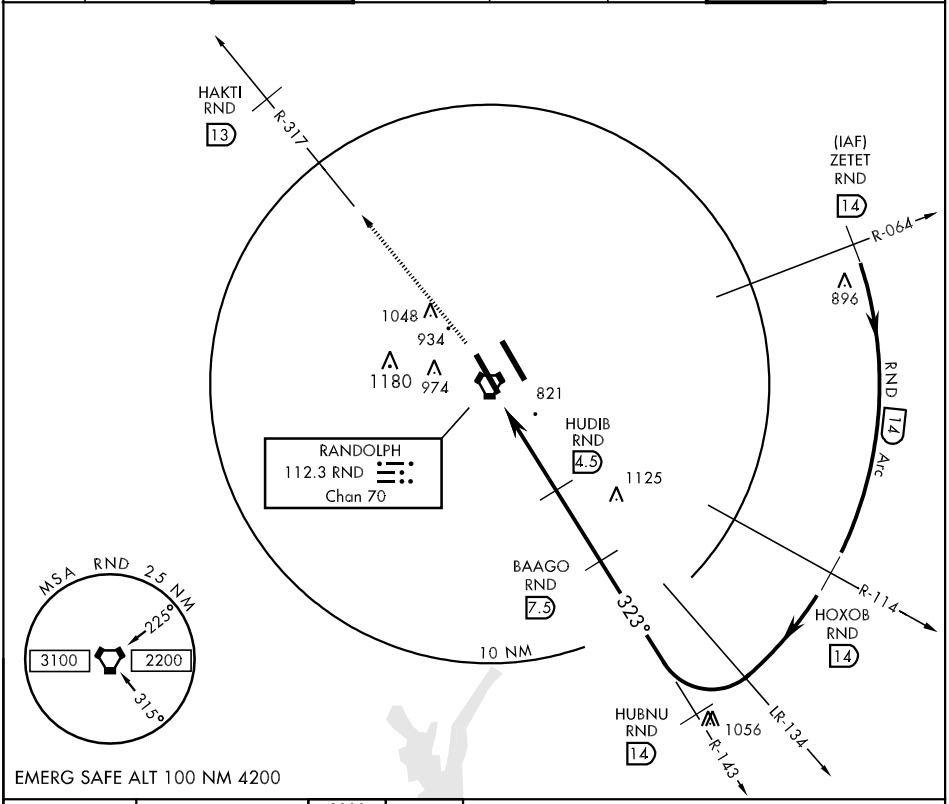
VORTAC RND	APCH CRS	Rwy Idg 8352
112.3	323°	TDZE 734
Chan 70		Arpt Elev 761

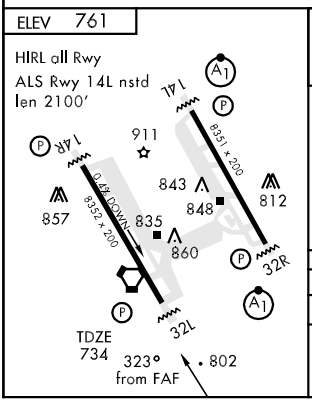
AL-341 [USAF] RANDOLPH AFB (KRND)

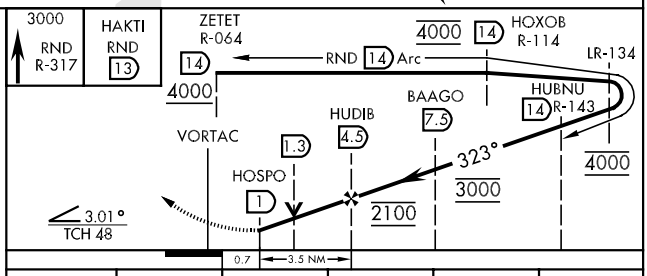
* Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-317 to RND 13 DME (HAKTI). Expect ATC instructions.

ATIS ★	SAN ANTONIO APP CON	RANDOLPH TOWER ★	RANDOLPH GND CON	CLNC DEL (RWY 14L-32R)	HANGOVER ATIS ★	HANGOVER TOWER ★	HANGOVER GND CON
290.525	128.05 318.1	128.25 294.7	119.65 275.8	338.35	327.8	120.5 291.1	124.75 353.75







CATEGORY	A	B	C	D	E
S-32L	1080-1	346 (400-1)		1080-1¼	346 (400-1¼)
CIRCLING *	1240-1	479 (500-1)	1280-1½ 519 (600-1½)	1360-2 599 (600-2)	1800-3 1039 (1100-3)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB UVA	APP CRS	Rwy Idg	5256
281	328°	TDZE	933
		Apt Elev	942

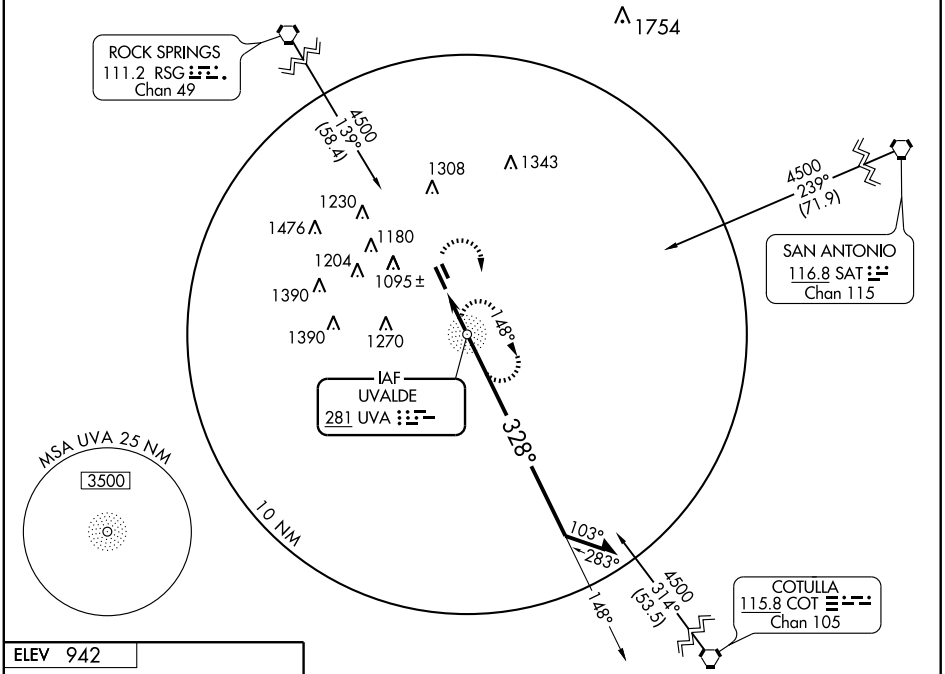
NDB RWY 33

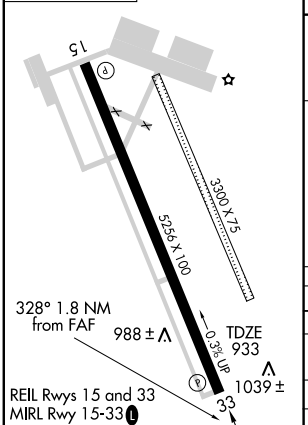
UVALDE/GARNER FIELD (UVA)

NA Obtain local altimeter setting on CTAF; when not received, use Hondo Muni altimeter setting.

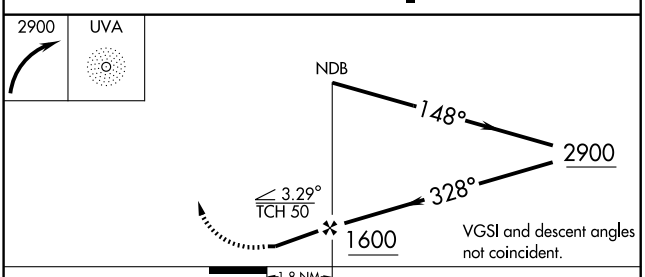
MISSED APPROACH: Climbing right turn to 2900 direct UVA NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.175	134.95 269.4	122.8 (CTAF) L





FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36



CATEGORY	A	B	C	D
S-33	1340-1	407 (400-1)	1340-1¼	407 (400-1¼)
CIRCLING	1340-1 398 (400-1)	1460-1 518 (600-1)	1460-1½ 518 (600-1½)	1500-2 558 (600-2)
HONDO MUNI ALTIMETER SETTING MINIMUMS				
S-33	1440-1	507 (500-1)	1440-1½	507 (500-1½)
CIRCLING	1440-1 498 (500-1)	1560-1 618 (700-1)	1560-1¾ 618 (700-1¾)	1600-2 658 (700-2)

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RNAV (GPS) RWY 33

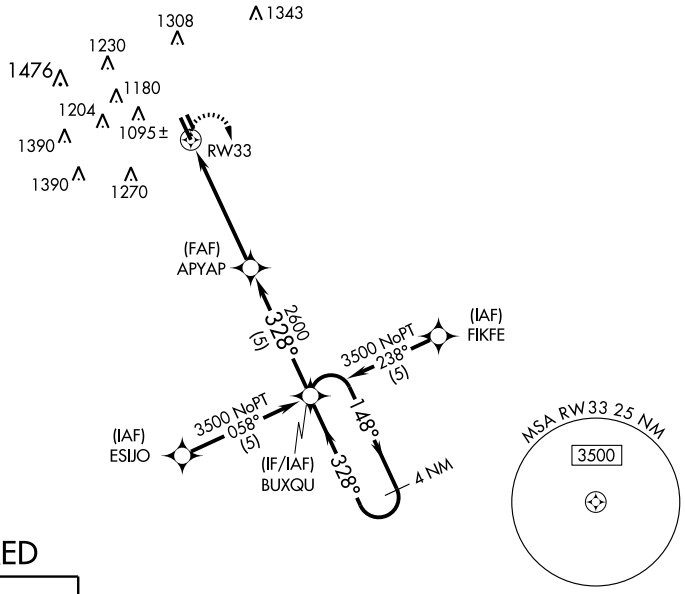
UVALDE/GARNER FIELD (UVA)

APP CRS	Rwy ldg	5256
328°	TDZE	933
	Apt Elev	942

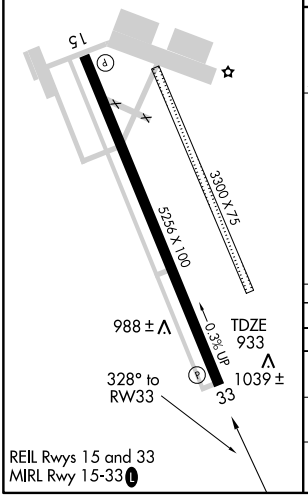
NA Obtain local altimeter setting on CTAF; when not received, use Hondo Muni altimeter setting and increase all MDA's 100 feet and visibility Cat's C and D 1/4 mile.
GPS or RNP-0.3 REQUIRED, DME/DME RNP-0.3 NA

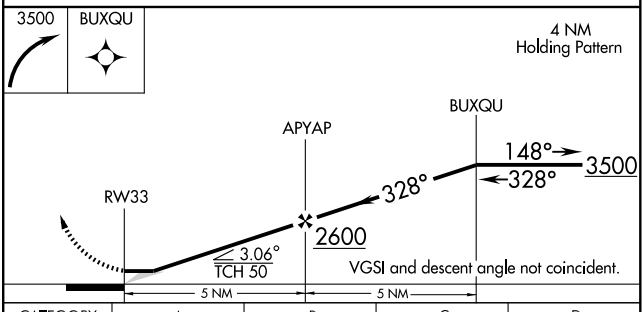
MISSED APPROACH: Climbing right turn to 3500 direct BUXQU WP and hold.

AWOS-3	HOUSTON CENTER	UNICOM
124.175	134.95 269.4	122.8 (CTAF) L



RADAR REQUIRED





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1380-1 447 (500-1)		1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1380-1 438 (500-1)	1460-1 518 (600-1)	1460-1½ 518 (600-1½)	1500-2 558 (600-2)

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NDB VHN 233	APP CRS 223°	Rwy Idg 6000 TDZE 3939 Apt Elev 3957

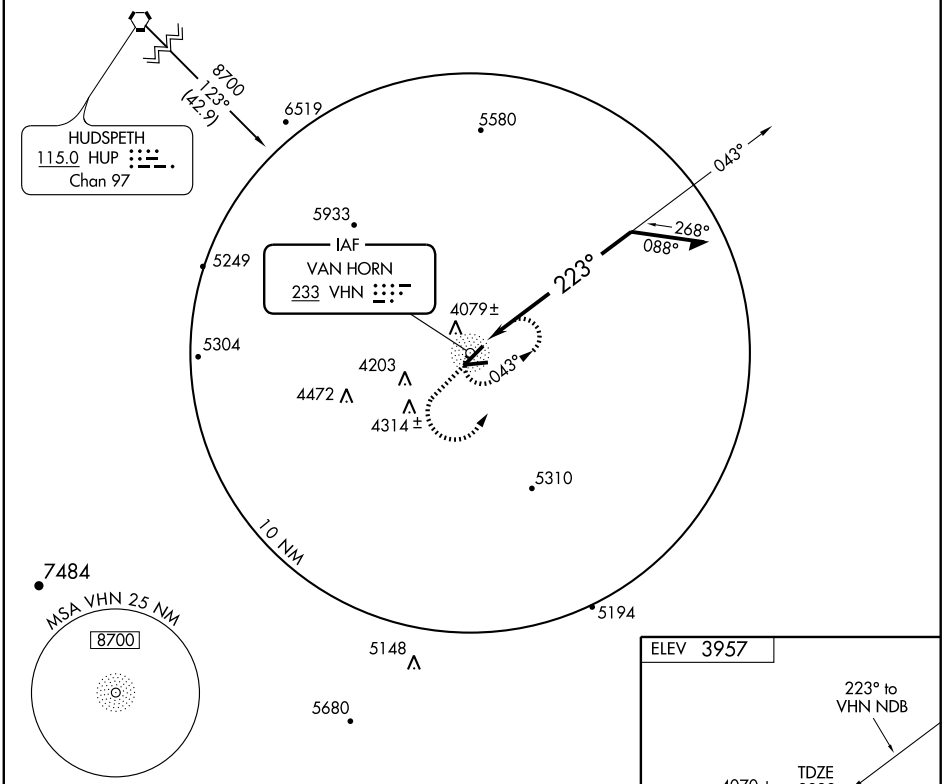
NDB RWY 21

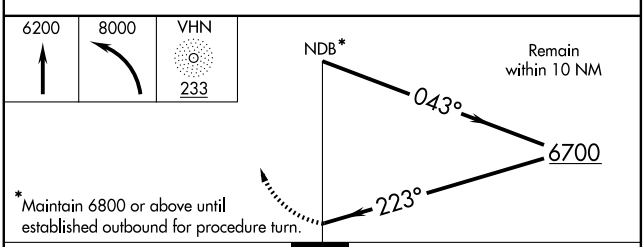
VAN HORN/CULBERSON COUNTY (VHN)

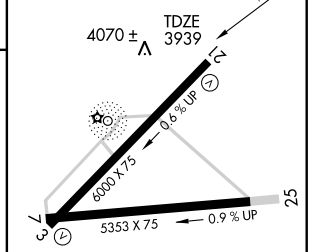
NA Obtain local altimeter setting on CTAF; when not received, procedure not authorized.

MISSED APPROACH: Climb to 6200 then climbing left turn to 8000 direct VHN NDB and hold.

ALBUQUERQUE CENTER	CTAF	GCO
135.875 292.15	122.9 L	121.725







CATEGORY	A	B	C	D
S-21	4780-1 841 (900-1)	4780-1¼ 841 (900-1¼)	4780-2½ 841 (900-2½)	4780-2¾ 841 (900-2¾)
CIRCLING	4780-1 823 (900-1)	4780-1¼ 823 (900-1¼)	4780-2½ 823 (900-2½)	4780-3 823 (900-3)

Knots	60	90	120	150	180
Min:Sec					

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SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
215°	TDZE	3939
	Apt Elev	3957

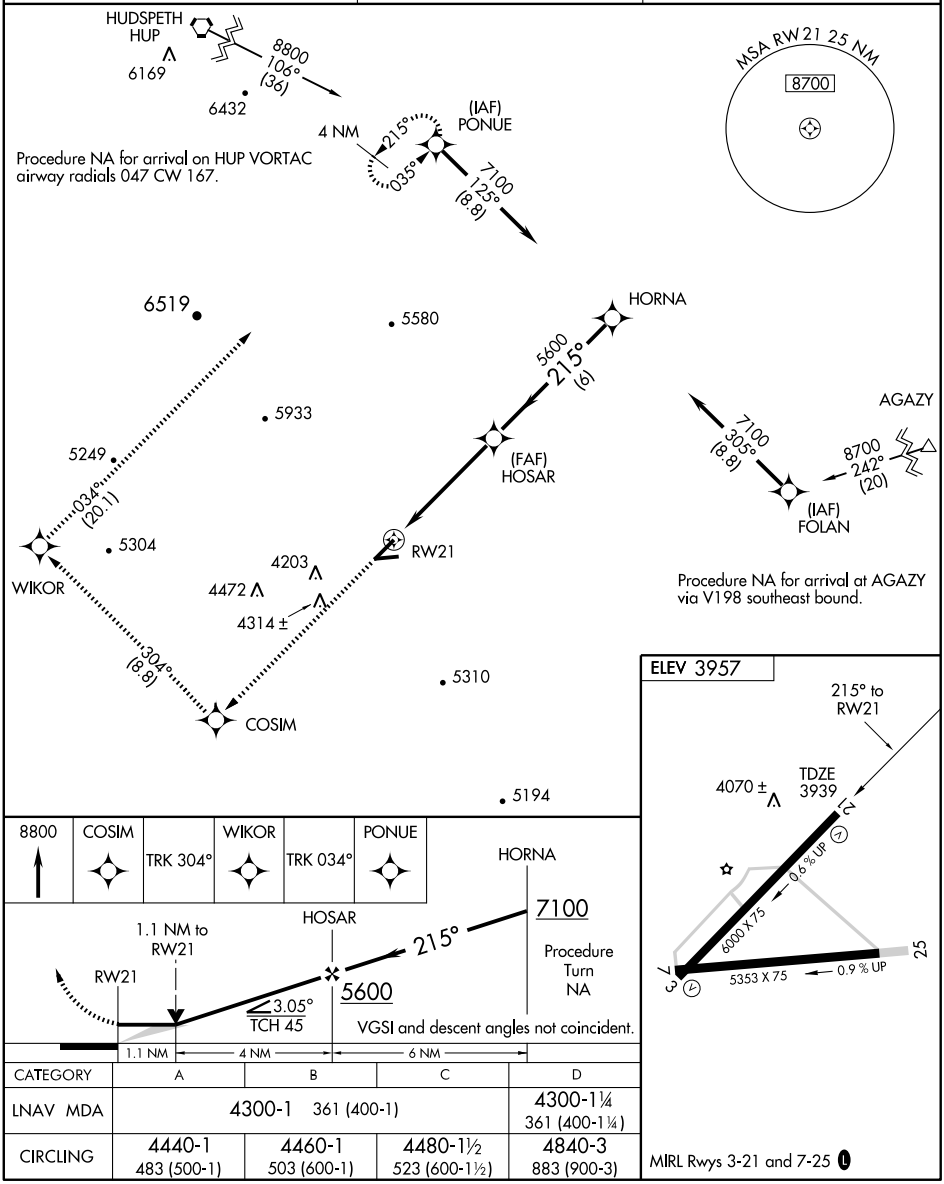
RNAV (GPS) RWY 21

VAN HORN/CULBERSON COUNTY (VHN)

Obtain local altimeter setting on CTAF; when not received, procedure NA.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8800 direct COSIM WP, and via 304° track to WIKOR WP and via 034° track to PONUE WP and hold.

ALBUQUERQUE CENTER	CTAF	GCO
135.875 292.15	122.9 L	121.725



CATEGORY	A	B	C	D
LNAV MDA	4300-1 361 (400-1)			4300-1¼ 361 (400-1¼)
CIRCLING	4440-1 483 (500-1)	4460-1 503 (600-1)	4480-1½ 523 (600-1½)	4840-3 883 (900-3)

MIRL Rwys 3-21 and 7-25 L

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SC-3, 21 OCT 2010 to 18 NOV 2010

NDB VRT	APP CRS	Rwy Idg	5099
230	193°	TDZE	1259
		Apt Elev	1265

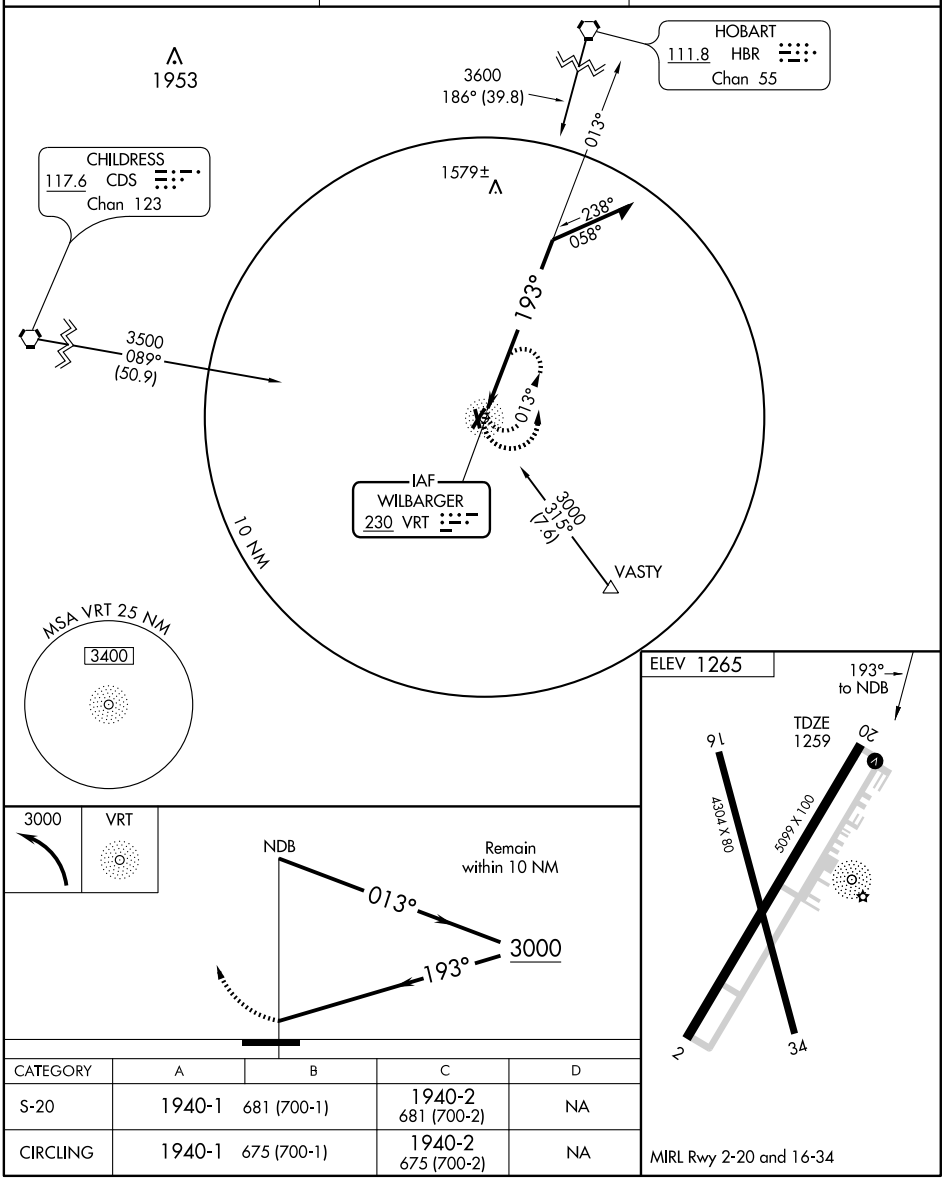
NDB RWY 20

VERNON/ WILBARGER COUNTY (F05)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Frederick altimeter setting: increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3000 in VRT NDB holding pattern.

AWOS-3	ALTUS APP CON ★	UNICOM
118.525	125.1 259.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-20	1940-1	681 (700-1)	1940-2 681 (700-2)	NA
CIRCLING	1940-1	675 (700-1)	1940-2 675 (700-2)	NA

MIRL Rwy 2-20 and 16-34

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
024°	Rwy Idg	5099
	TDZE	1265
	Apt Elev	1265

RNAV (GPS) RWY 2

VERNON/ WILBARGER COUNTY (F05)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Frederick altimeter setting: increase all MDA 40 feet. VDP NA when using Frederick altimeter setting.

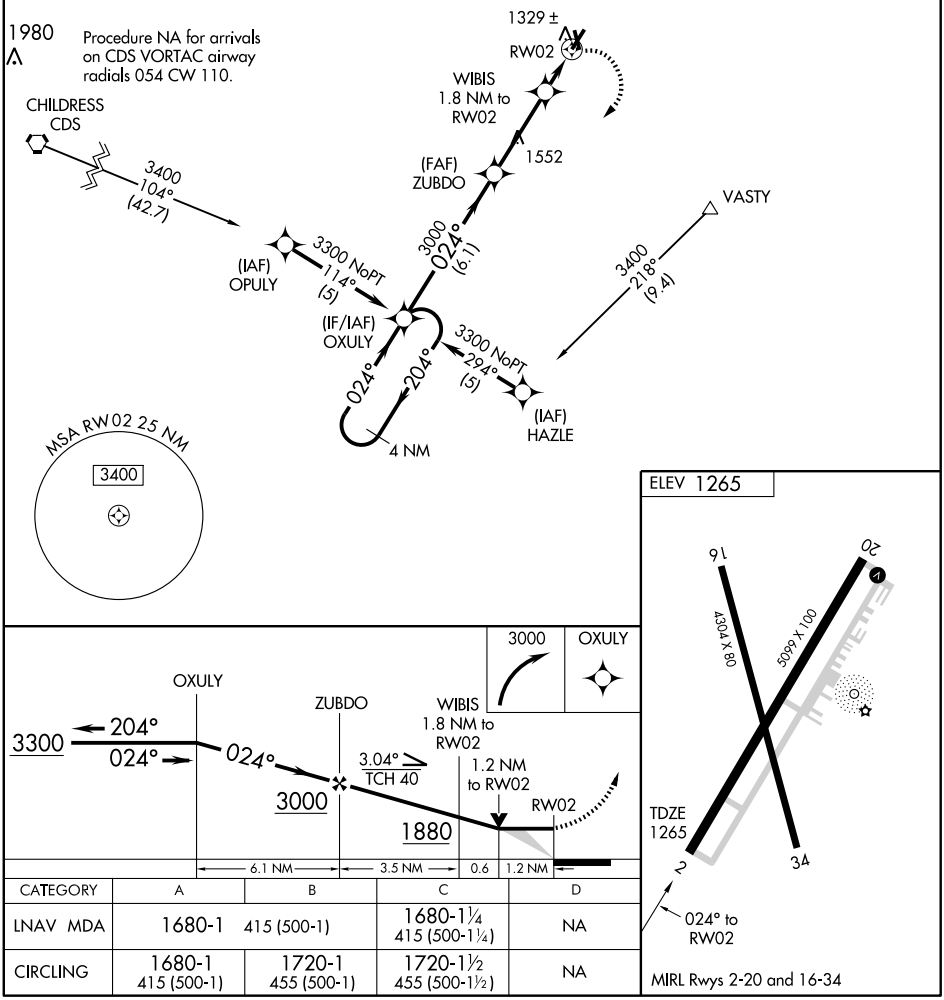
MISSED APPROACH: Climbing right turn to 3000 direct OXULY and hold.

AWOS-3	ALTUS APP CON*	UNICOM
118.525	125.1 259.3	122.8 (CTAF) L

SC-2, 21 OCT 2010 to 18 NOV 2010

1980

Procedure NA for arrivals on CDS VORTAC airway radials 054 CW 110.



CATEGORY	A	B	C	D
LNAV MDA	1680-1 415 (500-1)		1680-1¼ 415 (500-1¼)	NA
CIRCLING	1680-1 415 (500-1)	1720-1 455 (500-1)	1720-1½ 455 (500-1½)	NA

MIRL Rwys 2-20 and 16-34

WAAS	APP CRS	Rwy Idg	5099
CH 63018	204°	TDZE	1259
W20A		Apt Elev	1265

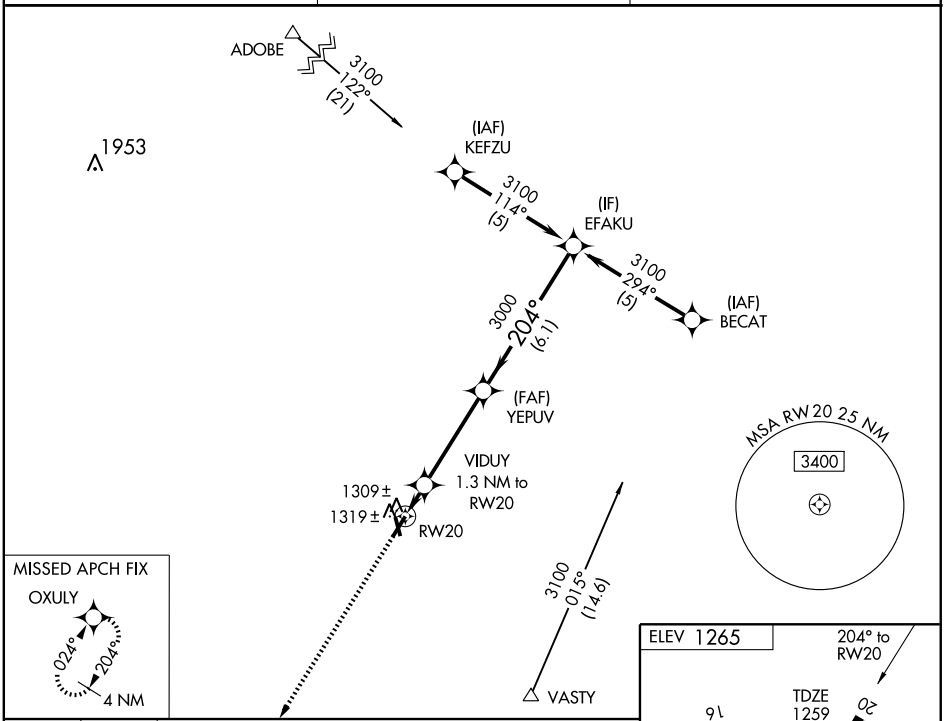
RNAV (GPS) RWY 20

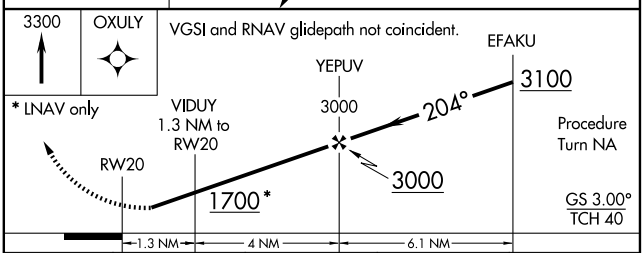
VERNON/ WILBARGER COUNTY (FØ5)

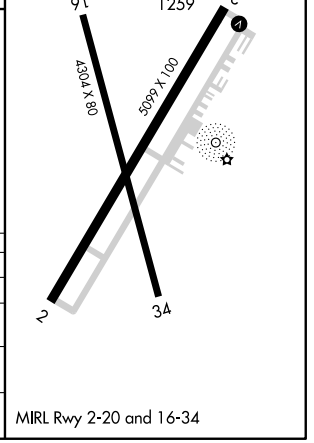
T A Baro-VNAV NA when using Frederick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Frederick altimeter setting: increase all DA/MDA 40 feet.

MISSED APPROACH: Climb to 3300 direct OXULY and hold.

AWOS-3	ALTUS APP CON ★	UNICOM
118.525	125.1 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1509-1	250 (300-1)		NA
LNAV/VNAV DA	1585-1¼	326 (400-1¼)		NA
LNAV MDA	1580-1	321 (400-1)		NA
CIRCLING	1660-1 395 (400-1)	1720-1 455 (500-1)	1720-1½ 455 (500-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VCT	APP CRS	Rwy Idg 9101
111.5	126°	TDZE 115
Chan 52		Apt Elev 115

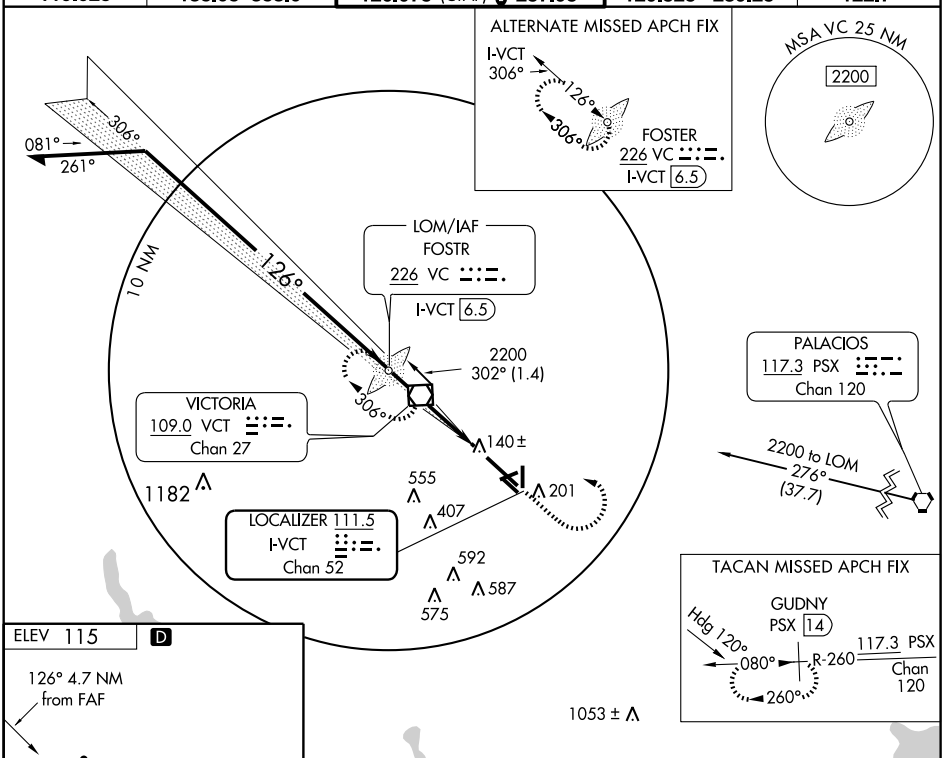
ILS or LOC RWY 12L
VICTORIA RGNL (VCT)

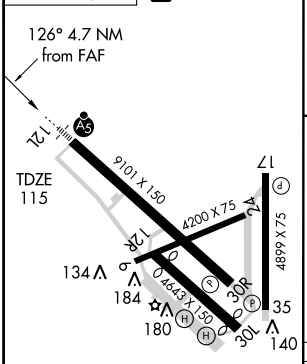
▼ ⚠ NA — For inoperative MALSR, increase S-LOC 12L Cat D and E visibility to 1 mile and S-ILS Cat E visibility to ¾ mile. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase S-LOC 12L Cat E visibility to 1¼ mile. When local altimeter setting not received, use Port Lavaca altimeter setting and increase DA 52 feet and all MDA 60 feet.

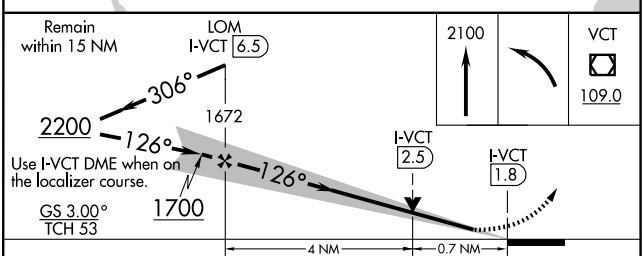
MALSR

MISSED APPROACH: Climb to 2100 then left turn direct VCT VOR/DME and hold. (TACAN aircraft climb to 2100 via heading 120° and PSX VORTAC R-260 to GUDNY/14 DME and hold W, RT, 080° inbound.)

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D	E
S-ILS 12L	315-½ 200 (200-½)				
S-LOC 12L	400-½ 285 (300-½)			400-¾ 285 (300-¾)	
CIRCLING	520-1 405 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9101
CH 82709	126°	TDZE	115
W12A		Apt Elev	115

RNAV (GPS) RWY 12L

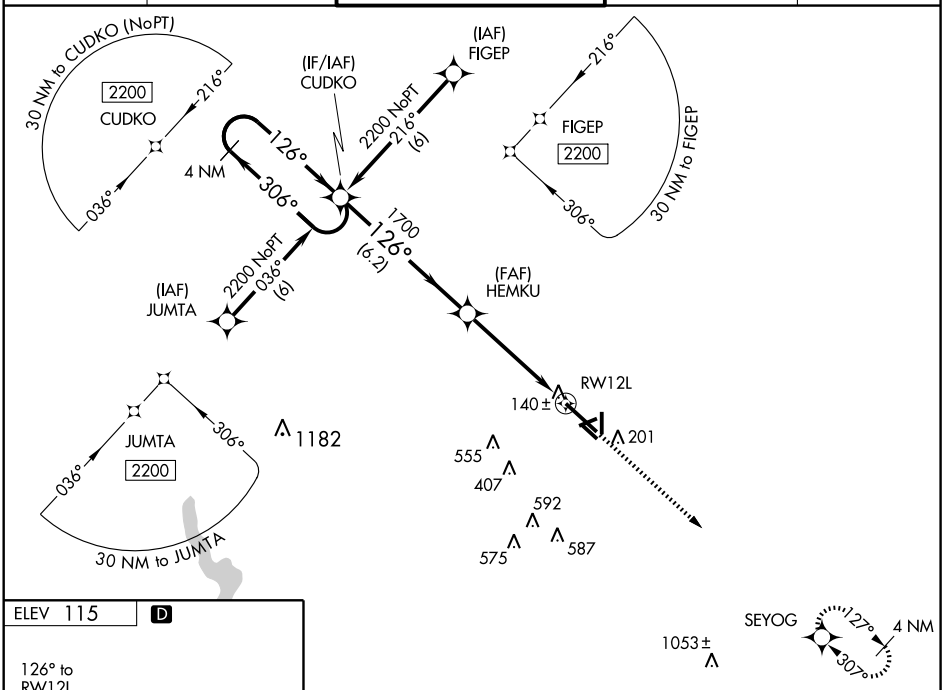
VICTORIA RGNL (VCT)

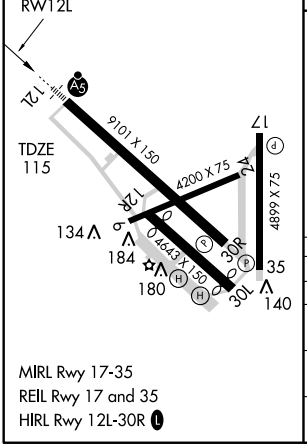
▼ Baro-VNAV NA when using Port Lavaca altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E and LNAV/VNAV Cat D and E visibility ¼ mile and LNAV Cat E visibility ½ mile. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase LPV all Cats visibility ½ mile, LNAV/VNAV and LNAV Cat E visibility ½ mile. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV/VNAV Cat A, B, and C and LNAV Cat C, D, and E visibility ¼ mile.

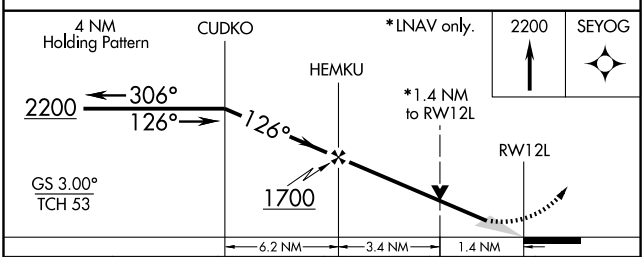
▲ MALSR

MISSED APPROACH: Climb to 2200 direct SEYOG and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7







CATEGORY	A	B	C	D	E
LPV DA	365-½ 250 (300-½)				
LNAV/VNAV DA	395-½ 280 (300-½)			395-¾ 280 (300-¾)	
LNAV MDA	600-½ 485 (500-½)		600-¾ 485 (500-¾)	600-1 485 (500-1)	600-1¼ 485 (500-1¼)
CIRCLING	600-1 485 (500-1)		600-1½ 485 (500-1½)	680-2 565 (600-2)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9101
306°	TDZE	106
	Apt Elev	115

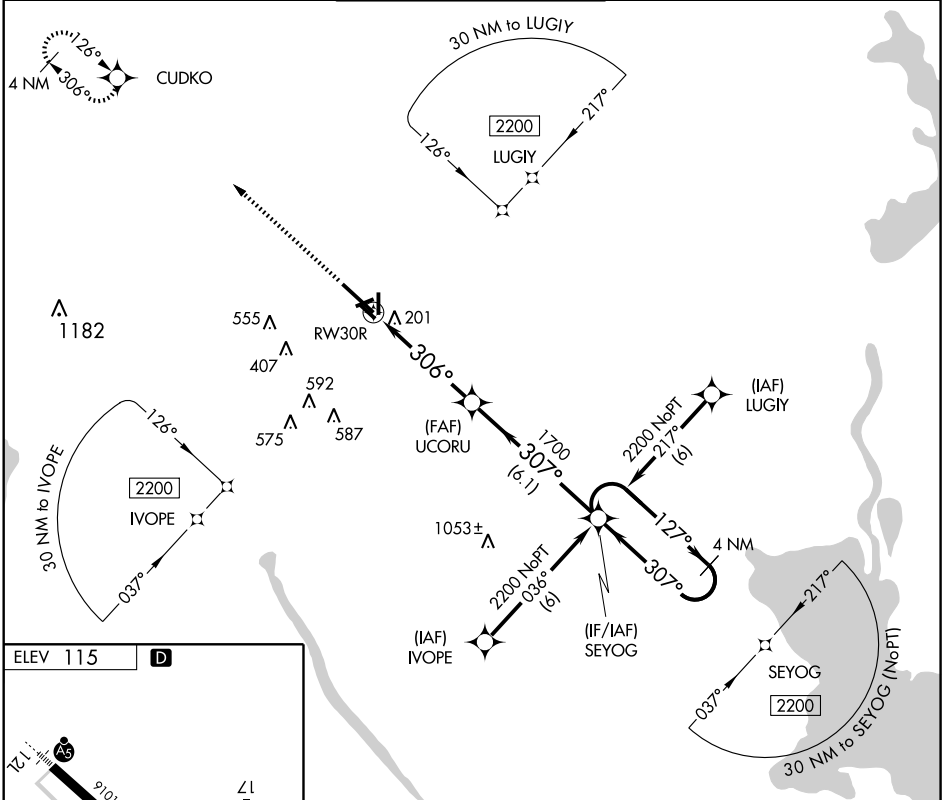
RNAV (GPS) RWY 30R

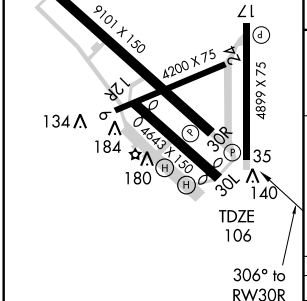
VICTORIA RGNL (VCT)

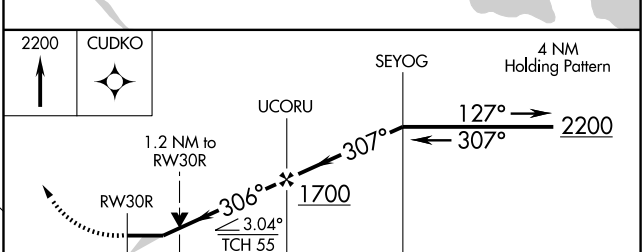
DME/DME RNP-0.3 NA. VDP NA when using Port Lavaca altimeter setting. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 60 feet, increase LNAV Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2200 direct CUDKO and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7







CATEGORY	A	B	C	D	E
LNAV MDA	540-1 434 (500-1)		540-1¼ 434 (500-1¼)	540-1½ 434 (500-1½)	
CIRCLING	540-1 425 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

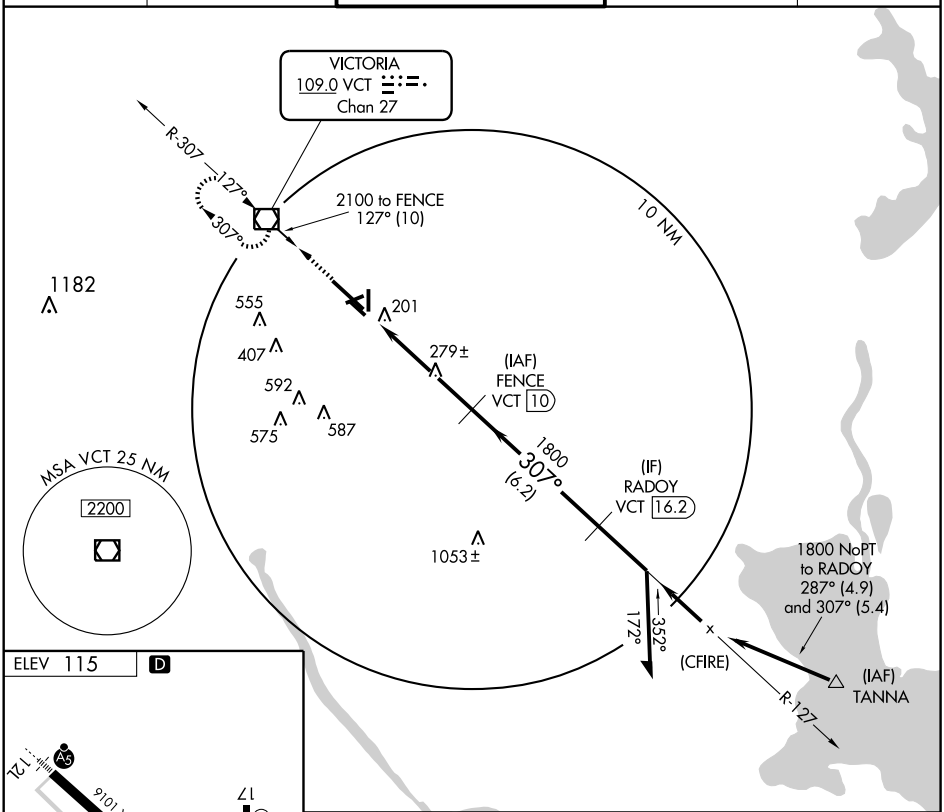
VOR/DME VCT	APP CRS	Rwy Idg 9101
109.0	307°	TDZE 106
Chan 27		Apt Elev 115

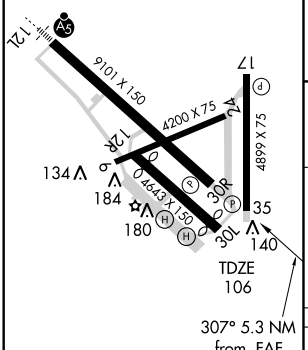
VOR/DME RWY 30R
VICTORIA RGNL (VCT)

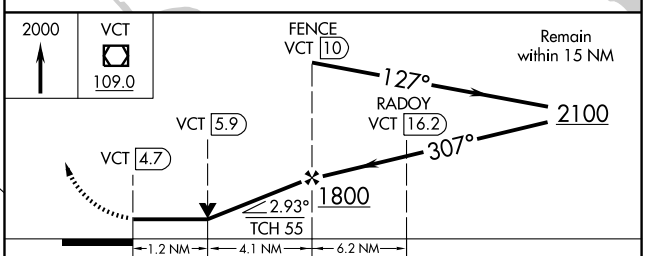
VDP NA when using Port Lavaca altimeter setting. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 80 feet, increase S-30R Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct VCT VOR/DME and hold.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7







CATEGORY	A	B	C	D	E
S-30R	540-1	434 (500-1)	540-1¼ 434 (500-1¼)	540-1½	434 (500-1½)
CIRCLING	540-1 425 (500-1)	580-1 465 (500-1)	580-1½ 465 (500-1½)	680-2 565 (600-2)	NA

MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VOR/DME VCT	APP CRS	Rwy Idg	9101
109.0	127°	TDZE	115
Chan 27		Apt Elev	115

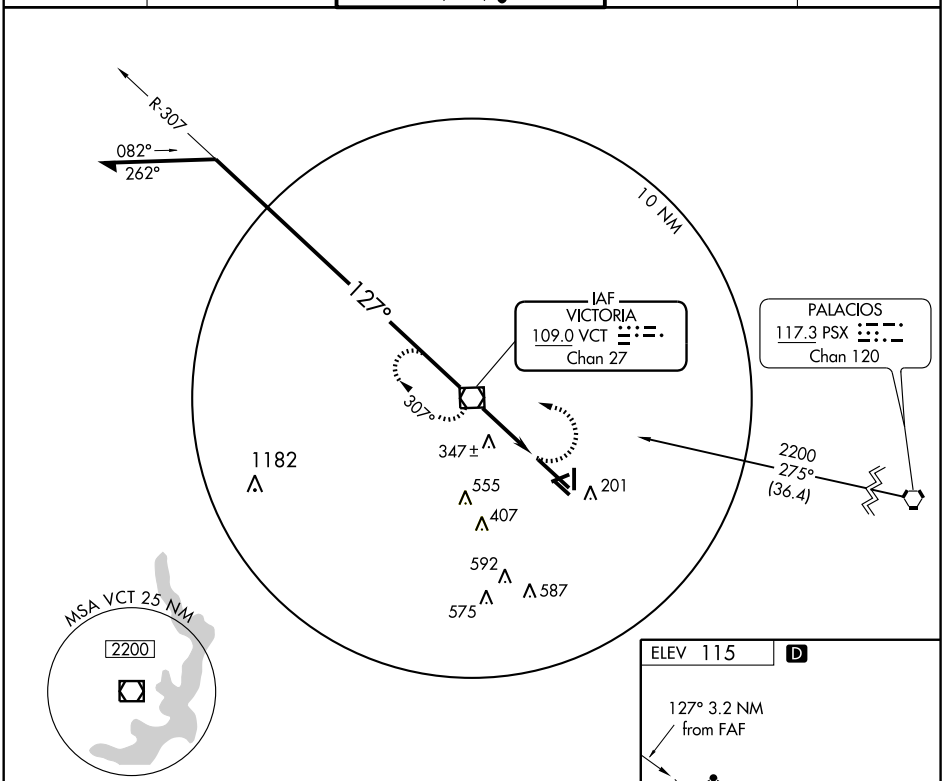
VOR RWY 12L
VICTORIA RGNL (VCT)

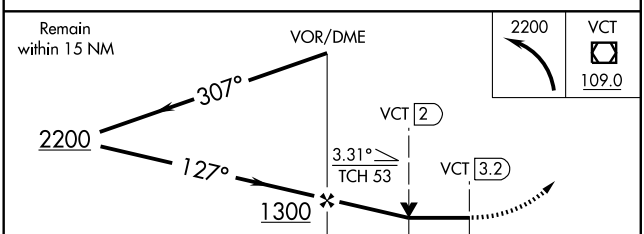
For inoperative MALSR, increase S-12L Cat E visibility to 1¾ miles. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase S-12L Cat E visibility to 2 miles. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 60 feet, increase S-12L Cat C, D, and E visibility ¼ mile.

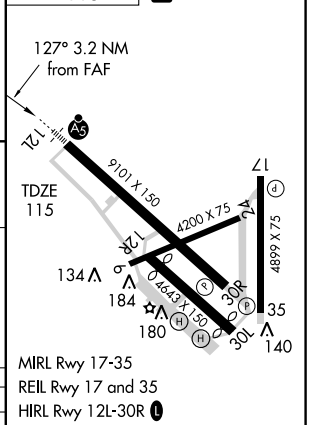
MALSR

MISSED APPROACH: Climbing left turn to 2200 direct VCT VOR/DME and hold, continue climb-in-hold to 2200.

ATIS	HOUSTON CENTER	VICTORIA TOWER ★	GND CON	UNICOM
119.025	135.05 353.6	126.075 (CTAF) L 257.95	120.525 239.25	122.7



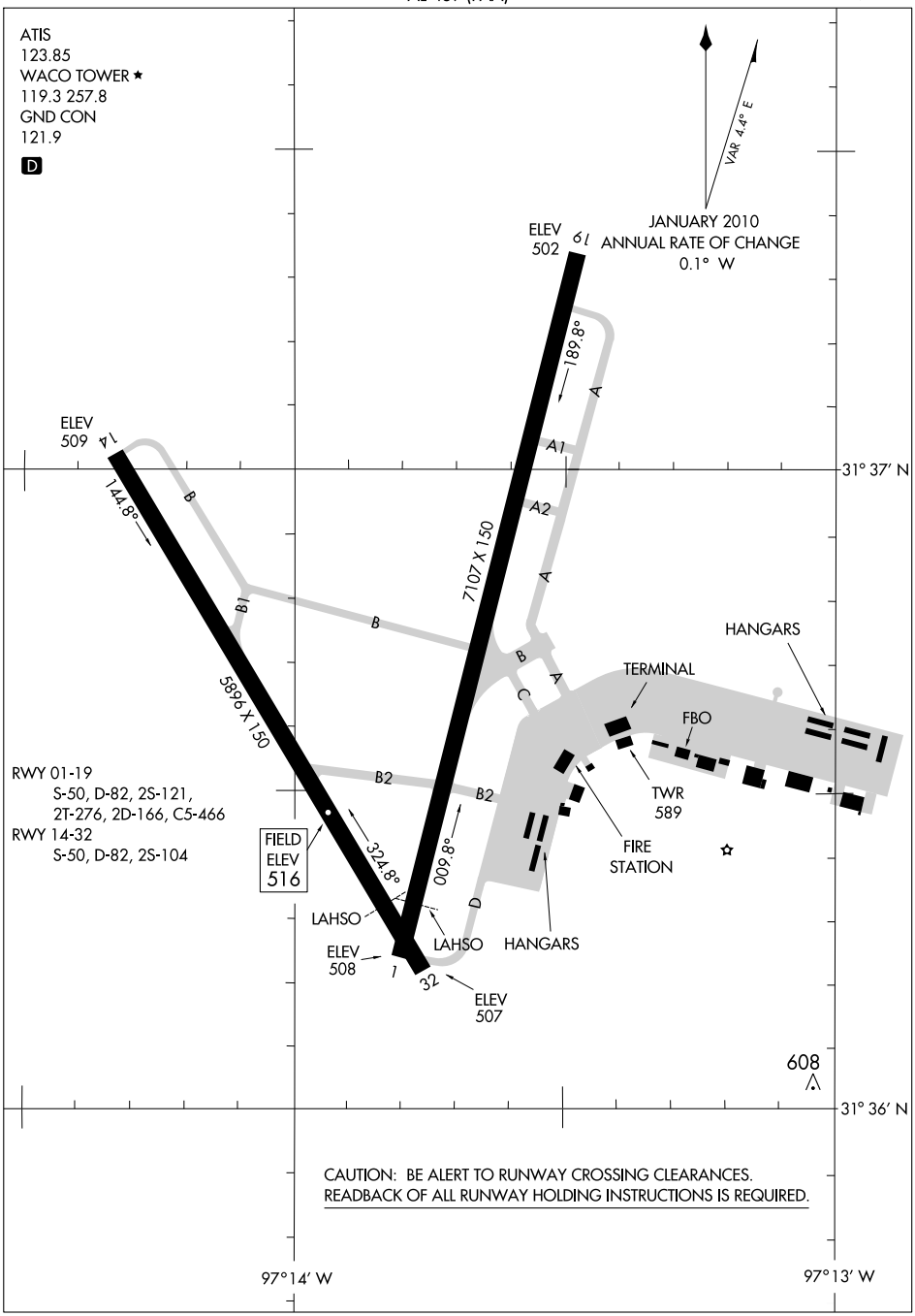




CATEGORY	A	B	C	D	E
S-12L	600-½	485 (500-½)	600-¾ 485 (500-¾)	600-1 485 (500-1)	600-1¼ 485 (500-1¼)
CIRCLING	600-1	485 (500-1)	600-1½ 485 (500-1½)	680-2 565 (600-2)	NA

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010



SC-3, 21 OCT 2010 to 18 NOV 2010

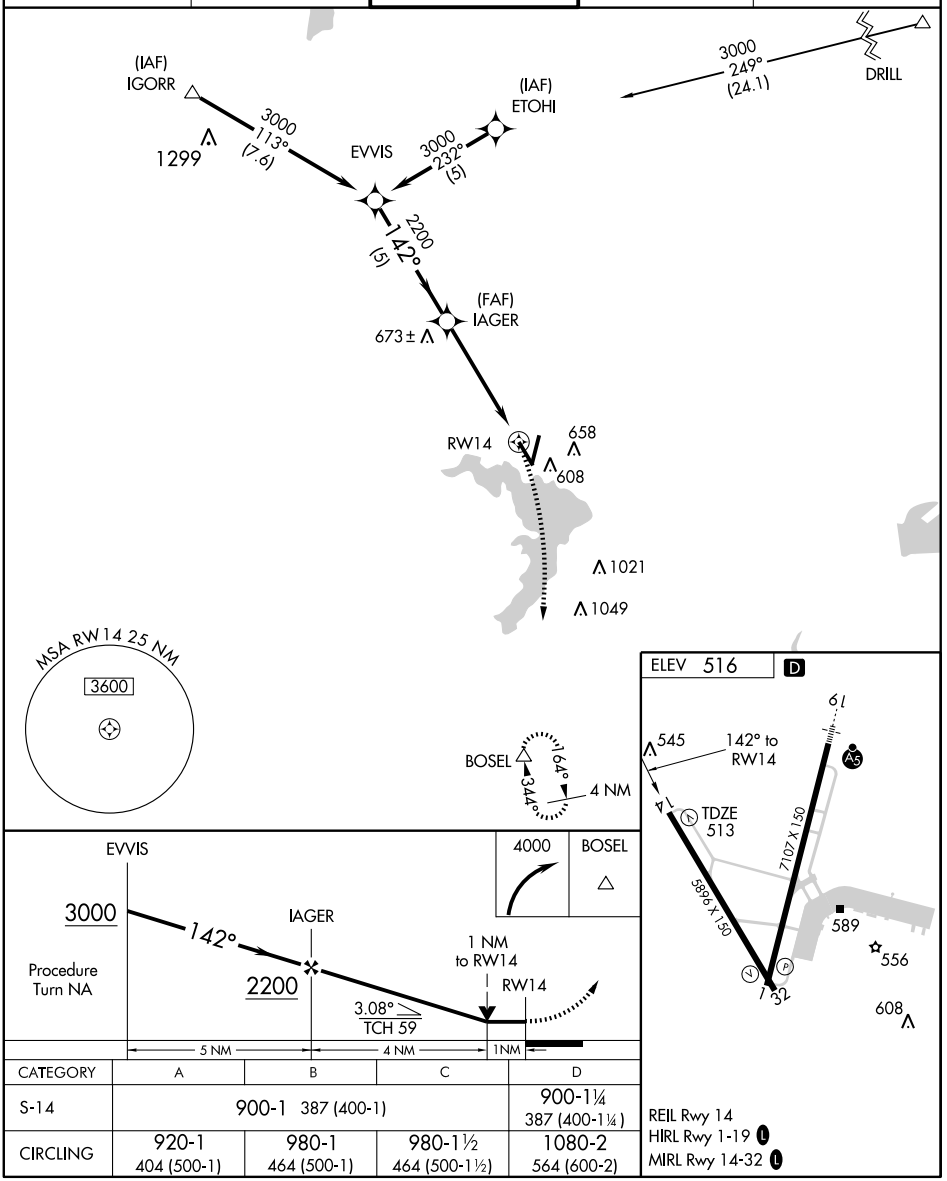
APP CRS	Rwy Idg	5896
142°	TDZE	513
	Apt Elev	516

GPS RWY 14
WACO RGNL (ACT)

NA
ASR

MISSED APPROACH: Climbing right turn to 4000 direct BOSEL and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-14	900-1 387 (400-1)			900-1¼ 387 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

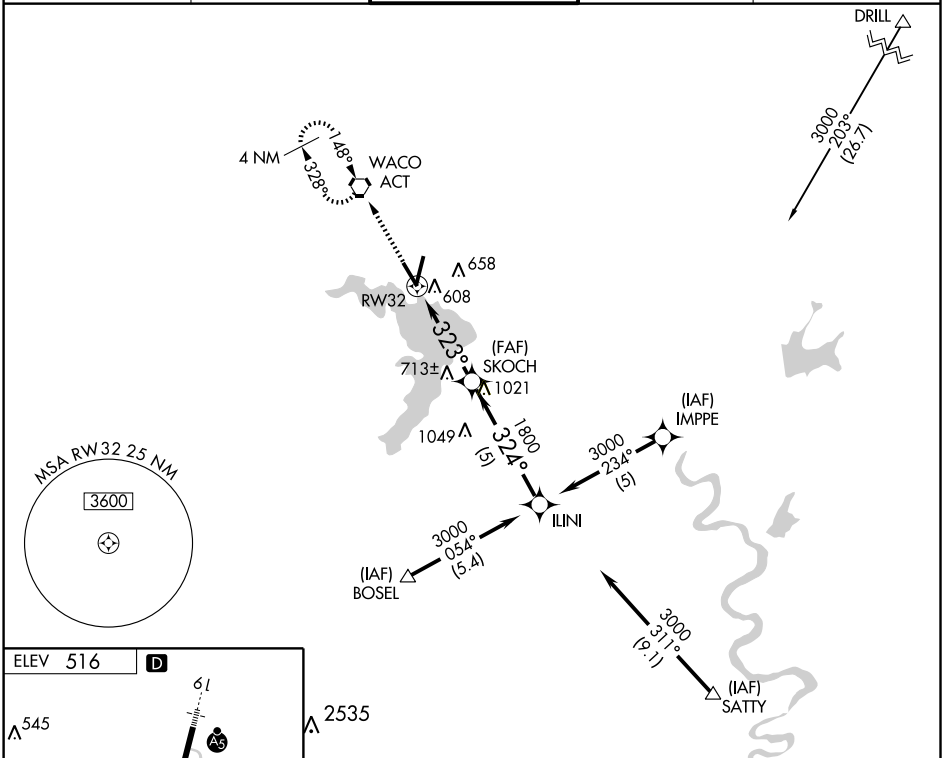
APP CRS	Rwy Idg	5896
323°	TDZE	516
	Apt Elev	516

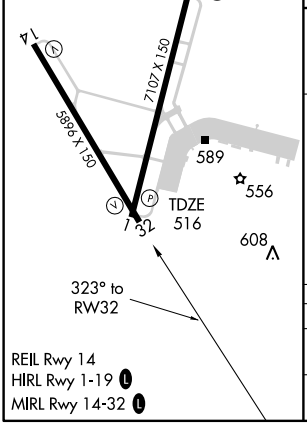
GPS RWY 32
WACO RGNL (ACT)

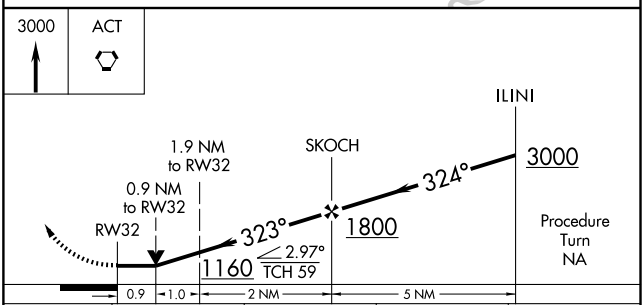
NA
ASR

MISSED APPROACH: Climb to 3000 direct ACT VORTAC and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-32	860-1 344 (400-1)			860-1¼ 344 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 19

WACO RGNL (ACT)

LOC I-ACT	APP CRS	Rwy Idg	7107
109.7	187°	TDZE	504
Chan 34		Apt Elev	516

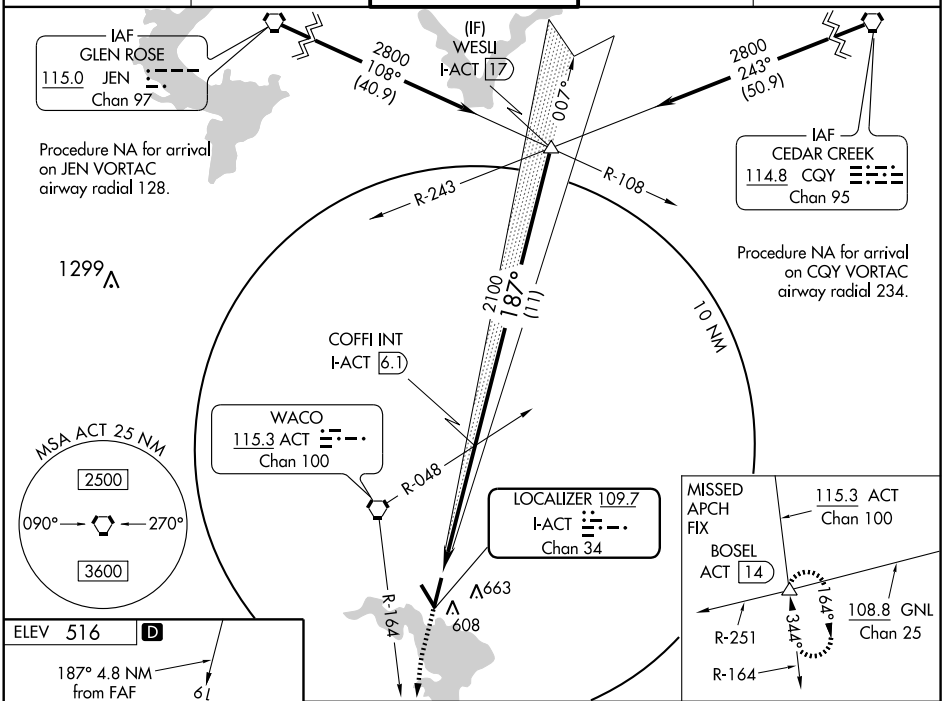
T ASR

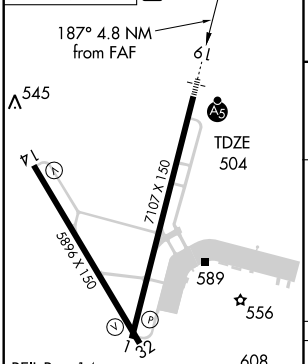
When local altimeter setting not received, use Mc Gregor Executive altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase S-LOC 19 Cat C visibility to RVR 4000, and Cat D visibility to RVR 5000. VDP NA with Mc Gregor Executive altimeter setting.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

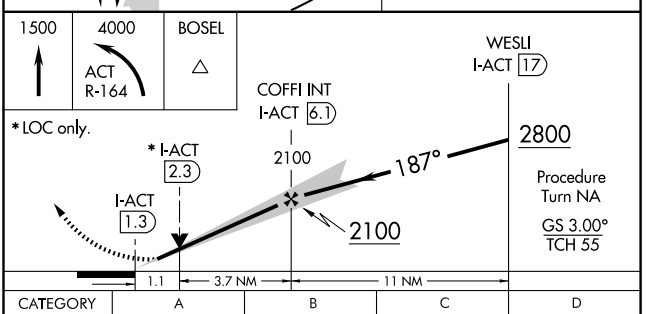
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ACT VORTAC R-164 to BOSEL INT/ACT VORTAC 14 DME and hold, continue climb-in-hold to 4000.

ATIS	WACO APP CON *	WACO TOWER *	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 19	**704/24 200 (200-½)			
S-LOC 19	900/24 396 (400-½)			900/40 396 (400-¾)
CIRCLING	940-1 424 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
WACO, TX			
WACO RGNL (ACT)	14	01-19	5,150 feet
	19	14-32	6,562 feet

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

WACO RGNL (ACT)

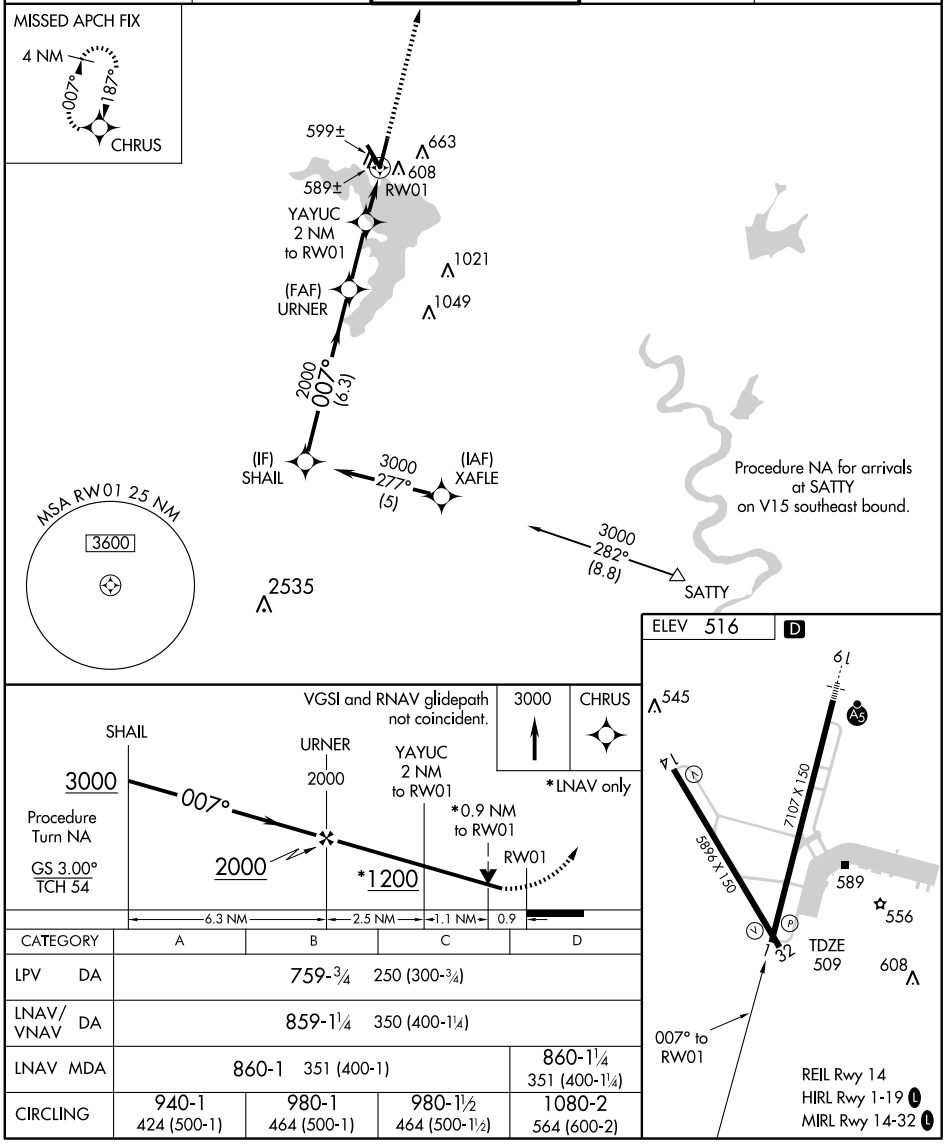
WAAS	APP CRS		
CH 65919	007°	Rwy Idg	7107
W01A		TDZE	509
		Apt Elev	516

ASR

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Mc Gregor Executive altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile. VDP and Baro-VNAV NA with Mc Gregor Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 direct CHRUS and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	759-¾ 250 (300-¾)			
LNAV/VNAV DA	859-1¼ 350 (400-1¼)			
LNAV MDA	860-1 351 (400-1)			860-1¼ 351 (400-1¼)
CIRCLING	940-1 424 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

WACO RGNL (ACT)

WAAS	APP CRS	Rwy Idg	7107
CH 82119	187°	TDZE	504
W19A		Apt Elev	516

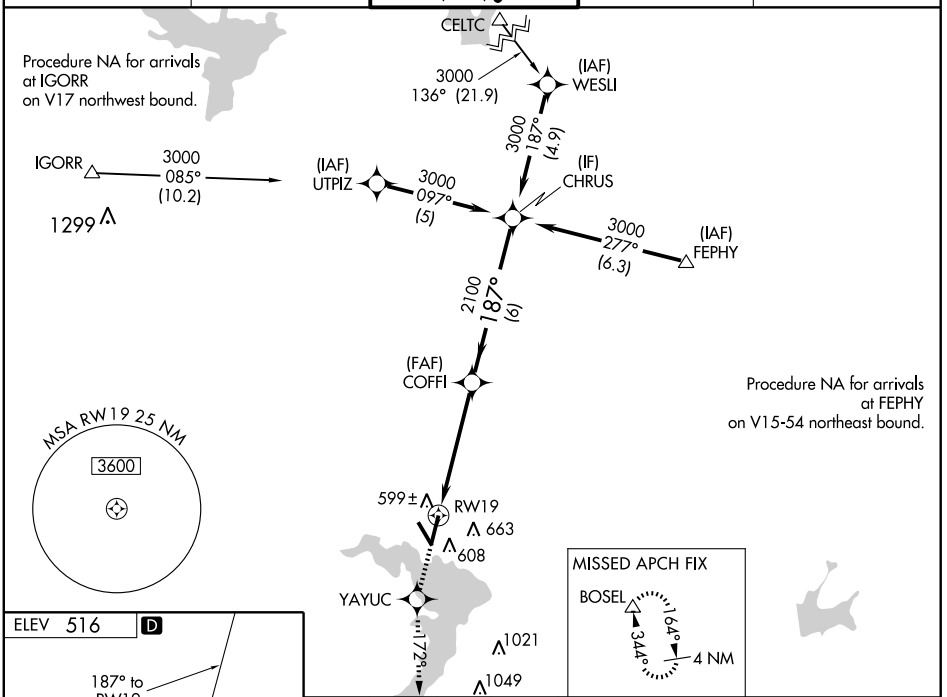
▼ ▲ ASR

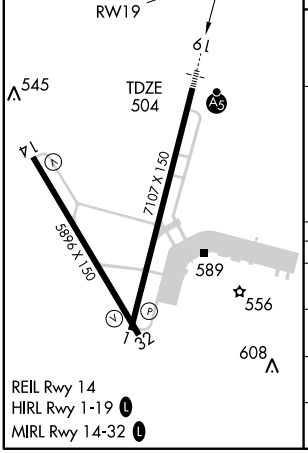
DME/DME RNP-0.3 NA. When local altimeter setting not received use Mc Gregor Executive altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LNAV Cat C visibility to RVR 4000. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. VDP and Baro-VNAV NA with Mc Gregor Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

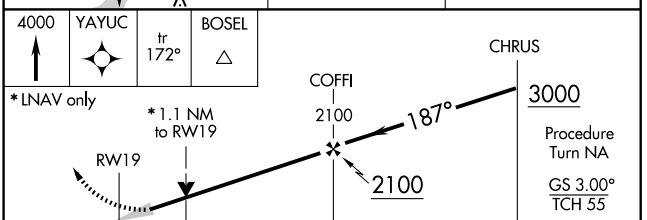
MALSR

MISSED APPROACH: Climb to 4000 direct YAYUC and on track 172° to BOSEL and hold, continue climb-in-hold to 4000.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	704/24 200 (200-½)			
LNAV/VNAV DA	869/40 365 (400-¾)			
LNAV MDA	900/24 396 (400-½)			900/50 396 (400-1)
CIRCLING	940-1 424 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ACT	APP CRS	Rwy Idg	5896
115.3	321°	TDZE	516
Chan 100		Apt Elev	516

VOR/DME RWY 32

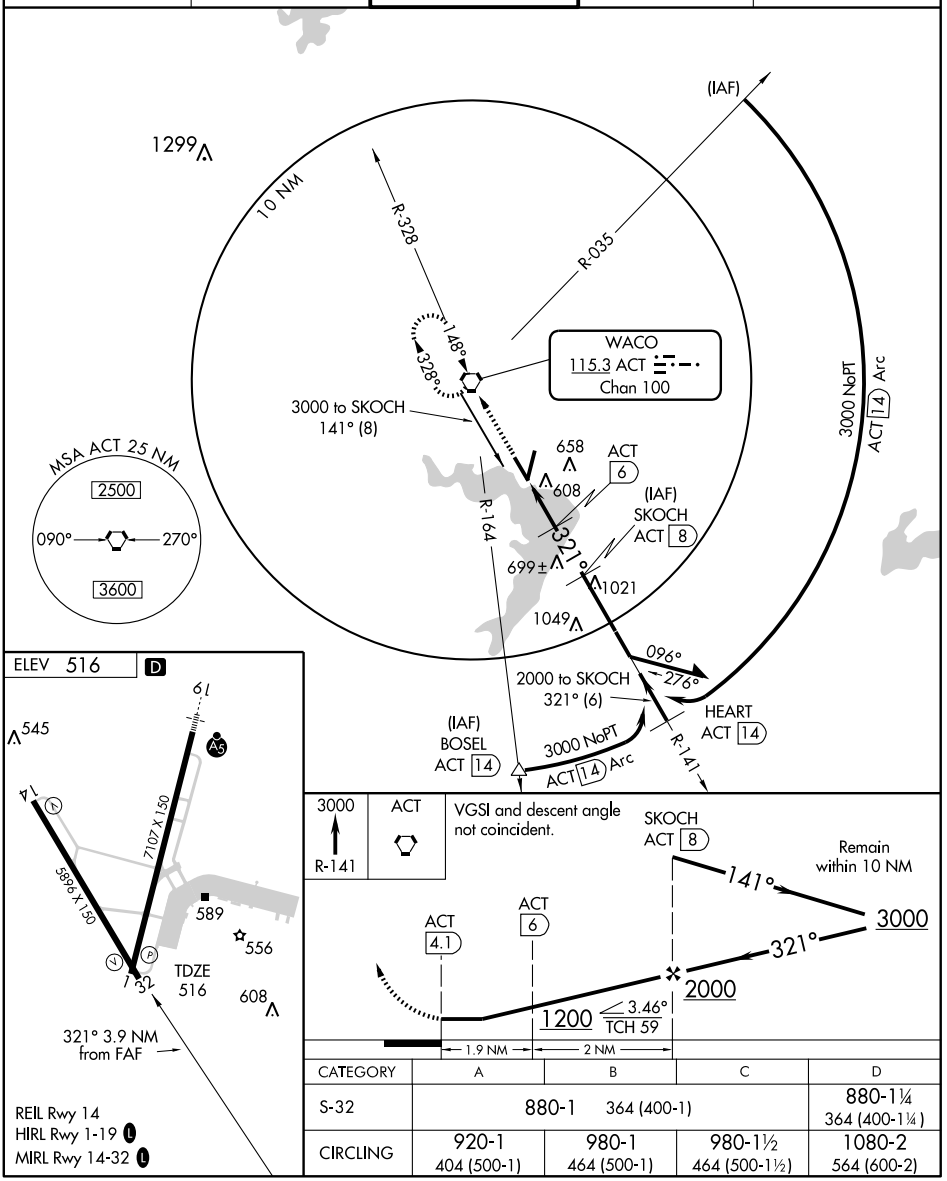
WACO RGNL (ACT)

ASR

MISSED APPROACH: Climb to 3000 via R-141 to ACT VORTAC and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) Ⓛ 257.8	121.9	122.95

SC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-32	880-1 364 (400-1)			880-1¼ 364 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

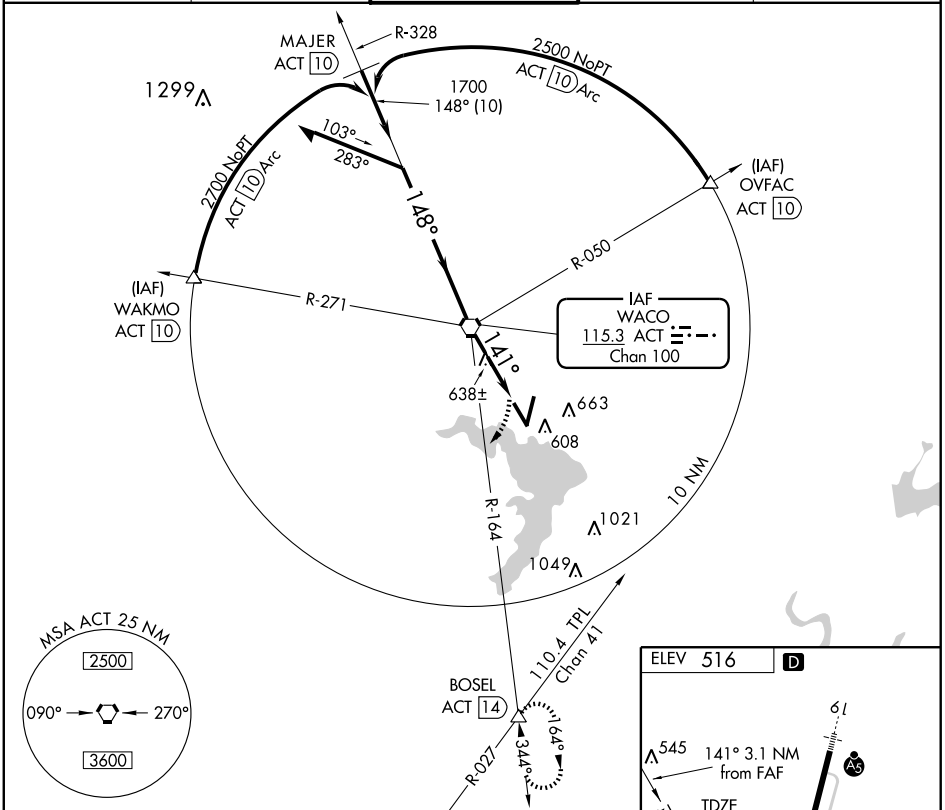
VORTAC ACT	APP CRS	Rwy Idg	5896
115.3	141°	TDZE	513
Chan 100		Apt Elev	516

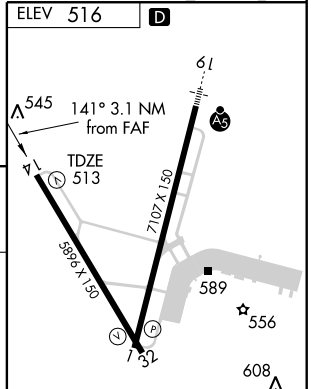
VOR RWY 14
WACO RGNL (ACT)

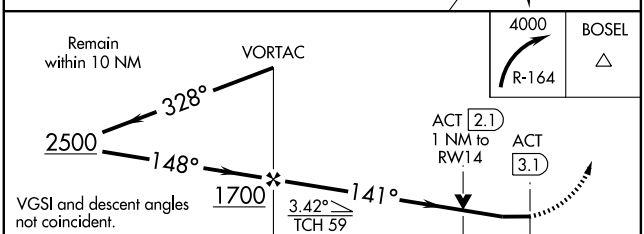
ASR

MISSED APPROACH: Climbing right turn to 4000 via R-164 to BOSEL/INT 14.00 DME and hold.

ATIS	WACO APP CON ★	WACO TOWER ★	GND CON	UNICOM
123.85	127.65 227.125	119.3 (CTAF) L 257.8	121.9	122.95





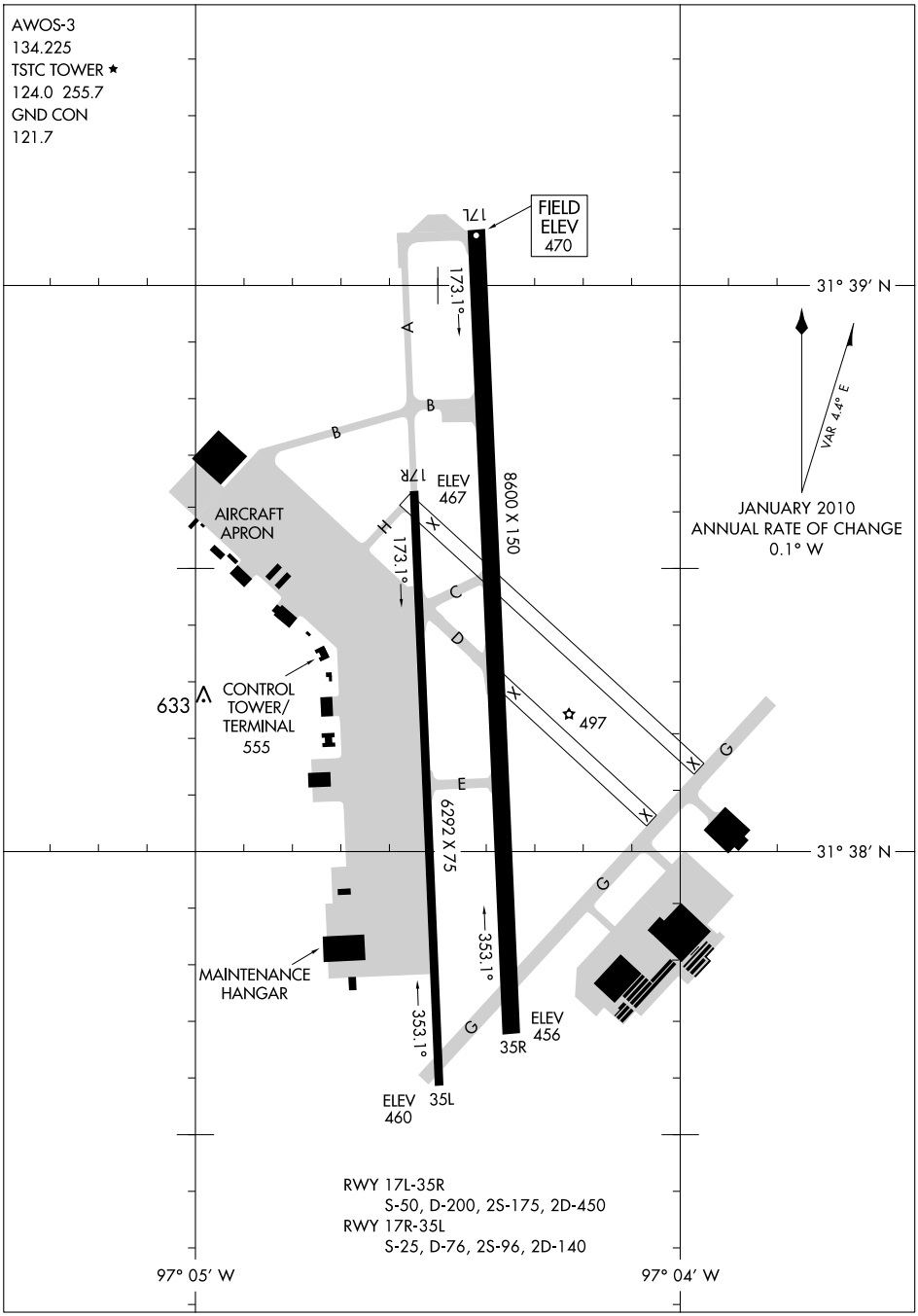


CATEGORY	A	B	C	D
S-14	900-1 387 (400-1)			900-1¼ 387 (400-1¼)
CIRCLING	920-1 404 (500-1)	980-1 464 (500-1)	980-1½ 464 (500-1½)	1080-2 564 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010



SC-3, 21 OCT 2010 to 18 NOV 2010

GPS RWY 17L

WACO/ TSTC WACO (CNW)

APP CRS	Rwy Idg	8600
171°	TDZE	469
	Apt Elev	470

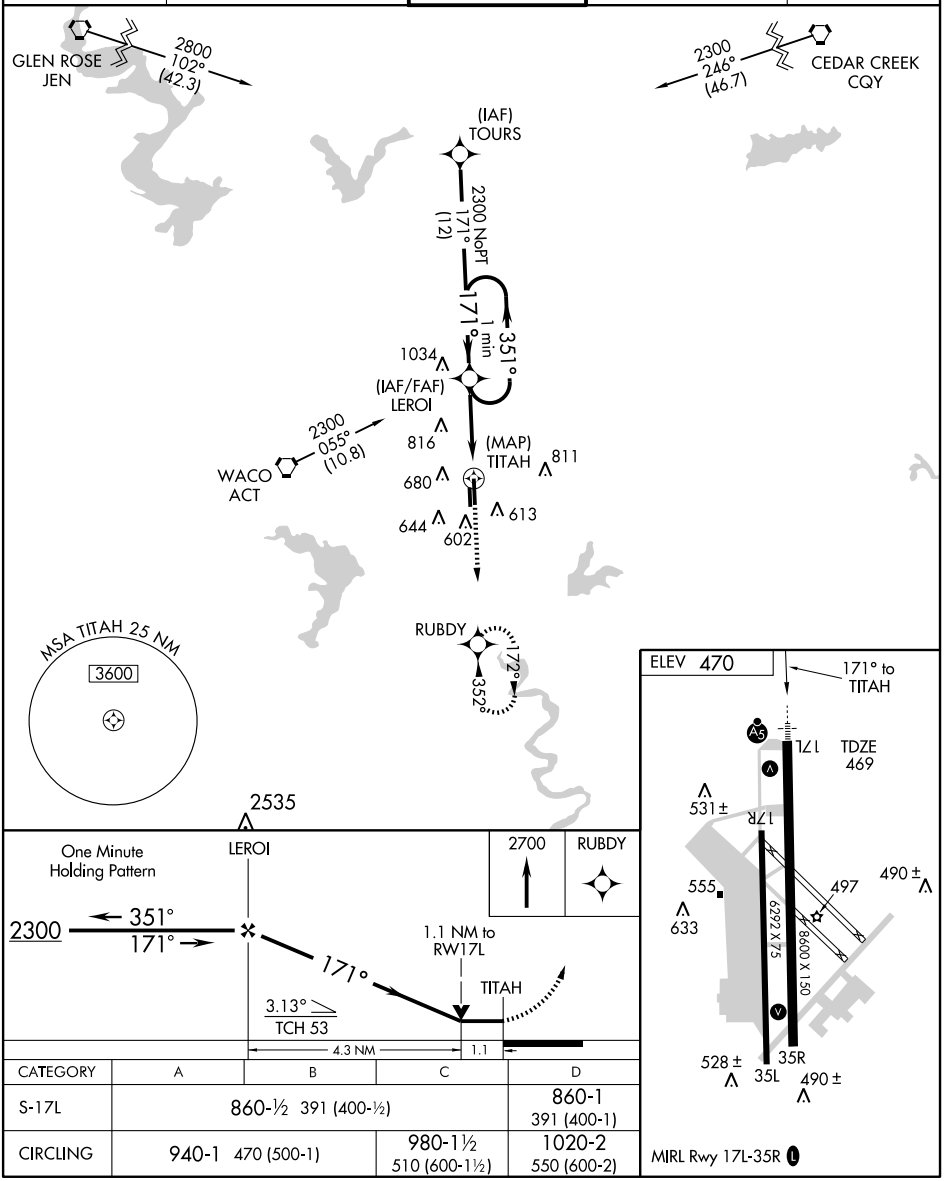
NA
ASR

For inoperative MALSR, increase S-ILS 17L Cat D visibilty to 1¼.

MALSR

MISSED APPROACH: Climb to 2700 direct RUBDY and hold.

AWOS-3	WACO APP CON ★	TSTC TOWER ★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95



MIRL Rwy 17L-35R L

CATEGORY	A	B	C	D
S-17L	860-½ 391 (400-½)			860-1 391 (400-1)
CIRCLING	940-1 470 (500-1)		980-1½ 510 (600-1½)	1020-2 550 (600-2)

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-CNW	APP CRS	Rwy Idg	8600
110.7	171°	TDZE	470
		Apt Elev	470

ILS or LOC RWY 17L

WACO/ TSTC WACO (CNW)

ASR

For inoperative MALSR, increase S-ILS 17L Cat E visibility to ¾, and S-LOC-17L Cat E to 1¼. When local altimeter setting not received, use Waco Rgnl altimeter setting and increase all DA 26 feet and all MDA 40 feet. Increase S-LOC 17L Cats C/D/E visibility ¼ mile and Circling Cat E ¼ mile.

MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct ACT VORTAC and hold. (TACAN aircraft continue via ACT R-305 to IGORR/ACT 14 DME and hold S, RT, 305° inbound)

AWOS-3	WACO APP CON ★	TSTC TOWER ★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95

IAF GLEN ROSE 115.0 JEN Chan 97

2800 NoPT 102° (42.3)

IAF CEDAR CREEK 114.8 CQY Chan 95

2300 NoPT 246° (46.7)

(IF) TOURS INT

2300 171° (12)

351° 171° 216° 036°

15 NM

R-020 R-055

1299

WACO 115.3 ACT Chan 100

1034

LOM/IAF LEROI 378 CN

Maximum holding airspeed 230 KIAS.

148° 328°

2300 055° (10.8)

816 610± 811 680 613 644 602

LOCALIZER 110.7 I-CNW

MSA CN 25 NM 2400 3600 110° 360°

2300 to LEROI 351° (14.2)

ROBINSON 400 ROB

2300 338° (8.9)

SATTY

ELEV 470

171° 5.4 NM from FAF

17L TDZE 470

531± 17R 555 497 490± 633

6292 X 75 8600 X 150

528± 35L 35R 490±

MIRL Rwy 17L-35R L

Remain within 10 NM

LOM 351° 2251 2300 171° 2300

GS 3.00° TCH 52

5.4 NM

2200	4000	ACT

Procedure turn NA for Cat E.

CATEGORY	A	B	C	D	E
S-ILS 17L	670-½ 200 (200-½)				
S-LOC 17L	860-½ 390 (400-½)			860-¾ 390 (400-¾)	
CIRCLING	940-1 470 (500-1)	960-1 490 (500-1)	1040-1½ 570 (600-1½)	1040-2 570 (600-2)	1180-2½ 710 (800-2½)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB ROB	APP CRS	Rwy Idg	8600
400	352°	TDZE	461
		Apt Elev	470

NDB RWY 35R

WACO/ TSTC WACO (CNW)

ASR

MISSED APPROACH: Climb to 2300 direct CN LOM and hold.

AWOS-3	WACO APP CON★	TSTC TOWER★	GND CON	UNICOM
134.225	127.65 227.125	124.0 (CTAF) 255.7	121.7 L	122.95

WACO 115.3 ACT Chan 100

MISSED APCH FIX

LEROI

378 CN

816 680 811 644 613 602

10 NM

2700 124° (14)

IAF ROBINSON 400 ROB

352°

2700 NoPT 338° (8.9)

127° 307° 172°

(IAF) SATTY

MSA ROB 25 NM

2300 090° 3600 360°

TEMPLE 110.4 TPL Chan 41

2535 2541

3500 037° (25.4)

3600 007° (24.9)

2550

BARBA

ELEV 470 MIRL Rwy 17L-35R L

17L 17R 531± 555 633 497 490± 8292 X 75 8600 X 150 TDZE 461 528± 35R 35L 490±

352° 7.4 NM from FAF

2300 CN

NDB

Remain within 10 NM

172° 352° 2700 2700

2.79° TCH 39

VGSI and descent angles not coincident.

7.4 NM

CATEGORY	A	B	C	D
S-35R	1020-1	559 (600-1)	1020-1½ 559 (600-1½)	1020-1¾ 559 (600-1¾)
CIRCLING	1020-1	550 (600-1)	1020-1½ 550 (600-1½)	1020-2 550 (600-2)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5501
173°	TDZE	592
	Apt Elev	592

RNAV (GPS) RWY 17

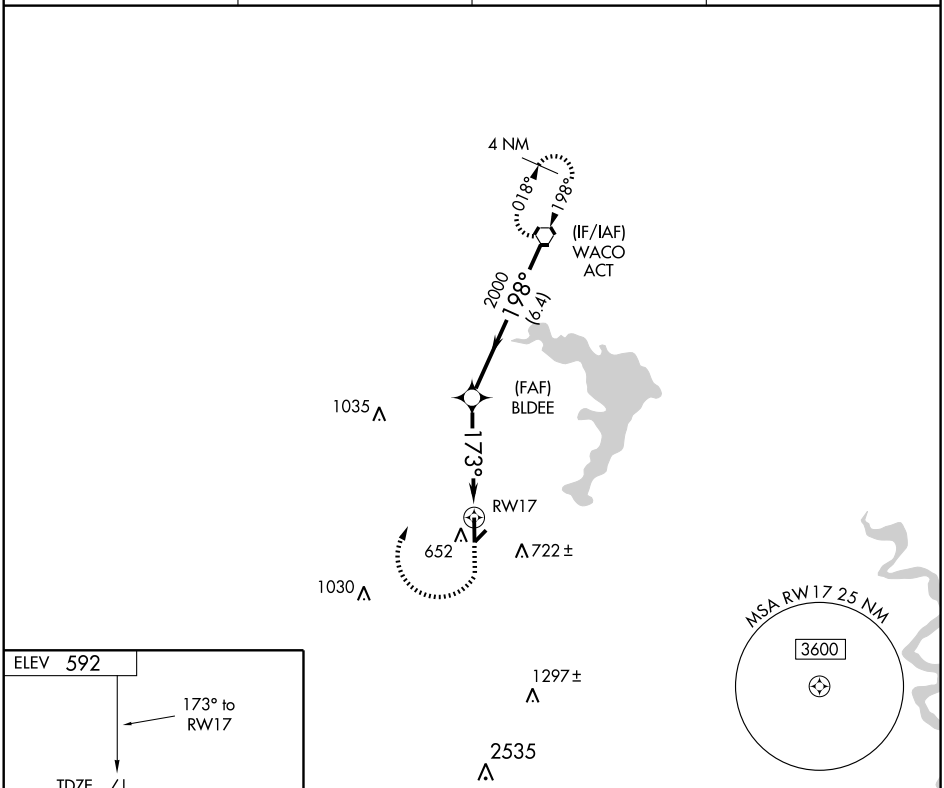
WACO/MC GREGOR EXECUTIVE (PWG)

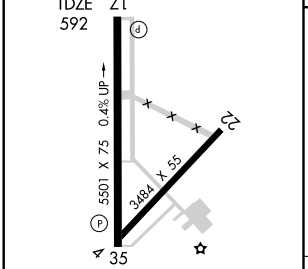
T
NA
ASR

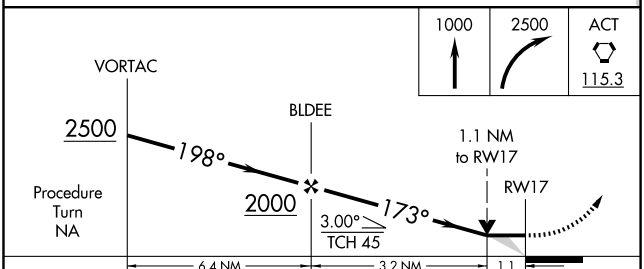
GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct ACT VORTAC and hold.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1 388 (400-1)			NA
CIRCLING	1020-1 428 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA

MIRL Rwy 17-35 L

REIL Rwy 17

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

WACO/MC GREGOR EXECUTIVE (PWG)

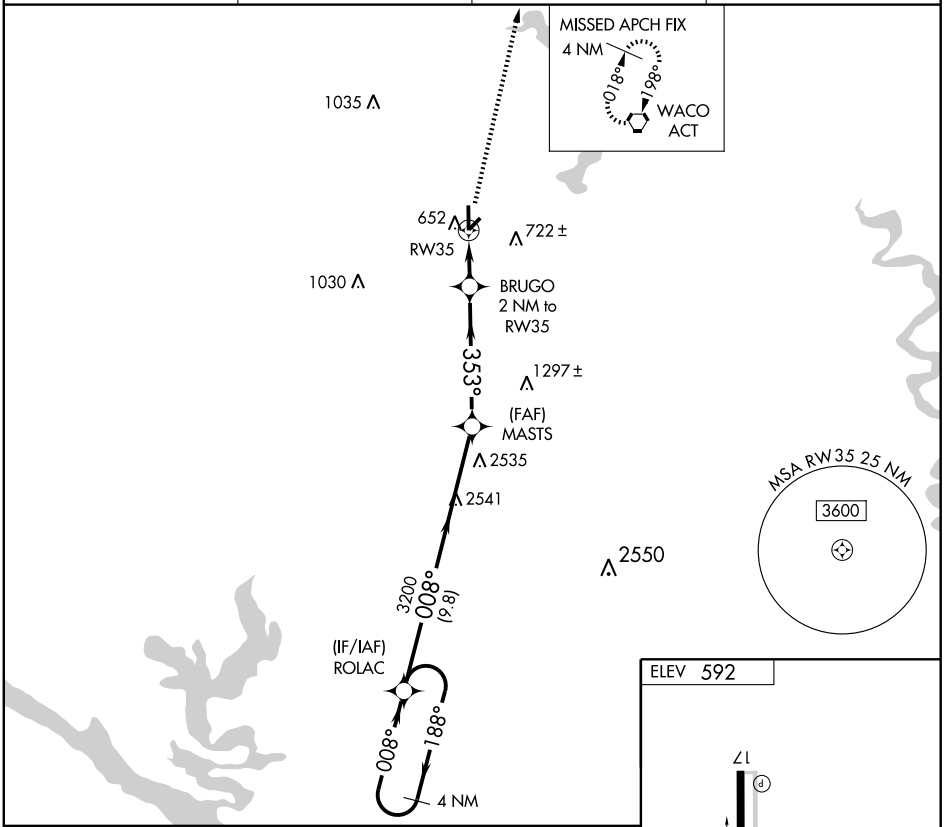
APP CRS	Rwy Idg	5501
353°	TDZE	580
	Apt Elev	592

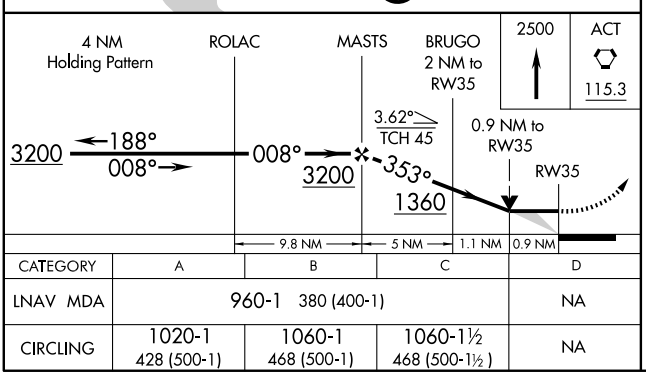
NA
ASR

GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ACT VORTAC and hold.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	960-1 380 (400-1)			NA
CIRCLING	1020-1 428 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ACT	APP CRS	Rwy Idg 5501
115.3	185°	TDZE 592
Chan 100		Apt Elev 592

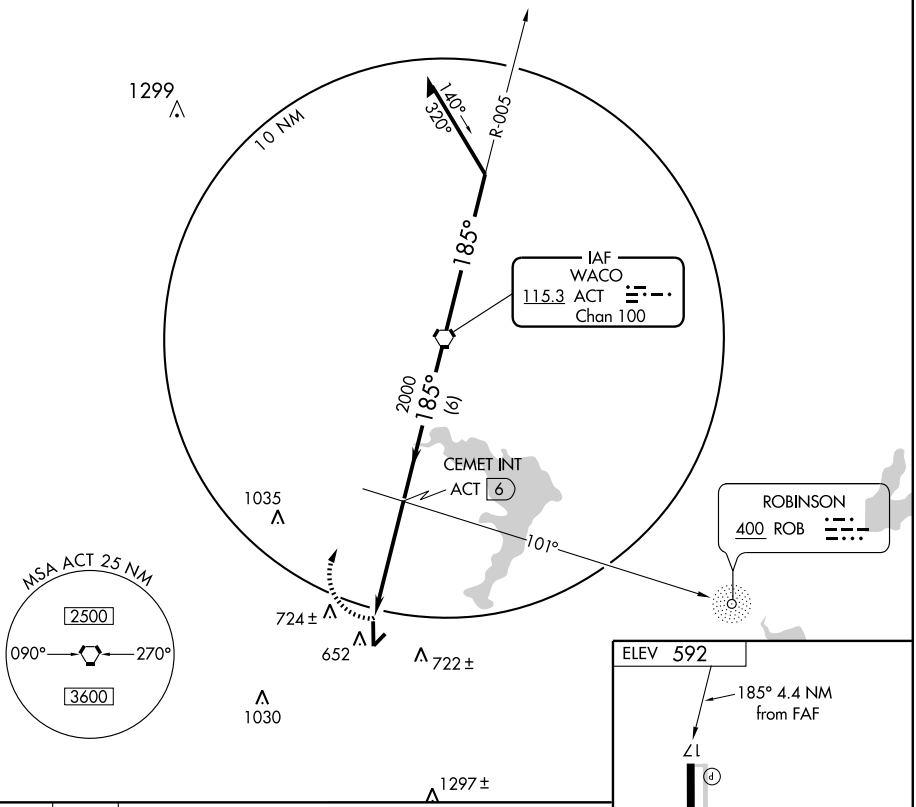
VOR RWY 17

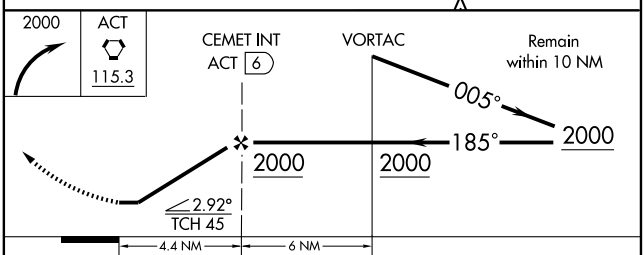
WACO/MC GREGOR EXECUTIVE (PWG)

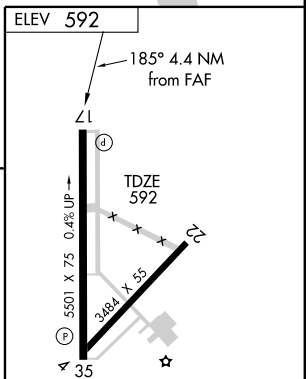
ASR — DME or ADF required.

MISSED APPROACH: Climbing right turn to 2000 direct ACT VORTAC.

AWOS-3	WACO APP CON ★	GCO	UNICOM
135.525	127.65 352.0	121.725	122.8 (CTAF) L







REIL Rwy 17
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	980-1 388 (400-1)			NA
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	NA

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MQP 117.7 Chan 124	APP CRS 077°	Rwy Idg N/A TDZE N/A Apt Elev 990

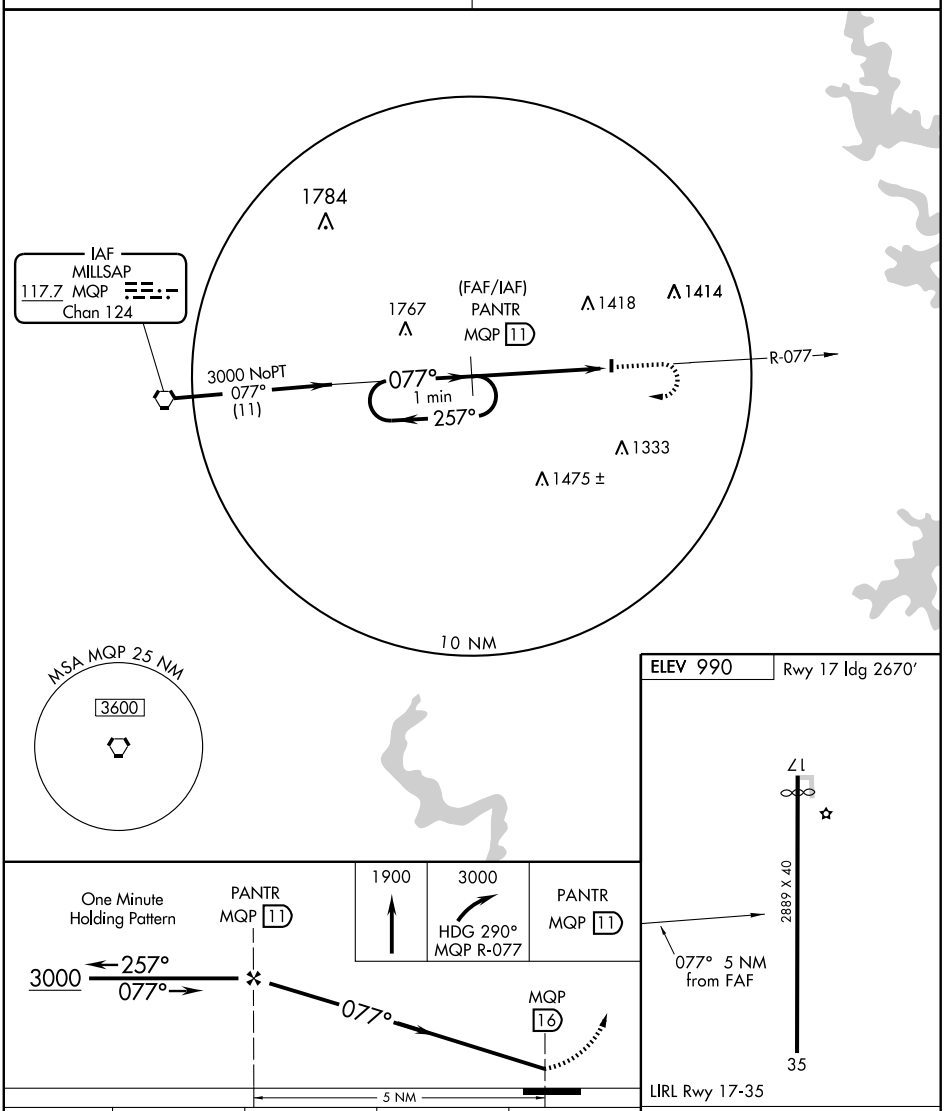
VOR/DME-A

WEATHERFORD/PARKER COUNTY (WEA)

⚠ NA Use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 via heading 290° and MQP R-077 to PANTR and hold.

REGIONAL APP CON	UNICOM
135.975 379.9	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1680-1 690 (700-1)		1680-2 690 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4828
134°	TDZE	70
	Apt Elev	70

GPS RWY 13

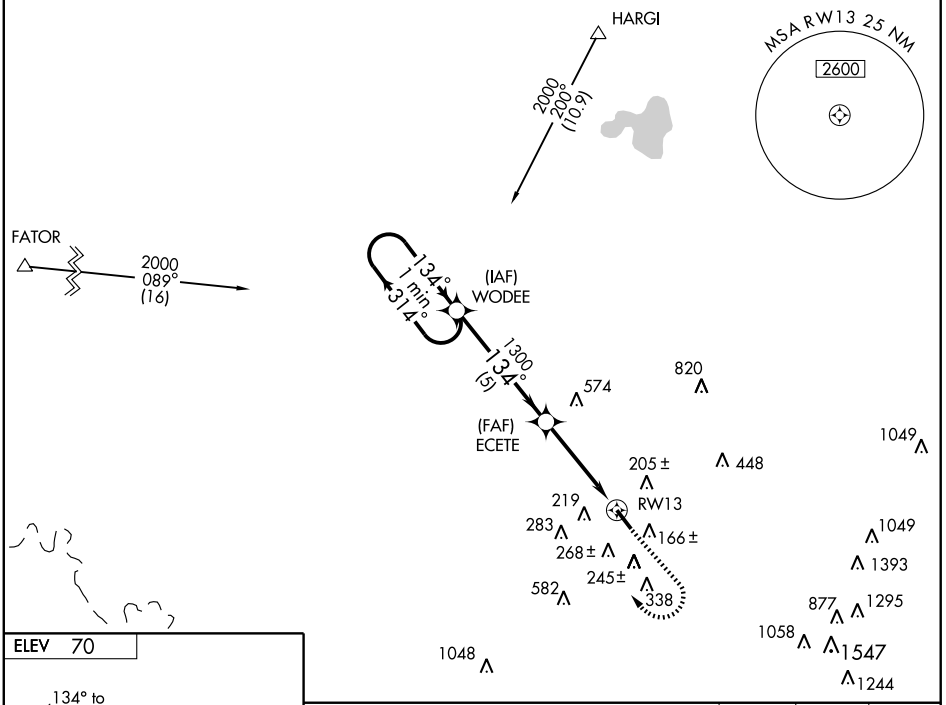
WESLACO/MID VALLEY (T65)

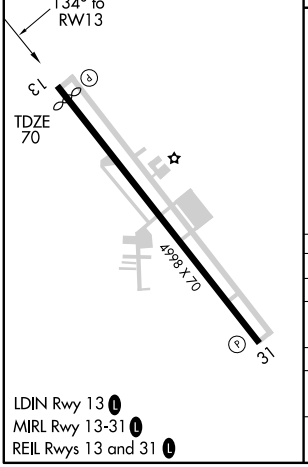
NA Obtain local altimeter setting on CTAF; when not received, use McAllen Miller Intl altimeter setting.

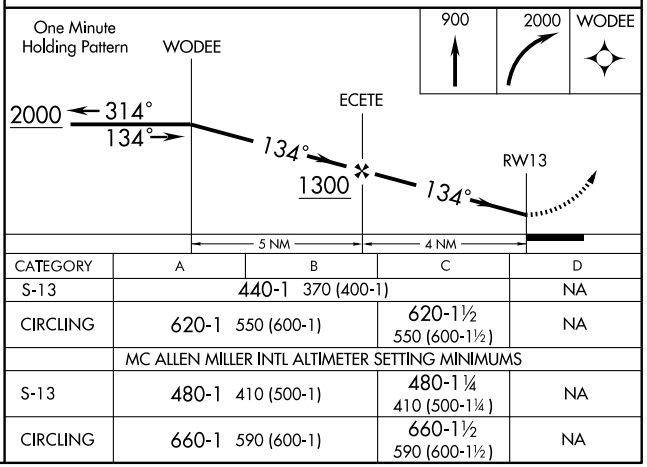
ODALS

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 direct WODEE and hold.

AWOS-3	VALLEY APP CON	CLNC DEL	UNICOM
118.575	121.0 284.7	125.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	440-1 370 (400-1)			NA
CIRCLING	620-1 550 (600-1)		620-1½ 550 (600-1½)	NA
	MC ALLEN MILLER INTL ALTIMETER SETTING MINIMUMS			
S-13	480-1 410 (500-1)		480-1¼ 410 (500-1¼)	NA
CIRCLING	660-1 590 (600-1)		660-1½ 590 (600-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME MFE 117.2 Chan 119	APP CRS 080°	Rwy Idg N/A TDZE N/A Apt Elev 70

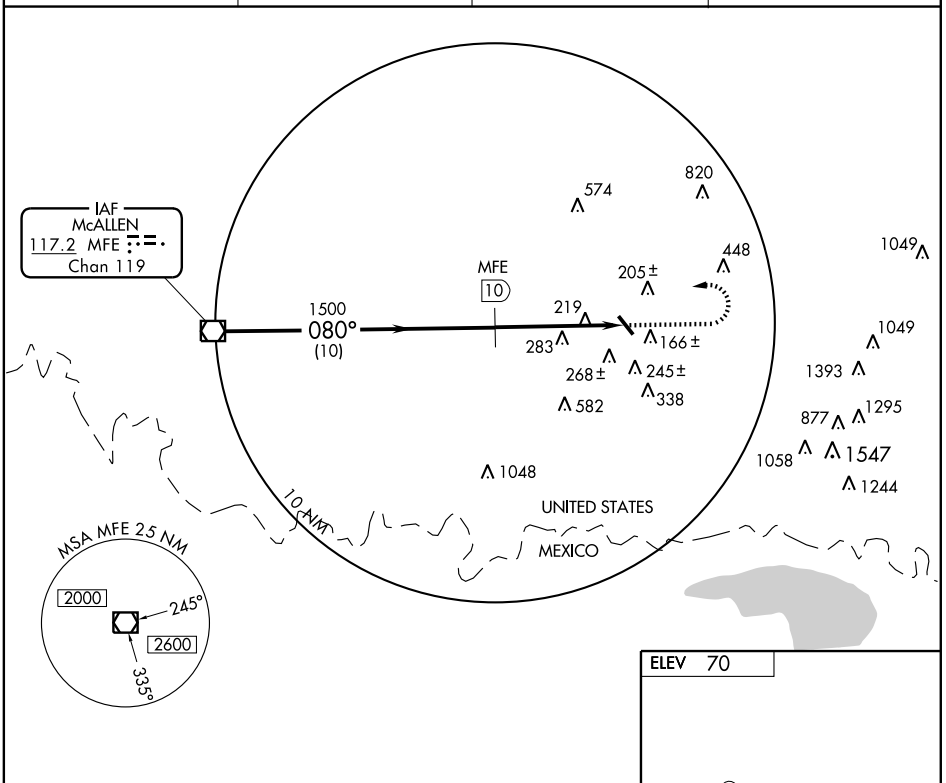
VOR/DME-A

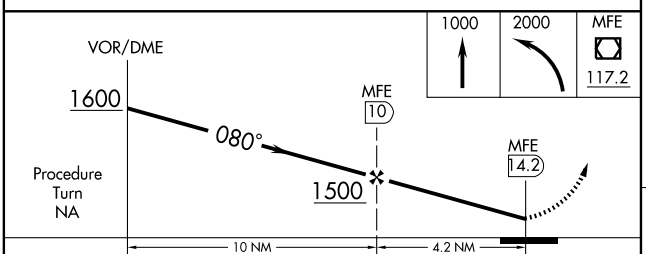
WESLACO/MID VALLEY (T65)

⚠ NA Obtain local altimeter setting on CTAF; when not received, use McAllen Miller Intl altimeter setting.

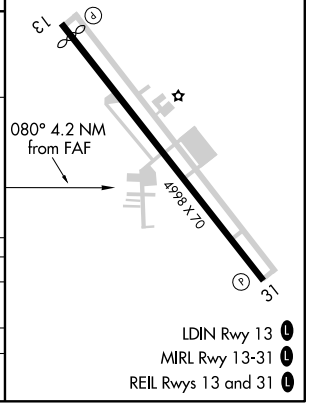
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct MFE VOR/DME.

AWOS-3	VALLEY APP CON	CLNC DEL	UNICOM
118.575	121.0 284.7	125.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	620-1 550 (600-1)		620-1½ 550 (600-1½)	NA
MC ALLEN MILLER INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	660-1 590 (600-1)		660-1½ 590 (600-1½)	NA



SC-3, 21 OCT 2010 to 18 NOV 2010

SC-3, 21 OCT 2010 to 18 NOV 2010

NDB RWY 14

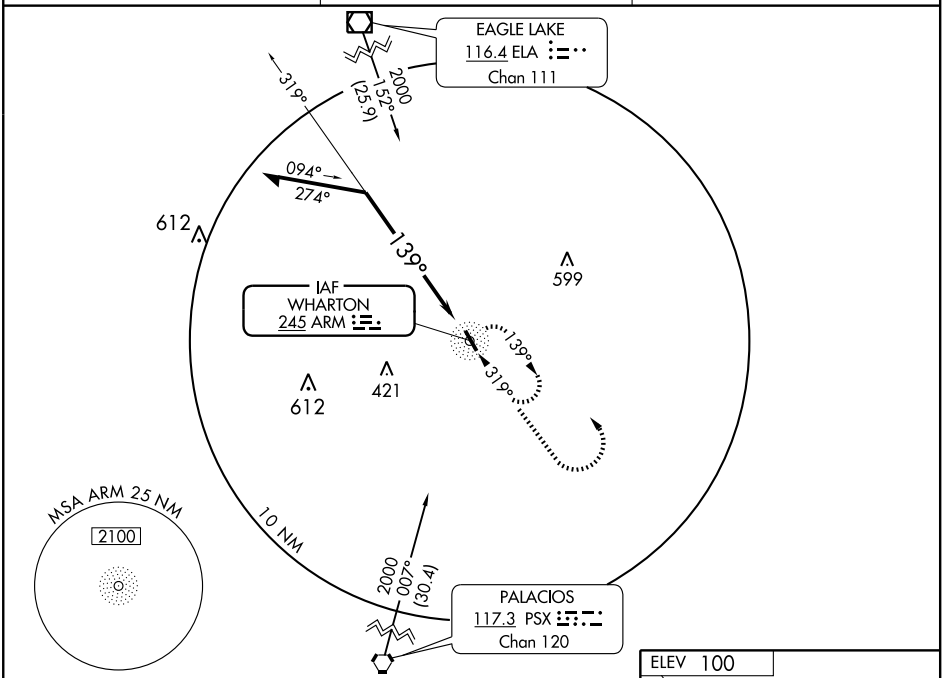
WHARTON RGNL (ARM)

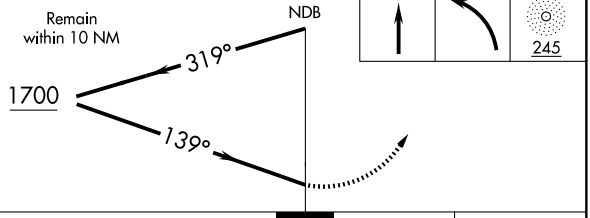
NDB ARM	APP CRS	Rwy Idg	5004
245	139°	TDZE	100
		Apt Elev	100

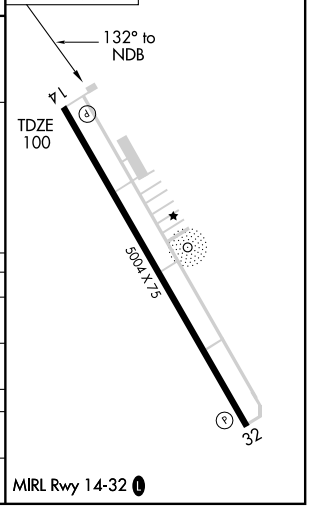
NA — Obtain local altimeter setting on CTAF; when not received use Victoria altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn to ARM NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-14	560- 1	460 (500-1)	560- 1¼ 460 (500-1¼)	NA
CIRCLING	560- 1	460 (500-1)	560- 1½ 460 (500-1½)	NA
VICTORIA ALTIMETER SETTING MINIMUMS				
S-14	660- 1	560 (600-1)	660- 1½ 560 (600-1½)	NA
CIRCLING	660- 1	560 (600-1)	660- 1½ 560 (600-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

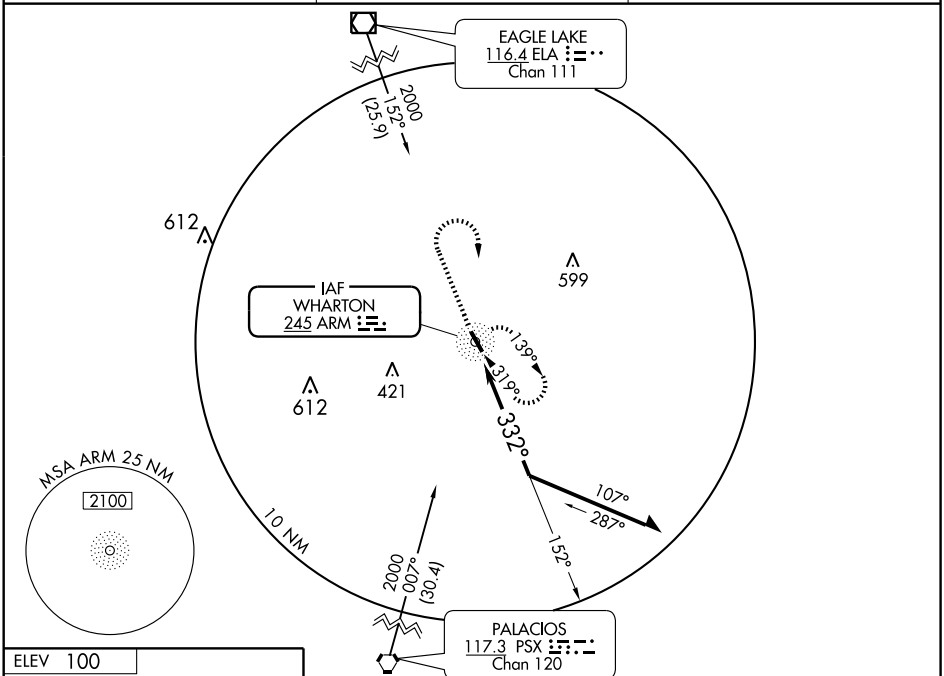
NDB ARM	APP CRS	Rwy Idg	5004
245	332°	TDZE	100
		Apt Elev	100

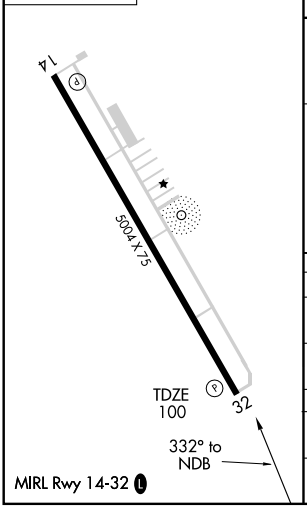
NDB RWY 32
WHARTON RGNL (ARM)

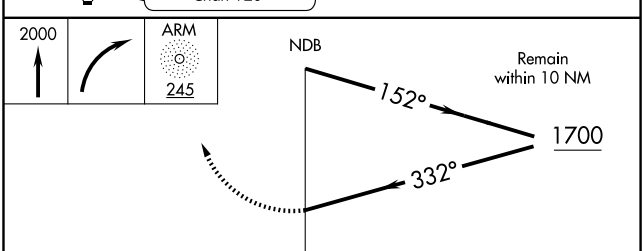
NA — Obtain local altimeter setting on CTAF; when not received use Victoria Regional altimeter setting.

MISSED APPROACH: Climb to 2000 then right turn direct ARM NDB and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-32	560-1	460 (500-1)	560-1¼ 460 (500-1¼)	NA
CIRCLING	560-1	460 (500-1)	560-1½ 460 (500-1½)	NA
VICTORIA ALTIMETER SETTING MINIMUMS				
S-32	680-1	580 (600-1)	680-1½ 580 (600-1½)	NA
CIRCLING	680-1	580 (600-1)	680-1½ 580 (600-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

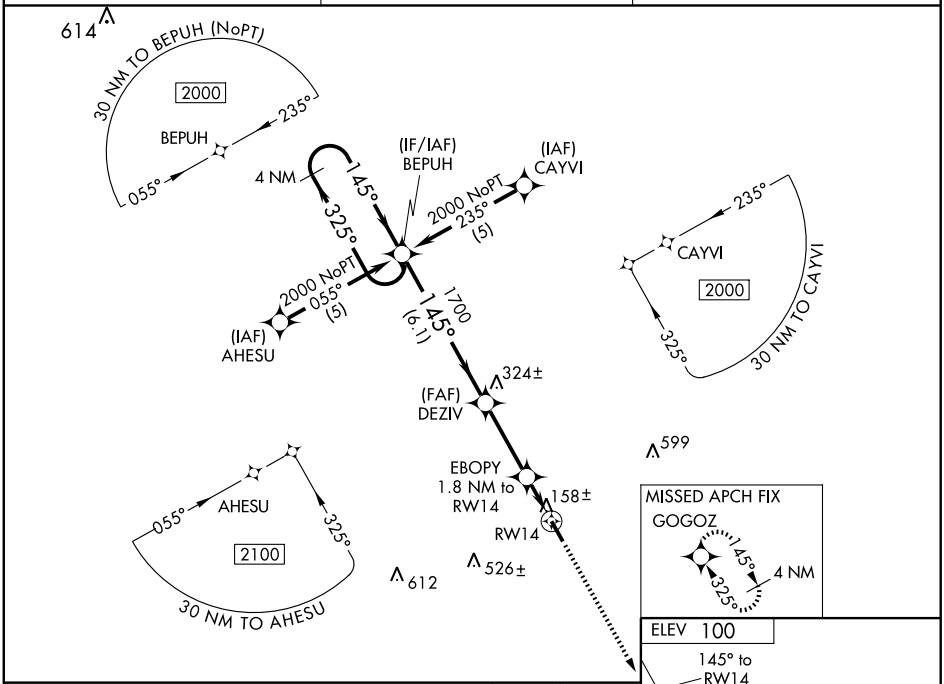
WAAS	APP CRS		
CH 77714	145°	Rwy Idg	5004
W14A		TDZE	100
		Apt Elev	100

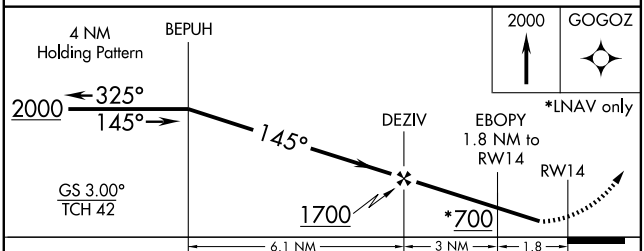
RNAV (GPS) RWY 14
WHARTON RGNL (ARM)

Baro-VNAV NA when using Victoria altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Victoria altimeter setting and increase all DA 110 feet and all MDA 120 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct GOGOZ and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	396-1	296 (300-1)		NA
LNAV/VNAV DA	428-1¼	328 (400-1¼)		NA
LNAV MDA	420-1	320 (400-1)		NA
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	NA

MIRL Rwy 14-32 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5004
CH 58114	325°	TDZE	99
W32A		Apt Elev	100

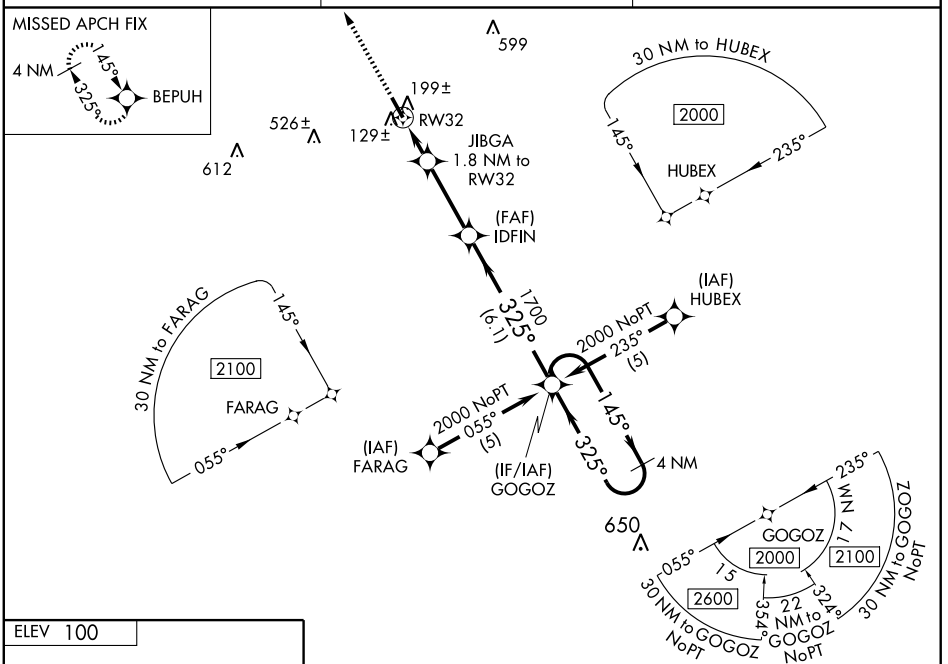
RNAV (GPS) RWY 32

WHARTON RGNL (ARM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Victoria altimeter setting and increase all DA 110 feet and all MDA 120 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Victoria altimeter setting.

MISSED APPROACH: Climb to 2000 direct BEPUH and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	349-1	250 (300-1)		NA
LNAV/VNAV DA	399-1	300 (300-1)		NA
LNAV MDA	460-1	361 (400-1)		NA
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	NA

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

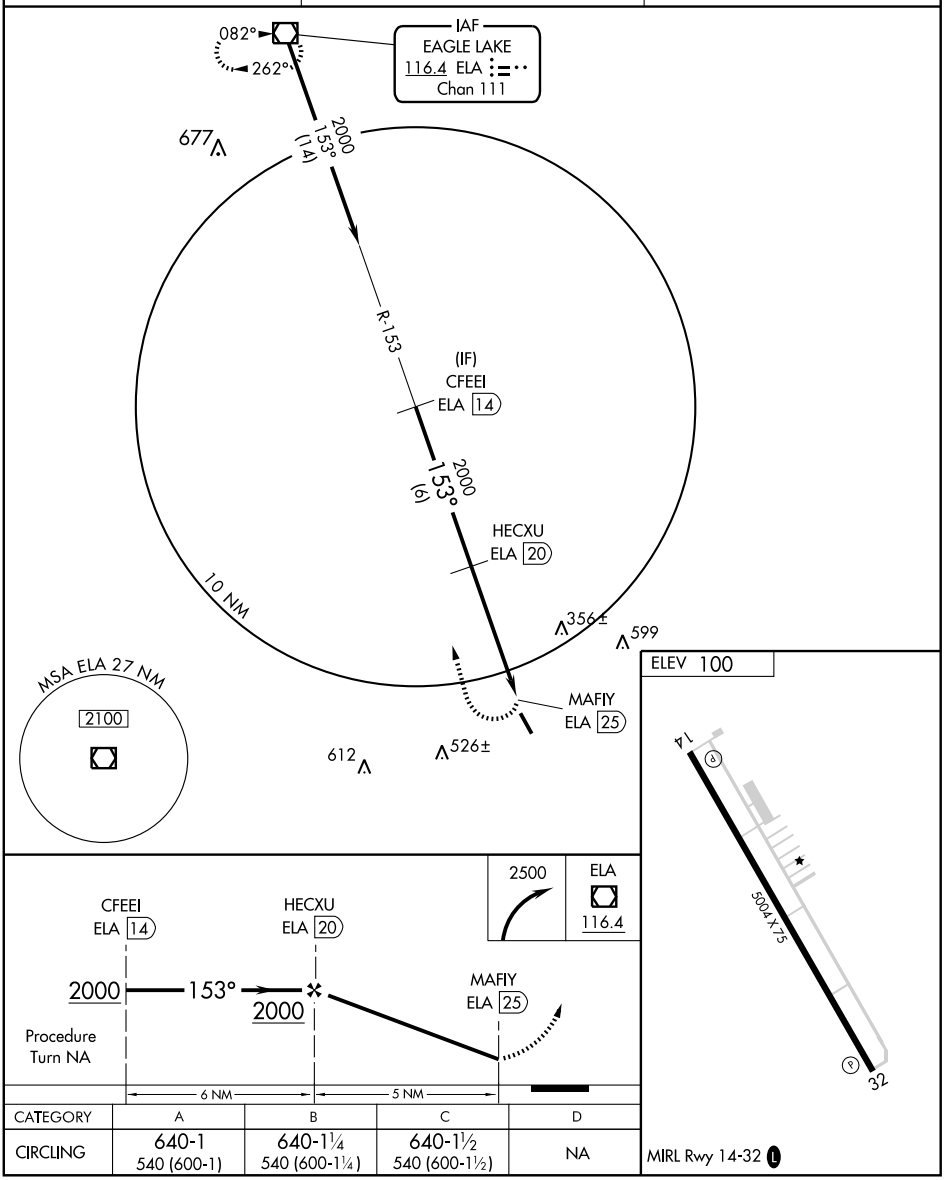
VOR/DME ELA 116.4 Chan 111	APP CRS 153°	Rwy Idg N/A TDZE N/A Apt Elev 100

VOR/DME-A
WHARTON RGNL (ARM)

When local altimeter setting not received, use Victoria altimeter setting and increase all MDA 120 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct ELA VOR/DME and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.475	128.6 360.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	640-1 540 (600-1)	640-1¼ 540 (600-1¼)	640-1½ 540 (600-1½)	NA

MIRL Rwy 14-32 L

SC-5, 21 OCT 2010 to 18 NOV 2010
SC-5, 21 OCT 2010 to 18 NOV 2010

VORTAC SYO 115.2 Chan 99	APP CRS 273°	Rwy Idg N/A TDZE N/A Apt Elev 2468

VOR/DME or GPS-A

WHEELER MUNI (T59)

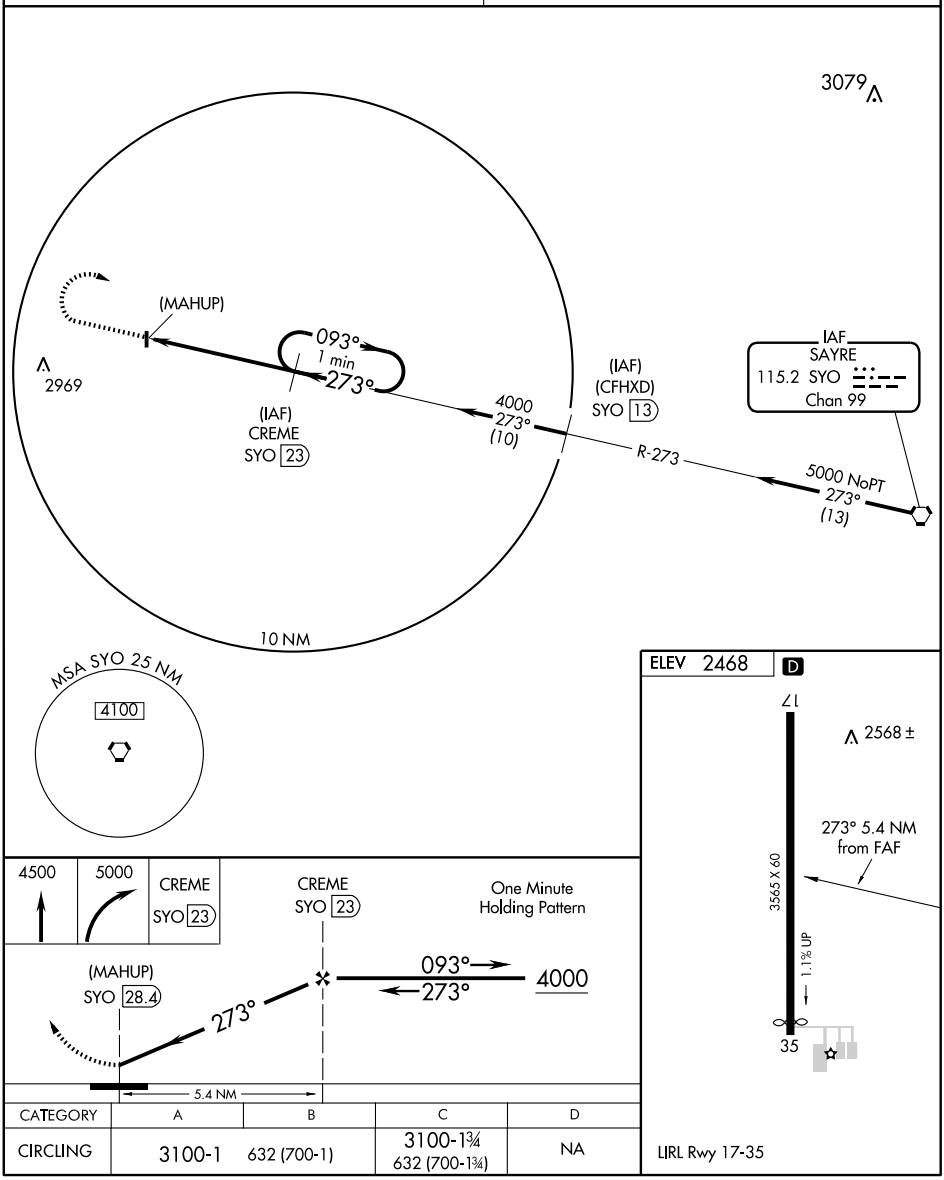
Use Clinton-Sherman altimeter setting; if not received, procedure not authorized.

NA

MISSED APPROACH: Climb to 4500 then climbing right turn to 5000 direct CREME and hold.

ALBUQUERQUE CENTER	CTAF
127.85 285.475	122.9

SC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	3100-1	632 (700-1)	3100-1¾ 632 (700-1¾)	NA

NDB SKB	APP CRS	Rwy Idg	4200
344	350°	TDZE	998
		Apt Elev	1003

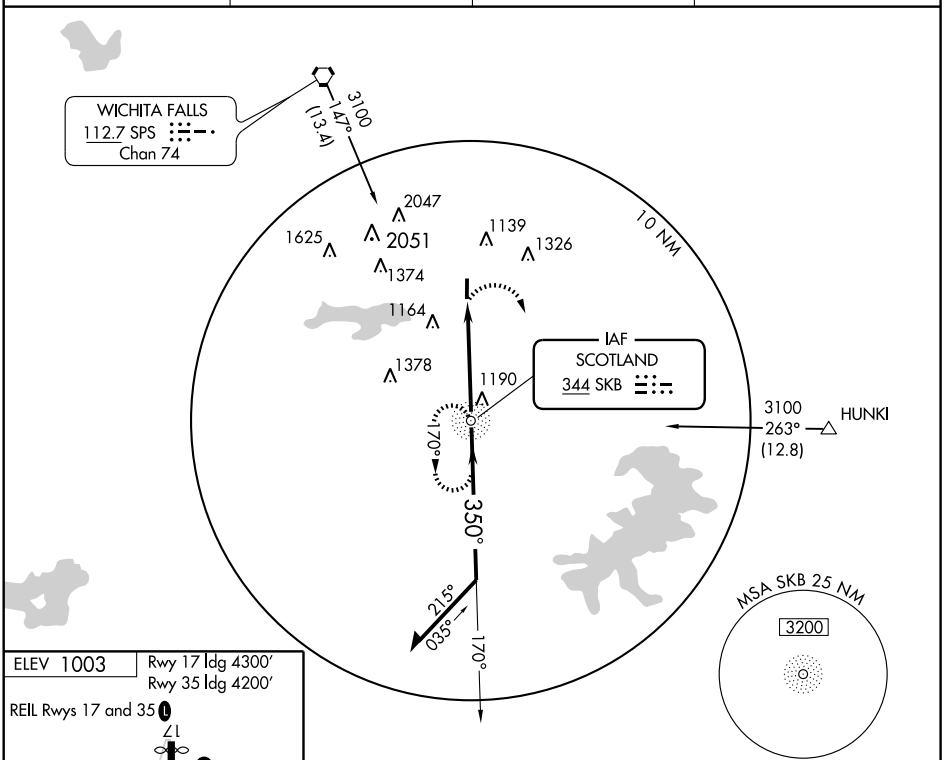
NDB RWY 35

WICHITA FALLS/ KICKAPOO DOWNTOWN (CWC)

▼ Use Sheppard AFB/Wichita Falls Muni altimeter setting.
▲ NA

MISSED APPROACH: Climbing right turn to 3100 direct SKB NDB and hold. Continue climb-in-hold to 3100.

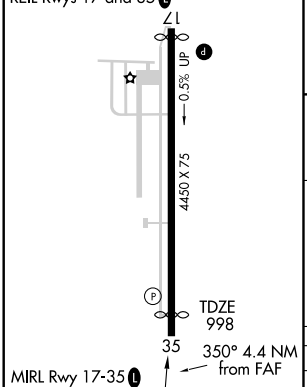
AWOS-3	SHEPPARD APP CON ★	CLNC DEL	UNICOM
119.625	120.4 269.025	121.2	122.7 (CTAF) L



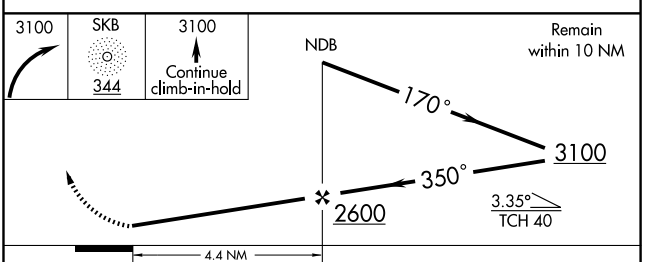
ELEV 1003

Rwy 17 ldg 4300′
Rwy 35 ldg 4200′

REIL Rwys 17 and 35 L



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-35	1520-1	522 (600-1)	1520-1½ 522 (600-1½)	NA
CIRCLING	1520-1	517 (600-1)	1520-1½ 517 (600-1½)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB SKB	APP CRS	Rwy Idg	4200
344	353°	TDZE	998
		Apt Elev	1003

RNAV (GPS) RWY 35

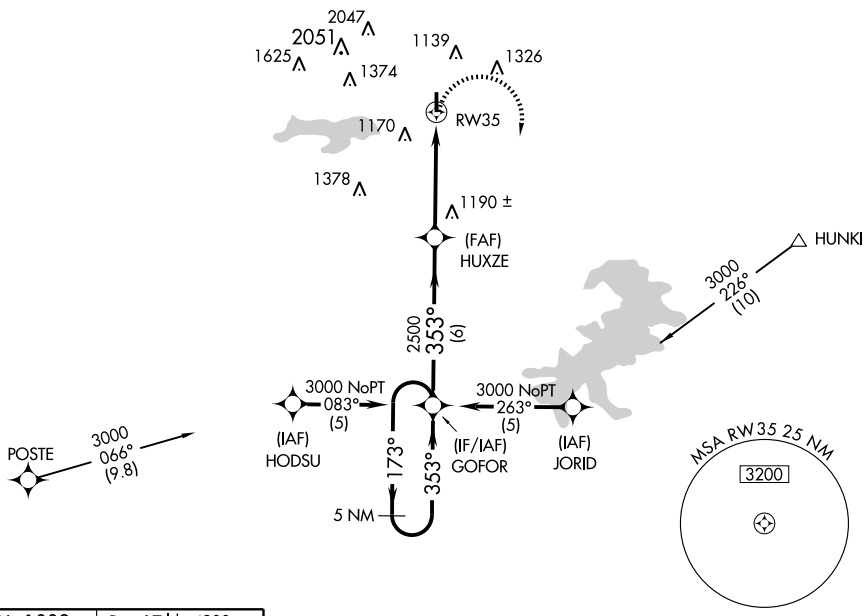
WICHITA FALLS/ KICKAPOO DOWNTOWN (CWC)

Use Sheppard AFB/Wichita Falls Muni altimeter setting. DME/DME RNP-0.3 not authorized.

NA

MISSED APPROACH: Climbing right turn to 3000 direct GOFOR and hold.

AWOS-3	SHEPPARD APP CON *	CLNC DEL	UNICOM
119.625	120.4 269.025	121.2	122.7 (CTAF) L

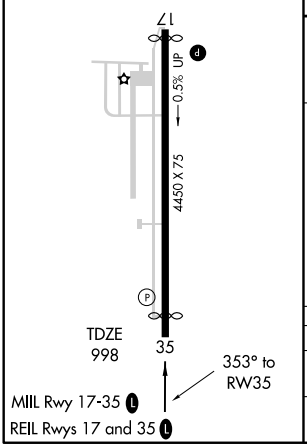


SC-2, 21 OCT 2010 to 18 NOV 2010

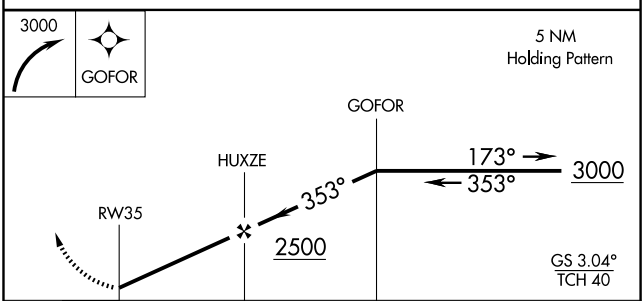
SC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 1003

Rwy 17 ldg 4300
Rwy 35 ldg 4200



Procedure not authorized for arrivals at POSTE via V77 southwest bound.
Procedure not authorized for arrivals at POSTE via V278 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1460-1	462 (500-1)	1460-1¼ 462 (500-1¼)	NA
CIRCLING	1500-1	497 (500-1)	1500-1½ 497 (500-1½)	NA

VORTAC SPS 112.7 Chan 74	APP CRS 196°	Rwy Idg N/A TDZE N/A Apt Elev 1005

VOR-B

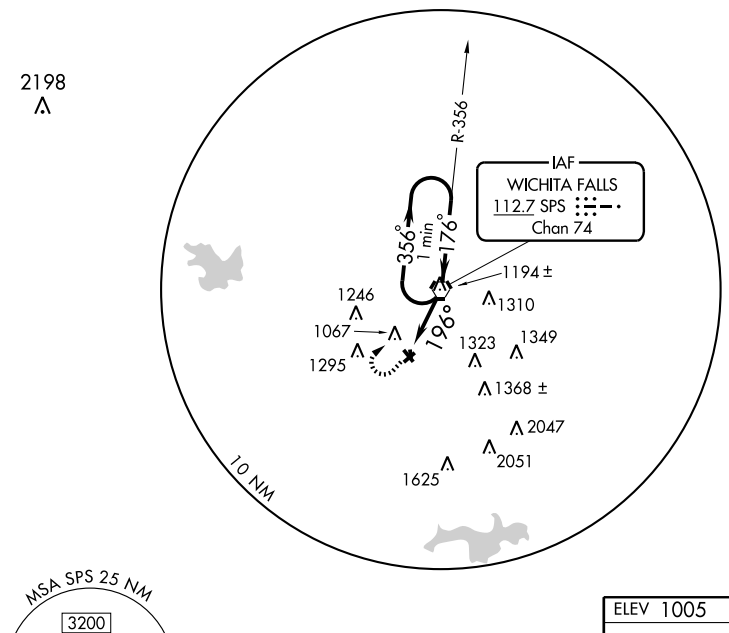
WICHITA FALLS/ WICHITA VALLEY (F14)

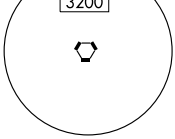
Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting; If not received, use Frederick Rgnl altimeter setting and increase all MDAs 100 feet. Circling to Rwy 4-22 and 16-34 NA.

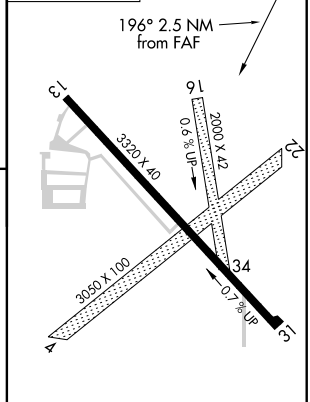
NA

MISSED APPROACH: Climbing right turn to 2400 direct SPS VORTAC and hold.

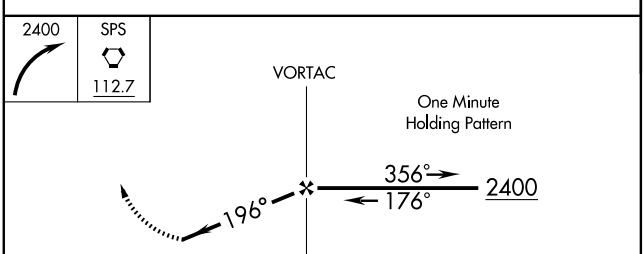
SHEPPARD APP CON *	UNICOM
118.2 292.3	122.8 (CTAF)







LIRL Rwy 13-31



CATEGORY	A	B	C	D
CIRCLING	1520-1	515 (600-1)	1680-2 675 (700-2)	NA

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SPS 112.7 Chan 74	APP CRS 015°	Rwy Idg N/A TDZE N/A Apt Elev 1005

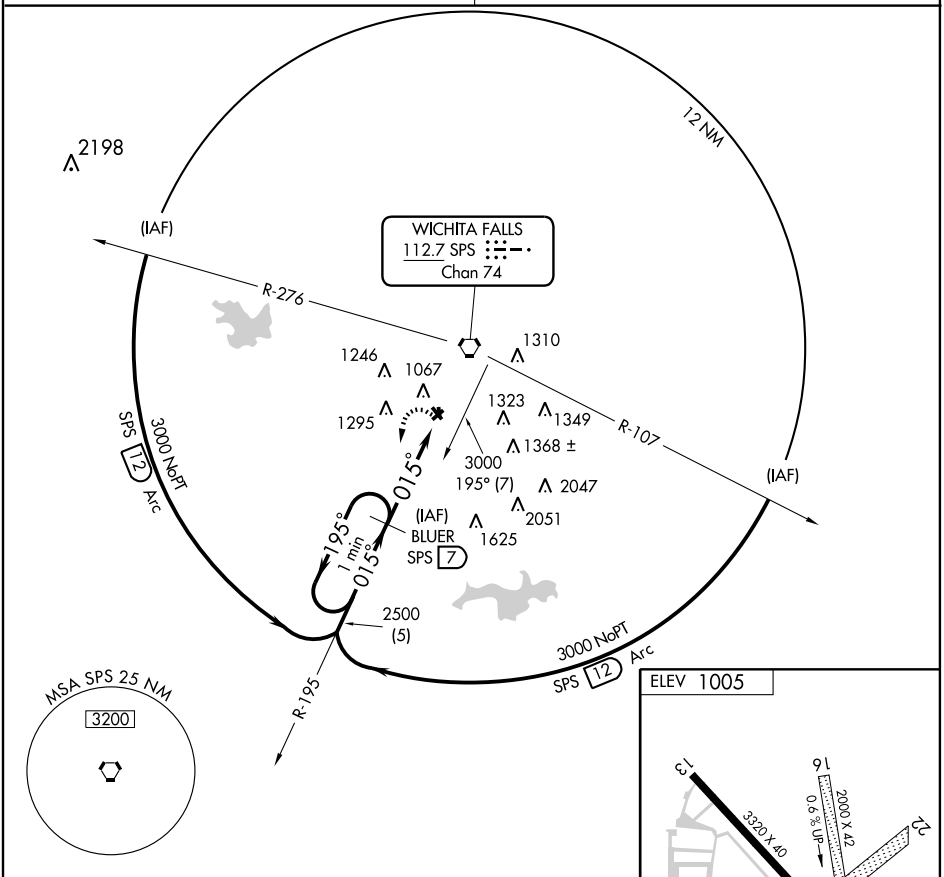
VOR/DME-C

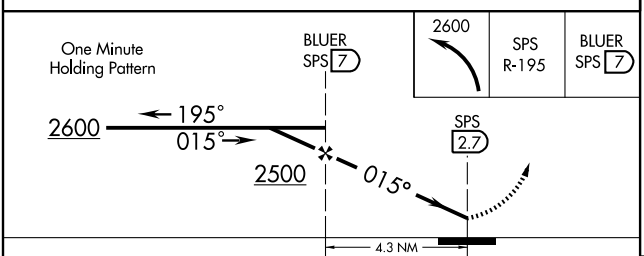
WICHITA FALLS/ WICHITA VALLEY (F14)

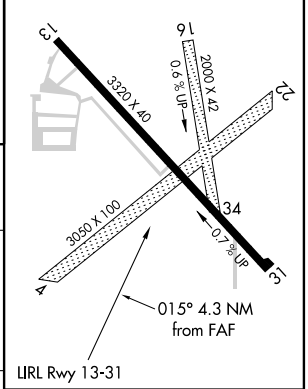
NA Use Sheppard AFB / Wichita Falls Muni, TX altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via SPS R-195 to BLUER 7 DME and hold.

SHEPPARD APP CON *	UNICOM
118.2 292.3	122.8 (CTAF)



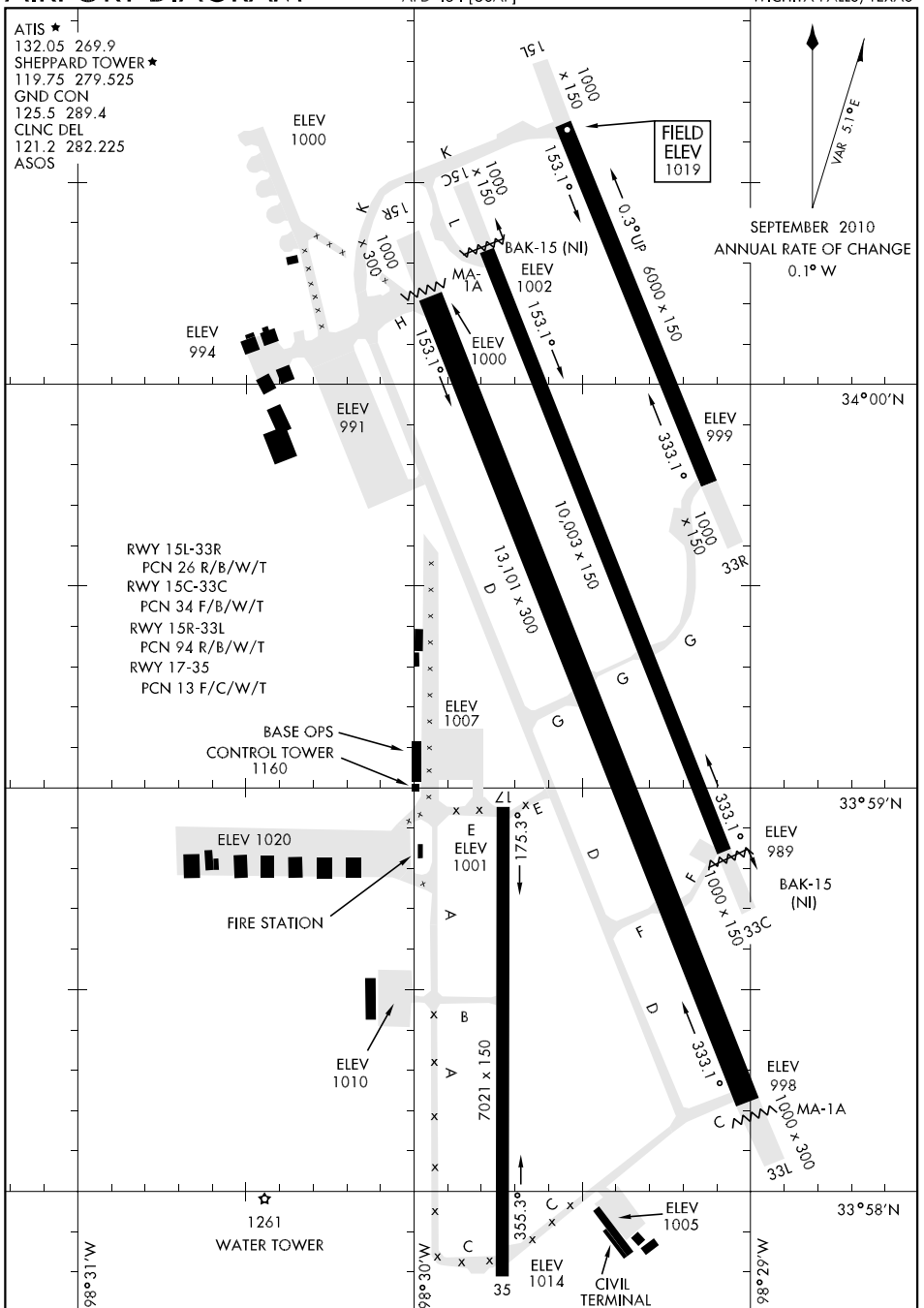




CATEGORY	A	B	C	D
CIRCLING	1460-1 455 (500-1)		1680-2 675 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010



SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 33L

LOC I-SPS	APCH CRS	Rwy ldg 13,101 / THRE 1000 / Arpt Elev 1019
109.7	330°	JAL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT CD vis to 1 mile, CAT E vis to 1¼ miles.

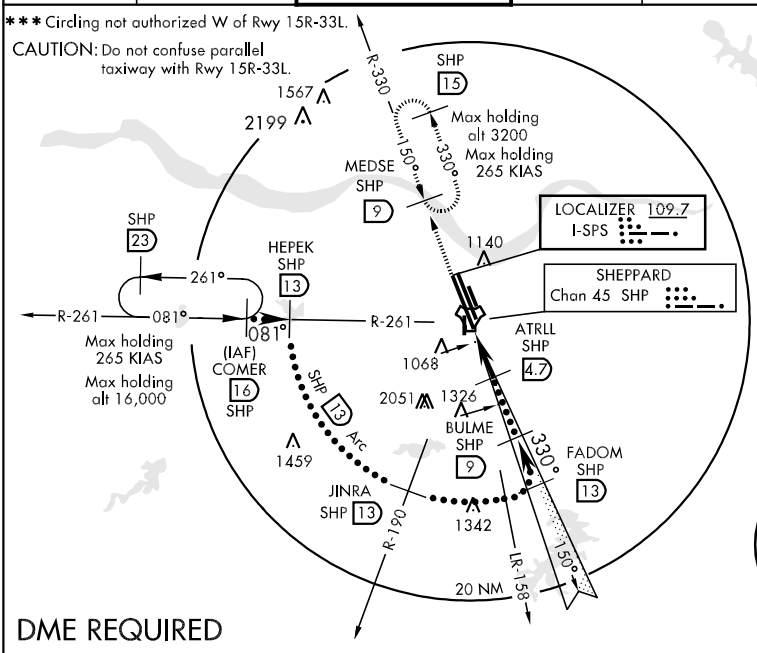
MALSR (A5)

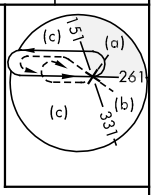
MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

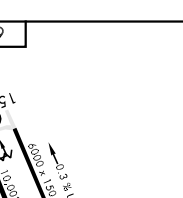
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

*** Circling not authorized W of Rwy 15R-33L.

CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.





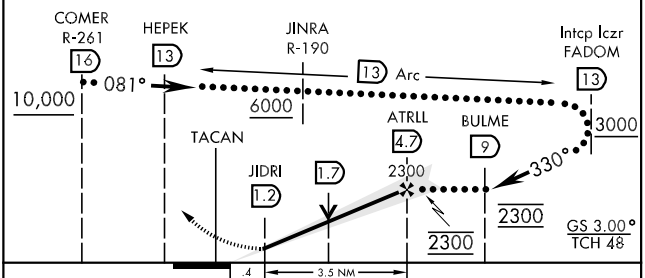


DME REQUIRED

EMERG SAFE ALT 100 NM 4600

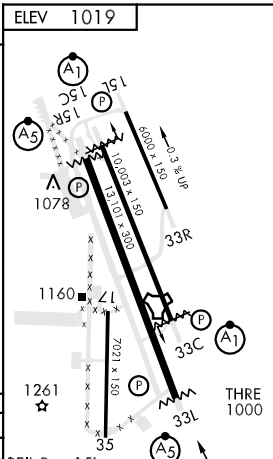
3200 Intcp SHP R-330	MEDSE SHP R-330 9

VGSI and Descent Angle not coincident.



CATEGORY	C	D	E
S-ILS 33L *	1200-½	200	(200-½)
S-LOC 33L**	1340- ¾	340	(400-¾)
CIRCLING ***	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

ELEV 1019



REIL Rwy 15L, 33R, and 35
LDIN Rwy 17
HIRL all Rwys

330° 3.9 NM from FAF

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
SHP Chan 45	149°	10,003	1003	1019

JAL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

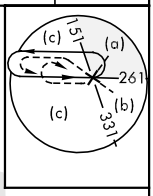
T * When ALS inop, increase CAT CDE vis to 1⅛ miles.
** Circling not authorized W of Rwy 15R-33L.

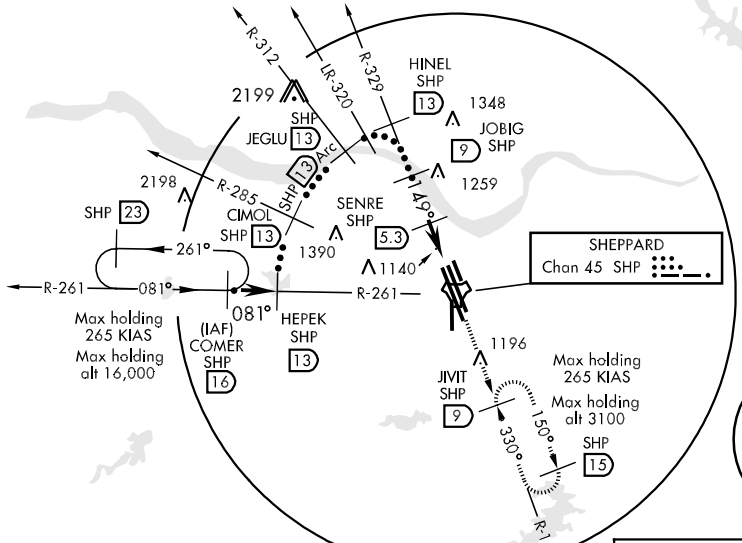
ALSF-1 (A1)

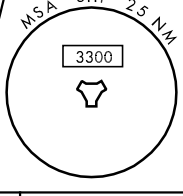
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

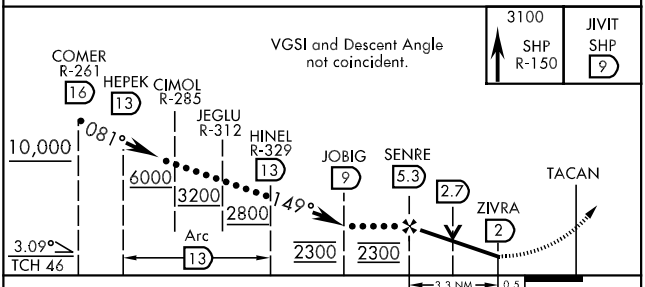
CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.



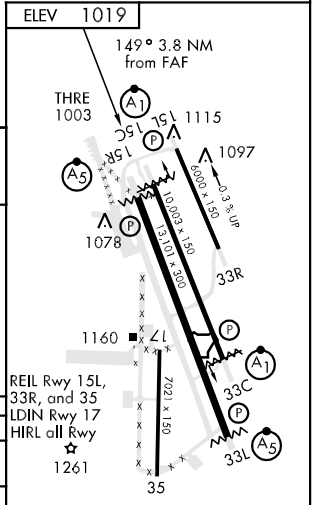




EMERG SAFE ALT 100 NM 4600



CATEGORY	C	D	E
S-15C *	1420-¾ 417 (500-¾)		
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)



SC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 33C

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
SHP Chan 45	326°	10,003	989	1019

JAL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

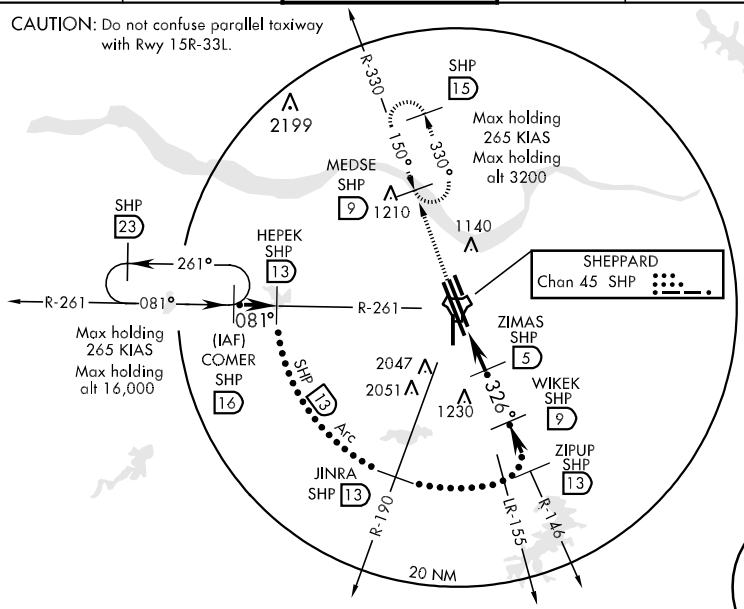
* When ALS inop, increase CAT CDE vis to 1 mile.
** Circling not authorized W of Rwy 15R-33L.

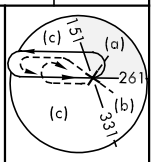
ALSF-1

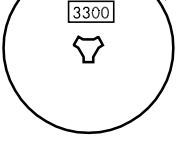
MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

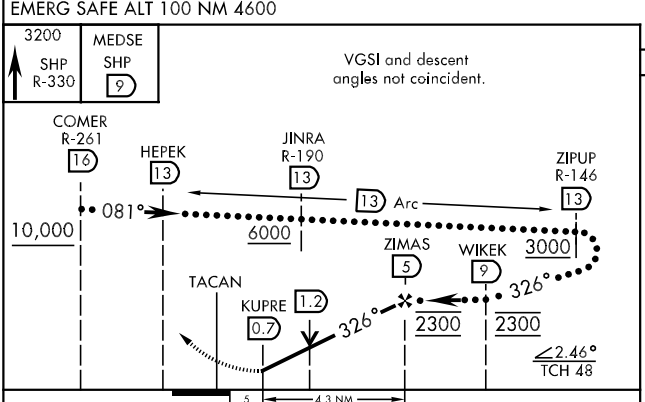
CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

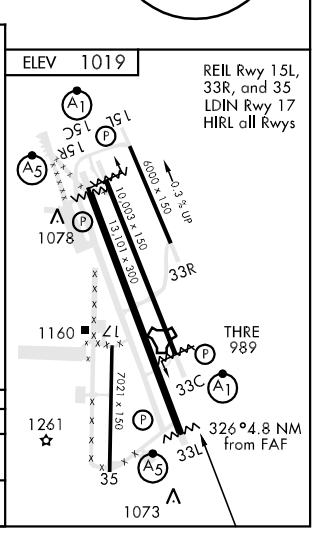






EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-33C *	1360-⅝ 371 (400-⅝)		
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Z RWY 15R

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
SHP Chan 45	144°	13,101	998	1019

JAL-454 [USAF]

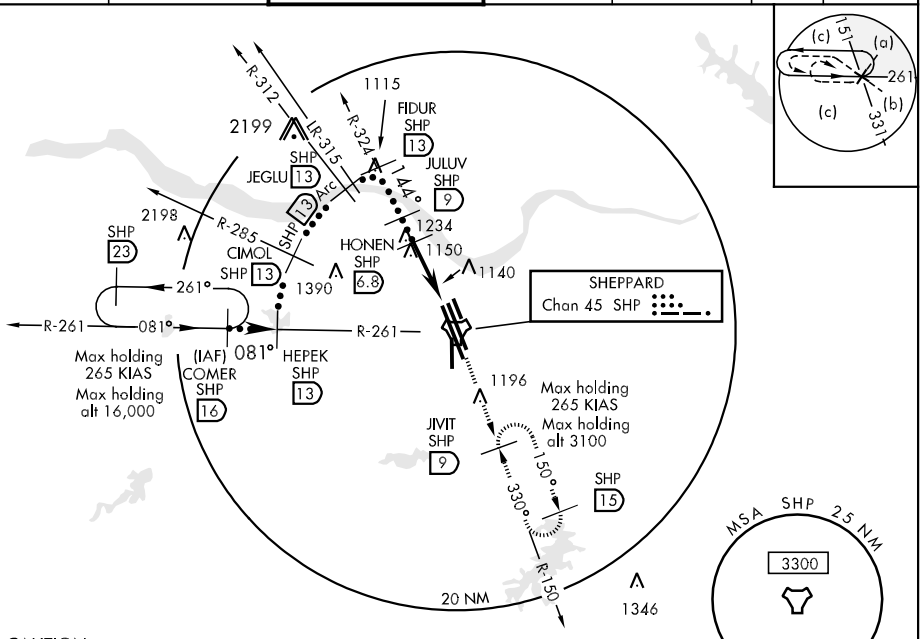
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

▼ * When ALS inop, increase CAT CDE vis to 1¼ miles.
** Circling not authorized W of Rwy 15R-33L.

MALSR (A5)

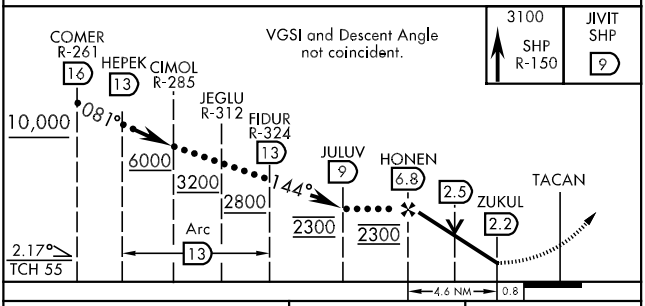
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

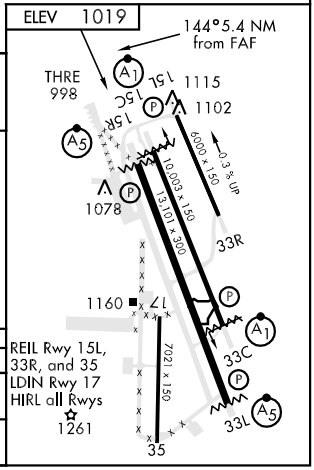


CAUTION:
Do not confuse parallel taxiway with Rwy 15R-33L.

EMERG SAFE ALT 100 NM 4600



CATEGORY	C	D	E
S-15R *	1420-¾ 422 (500-¾)		
CIRCLING **	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)



HI-TACAN Z RWY 15R

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Z RWY 33L

TACAN	APCH CRS	Rwy ldg	THRE	Arpt Elev
SHP Chan 45	329°	13,101	1000	1019

JAL-454 [USAF]

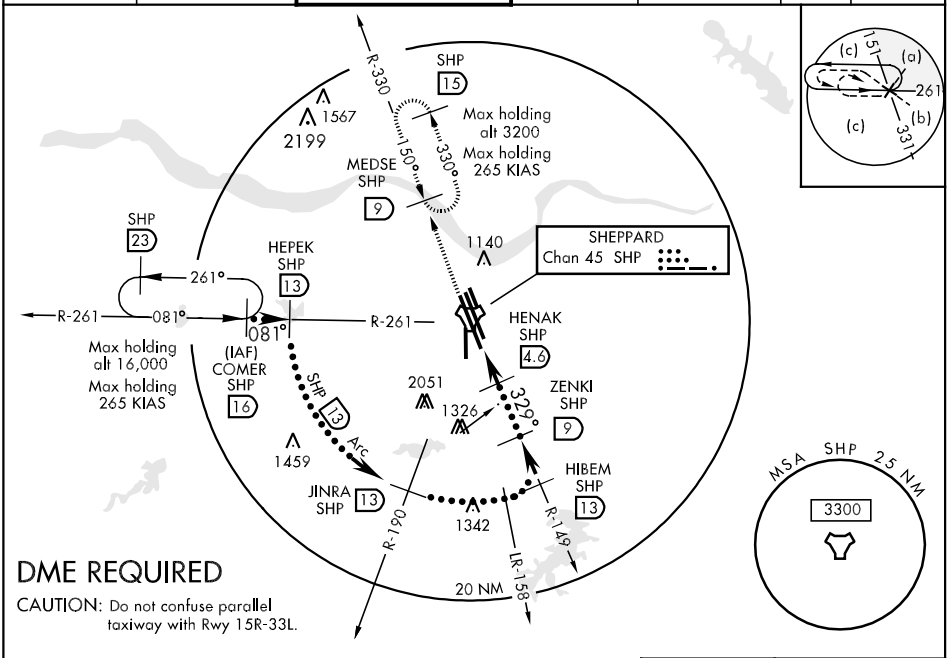
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

▼ * When ALS inop, increase CAT CDE vis to 1⅛ miles.
** Circling not authorized W of Rwy 15R-33L.

MALSR

MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

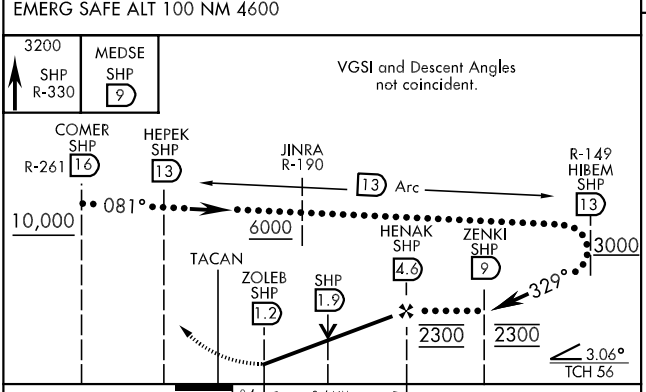
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

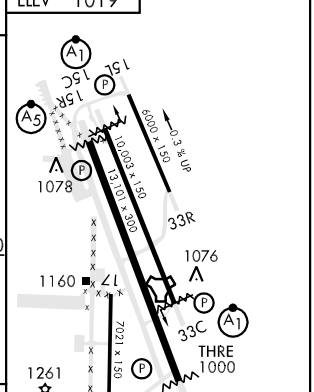


DME REQUIRED

CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-33L *	1420-¾ 420 (500-¾)		
CIRCLING**	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

REIL Rwy 15L, 33R, and 35
LDIN Rwy 17
HIRL all Rwys

329° to TACAN

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-SHP 110.5	APCH CRS 150°	Rwy ldg 10,003 TDZE 1003 Arpt Elev 1019	AL-454 [USAF]

ILS or LOC/DME RWY 15C

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

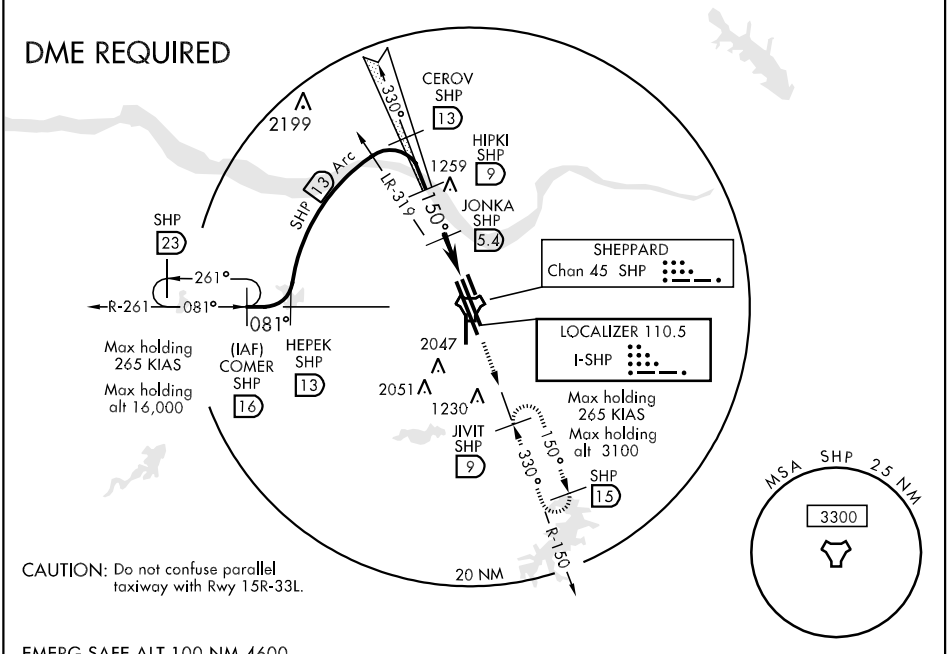
▼ * When ALS inop, increase vis all CATs to ¾ miles.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.

ALSF-1 (A1)

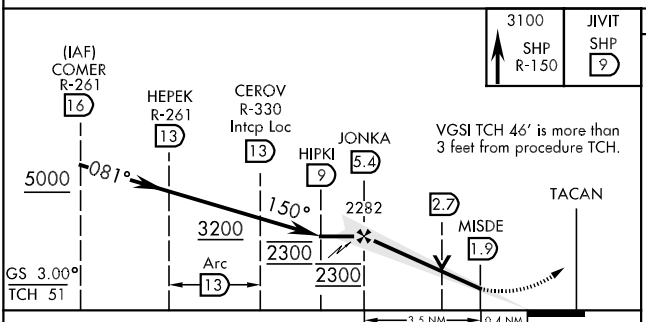
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

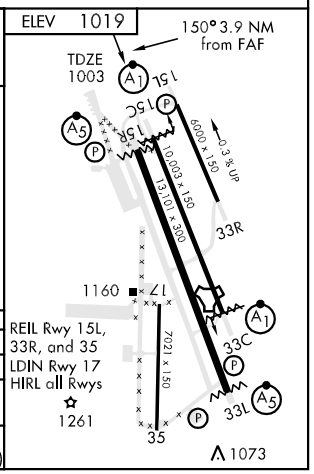
ATIS *	SHEPPARD APP CON	SHEPPARD TOWER *	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

*** Circling not authorized W of Rwy 15R-33L.



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-ILS 15C *	1203-½		200	(200-½)	
S-LOC/DME 15C **	1420-½	417 (500-½)	1420-¾	417 (500-¾)	1420-1 417 (500-1)
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 33L

LOC I-SPS	APCH CRS	Rwy ldg	13,101
109.7	330°	THRE	1000
Chan 34		Arpt Elev	1019

AL-454 [USAF]

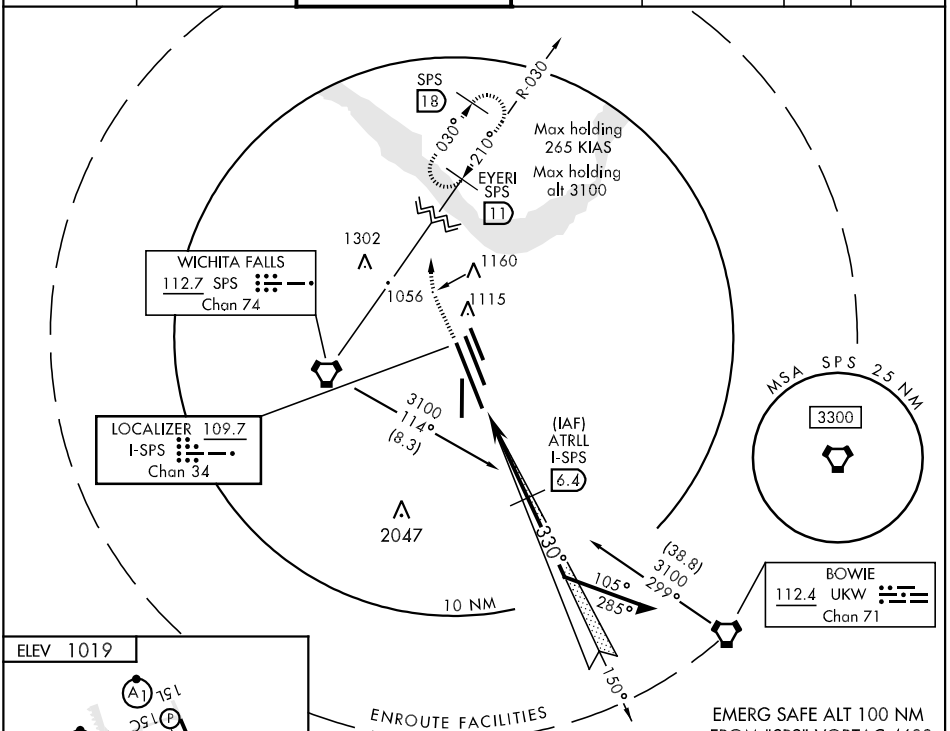
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS (KSPS)

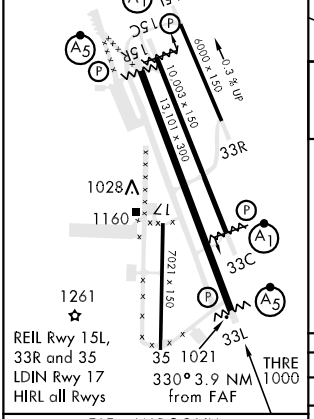
* When ALS inop, increase CAT ABCD vis to ¾ miles.
** When ALS inop, increase LOC CAT ABCD to 1 mile.
*** Circling NA West of RWY 15R/33L.

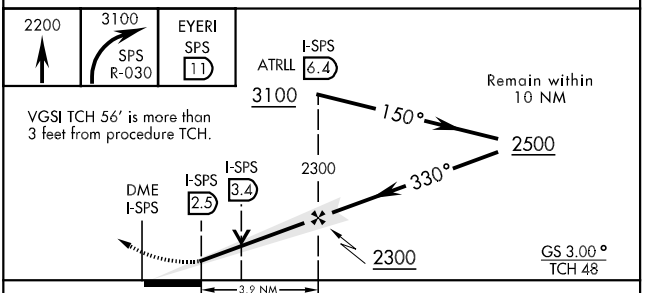
MALSR

MISSED APPROACH: Climb to 2200, then climbing right turn to 3100 via SPS VORTAC R-030 to EYERI (SPS R-030/11) and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-ILS 33L *	1200-½	200 (200-½)		
S-LOC/DME 33L **	1340-½	340 (400-½)		
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

NDB RWY 33L

NDB ICF	APCH CRS	Rwy Idg 13101 THRE 1000 Arpt Elev 1019
296	330°	

AL-454 (USAF)

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.
** Circling NA West of Rwy 15R-33L.

MALSR (A5)

MISSED APPROACH: Climb to 2900 on bearing 330° from ICF NDB to KURBS INT and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

330° 150° 330°
Max holding alt 2900
Max holding 265 kts
KURBS INT
WICHITA FALLS 112.7 SPS Chan 74
R-014
1140
1115
IAF MADISON 296 ICF
1263
1076
3100 113° (8.3)
2051
3100 260° (12.7)
FLOPP
1326
1326
330°
1378
195°
015°
150°
10 NM
MSA ICF 25 NM
180°
3300
2600
360°

EMERG SAFE ALT 100 NM FROM "SPS" VORTAC 4600

ELEV 1019

REIL Rwy 15L, 33R and 35
LDIN Rwy 17
HIRL all Rwys

15L 15C 15R 4000 × 150 0.3% UP 10,003 × 150 13,101 × 300 33R 17 1160 2021 × 150 33C THRE 1000 1261 33L 35

330° 3.9 NM from FAF

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

2900 brg 330° KURBS INT

NDB 3100 150° 2400 330° 2300 3.04° TCH 56 Remain within 10 NM

3.9 NM

CATEGORY	A	B	C	D
S-33L *	1540 -¾ 540 (600-¾)		1540 - 1 540 (600-1)	
CIRCLING **	1540 - 1 521 (600-1)		1540 - 1½ 521 (600-1½)	1580 - 2 561 (600-2)

NDB RWY 33L

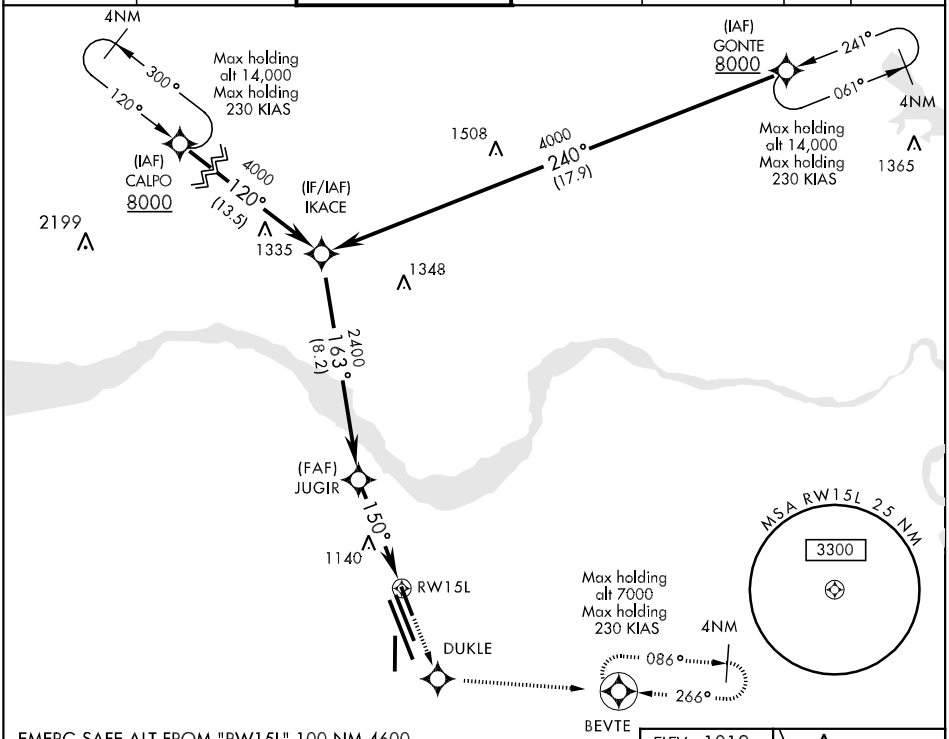
SC-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy ldg	6000
150°	TDZE	1019
	Arpt Elev	1019

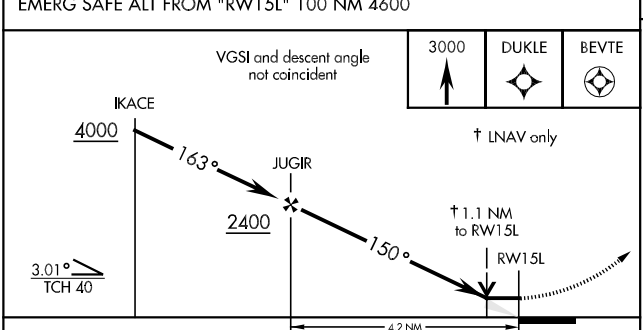
* Circling NA West of RWY 15R/33L.
DME/DME RNP-0.3 NA.

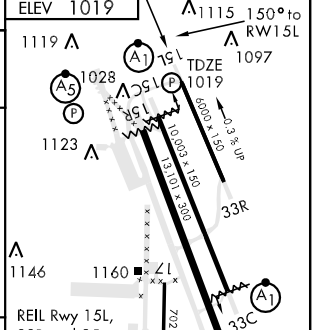
MISSED APPROACH: Climb and maintain 3000 direct DUKLE and via 086° track to BEVTE and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



EMERG SAFE ALT FROM "RW15L" 100 NM 4600





CATEGORY	A	B	C	D	E
LNAV	NA	1420-1 401 (500-1)	1420-1¼ 401 (500-1¼)		NA
CIRCLING *	NA	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15R

APCH CRS	Rwy ldg	13,101
150°	TDZE	998
	Arpt Elev	1019

AL-454 [USAF]

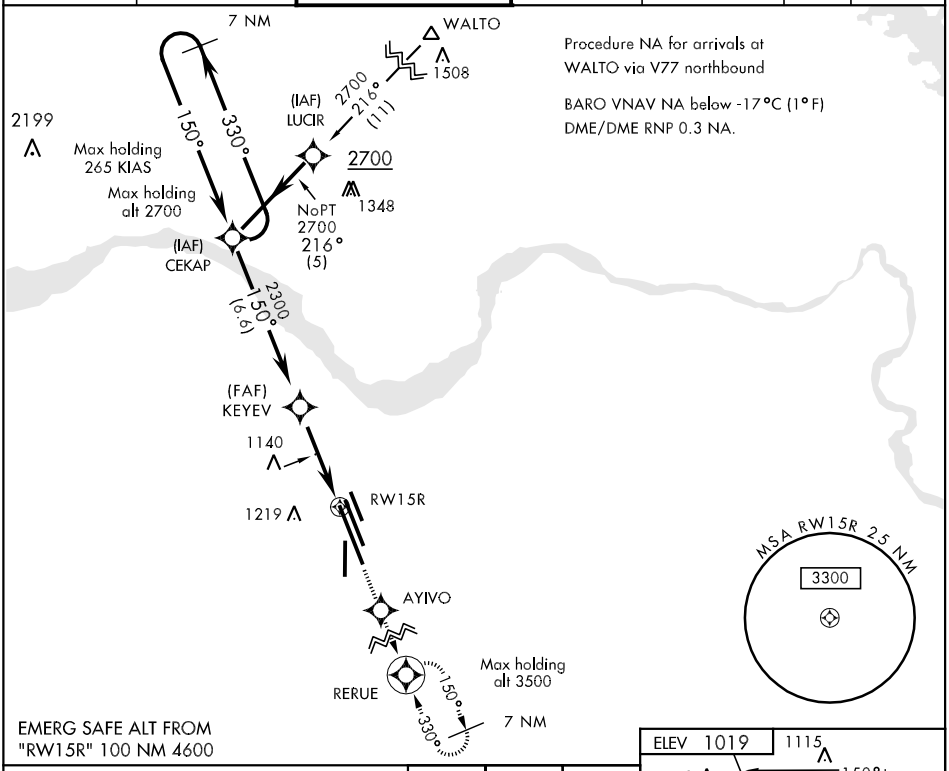
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

▼ * When ALS inop, increase LNAV/VNAV vis to 1½ miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.
*** Circling NA West of RWY 15R/33L.

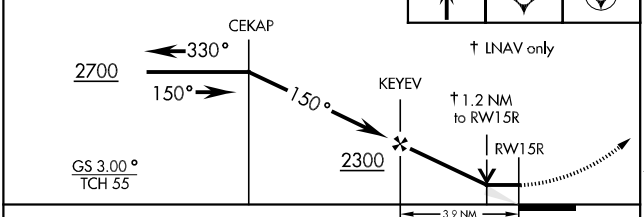
MALSR (A5)

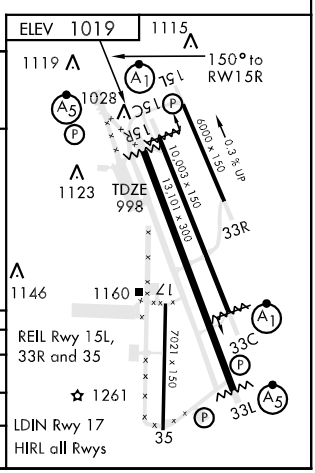
MISSED APPROACH: Climb to 3500 direct AYIVO and via 150° track to RERUE and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



3500	AYIVO	RERUE





CATEGORY	A	B	C	D
LNAV/VNAV * DA	1460-1 462 (500-1)			
LNAV MDA **	1420-½ 422 (500-½)		1420-¾ 422 (500-¾)	
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33L

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

AL-454 [USAF]

APCH CRS	Rwy ldg	13,101
330°	TDZE	1000
	Arpt Elev	1019

▼ * When ALS inop, increase LNAV/VNAV vis to 1½ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to1¼ miles.
*** Circling NA West of RWY 15R/33L.

MALSR (A5)

MISSED APPROACH: Climb to 2700 direct BAILE and via 330° track to CEKAP and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		

DME/DME RNP-0.3 NA.
BARO VNAV NA below -17°C (1° F)

7 NM
Max holding alt 4000
Max holding 265 KIAS
150°
330°
CEKAP
1115
1140
BAILE
RW33L
1076
330°
(FAF)
ZEGUM
1326
2300
330°
(8.1)
(IAF)
RERUE
Max holding alt 3500
150°
330°
7 NM
NoPT 3500
355°
(11.2)
(IAF)
KARYN
3500
Procedure NA for arrivals at KARYN via V568 southeast bound.

M.S.A RW33L 25 NM
3300

EMERG SAFE ALT FROM "RW33L" 100 NM 4600

ELEV 1019

15L
15C
15R
A1
P
A5
4000 x 150
0.3 % UP
10,003 x 150
13,101 x 300
33R
1160
17
7021 x 150
TDZE 1000
33C
33L
1261
1263
35
1038
1073
REIL Rwy 15L, 33R and 35
LDIN Rwy 17
HIRL all Rwys
330° to RW33L

2700
BAILE
tr 330°
CEKAP

† LNAV only
RERUE
150°
3500
330°
ZEGUM
330°
† 1 NM to RW33L
RW33L
2300
GS 3.00°
TCH 57
3.9 NM

CATEGORY	A	B	C	D
LNAV/VNAV * DA	1420-1 420 (500-1)			
LNAV MDA **	1360-½ 360 (400-½)		1360-¾ 360 (400-¾)	
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	6000
316°	TDZE	1009
	Arpt Elev	1019

AL-454 [USAF]

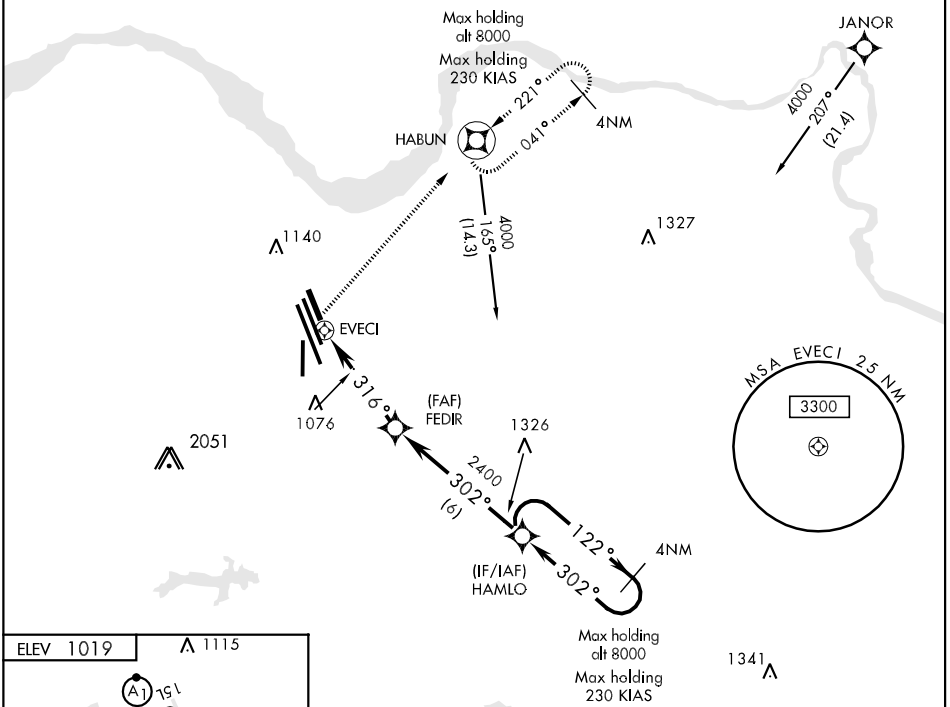
RNAV (GPS) RWY 33R

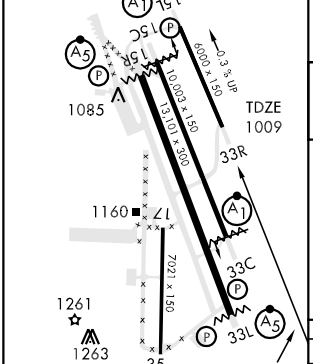
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* Circling NA West of RWY 15R/33L.
DME/DME RNP-0.3 NA.

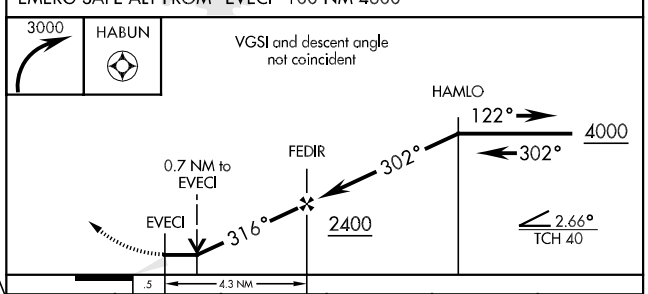
MISSED APPROACH: Climbing right turn to 3000 direct HABUN and hold.

ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		





EMERG SAFE ALT FROM "EVECI" 100 NM 4600



CATEGORY	A	B	C	D	E
LNAV	1420-1 411 (500-1)		1420-1¼ 411 (500-1¼)		NA
CIRCLING *	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	1580-2 561 (600-2)	NA

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VOR-D

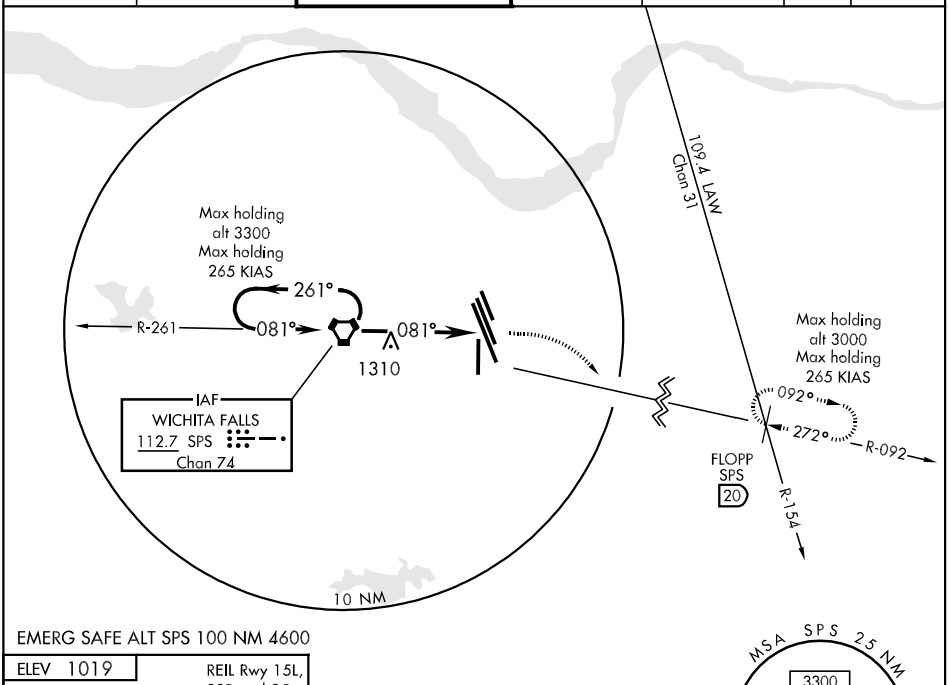
VORTAC SPS 112.7 Chan 74	APCH CRS 081°	Rwy Idg N/A TDZE N/A Arpt Elev 1019

AL-454 (USAF)

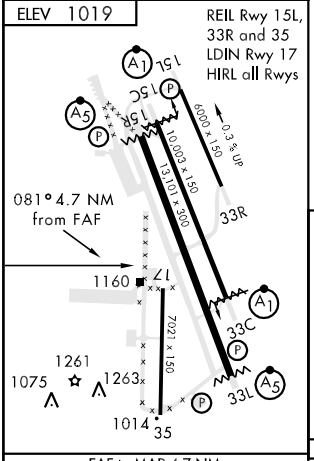
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

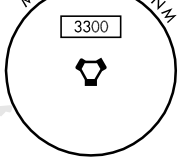
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SPS VORTAC R-092 to FLOPP intersection SPS 20 DME and hold.

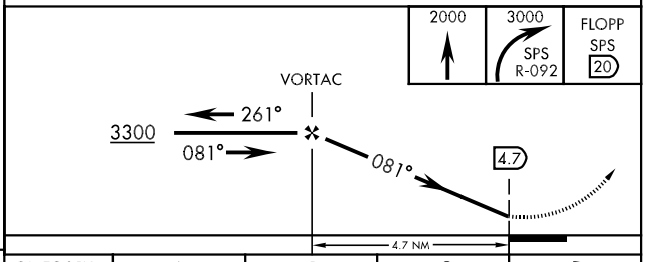
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASOS	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225		



EMERG SAFE ALT SPS 100 NM 4600







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
CIRCLING	1580 - 1 561 (600-1)		1580 - 1½ 561 (600-1½)	1580 - 2 561 (600-2)

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SPS 112.7 Chan 74	APCH CRS 260°	Rwy Idg N/A TDZE N/A Arpt Elev 1019

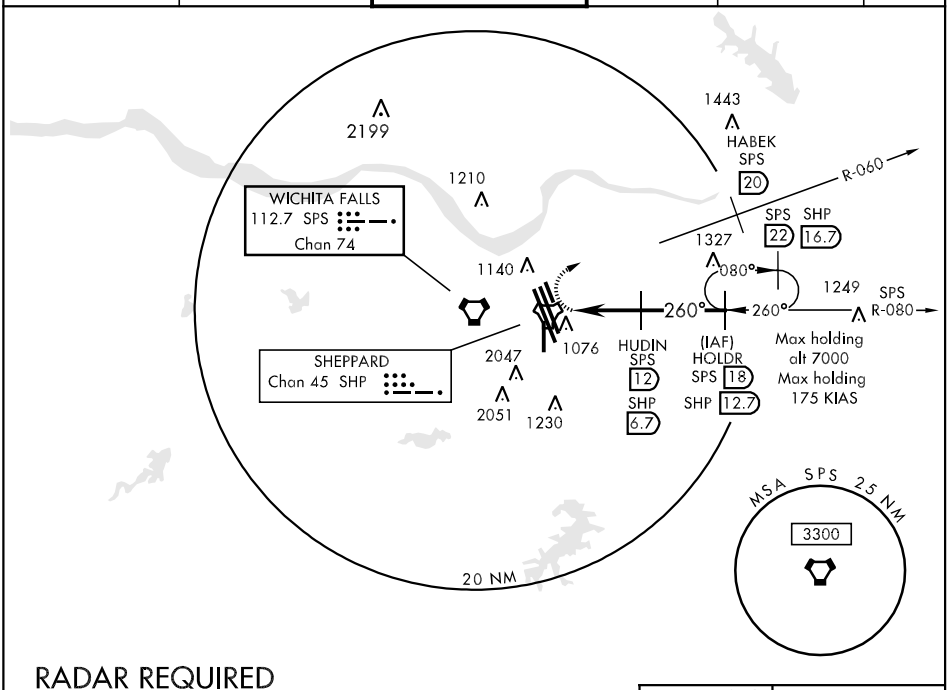
AL-454 [USAF]

WICHITA FALLS/ SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* Circling not authorized W of Rwy 15R-33L.

MISSED APPROACH: Climbing right turn to 3200, intcp SPS VORTAC R-060 to 20 DME (HABEK). Expect radar vectors.

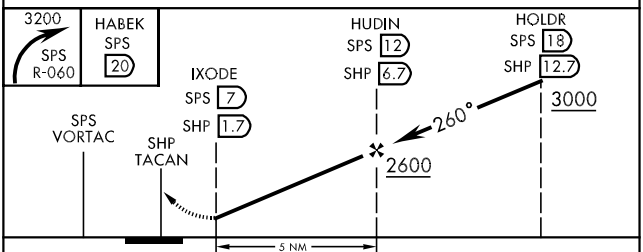
ATIS ★	SHEPPARD APP CON	SHEPPARD TOWER ★	GND CON	CLNC DEL	ASR/PAR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225	



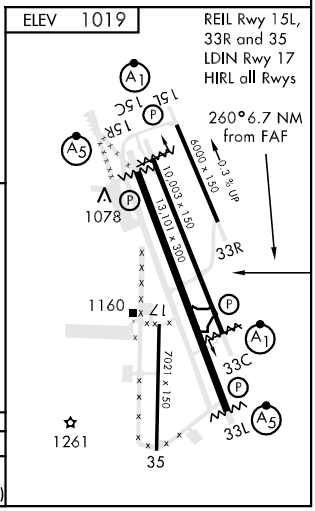
RADAR REQUIRED

PROCEDURE TURN NOT AUTHORIZED

EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
CIRCLING *	1440-2 421 (500-2)	1480-2	461 (500-2)	1580-2 561 (600-2)	2080-3 1061(1100-3)



SC-2, 21 OCT 2010 to 18 NOV 2010

SC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5003
132°	TDZE	2822
	Apt Elev	2822

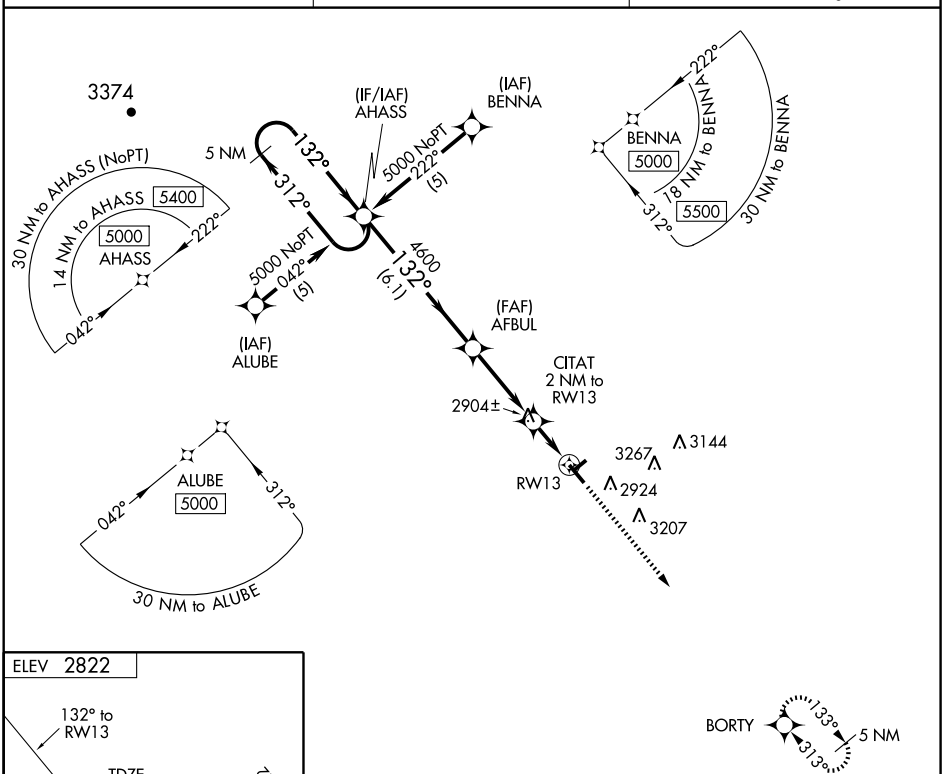
RNAV (GPS) RWY 13

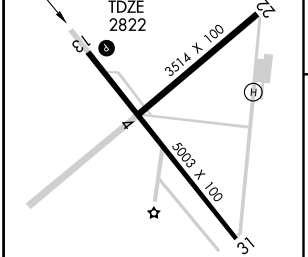
WINK/WINKLER COUNTY (INK)

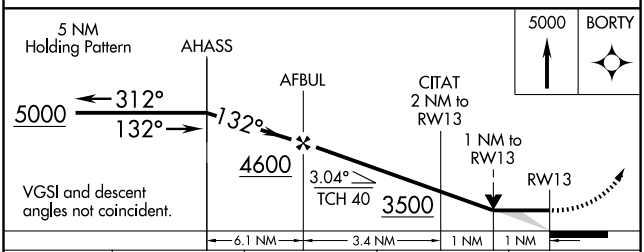
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 5000 direct BORTY and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3160-1 338 (400-1)			NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA

MIRL Rwys 4-22 and 13-31 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

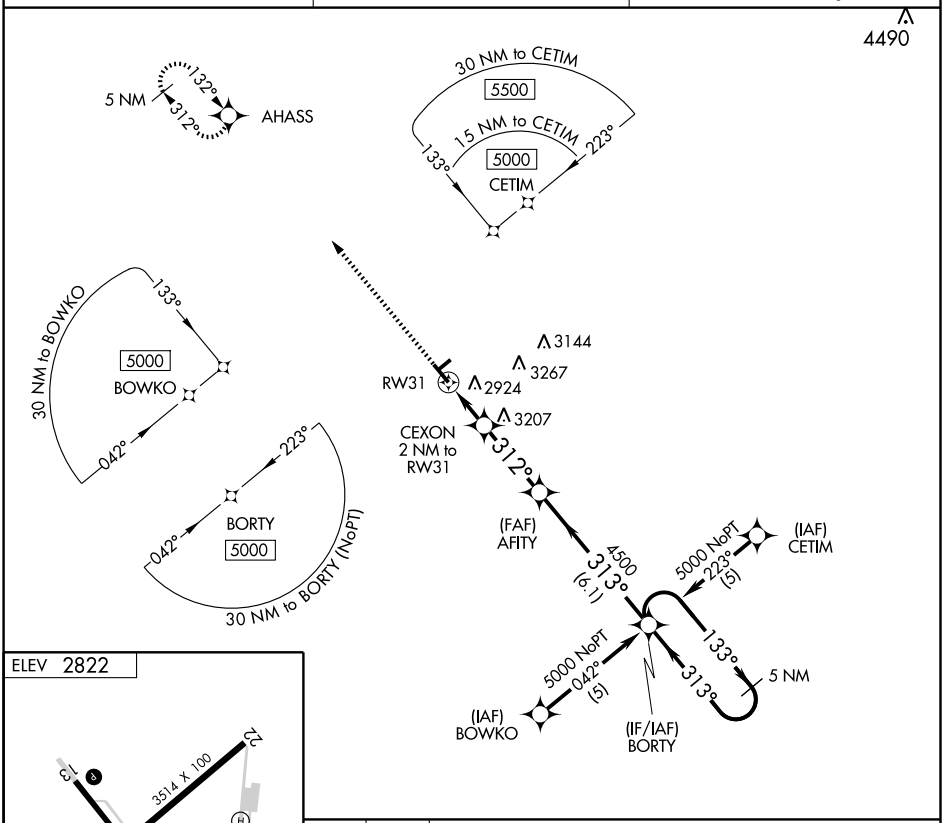
APP CRS	Rwy Idg	5003
312°	TDZE	2818
	Apt Elev	2822

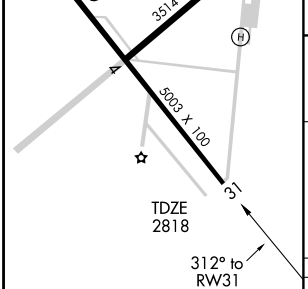
RNAV (GPS) RWY 31
WINK/WINKLER COUNTY (INK)

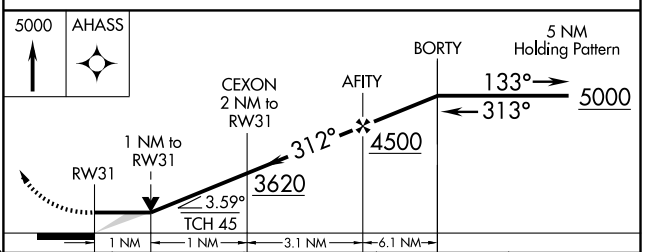
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 5000 direct AHASS and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3240-1 422 (500-1)		3240-1¼ 422 (500-1¼)	NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA

MIRL Rwys 4-22 and 13-31 L

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC INK	APP CRS	Rwy Idg 5003
112.1	150°	TDZE 2822
Chan 58		Apt Elev 2822

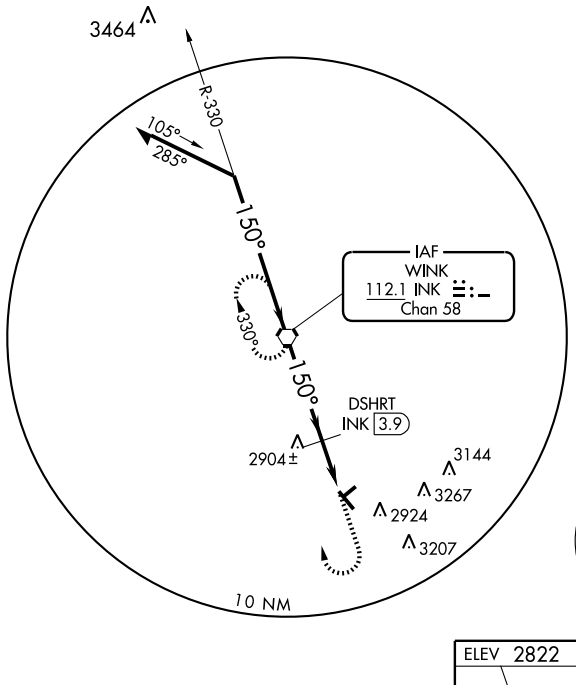
VOR RWY 13

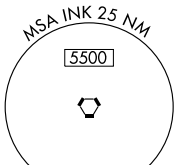
WINK/WINKLER COUNTY (INK)

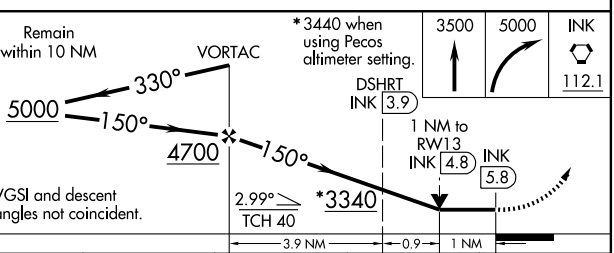
When local altimeter setting not received, use Pecos altimeter setting and increase all MDAs 100 feet and Cat C visibility ¼ mile and increase DSHRT fix: all MDA 100 feet and S-13 Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 3500 then climbing right turn to 5000 direct INK VORTAC and hold.

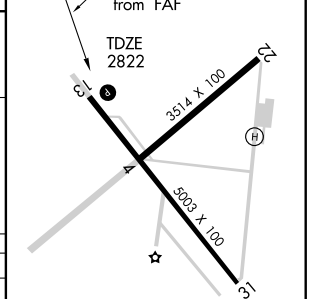
ASOS	FORT WORTH CENTER	UNICOM
118.325	133.1 298.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	3340-1 518 (600-1)		3340-1½ 518 (600-1½)	NA
CIRCLING	3340-1 518 (600-1)		3340-1½ 518 (600-1½)	NA
DSHRT FIX MINIMUMS				
S-13	3160-1 338 (400-1)			NA
CIRCLING	3280-1 458 (500-1)	3300-1 478 (500-1)	3300-1½ 478 (500-1½)	NA



MIRL Rwys 4-22 and 13-31 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME UIM 114.0 Chan 87	APP CRS 044°	Rwy Idg N/A TDZE N/A Apt Elev 513

VOR-A
WINNSBORO MUNI (F51)

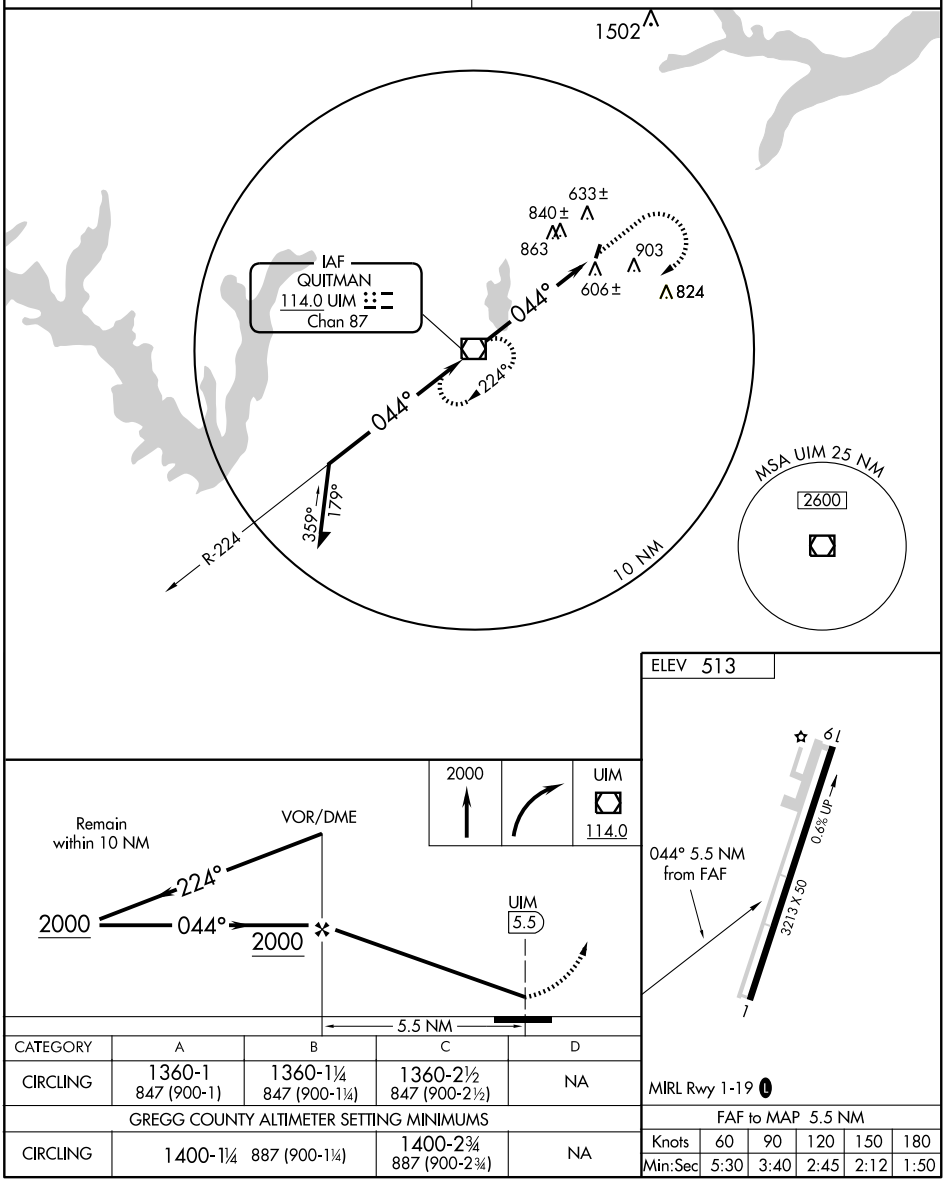
Use Tyler Pounds altimeter setting, if not received use Gregg County altimeter setting, when neither received procedure not authorized.

NA

MISSED APPROACH: Climb to 2000 then right turn direct UIM VOR/DME and hold.

LONGVIEW APP CON★
128.75 379.15

CTAF
122.9 L



CATEGORY	A	B	C	D
CIRCLING	1360-1 847 (900-1)	1360-1¼ 847 (900-1¼)	1360-2½ 847 (900-2½)	NA
GREGG COUNTY ALTIMETER SETTING MINIMUMS				
CIRCLING	1400-1¼ 887 (900-1¼)		1400-2¾ 887 (900-2¾)	NA

MIRL Rwy 1-19 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-2, 21 OCT 2010 to 18 NOV 2010
SC-2, 21 OCT 2010 to 18 NOV 2010

NDB IEW	APP CRS	Rwy Idg	3204
396	346°	TDZE	1871
		Apt Elev	1871

NDB or GPS RWY 35

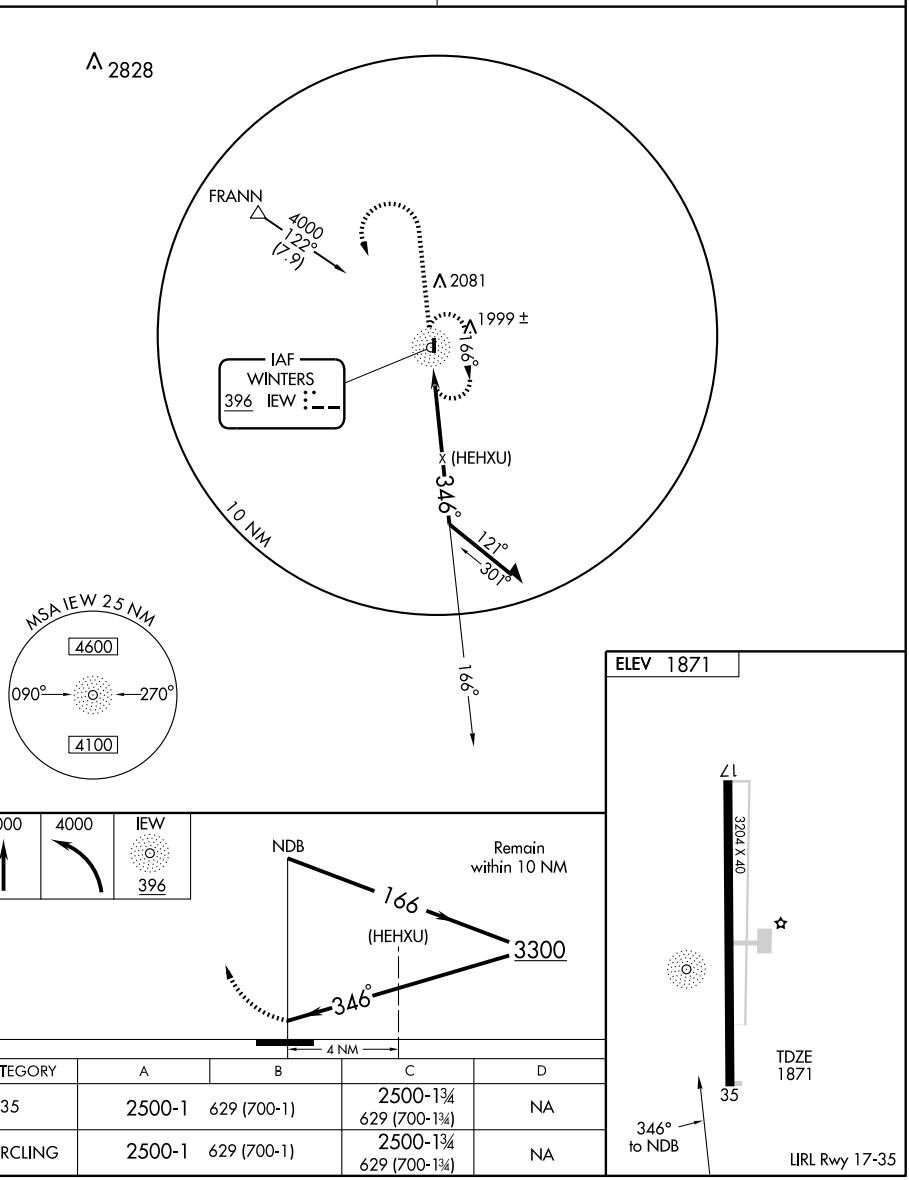
WINTERS MUNI (77F)

NA Use Abilene, TX altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct IEW NDB and hold.

ABILENE APP CON
127.2 282.3

122.9 (CTAF)



CATEGORY	A	B	C	D
S-35	2500-1	629 (700-1)	2500-1¾ 629 (700-1¾)	NA
CIRCLING	2500-1	629 (700-1)	2500-1¾ 629 (700-1¾)	NA

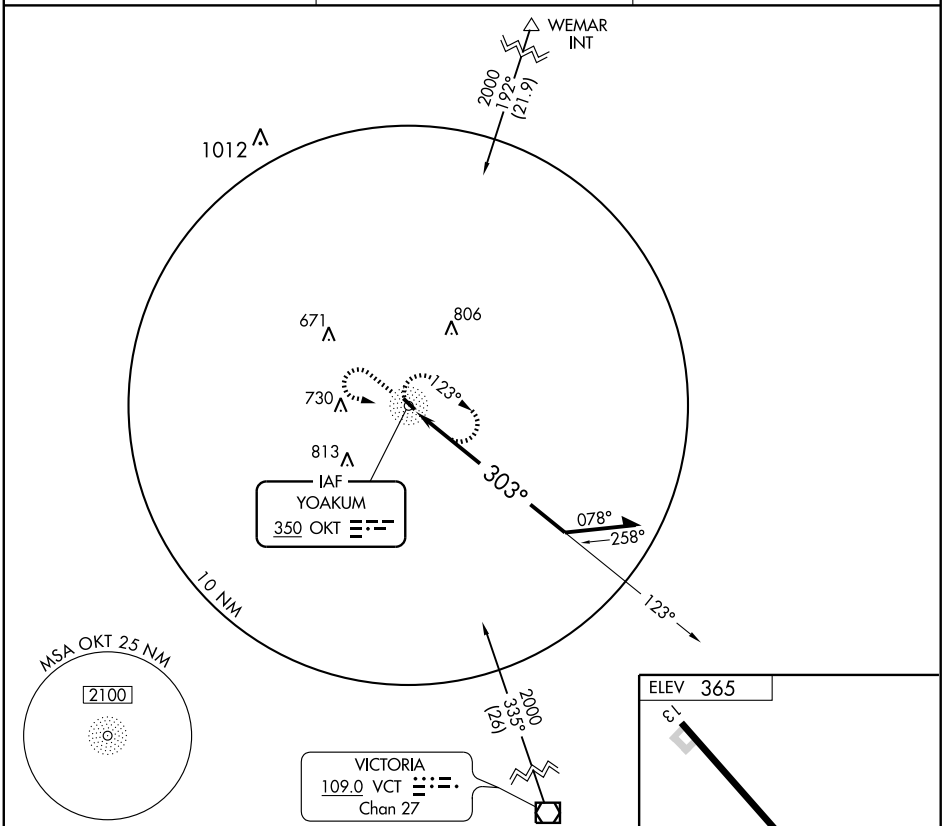
SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

NDB OKT 350	APP CRS 303°	Rwy Idg 3445 TDZE 363 Apt Elev 365

NDB RWY 31
YOAKUM MUNI (T85)

⚠ NA Use Victoria Regional altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 direct OKT NDB and hold.

VICTORIA REGIONAL ASOS	HOUSTON CENTER	CTAF
119.025	132.8 343.7	122.9 (L)



CATEGORY	A	B	C	D
S-31	940-1 577 (600-1)		940-1½ 577 (600-1½)	NA
CIRCLING	940-1 575 (600-1)		940-1½ 575 (600-1½)	NA

MIRL Rwy 13-31 (L)

Knots	60	90	120	150	180
Min:Sec					

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010

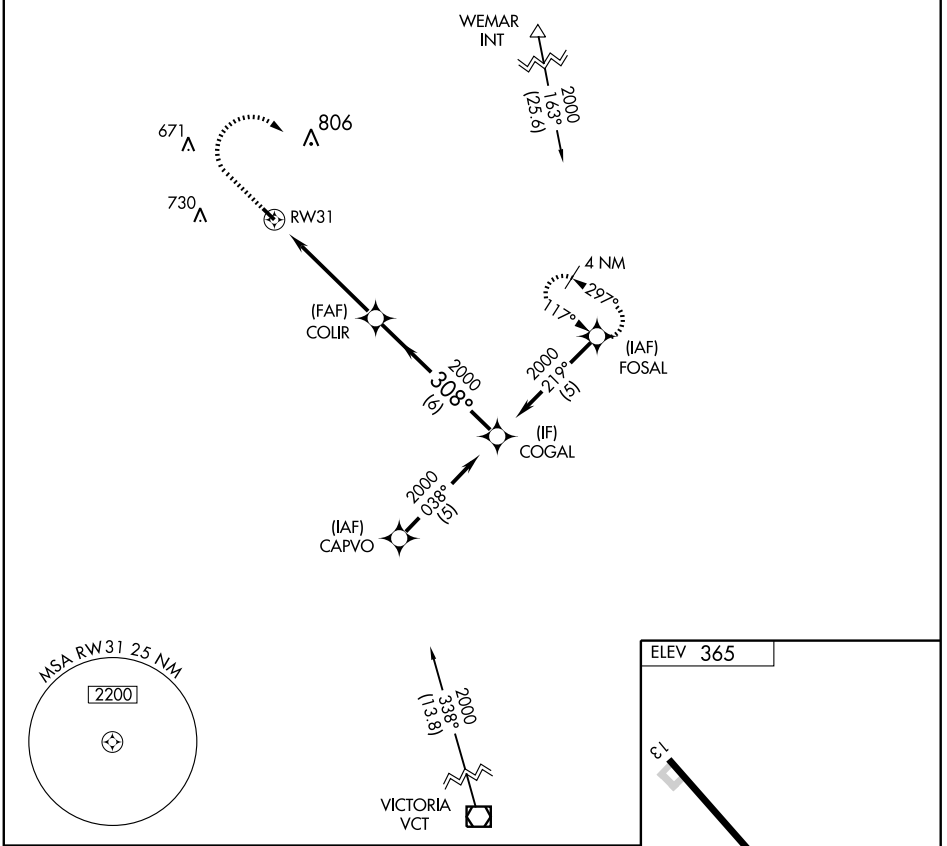
APP CRS	Rwy Idg	3445
308°	TDZE	363
	Apt Elev	365

RNAV (GPS) RWY 31
YOAKUM MUNI (T85)

NA Use Victoria Regional altimeter setting. Procedure not authorized at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FOSAL and hold.

VICTORIA REGIONAL ASOS	HOUSTON CENTER	CTAF
119.025	132.8 343.7	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	840-1 477 (500-1)		840-1¼ 477 (500-1¼)	NA
CIRCLING	920-1 555 (600-1)		920-1½ 555 (600-1½)	NA

SC-3, 21 OCT 2010 to 18 NOV 2010
SC-3, 21 OCT 2010 to 18 NOV 2010